

Ships' data, U.S. naval vessels / Navy Department

Washington : G.P.O.

Find this Book Online: <https://hdl.handle.net/2027/uc1.b3043282>

Digitized by Google

Original from
UNIVERSITY OF CALIFORNIA



Public Domain, Google-digitized

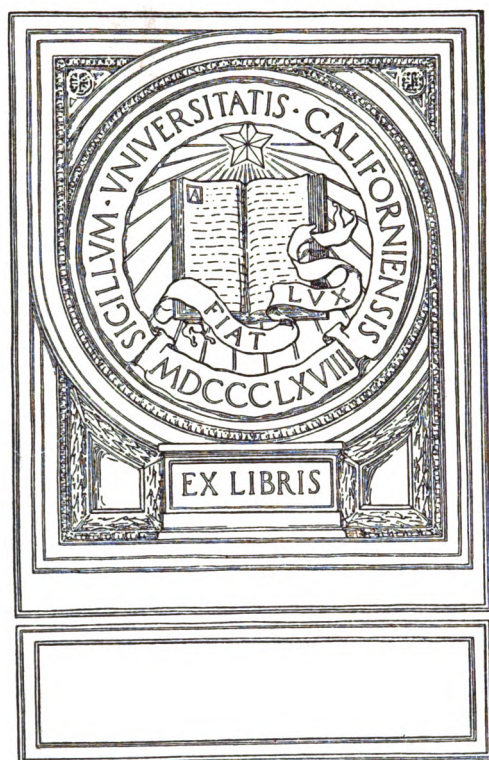
We have determined this work to be in the public domain, meaning that it is not subject to copyright. Users are free to copy, use, and redistribute the work in part or in whole. It is possible that current copyright holders, heirs or the estate of the authors of individual portions of the work, such as illustrations or photographs, assert copyrights over these portions. Depending on the nature of subsequent use that is made, additional rights may need to be obtained independently of anything we can address. The digital images and OCR of this work were produced by Google, Inc. (indicated by a watermark on each page in the PageTurner). Google requests that the images and OCR not be re-hosted, redistributed or used commercially. The images are provided for educational, scholarly, non-commercial purposes.

Generated at Harvard University through HathiTrust on 2025-09-06 03:37 GMT

UC-NRLF



B 3 043 282



B. S.-1st
CRUISERS
LT CR.-1st
LT CR.-2d
AIR. CAR.-1st
DEST.-1st
DEST.-2d
MIN'LAY'S
LT ML'S
ML SWP'R
SUBS.-1st
SUBS.-2d
SUBS. FLT.
EAGLES
SUB. CH.
GUNB'TS
YACHTS
TEND'S-D
TEND'S
TEND'S-A
REPAIR
STORE
COLLIERS
OILERS
AM'TN
CARGO
TRANSP'T
HOSPITAL
TUGS
MISC. AUX.
UNCLAS'D
AIRCRAFT
DIST. CR'T
STR. SALE
HIST'L
SUM'S
INDEX

NAVY DEPARTMENT

SHIPS' DATA U. S. NAVAL VESSELS

JULY 1, 1929



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1929

For sale by the Superintendent of Documents, Washington, D. C.

Price 50

The SHIPS' DATA BOOK for 1929 is approved for issue to the naval service and to others concerned.

Errors which may be noted by commanding officers, inspectors, or others concerned should be brought promptly to the attention of the Bureau of Construction and Repair, Navy Department, together with any available data to cover omissions from the columns as they appear in this volume.

(Signed)

C. F. ADAMS,
Secretary of the Navy.

TABLE OF CONTENTS

	Page
Abbreviations and notes.....	IV
Standard nomenclature.....	V
Naval vessels, list of.....	1
Naval vessels, tabulated data.....	8
Naval aircraft.....	257
District craft.....	263
Stricken and sale list.....	301
Vessels disposed of in accordance with treaty limiting naval armaments.....	302
Historical data; vessels built and acquired for U. S. Navy since 1883.....	303
Historical data; names selected for naval vessels.....	339
Summaries of vessels.....	384
Vessels under construction July 1, 1929.....	397
Index (subject).....	399
Index (ship data).....	403
Naval dry docks, data.....	422
Naval marine railways, data.....	425

III

934110

ABBREVIATIONS AND NOTES

Engines:

- Vert., 4-exp. = Vertical, quadruple expansion.
- Horiz., 3-exp. = Horizontal, triple expansion.
- Incl. compd. = Inclined compound.
- Turb. = Turbines.
- G. E. turb. = General Electric turbine.
- Westgh. turb. = Westinghouse (Parsons' type) turbine.
- Cut.-Ham. = Cutler-Hammer Co.
- H. P. = High pressure.
- I. P. = Intermediate pressure.
- L. P. = Low pressure.
- I. H. P. = Indicated horsepower.
- S. H. P. = Shaft horsepower.

When the engine and the dynamo of a generating set are made by different builders, the name of the engine builder is given first.

Boilers:

- S. E. = Single-ended, cylindrical.
- D. E. = Double-ended, cylindrical.
- S. W. = Straightway, cylindrical.
- B. & W. = Babcock & Wilcox.
- W. F. = White-Forster.
- W. T. = Water tube.
- Aux. = Auxiliary.
- E. F. C. = Emergency Fleet Corporation (water tube).
- Bu. exp. = Bureau express.
- Bu. mod. = Bureau modified.

Batteries:

- S. A. = Semiautomatic.
- A. A. = Antiaircraft.
- Cal. = Caliber.
- Subm. = Submerged.
- Pdr. = Pounder.
- Y-gun = Y-type depth-charge projector.

Miscellaneous:

- T. = Tug.
- M. S. = Mine sweeper.
- Id. No. = Identification No.
- S. P. = Section patrol.
- Kw. = Kilowatts.
- 2 mil. = Two military masts.
- S. B. Co. = Shipbuilding Co.
- S. B. Corp. = Shipbuilding Corporation.
- S. B. & D. D. Co. = Shipbuilding and Drydock Co.
- S. = Standard displacement.

Numbers in parentheses which appear in columns with names of vessels in the regular Navy are the permanent serial numbers of the several types in the order of authorization and construction. Such numbers in the case of vessels acquired for service during the World War, including those on stricken and sale list, are identification numbers assigned and recorded following the original official inspection and report on each vessel when filed.

Normal displacement, unless otherwise indicated, covers condition of vessel fully equipped and ready for sea, with two-thirds full supply of stores and fuel, and with full supply of ammunition.

In accordance with the treaty limiting naval armament, the standard displacement of a ship is the displacement of the ship complete, fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions and fresh water for crew, miscellaneous stores, and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

All displacements are to the nearest ton.

All lengths and drafts are to the nearest inch.

All breadths are to the nearest half inch.

STANDARD NOMENCLATURE

The nomenclature indicated below was approved by the Secretary of the Navy on June 6, 1928, with a view to the classification of all naval vessels and small craft so as to indicate the type and class to which assigned, to distinguish between those within the effective age and those past the effective age, and to provide official identification numbers which are to be employed in official correspondence, for the marking of spare parts, etc.

Type	Class	Symbol	Identification number
CAPITAL SHIP	Battleship, first line..... Battleship, second line..... Battle cruiser, first line..... Battle cruiser, second line.....	BB OBB CC OCC	BB (number). BB (number). CC (number). CC (number).
CRUISER	Cruiser, first line..... Cruiser, second line..... Light cruiser, first line..... Light cruiser, second line.....	CA OCA CL OCL	CA (number). CA (number). CL (number). CL (number).
AIRCRAFT CARRIER	Aircraft carrier, first line..... Aircraft carrier, second line.....	CV OCV	CV (number). CV (number).
DESTROYER	Destroyer, first line..... Destroyer, second line..... Destroyer leader.....	DD ODD DL	DD (number). DD (number). DL (number).
MINE VESSEL	Mine layer, first line..... Mine layer, second line..... Light mine layer..... Mine sweeper.....	CM OCM DM AM	CM (number). CM (number). DM (number). AM (number).
SUBMARINE	Submarine, first line..... Submarine, second line..... Fleet submarine, first line..... Fleet submarine, second line..... Cruiser submarine..... Mine-laying submarine.....	SS OSS SF OSF SC SM	SS (number). SS (number). SF (number). SF (number). SC (number). SM (number).
PATROL VESSEL	Eagle..... Submarine chaser..... Gunboat..... River gunboat..... Yacht.....	PE PC PG PR PY	PE (number). PC (number). PG (number). PR (number). PY (number).
AIRCRAFT (HEAVIER THAN AIR).	Bombing plane..... Fighting plane..... Ambulance plane..... General utility plane..... Training plane..... Observation plane..... Patrol plane..... Scouting plane..... Torpedo plane.....	VB VF VH VJ VN VO VP VS VT	A (number). A (number). A (number). A (number). A (number). A (number). A (number). A (number). A (number).
AIRSHIP (LIGHTER THAN AIR).	Kite balloon..... Nonrigid airship..... Rigid airship.....	ZK ZN ZR	ZK (number). ZN (number). ZR (number).
AUXILIARY	Crane ship..... Collier..... Destroyer tender..... Ammunition ship..... Provision storeship..... Miscellaneous auxiliary..... Seagoing dredge..... Light house tender..... Hospital ship..... Evacuation hospital ship..... Cargo ship..... Deep-hold cargo ship..... General stores issue ship..... Aircraft supply ship..... Lightship..... Net-laying ship.....	AB AC AD AE AF AG AGD AGL AH AHP AK AKD AKI AKV AL AN	AB (number). AC (number). AD (number). AE (number). AF (number). AG (number). AGD (number). AGL (number). AH (number). AHP (number). AK (number). AKD (number). AKI (number). AKV (number). AL (number). AN (number).

STANDARD NOMENCLATURE—Continued

Type	Class	Symbol	Identification number
AUXILIARY (continued).....	Oiler, or fuel-oil tanker.....	AO	AO (number.)
	Gasoline tanker.....	AOG	AOG (number.)
	Transport.....	AP	AP (number.)
	Animal transport.....	APA	APA (number.)
	Artillery barge.....	APB	APB (number.)
	Cavalry transport.....	APC	APC (number.)
	Administration flagship.....	APF	APF (number.)
	Supporting gunnery ship.....	APG	APG (number.)
	Labor transport, or barrack ship.....	APL	APL (number.)
	Mechanized artillery transport.....	APM	APM (number.)
	Nonmechanized artillery transport.....	APN	APN (number.)
	Troop barge, Class A.....	APP	APP (number.)
	Troop barge, Class B.....	APT	APT (number.)
	Aircraft transport.....	APV	APV (number.)
	Repair ship.....	AR	AR (number.)
	Cable repairing or laying ship.....	ARC	ARC (number.)
	Floating dry dock.....	ARD	ARD (number.)
	Heavy hull repair ship.....	ARH	ARH (number.)
	Heavy machinery repair ship.....	ARM	ARM (number.)
	Salvage vessel.....	ARS	ARS (number.)
	Aircraft repair ship.....	ARV	ARV (number.)
	Submarine tender.....	AS	AS (number.)
	Submarine rescue vessel.....	ASR	ASR (number.)
	Ocean-going tug.....	AT	AT (number.)
	Aircraft tender (heavier than air).....	AV	AV (number.)
	Aircraft rescue vessel.....	AVR	AVR (number.)
	Distilling ship.....	AW	AW (number.)
	Water tanker.....	AWK	AWK (number.)
	Airship tender (lighter than air).....	AZ	AZ (number.)
DISTRICT CRAFT.....	Ash lighter.....	YA	YA (number.)
	Ambulance boat.....	YH	YH (number.)
	Ammunition lighter.....	YE	YE (number.)
	Coal barge.....	YC	YC (number.)
	Car float.....	YCF	YCF (number.)
	Fueling barge.....	YCD	YCD (number.)
	Floating derrick.....	YD	YD (number.)
	Seaplane wrecking derrick.....	YSD	YSD (number.)
	Dredge.....	YM	YM (number.)
	Freight lighter.....	YF	YF (number.)
	Garbage lighter.....	YG	YG (number.)
	Heating scow.....	YHT	YHT (number.)
	Mud scow.....	YMD	YMD (number.)
	Oil barge.....	YO	YO (number.)
	Ferryboat and launch.....	YFB	YFB (number.)
	Pile driver.....	YPD	YPD (number.)
	Stevedoring barge.....	YS	YS (number.)
	Torpedo testing barge.....	YTT	YTT (number.)
	Water barge.....	YW	YW (number.)
	Floating workshop.....	YR	YR (number.)
	Seaplane barge.....	YV	YV (number.)
	Harbor tug.....	YT	YT (number.)
	District patrol.....	YP	YP (number.)

A symbol beginning with the capital letter "O" indicates that the class of vessel thus designated belongs to the second line by reason of age from date of completion. Vessels of the following types, so long as they have less than the indicated age, shall be referred to as "First line," and when over the indicated age shall be referred to as "Second line." For this designation, the age of each vessel is reckoned from June 30 of the year in which it was completed.

	Years
Aircraft carriers.....	20
Capital ships.....	20
Cruisers.....	20
Mine vessels (except light mine layers).....	20
Light mine layers.....	16
Destroyers.....	16
Submarines.....	13

Vessels taken over temporarily by the Navy will have the symbols of the class to which they belong always preceded by the letter X, indicating the temporary nature of the assignment. The individual vessel will, in addition, be given a serial number in a series independent of vessels regularly a part of the Navy. For instance, XAV-5 means a heavier-than-air aircraft tender temporarily incorporated in the Navy, and the fifth one to have been so incorporated in the Navy.

B. S.-1st
CRUISERS
LT CR.-1st
LT CR.-2d
MR. CAR.-1st
DEST.-1st
DEST.-2d
MIN'LAYS
L'T M'L'S
ML SWP'R
SUBS.-1st
SUBS.-2d
SUBS. FLT.
EAGLES
SUB. CH.
GUNB'TS
YACHTS
TEND'S
END'S
TEND'S
REPAI
STOR
COLLIE
OILE
AMT
CARO
TRAN
HOSP
TU
MISC
UNC
AIR
DIS
S

LIST OF NAVAL VESSELS

The following is a classified list of all naval vessels in service, under construction, or authorized, exclusive of district craft and aircraft. The names are entered under each type in the order of identification numbers as assigned.

The characteristics of each vessel will be found in the following tabulated data sections, as indexed, and which are alphabetically arranged. On page 303 will be found historical data containing a list of all vessels built for the United States Navy and which have been acquired for naval use since 1883, with original type designation and official serial numbers, names, present designation or status, etc. The ship index will be found to contain names of battleships, destroyers, etc., arranged both alphabetically and numerically, for convenient reference.

Group designs under the several classes are indicated by braces.

Type, name, and identification number	Type, name, and identification number
BATTLESHIPS—FIRST LINE (BB)	. LIGHT CRUISERS—FIRST LINE (CL)
{ FLORIDA..... BB30	{ OMAHA..... CL4
{ UTAH..... BB31	{ MILWAUKEE..... CL5
{ WYOMING..... BB32	{ CINCINNATI..... CL6
{ ARKANSAS..... BB33	{ RALEIGH..... CL7
{ NEW YORK..... BB34	{ DETROIT..... CL8
{ TEXAS..... BB35	{ RICHMOND..... CL9
{ NEVADA..... BB36	{ CONCORD..... CL10
{ OKLAHOMA..... BB37	{ TRENTON..... CL11
{ PENNSYLVANIA..... BB38	{ MARBLEHEAD..... CL12
{ ARIZONA..... BB39	{ MEMPHIS..... CL13
{ NEW MEXICO..... BB40	{ PENSACOLA..... CL24
{ MISSISSIPPI..... BB41	{ SALT LAKE CITY..... CL25
{ IDAHO..... BB42	{ NORTHAMPTON..... CL26
{ TENNESSEE..... BB43	{ CHESTER..... CL27
{ CALIFORNIA..... BB44	{ LOUISVILLE..... CL28
{ COLORADO..... BB45	{ CHICAGO..... CL29
{ MARYLAND..... BB46	{ HOUSTON..... CL30
{ WEST VIRGINIA..... BB48	{ AUGUSTA..... CL31
BATTLESHIPS—SECOND LINE (OBB)	{ No. 32..... CL32
(None)	{ No. 33..... CL33
BATTLE CRUISERS—FIRST LINE (CC)	{ No. 34..... CL34
(None)	{ No. 35..... CL35
BATTLE CRUISERS—SECOND LINE (OCC)	{ No. 36..... CL36
(None)	Nos. 37-46..... CL37-46
CRUISERS—FIRST LINE (CA)	LIGHT CRUISERS—SECOND LINE (OCL)
(None)	{ CHESTER..... CL1
CRUISERS—SECOND LINE (OCA)	{ BIRMINGHAM..... CL2
ROCHESTER..... CA2	{ SALEM..... CL3
{ PITTSBURGH..... CA4	OLYMPIA..... CL15
{ HUNTINGTON..... CA5	{ DENVER..... CL16
{ PUEBLO..... CA7	{ DES MOINES..... CL17
{ FREDERICK..... CA8	{ CHATTANOOGA..... CL18
{ HURON..... CA9	{ GALVESTON..... CL19
SEATTLE..... CA11	{ CLEVELAND..... CL21
{ CHARLOTTE..... CA12	{ NEW ORLEANS..... CL22
{ MISSOULA..... CA13	{ ALBANY..... CL23
{ ST. LOUIS..... CA18	AIRCRAFT CARRIERS—FIRST LINE (CV)
{ CHARLESTON..... CA19	{ LANGLEY..... CV1
	{ LEXINGTON..... CV3
	{ SARATOGA..... CV2
	No. 4..... CV4
	AIRCRAFT CARRIERS—SECOND LINE (OCV)
	(None)

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
MINE LAYERS—FIRST LINE (CM) (None)	DESTROYERS—FIRST LINE (DD)—Con.
MINE LAYERS—SECOND LINE (OCM)	O'BRIEN..... DD51
BALTIMORE..... CM1	NICHOLSON..... DD52
SAN FRANCISCO..... CM2	WINSLOW..... DD53
AROOSTOOK..... CM3	CUSHING..... DD55
OGLALA..... CM4	WADSWORTH..... DD60
LIGHT MINE LAYERS (DM)	SAMPSON..... DD63
STIRLING..... DM1	ROWAN..... DD64
MURRAY..... DM2	ALLEN..... DD66
ISRAEL..... DM3	CALDWELL..... DD69
LUCE..... DM4	CRAVEN..... DD70
MAURY..... DM5	GWIN..... DD71
LANDDALE..... DM6	CONNER..... DD72
MAHAN..... DM7	STOCKTON..... DD73
HART..... DM8	MANLEY..... DD74
INGRAHAM..... DM9	
LUDLOW..... DM10	No. 75-185 Class
BURNS..... DM11	WICKES..... DD75
ANTHONY..... DM12	PHILIP..... DD76
SPROSTON..... DM13	EVANS..... DD78
RIZAL..... DM14	LITTLE..... DD79
	KIMBERLY..... DD80
	SIGOURNEY..... DD81
	GREGORY..... DD82
	STRINGHAM..... DD83
	DYER..... DD84
	COLHOUN..... DD85
	STEVENS..... DD86
	MCKEE..... DD87
	ROBINSON..... DD88
	RINGGOLD..... DD89
	MCKEAN..... DD90
	HARDING..... DD91
	GRIDLEY..... DD92
	FAIRFAX..... DD93
	TAYLOR..... DD94
	BELL..... DD95
	SCHLEY..... DD103
	CHAMPLIN..... DD104
	MUGFORD..... DD105
	CHEW..... DD106
	HAZELWOOD..... DD107
	WILLIAMS..... DD108
	CRANE..... DD109
	RATHBURN..... DD113
	TALBOT..... DD114
	WATERS..... DD115
	DENT..... DD116
	DORSEY..... DD117
	LEA..... DD118
	LAMBERTON..... DD119
	RADFORD..... DD120
	MONTGOMERY..... DD121
	BRESE..... DD122
	GAMBLE..... DD123
	RAMSAY..... DD124
	TATNALL..... DD125
	BADGER..... DD126
	TWIGGS..... DD127
	BABBITT..... DD128
	JACOB JONES..... DD130
	BUCHANAN..... DD131
	AARON WARD..... DD132
	HALE..... DD133
	CROWMINSHIELD..... DD134
	TILLMAN..... DD135
	BOGGS..... DD136
	KILTY..... DD137
	KENNISON..... DD138
	WARD..... DD139
	CLAXTON..... DD140
	HAMILTON..... DD141
	TARBELL..... DD142
	YARNELL..... DD143
	UPSHUR..... DD144
	GREER..... DD145
	ELLIOT..... DD146
	ROPER..... DD147
MINE SWEEPERS (AM)	
No. 1-54 Class	
LAPWING..... AM1	
OWL..... AM2	
ROBIN..... AM3	
SWALLOW..... AM4	
TANAGER..... AM5	
ORIOLE..... AM7	
FINCH..... AM9	
HERON..... AM10	
TURKEY..... AM13	
WOODCOCK..... AM14	
QUAIL..... AM15	
PARTRIDGE..... AM16	
EIDER..... AM17	
THRUSH..... AM18	
AVOCET..... AM19	
BOBOLINK..... AM20	
LARK..... AM21	
WIDGEON..... AM22	
TEAL..... AM23	
BRANT..... AM24	
KINGFISHER..... AM25	
RAIL..... AM26	
PELICAN..... AM27	
FALCON..... AM28	
SEAGULL..... AM30	
TERN..... AM31	
PENGUIN..... AM33	
SWAN..... AM34	
WHIPPOORWILL..... AM35	
BITTERN..... AM36	
SANDERLING..... AM37	
CHEWINK..... AM39	
CORMORANT..... AM40	
GANNET..... AM41	
GREBE..... AM43	
MALLARD..... AM44	
ORTOLAN..... AM45	
PEACOCK..... AM46	
PIGEON..... AM47	
SANDPIPER..... AM51	
VIREO..... AM52	
WARBLER..... AM53	
WILLET..... AM54	
DESTROYERS—FIRST LINE (DD)	
DUNCAN..... DD46	
AYLWIN..... DD47	
BENHAM..... DD49	
BALCH..... DD50	

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number		Type, name, and identification number	
DESTROYERS—FIRST LINE (DD)—Con.		DESTROYERS—FIRST LINE (DD)—Con.	
No. 75-185 Class—Continued		No. 186-347 Class—Continued	
BRECKINRIDGE.....	DD148	FOX.....	DD234
BARNEY.....	DD149	KANE.....	DD235
BLAKELEY.....	DD150	HUMPHREYS.....	DD236
BIDDLE.....	DD151	McFARLAND.....	DD237
DU PONT.....	DD152	JAMES K. PAULDING.....	DD238
BERNADOU.....	DD153	OVERTON.....	DD239
ELLIS.....	DD154	STURTEVANT.....	DD240
COLE.....	DD155	CHILDS.....	DD241
J. FRED TALBOTT.....	DD156	KING.....	DD242
DICKERSON.....	DD157	SANDS.....	DD243
LEARY.....	DD158	WILLIAMSON.....	DD244
SCHENCK.....	DD159	REUBEN JAMES.....	DD245
HERBERT.....	DD160	BAINBRIDGE.....	DD246
PALMER.....	DD161	GOFF.....	DD247
THATCHER.....	DD162	BARRY.....	DD248
WALKER.....	DD163	HOPKINS.....	DD249
CROSBY.....	DD164	LAWRENCE.....	DD250
MEREDITH.....	DD165	BELKNAP.....	DD251
BUSH.....	DD166	McCOOK.....	DD252
COWELL.....	DD167	McCALLA.....	DD253
MADDOX.....	DD168	RODGERS.....	DD254
FOOTE.....	DD169	OSMOND INGRAM.....	DD255
KALK.....	DD170	BANCROFT.....	DD256
MACKENZIE.....	DD175	WELLES.....	DD257
RENSHAW.....	DD176	AULICK.....	DD258
O'BANNON.....	DD177	TURNER.....	DD259
HOGAN.....	DD178	GILLIS.....	DD260
HOWARD.....	DD179	McDERMUT.....	DD262
STANSBURY.....	DD180	LAUB.....	DD263
HOPEWELL.....	DD181	McLANAHAN.....	DD264
THOMAS.....	DD182	EDWARDS.....	DD265
HARADEN.....	DD183	GREENE.....	DD266
ABBOT.....	DD184	BALLARD.....	DD267
BAGLEY.....	DD185	SHUBRICK.....	DD268
		BAILEY.....	DD269
		THORNTON.....	DD270
		MORRIS.....	DD271
		TINGEY.....	DD272
		SWASEY.....	DD273
		MEADE.....	DD274
		SINCLAIR.....	DD275
		McCRAWLEY.....	DD276
		MOODY.....	DD277
		HENSHAW.....	DD278
		MEYER.....	DD279
		DOYEN.....	DD280
		SHARKEY.....	DD281
		TOUCEY.....	DD282
		BRECK.....	DD283
		ISHERWOOD.....	DD284
		CASE.....	DD285
		LARDNER.....	DD286
		PUTNAM.....	DD287
		WORDEN.....	DD288
		FLUSSER.....	DD289
		DALE.....	DD290
		CONVERSE.....	DD291
		REID.....	DD292
		BILLINGSLEY.....	DD293
		CHARLES AUSBURN.....	DD294
		OSBORNE.....	DD295
		PERCIVAL.....	DD298
		JOHN FRANCIS BURNES.....	DD299
		FARRAGUT.....	DD300
		SOMERS.....	DD301
		STODDERT.....	DD302
		RENO.....	DD303
		FARQUHAR.....	DD304
		THOMPSON.....	DD305
		KENNEDY.....	DD306
		PAUL HAMILTON.....	DD307
		WILLIAM JONES.....	DD308
		ZEILIN.....	DD313
		YARBOROUGH.....	DD314
		LA VALLETTE.....	DD315
		SLOAT.....	DD316
		WOOD.....	DD317
		SHIRK.....	DD318
No. 186-347 Class			
CLEMONS.....	DD186		
DAHLGREN.....	DD187		
GOLDSBOROUGH.....	DD188		
SEMMES.....	DD189		
SATTERLEE.....	DD190		
MASON.....	DD191		
ABEL P. UPSHUR.....	DD193		
HUNT.....	DD194		
WELBORN C. WOOD.....	DD195		
GEORGE E. BADGER.....	DD196		
BRANCH.....	DD197		
HERNDON.....	DD198		
DALLAS.....	DD199		
CHANDLER.....	DD206		
SOUTHARD.....	DD207		
HOVEY.....	DD208		
LONG.....	DD209		
BROOME.....	DD210		
ALDEN.....	DD211		
SMITH THOMPSON.....	DD212		
BARKER.....	DD213		
TRACEY.....	DD214		
BORIE.....	DD215		
JOHN D. EDWARDS.....	DD216		
WHIPPLE.....	DD217		
PARROTT.....	DD218		
EDSALL.....	DD219		
MACLEISH.....	DD220		
SIMPSON.....	DD221		
BULMER.....	DD222		
McCORMICK.....	DD223		
STEWART.....	DD224		
POPE.....	DD225		
PEARY.....	DD226		
PILLSBURY.....	DD227		
JOHN D. FORD.....	DD228		
TRUXTUN.....	DD229		
PAUL JONES.....	DD230		
HATFIELD.....	DD231		
BROOKS.....	DD232		
GILMER.....	DD233		

B. S.-1st

CRUISERS

L'T CR.-1st

L'T CR.-2d

IR.CAR.-1st

DEST.-1st

DEST.-2d

MIN'LAYS

L'T M'L'S

M. SW'P'R

SUBS.-1st

SUBS.-2d

SUBS. FLT.

EAGLES

SUB. CH.

GUNB'TS

YACHTS

TEND'S-D

TEND'S

TEND'S-A

REPAIR

STORE

COLLIER

OILERS

AMT'N

CARGO

TRANSP

HOSPIT

TUGS

MISC. A

UNCL

AIRC

DIST.

STR

HI

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
DESTROYERS—FIRST LINE (DD)—Con.	SUBMARINES—FIRST LINE (SS)—Con.
No. 186-347 Class—Continued	
KIDDER..... DD319	S-24..... SS129
SELFRIDGE..... DD320	S-25..... SS130
MARCUS..... DD321	S-26..... SS131
MERVINE..... DD322	S-27..... SS132
CHASE..... DD323	S-28..... SS133
ROBERT SMITH..... DD324	S-29..... SS134
MULLANY..... DD325	S-30..... SS135
COGHLAN..... DD326	S-31..... SS136
PRESTON..... DD327	S-32..... SS137
LAMSON..... DD328	S-33..... SS138
BRUCE..... DD329	S-34..... SS139
HULL..... DD330	S-35..... SS140
MACDONOUGH..... DD331	S-36..... SS141
FARENHOLT..... DD332	S-37..... SS142
SUMNER..... DD333	S-38..... SS143
CORRY..... DD334	S-39..... SS144
MELVIN..... DD335	S-40..... SS145
LITCHFIELD..... DD336	S-41..... SS146
ZANE..... DD337	S-42..... SS153
WASMUTH..... DD338	S-43..... SS154
TREVER..... DD339	S-44..... SS155
PERRY..... DD340	S-45..... SS156
DECATUR..... DD341	S-46..... SS157
HULBERT..... DD342	S-47..... SS158
NOA..... DD343	S-48..... SS159
WILLIAM B. PRESTON..... DD344	S-49..... SS160
PREBLE..... DD345	S-50..... SS161
SICARD..... DD346	S-51..... SS162
PRUITT..... DD347	
No. 348 to No. 359. ¹	NEFF ² SS108
DESTROYERS—SECOND LINE (ODD)	N-1..... SS53
DRAYTON..... DD23	N-2..... SS54
PERKINS..... DD26	N-3..... SS55
STERETT..... DD27	
WARRINGTON..... DD30	O-1..... SS62
MAYRANT..... DD31	O-2..... SS63
	O-3..... SS64
WALKE..... DD34	O-4..... SS65
	O-6..... SS67
JARVIS..... DD38	O-7..... SS68
JENKINS..... DD42	O-8..... SS69
PARKER..... DD48	O-9..... SS70
	O-10..... SS71
DESTROYER LEADERS (DL)	O-11..... SS72
(None)	O-12..... SS73
SUBMARINES—FIRST LINE (SS)	O-13..... SS74
S-1..... SS105	O-14..... SS75
S-2..... SS106	O-15..... SS76
S-3..... SS107	O-16..... SS77
S-4..... SS109	
S-6..... SS111	R-1..... SS78
S-7..... SS112	R-2..... SS79
S-8..... SS113	R-3..... SS80
S-9..... SS114	R-4..... SS81
S-10..... SS115	R-5..... SS82
S-11..... SS116	R-6..... SS83
S-12..... SS117	R-7..... SS84
S-13..... SS118	R-8..... SS85
	R-9..... SS86
S-14..... SS119	R-10..... SS87
S-15..... SS120	R-11..... SS88
S-16..... SS121	R-12..... SS89
S-17..... SS122	R-13..... SS90
	R-14..... SS91
S-18..... SS123	R-15..... SS92
S-19..... SS124	R-16..... SS93
S-20..... SS125	R-17..... SS94
S-21..... SS126	R-18..... SS95
S-22..... SS127	R-19..... SS96
S-23..... SS128	R-20..... SS97
	R-21..... SS98
	R-22..... SS99
	R-23..... SS100
	R-24..... SS101
	R-25..... SS102
	R-26..... SS103
	R-27..... SS104

¹ Authorized by act of Aug. 29, 1916, but no appropriation provided.² Appropriation provided by act of Aug. 29, 1916, but conditions not fulfilled by designer.

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
SUBMARINES—FIRST LINE (SS)—Con.	
H-4.....	SS147
H-5.....	SS148
H-6.....	SS149
H-7.....	SS150
H-8.....	SS151
H-9.....	SS152
SUBMARINES—SECOND-LINE (OSS)	
H-2.....	SS29
H-3.....	SS30
K-1.....	SS32
K-2.....	SS33
K-3.....	SS34
K-4.....	SS35
K-5.....	SS36
K-6.....	SS37
K-7.....	SS38
K-8.....	SS39
L-2.....	SS41
L-3.....	SS42
L-9.....	SS49
L-11.....	SS51
FLEET SUBMARINES—FIRST LINE (SF)	
T-1.....	SF1
T-2.....	SF2
T-3.....	SF3
V-1.....	SF4
V-2.....	SF5
V-3.....	SF6
FLEET SUBMARINES—SECOND LINE (OSF)	
(None)	
FLEET SUBMARINES (MINELAYING TYPE) (SM)	
V-4 (<i>ex-SF7</i>).....	—SM1
FLEET SUBMARINES—CRUISER TYPE (SC)	
V-5.....	Ex-SF 8—SC1
V-6.....	Ex-SF 9—SC2
V-7. ¹	
V-8. ¹	
V-9. ¹	
PATROL VESSELS—EAGLES (PE)	
EAGLE 1.....	PE1
EAGLE 2.....	PE2
EAGLE 3.....	PE3
EAGLE 4.....	PE4
EAGLE 5.....	PE5
EAGLE 6.....	PE6
EAGLE 7.....	PE7
EAGLE 8.....	PE8
EAGLE 9.....	PE9
EAGLE 10.....	PE10
EAGLE 11.....	PE11
EAGLE 12.....	PE12
EAGLE 13.....	PE13
EAGLE 14.....	PE14
EAGLE 15.....	PE15
EAGLE 18.....	PE18
EAGLE 19.....	PE19
PATROL VESSELS—EAGLES (PE)—Con.	
EAGLE 22.....	PE22
EAGLE 23.....	PE23
EAGLE 24.....	PE24
EAGLE 26.....	PE26
EAGLE 27.....	PE27
EAGLE 28.....	PE28
EAGLE 29.....	PE29
EAGLE 32.....	PE32
EAGLE 33.....	PE33
EAGLE 34.....	PE34
EAGLE 35.....	PE35
EAGLE 36.....	PE36
EAGLE 37.....	PE37
EAGLE 38.....	PE38
EAGLE 39.....	PE39
EAGLE 40.....	PE40
EAGLE 41.....	PE41
EAGLE 42.....	PE42
EAGLE 43.....	PE43
EAGLE 44.....	PE44
EAGLE 45.....	PE45
EAGLE 46.....	PE46
EAGLE 47.....	PE47
EAGLE 48.....	PE48
EAGLE 49.....	PE49
EAGLE 50.....	PE50
EAGLE 51.....	PE51
EAGLE 52.....	PE52
EAGLE 53.....	PE53
EAGLE 54.....	PE54
EAGLE 55.....	PE55
EAGLE 56.....	PE56
EAGLE 57.....	PE57
EAGLE 58.....	PE58
EAGLE 59.....	PE59
EAGLE 60.....	PE60
PATROL VESSELS—SUBMARINE CHASER (PC)	
SC-57.....	PC57
SC-63.....	PC63
SC-64.....	PC64
SC-102.....	PC102
SC-103.....	PC103
SC-143.....	PC143
SC-185.....	PC185
SC-192.....	PC192
SC-210.....	PC210
SC-223.....	PC223
SC-224.....	PC224
SC-229.....	PC229
SC-231.....	PC231
SC-252.....	PC252
SC-271.....	PC271
SC-306.....	PC306
SC-326.....	PC326
SC-328.....	PC328
SC-330.....	PC330
SC-353.....	PC353
SC-412.....	PC412
SC-428.....	PC428
SC-431.....	PC431
SC-432.....	PC432
SC-433.....	PC433
SC-437.....	PC437
SC-440.....	PC440
PATROL VESSELS—GUNBOATS (PG)	
HELENA.....	PG9
SACRAMENTO.....	PG19
ASHEVILLE.....	PG21
TULSA.....	PG22
ELCANO.....	PG38
PAMPANGA.....	PG39
VILLALOBOS.....	PG42

¹ Authorized by act of Aug. 29, 1916.

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
PATROL VESSELS—RIVER GUN-BOATS (PR)	
{PALOS.....	PR1
{MONOCACY.....	PR2
{GUAM.....	PR3
{TUTUILA.....	PR4
{PANAY.....	PR5
{OAHU.....	PR6
{LUZON.....	PR7
{MINDANAO.....	PR8
PATROL VESSELS—CONVERTED YACHTS (PY)	
MAYFLOWER.....	PY1
NOKOMIS.....	PY6
NIAGARA.....	PY9
ISABEL.....	PY10
AUXILIARIES—DESTROYER TENDERS (AD)	
MELVILLE.....	AD2
{DOBBIN.....	AD3
{WHITNEY.....	AD4
BLACK HAWK.....	AD9
BRIDGEPORT.....	AD10
{ALTAIR.....	AD11
{DENEBOLA.....	AD12
{RIGEL.....	AD13
AUXILIARIES—SUBMARINE TENDERS (AS)	
FULTON.....	AS1
BUSHNELL.....	AS2
HOLLAND.....	AS3
BEAVER.....	AS5
CAMDEN.....	AS6
SAVANNAH.....	AS8
CANOPUS.....	AS9
ARGONNE (<i>Er-AP4</i>).....	AS10
AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDERS (AZ)	
(None)	
AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (AV)	
WRIGHT.....	AV1
AUXILIARIES—REPAIR SHIPS (AR)	
MEDUSA.....	AR1
{PROMETHEUS.....	AR3
{VESTAL.....	AR4
AUXILIARIES—STORESHIPS (AF)	
BRIDGE.....	AF1
RAPPAHANNOCK.....	AF6
{ARTIC.....	AF7
{BOREAS.....	AF8
{YUKON.....	AF9
AUXILIARIES—COLLIERS (AC)	
NEPTUNE.....	AC8
{PROTEUS.....	AC9
{NEREUS.....	AC10
{ORION.....	AC11
{JASON.....	AC12
AUXILIARIES—OILERS (AO)	
{KANAWHA.....	AO1
{MAUMEE.....	AO2
{CUYAMA.....	AO3
{BRAZOS.....	AO4
{NECHES.....	AO5
{PECOS.....	AO6
THOMPSON, SARA.....	AO8
{PATOKA.....	AO9
{SAPELO.....	AO11
{RAMAPO.....	AO12
{TRINITY.....	AO13
BARNES, ROBERT L.....	AO14
{KAWEAH.....	AO15
{LARAMIE.....	AO16
{MATTOLE.....	AO17
{RAPIDAN.....	AO18
{SALINAS.....	AO19
{SEPULGA.....	AO20
{TIPPECANOE.....	AO21
AUXILIARIES—AMMUNITION SHIPS (AE)	
{PYRO.....	AE1
{NITRO.....	AE2
AUXILIARIES—CARGO SHIPS (AK)	
KITTERY.....	AK2
CAPELLA.....	AK13
REGULUS.....	AK14
{SIRIUS.....	AK15
{SPICA.....	AK16
{VEGA.....	AK17
AUXILIARIES—TRANSPORTS (AP)	
HENDERSON.....	AP1
CHAUMONT.....	AP5
HEYWOOD, ²	
AUXILIARIES—HOSPITAL SHIPS (AH)	
RELIEF.....	AH1
SOLACE.....	AH2
MERCY.....	AH4
AUXILIARIES—OCEAN-GOING TUGS (AT)	
{PATAPSCO.....	AT10
{PATUXENT.....	AT11
{SONOMA.....	AT12
{ONTARIO.....	AT13

¹ Nos. 9, 11 to 13 and 18 to 21 class.² Authorized by act of July 1, 1918, together with act of Aug. 29, 1916, but no appropriation provided.

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
AUXILIARIES—OCEAN-GOING TUGS (AT)—Continued	
{ARAPAHO.....	AT14
{TILLAMOOK.....	AT16
{WANDO.....	AT17
{CHEMUNG.....	AT18
{ALLEGHENY.....	AT19
{SAGAMORE.....	AT20
{BAGADUCE.....	AT21
TADOUSAC.....	AT22
KALMIA.....	AT23
KEW AYDIN.....	AT24
UMPQUA.....	AT25
WANDANK.....	AT26
TATNUCK.....	AT27
SUNNADIN.....	AT28
MAHOPAC.....	AT29
SCIOTA.....	AT30
KOKA.....	AT31
NAPA.....	AT32
PINOLA.....	AT33
ALGORMA.....	AT34
CONTOCOOK.....	AT36
IUKA.....	AT37
KEOSANQUA.....	AT38
MONTCALM.....	AT39
PISCATAQUA.....	AT49
NAVAJO.....	AT52
GENESEE.....	AT55
LYKENS.....	AT56
UNDAUNTED.....	AT58
CHALLENGE.....	AT59
BAY SPRING.....	AT60
AUXILIARIES—MISCELLANEOUS (AG)	
HANNIBAL.....	AG1
GENERAL ALAVA.....	AG5
ANTARES.....	AG10
PROCYON.....	AG11
GOLD STAR.....	AG12
UNCLASSIFIED	
AMERICA.....	
ANNAPOLIS.....	Er-PG10
BOSTON.....	
BRIARCLIFF.....	
CHEYENNE.....	Er-BM10
CHICAGO.....	Er-CA14, Er-CL14
COMMODORE.....	
CONSTELLATION.....	
CONSTITUTION.....	
CUMBERLAND.....	
DUBUQUE.....	Er-AG6
ESSEX.....	
HARTFORD.....	
HAWK.....	Er-PY2
ILLINOIS.....	Er-BB7
KEARSARGE.....	Er-BB5
NANTUCKET.....	Er-PG23
NEWPORT.....	Er-PG12
NEWTON.....	
NORTH DAKOTA.....	Er-BB29
OREGON.....	Er-BB3
PADUCAH.....	Er-AG7
REINA MERCEDES.....	
SOUTHERY.....	
STURGEON BAY.....	
TOPEKA.....	Er-PG35
WHEELING.....	Er-PG14
WILMETTE.....	
WILMINGTON.....	Er-PG8
YANTIC.....	

B.S.-1st
 CRUISERS
 LT CR.-1st
 LT CR.-2d
 MR.CAR.-1st
 DEST.-1st
 DEST.-2d
 MIN'LAYS
 L-T ML'S
 ML SWP'R
 SUBS.-1st
 SUBS.-2d
 SUBS. FLT.
 EAGLES
 SUB. CH.
 GUNB'TS
 YACHTS
 TEND'S
 END'S
 TEND'S
 REPAI
 STOR
 COLL
 OIL
 AM'T
 CAR
 TRAN
 HOSP
 TU
 MIS
 UNC
 AIR
 DIS
 S

BATTLESHIPS—FIRST LINE (BB).

Name and official number		Dimensions			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel		
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal) ²	Tons per inch-immersion
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>
1	ARIZONA ³.....BB39	608 0	600 0	97 0½	28 10	31,400	101.5
2	ARKANSAS ³.....BB33	562 0	554 0	93 2½	28 6	26,000	88.5
3	CALIFORNIA ³.....BB44	624 0	600 0	97 3½	30 3	32,300	101.0
4	COLORADO.....BB45	624 0	600 0	97 3½	30 6	32,600	101.1
5	FLORIDA.....BB30	521 6	510 0	88 2½	28 6	21,825	74.0
6	IDAHO.....BB42	624 0	600 0	97 4½	30 0	32,000	100.7
7	MARYLAND ³.....BB46	624 0	600 0	97 3½	30 6	32,600	101.1
8	MISSISSIPPI.....BB41	624 0	600 0	97 4½	30 0	32,000	100.7
9	NEVADA.....BB36	583 0	575 0	95 2½	28 6	27,500	93.2
10	NEW MEXICO ³.....BB40	624 0	600 0	97 4½	30 0	32,000	100.7
11	NEW YORK ³.....BB34	573 0	565 0	95 2½	28 6	27,000	91.8
12	OKLAHOMA.....BB37	583 0	575 0	95 2½	28 6	27,500	93.2
13	PENNSYLVANIA ³.....BB38	608 0	600 0	97 0½	28 10	31,400	101.5
14	TENNESSEE.....BB43	624 0	600 0	97 3½	30 3	32,300	101.0
15	TEXAS ³.....BB35	573 0	565 0	95 2½	28 6	27,000	91.8
16	UTAH.....BB31	521 6	510 0	88 2½	28 6	21,825	74.0
17	WEST VIRGINIA ³.....BB48	624 0	600 0	97 3½	30 6	32,600	101.1
18	WYOMING ³.....BB32	562 0	554 0	93 2½	28 6	26,000	88.5
Total normal displacement.....						525,850	

¹ Length on designed water line.² Two-thirds full supply of stores and fuel; full supply of ammunition.³ Fitted as a flagship.⁴ For the ships as built. Since modernization the beam, draft, and displacement are as follows:

Name	Extreme beam	Normal condition		Full load	
		Draft	Displacement	Draft	Displacement
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Ft. in.</i>	<i>Tons</i>
ARKANSAS.....	106 0	27 7	27,900	28 6	29,000
FLORIDA.....	106 0	27 6	23,700	28 8	24,800
NEW YORK.....	106 0	27 6	28,700	28 7	30,000
TEXAS.....	106 0	27 6	28,700	28 7	30,000
UTAH.....	106 0	27 6	23,700	28 8	24,800
WYOMING.....	106 0	27 7	27,900	28 6	29,00

BATTLESHIPS—FIRST LINE (BB).

Full load		Trial		Rig		Name and official number
Displacement	Draft aft	Displacement	Speed	Number of funnels	Masts	
Tons	Ft. in.	Tons	Knots			
1 32,567	29 10	1 31,400	1 21.0	1	2 cage.....	ARIZONA.....BB39 1
2 27,243	29 7	25,546	21.05	1	1 cage; 1 tripod....	ARKANSAS.....BB33 2
3 33,190	31 0	33,967	21.46	2	2 cage.....	CALIFORNIA.....BB44 3
4 33,590	31 3½	33,569	20.67	2	do.....	COLORADO.....BB45 4
5 23,033	30 1	21,240	22.08	1	1 cage; 1 pole.....	FLORIDA.....BB30 5
6 33,000	31 0½	32,819	21.29	1	2 cage.....	IDAHO.....BB42 6
7 33,590	31 3½	32,655	21.07	2	do.....	MARYLAND.....BB46 7
8 33,000	31 0½	32,650	21.09	1	do.....	MISSISSIPPI.....BB41 8
9 28,400	29 7	27,135	20.53	1	2 tripod.....	NEVADA.....BB36 9
10 33,000	31 0½	32,744	21.08	1	2 cage.....	NEW MEXICO.....BB40 10
11 28,367	29 7	26,342	21.47	1	2 tripod.....	NEW YORK.....BB34 11
12 28,400	29 7	27,286	20.58	1	do.....	OKLAHOMA.....BB37 12
13 32,567	29 10	30,812	21.05	1	2 cage.....	PENNSYLVANIA.....BB38 13
14 33,190	31 0	32,878	21.01	2	do.....	TENNESSEE.....BB43 14
15 28,367	29 7	26,250	21.05	1	2 tripod.....	TEXAS.....BB35 15
16 23,033	30 1	21,284	21.04	1	1 cage; 1 pole.....	UTAH.....BB31 16
17 33,590	31 3½	33,415	21.1	2	2 cage.....	WEST VIRGINIA.....BB48 17
18 27,243	29 7	25,085	21.22	1	1 cage; 1 tripod....	WYOMING.....BB32 18

¹ Estimated.^{*} See footnote 4 on preceding page.

B. S.-1st
CRUISERS
LT CR.-1st
LT CR.-2d
JR. CR.-1st
DEST.-1st
DEST.-2d
MIN'LAYS
LT ML'S
M. SWP'R
SUBS.-1st
SUBS.-2d
SUBS. FLT
EAGLES
SUB. CH
GUNBT
YACHT
TEND'S
TEND'S
TEND'S
REPAIR
STORI
COLLIE
OILER
AMT
CARC
TRAN
HOSP
TU
MISC
UNCI
AIRC
DIST.
ST
H

BATTLESHIPS—FIRST LINE (BB).

	Name	Number of propellers	Engines	Boilers (oil burning)		Shaft horsepower	
			Type	Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maximum
1	ARIZONA.....	4	Parsons turb. (geared cruising).	12 B. & W.....	55,332	134,000	1
2	ARKANSAS.....	4	Parsons turbine ²	4 W. F.....	45,000 ³ 4,364	28,533	29,319 2
3	CALIFORNIA.....	4	G. E. turb., electric drive ⁴ ...	8 Bu. Exp.....	50,984	134,792	3
4	COLORADO.....	4	Westgh. turb., elect. drive ⁴ ...	8 B. & W.....	41,768 ³ 4,168	128,900	4
5	FLORIDA.....	4	Parsons turbine ²	4 W. F.....	45,000 ³ 4,364	40,511	41,810 5
6	IDAHO.....	4	Parsons turb. (geared cruising).	9 B. & W.....	55,458	33,100	6
7	MARYLAND.....	4	G. E. turb., electric drive ⁴ ...	8 B. & W.....	41,768 ³ 4,168	36,167	7
8	MISSISSIPPI.....	4	Curtis turb. (geared cruising).	9 B. & W.....	55,458	31,804	8
9	NEVADA.....	2	Parsons turb., red. gear ⁵	6 Bu. Exp.....	45,080	23,312	9
10	NEW MEXICO..	4	G. E. turb., electric drive ⁴ ...	9 B. & W.....	55,458 ³ 4,476	31,197	10
11	NEW YORK.....	2	Vert. 3-exp. ⁶	6 Bu. Exp.....	37,020 ³ 6,096	7 29,687	11
12	OKLAHOMA.....	2	do. ⁵	6 Bu. Exp.....	45,080	7 21,703	12
13	PENNSYLVANIA.	4	Curtis turb. (geared cruising).	12 B. & W.....	55,332	29,366	13
14	TENNESSEE.....	4	Westgh. turb., elect. drive ⁴ ...	8 B. & W.....	41,768 ³ 4,168	29,609	14
15	TEXAS.....	2	Vert. 3-exp. ⁶	6 Bu. Exp.....	37,020 ³ 6,096	7 28,373	15
16	UTAH.....	4	Parsons turbine ²	4 W. F.....	64,234	27,062	28,136 16
17	WEST VIRGINIA.	4	G. E. turb., electric drive ⁴ ...	8 B. & W.....	41,768 ³ 4,168	128,900	17
18	WYOMING.....	4	Parsons turbine ²	4 W. F.....	64,234	31,437	34,956 18
Total horsepower.....						555,131	-----

¹ Estimated.² Geared high-pressure impulse turbine on low-pressure shaft.³ Superheating surface.⁴ Two main generators, four propelling motors.⁵ Ex-North Dakota turbine.⁶ 39×63×83×83

48

⁷ Indicated horsepower.⁸ 36½×59½×78×78

48

BATTLESHIPS—FIRST LINE (BB).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	<i>Tons</i>							
1	2,462	14	300	120-240	6-300- $\frac{1000}{1000}$	Westinghouse ¹	ARIZONA.....BB39	1
2	2,178	4	300	120	6-300-1500	G. E. Co. ²	ARKANSAS.....BB33	2
3	1,805	6	300	120-240	6-300- $\frac{1000}{1000}$	do. ⁴	CALIFORNIA.....BB44	3
4	2,002	6	300	120-240	6-300- $\frac{1000}{1000}$	Westinghouse ⁴	COLORADO.....BB45	4
5	1,661	4	300	120	6-300-1500	G. E. Co. ²	FLORIDA.....BB30	5
6	2,703	4	300	120-240	6-300- $\frac{1000}{1000}$	do. ²	IDAHO.....BB42	6
7	2,002	6	300	120-240	6-300- $\frac{1000}{1000}$	do. ⁴	MARYLAND.....BB46	7
8	2,298	4	300	120-240	6-300- $\frac{1000}{1000}$	do. ²	MISSISSIPPI.....BB41	8
9	1,860	4	300	120	6-300-1500	do. ²	NEVADA.....BB36	9
10	2,351	6	300	120-240	6-300- $\frac{1000}{1000}$	do. ⁴	NEW MEXICO.....BB40	10
11	2,043	4	300	120	6-300-1500	do. ²	NEW YORK.....BB34	11
12	1,933	4	300	120	6-300-1500	do.....	OKLAHOMA.....BB37	12
13	2,380	4	300	120	6-300-1500	do.....	PENNSYLVANIA.....BB38	13
14	2,045	6	300	120-240	6-300- $\frac{1000}{1000}$	Westinghouse ⁴	TENNESSEE.....BB43	14
15	1,971	4	300	120	6-300-1500	G. E. Co. ²	TEXAS.....BB35	15
16	1,661	4	300	120	6-300-1500	do.....	UTAH.....BB31	16
17	2,002	6	300	120-240	6-300- $\frac{1000}{1000}$	do. ⁴	WEST VIRGINIA.....BB48	17
18	2,095	4	300	120	6-300-1500	do. ²	WYOMING.....BB32	18

¹ Ex-Washington.² Condensing.³ Estimate.⁴ 4 condensing and 2 noncondensing.

10895—29—2

CRUISERS

LT CR-1st

LT CR-2d

MR. CAR-1st

DEST.-1st

DEST.-2d

MIN'LAY'S

L'T M'L'S

M. SW'P'R

SUBS.-1st

SUBS.-2d

SUBS. FL

EAGLES

SUB. CH

GUNBT

YACHT

TEND'S

TEND'S

TEND'S

REPAI

STOR

COLLI

OILE

AM'T

CAR

TRAN

HOSI

TU

MISC

UNC

AIM

DISI

S

I

BATTLESHIPS—FIRST LINE (BB).

Name		Armament					
		Guns				Torpedo tubes (submerged)	
		Turret	Secondary	Antiair- craft	Salut- ing		
1	ARIZONA.....	12 14", 45 cal. ¹	14 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	2 21".....	1
2	ARKANSAS.....	12 12", 50 cal. ²	16 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	.....	2
3	CALIFORNIA.....	12 14", 50 cal. ¹	12 5", 51 cal..	8 5" 25 cal..	4 6-pdr..	2 21".....	3
4	COLORADO.....	8 16", 45 cal. ¹	12 5", 51 cal..	8 5" 25 cal..	4 6-pdr..	2 21".....	4
5	FLORIDA.....	10 12", 45 cal. ³	12 5", 51 cal..	8 3", 50 cal..	4 6-pdr..	.....	5
6	IDAHO.....	12 14", 50 cal. ¹	12 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	2 21".....	6
7	MARYLAND.....	8 16", 45 cal. ¹	12 5", 51 cal..	8 5", 25 cal..	4 6-pdr..	2 21".....	7
8	MISSISSIPPI.....	12 14", 50 cal. ¹	12 5", 51 cal..	8 3", 50 cal..	4 6 pdr..	2 21".....	8
9	NEVADA.....	10 14", 45 cal. ⁴	12 5", 51 cal..	8 5", 25 cal..	4 6-pdr..	.....	9
10	NEW MEXICO.....	12 14", 50 cal. ¹	12 5", 51 cal..	8 3", 50 cal..	4 6-pdr..	2 21".....	10
11	NEW YORK.....	10 14", 45 cal. ²	16 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	.....	11
12	OKLAHOMA.....	10 14", 45 cal. ⁴	12 5", 51 cal..	8 5", 25 cal..	4 3-pdr..	.....	12
13	PENNSYLVANIA.....	12 14", 45 cal. ¹	14 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	2 21".....	13
14	TENNESSEE.....	12 14", 50 cal. ¹	12 5", 51 cal..	8 5", 25 cal..	4 6-pdr..	2 21".....	14
15	TEXAS.....	10 14", 45 cal. ²	16 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	.....	15
16	UTAH.....	10 12", 45 cal. ²	12 5", 51 cal..	8 3", 50 cal..	4 3-pdr..	.....	16
17	WEST VIRGINIA.....	8 16", 45 cal. ¹	12 5", 51 cal..	8 5", 25 cal..	4 6-pdr..	2 21".....	17
18	WYOMING.....	12 12", 50 cal. ²	16 5", 51 cal..	8 3", 50 cal..	4 6-pdr..	.....	18

¹ In four turrets.² In six turrets.³ In five turrets.⁴ In four turrets; two triple and two twin mounts.

BATTLESHIPS—FIRST LINE (BB).

	Quarters available				Messes (complement)		Name and official number	
	Cabin	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	2	30	16	12	48	1, 196	ARIZONA ⁷.....BB39	1
2	2	28	25	10	47	1, 130	ARKANSAS ¹.....BB33	2
3	3	49	20	18	51	1, 236	CALIFORNIA.....BB44	3
4	1	36	21	12	51	1, 236	COLORADO ².....BB45	4
5	1	31	37	12	46	1, 044	FLORIDA.....BB30	5
6	1	31	20	12	48	1, 196	IDAHO.....BB42	6
7	2	37	23	11	51	1, 236	MARYLAND ³.....BB46	7
8	1	30	20	12	48	1, 196	MISSISSIPPI ⁴.....BB41	8
9	-----	35	31	12	47	1, 147	NEVADA.....BB36	9
10	2	37	38	12	51	1, 236	NEW MEXICO ⁵.....BB40	10
11	3	37	31	12	46	1, 162	NEW YORK.....BB34	11
12	1	34	31	12	47	1, 147	OKLAHOMA.....BB37	12
13	3	41	34	11	48	1, 196	PENNSYLVANIA ⁶.....BB38	13
14	1	39	21	12	51	1, 236	TENNESSEE ¹.....BB43	14
15	3	39	32	13	46	1, 162	TEXAS.....BB35	15
16	1	29	22	12	46	1, 044	UTAH ⁴.....BB31	16
17	3	49	29	14	51	1, 236	WEST VIRGINIA ².....BB48	17
18	3	29	39	6	47	1, 139	WYOMING.....BB32	18

¹ 2 additional bunk rooms, 10 berths in each, not included in table.

² 1 berth, spare cabin, not included in table.

³ 4 berths, emergency cabins, not included in table.

⁴ 1 berth, emergency cabin, not included in table.

⁵ 2 berths, emergency cabins, not included in table.

⁶ Bunk rooms for 17 junior officers, not included in table.

⁷ 2 bunk rooms for 24 officers, not included in table.

CRUISERS

LT CR.-1st

LT CR.-2d

IR.CAR.-1st

DEST.-1st

DEST.-2d

MIN'LAYS

LT M'L'S

M. SW'P'R

SUBS.-1st

SUBS.-2d

SUBS. FLT

EAGLES

SUB. CH

GUNBT

YACHT

TEND'S

TEND'S

TEND'S

REPA

STOR

COLLI

OIL

AM'

CA

TRA

HOS

T

MIS

UN

AU

DS

S

BATTLESHIPS—FIRST LINE (BB).

	Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	ARIZONA.....BB39	Navy yard, New York.....	¹ 7,425,000	Mar. 4, 1913	June 24, 1913 ²	1
2	ARKANSAS.....BB33	New York S. B. Co.....	4,675,000	Mar. 3, 1909	Sept. 25, 1909	2
3	CALIFORNIA.....BB44	Navy yard, Mare Island...	¹ 12,750,000	Mar. 3, 1915	Jan. 5, 1916 ³	3
4	COLORADO.....BB45	New York S. B. Co.....	Cost+fee.	Aug. 29, 1916	Jan. 17, 1917 ³	4
5	FLORIDA.....BB30	Navy yard, New York.....	¹ 6,400,000	May 13, 1908	Nov. 24, 1908 ⁴	5
6	IDAHO.....BB42	New York S. B. Co.....	7,250,000	June 30, 1914	Nov. 9, 1914	6
7	MARYLAND.....BB46	Newport News S. B. Co...	Cost+fee.	Aug. 29, 1916	Dec. 5, 1916 ⁵	7
8	MISSISSIPPI.....BB41	do.....	7,115,000	June 30, 1914	Nov. 23, 1914	8
9	NEVADA.....BB36	Fore River S. B. Co.....	5,895,000	Mar. 4, 1911	Jan. 22, 1912	9
10	NEW MEXICO.....BB40	Navy yard, New York.....	¹ 7,800,000	June 30, 1914	Oct. 20, 1914 ³	10
11	NEW YORK.....BB34	do.....	¹ 6,400,000	June 24, 1910	May 1, 1911 ⁴	11
12	OKLAHOMA.....BB37	New York S. B. Co.....	5,926,000	Mar. 4, 1911	Jan. 22, 1912	12
13	PENNSYLVANIA.....BB38	Newport News S. B. Co...	7,260,000	Aug. 22, 1912	Feb. 28, 1913	13
14	TENNESSEE.....BB43	Navy yard, New York.....	¹ 12,750,000	Mar. 3, 1915	Dec. 28, 1915 ³	14
15	TEXAS.....BB35	Newport News S. B. Co...	5,830,000	June 24, 1910	Dec. 17, 1910	15
16	UTAH.....BB31	New York S. B. Co.....	3,946,000	May 13, 1908	Nov. 24, 1908	16
17	WEST VIRGINIA.....BB48	Newport News S. B. Co...	Cost+fee.	Aug. 29, 1916	Dec. 5, 1916 ⁵	17
18	WYOMING.....BB32	Wm. Cramp & Sons.....	4,450,000	Mar. 3, 1909	Oct. 14, 1909	18

¹ Limit of cost.² Date assigned to yard.³ Supplementary contract, July 17, 1917, and Oct. 11, 1920.⁴ Beginning of construction period.⁵ Supplementary contracts, May 29, 1917, and June 18, 1920.

BATTLESHIPS—FIRST LINE (BB).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Mar. 16, 1914	June 19, 1915	Sept. 15, 1916	-----	Oct. 17, 1916	ARIZONA.....	1
2	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	ARKANSAS.....	2
3	Oct. 25, 1916	Nov. 20, 1919	Jan. 9, 1919	-----	Aug. 10, 1921	CALIFORNIA.....	3
4	May 29, 1919	Mar. 22, 1921	-----	Aug. 30, 1923	Aug. 30, 1923	COLORADO.....	4
5	Mar. 9, 1909	May 12, 1910	July 24, 1911 ¹	-----	Sept. 15, 1911	FLORIDA.....	5
6	Jan. 20, 1915	June 30, 1917	Nov. 9, 1917	Mar. 24, 1919	Mar. 24, 1919	IDAHO.....	6
7	Apr. 24, 1917	Mar. 20, 1920	-----	July 20, 1921	July 21, 1921	MARYLAND.....	7
8	Apr. 5, 1915	Jan. 25, 1917	Nov. 23, 1917	Dec. 18, 1917	Dec. 18, 1917	MISSISSIPPI.....	8
9	Nov. 4, 1912	July 11, 1914	Jan. 22, 1915	Mar. 11, 1916	Mar. 11, 1916	NEVADA.....	9
10	Oct. 14, 1915	Apr. 23, 1917	June 1, 1918 ¹	-----	May 20, 1918	NEW MEXICO.....	10
11	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914 ¹	-----	Apr. 15, 1914	NEW YORK.....	11
12	Oct. 26, 1912	Mar. 23, 1914	Jan. 22, 1915	May 2, 1916	May 2, 1916	OKLAHOMA.....	12
13	Oct. 27, 1913	Mar. 16, 1915	Feb. 28, 1916	June 12, 1916	June 12, 1916	PENNSYLVANIA.....	13
14	May 14, 1917	Apr. 30, 1919	-----	-----	June 3, 1920	TENNESSEE.....	14
15	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	Mar. 12, 1914	Mar. 12, 1914	TEXAS.....	15
16	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	UTAH.....	16
17	Apr. 12, 1920	Nov. 19, 1921	-----	Dec. 1, 1923	Dec. 1, 1923	WEST VIRGINIA.....	17
18	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	WYOMING.....	18

¹ Expiration of construction period.

LT CR.-1a

LT CR.-2a

MR. CAR.-1a

DEST.-1a

DEST.-2a

MIN'LAYS

L T M L S

M. SWPT

SUBS.-1a

SUBS.-2a

SUBS. FL

EAGLES

SUB. CI

GUNB

YACH

TEND

TEND

TEND

REP.

STO

COLI

OIL

AM

CA

TRA

HOS

T

MIS

UN

AI

DI

CRUISERS—SECOND LINE (OCA).

	Name and official number	Dimensions			Ship fully equipped ready for sea, normal stores, ammunition, and fuel			Full load	
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	CHARLESTON ².....CA19	425 6	424 0	66 0	22 6	³ 9,700	44.8	10,839	24 10
2	CHARLOTTE.....CA12	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11
3	FREDERICK ².....CA8	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
4	HUNTINGTON ².....CA5	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
5	HURON ².....CA9	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
6	MISSOULA.....CA13	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11
7	PITTSBURGH ².....CA4	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
8	PUEBLO ².....CA7	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
9	ROCHESTER ².....CA2	384 0	380 6	64 10	23 3	³ 8,150	39.0	8,900	26 4
10	SEATTLE ².....CA11	504 5	502 0	72 10½	25 0	14,500	59.7	15,712	26 11
11	St. LOUIS.....CA18	426 6	424 0	66 0	22 6	³ 9,700	44.8	10,839	24 10
Total normal displacement.....						139,450			

¹ Length on designed water line.² Fitted as a flagship.³ Two-thirds full supply of ammunition and stores.⁴ Full supply of ammunition and stores; normal coal.

NOTE.—Charlotte, formerly North Carolina; Frederick, formerly Maryland; Huntington, formerly West Virginia; Huron, formerly South Dakota; Missoula, formerly Montana; Pittsburgh, formerly Pennsylvania; Pueblo, formerly Colorado; Rochester, formerly Saratoga, originally New York; Seattle, formerly Washington.

CRUISERS—SECOND LINE (OCA).

	Trial		Coal	Rig		Quarters avail- able				Messes (comple- ment)		Name and official number	
	Displacement	Speed		Number of funnels	Masts	Cabin	Ward room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
	Tons	Knots	Tons										
1	9,681	22.04	1,818	4	2 mili- tary.	3	24	9	8	20	584	CHARLESTON ¹.....CA19	1
2	14,518	21.91	2,164	4	1 cage; 1 mil.	1	18	16	8	27	808	CHARLOTTE ¹.....CA12	2
3	13,749	22.41	2,098	4	...do....	3	21	11	8	28	763	FREDERICK.....CA8	3
4	13,750	22.15	2,098	4	...do....	3	21	8	4	28	763	HUNTINGTON.....CA5	4
5	13,750	22.24	2,233	4	...do....	3	27	---	11	28	763	HURON ^{1 2}.....CA9	5
6	14,531	22.26	2,164	4	...do....	1	18	16	8	27	808	MISSOULA ¹.....CA13	6
7	13,810	22.44	1,992	3	...do....	3	28	24	6	28	763	PITTSBURGH ^{1 4}.....CA4	7
8	13,780	22.24	1,976	4	...do....	2	22	24	8	28	763	PUEBLO ^{1 6}.....CA7	8
9	8,480	21.00	1,100	2	2 mili- tary.	2	28	---	9	20	435	ROCHESTER ^{1 7}.....CA2	9
10	14,500	22.27	2,062	4	1 cage; 1 mil.	3	20	15	15	27	808	SEATTLE ^{1 7}.....CA11	10
11	9,665	22.13	1,793	4	2 mili- tary.	1	20	8	9	20	584	ST. LOUIS ^{1 8}.....CA18	11

¹ 1 berth, emergency cabin, not included in table.² 12 rooms fitted with fixtures for hinged berths to accommodate 12 additional officers, not included in table.³ Also 75 marines, not included in table.⁴ Also 64 marines, not included in table.⁵ Also 20 marines, not included in table.⁶ Calculated to 6 inches below the beams.⁷ 1 after cabin, not included in table.⁸ 1 berth, spare cabin, not included in table.

CRUISERS
LT CR.-1st
LT CR.-2d
MR. CAR.-1st
DEST.-1st
DEST.-2d
MIN'LAYS
L'T M'L'S
M. SWP
SUBS.-1st
SUBS.-2d
SUBS. FL
EAGLE
SUB. C
GUNB
YACH
TEND
END
TEND
REP
STO
COL
OIL
AM
CA
TRA
HO
T
MIL
UN
AL
DI

CRUISERS—SECOND LINE (OCA).

	Name	Number of propellers	Engines					Boilers			Indicated horsepower		
			Type	Cylinder diameters			Stroke	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum	
				H. P.	I. P.	L. P.							
				In.	In.	In.	In.		Sq. ft.	Sq. ft.			
1	CHARLESTON.....	2	Vert., 3-exp.....	36	59½	1 69	45	16 B. & W.....	1,400	64,000	26,876	27,507	1
2	CHARLOTTE.....	2	do.....	38½	63½	1 74	48	do.....	1,590	68,000	26,038	27,274	2
3	FREDERICK.....	2	do.....	38½	63½	1 74	48	do.....	1,600	70,944	27,571	28,474	3
4	HUNTINGTON.....	2	do.....	38½	63½	1 74	48	do.....	1,600	70,944	25,726	26,466	4
5	HURON.....	2	do.....	38½	63½	1 74	48	do.....	1,592	70,928	28,159	28,843	5
6	MISSOULA.....	2	do.....	38½	63½	1 74	48	do.....	1,590	68,000	27,489	28,280	6
7	PITTSBURGH.....	2	do.....	38½	63½	1 74	48	12 B. & W.....	1,236	55,560	16,090	29,071	7
8	PUEBLO.....	2	do.....	38½	63½	1 74	48	16 B. & W.....	1,643	74,224	26,154	27,309	8
9	ROCHESTER.....	2	do. ¹	32	47	72	42	4 B. & W.....	411	18,556	5,360	17,401	9
10	SEATTLE.....	2	do.....	38½	63½	1 74	48	16 B. & W.....	1,600	70,944	26,862	27,463	10
11	ST. LOUIS.....	2	do.....	36	59½	1 69	45	do.....	1,400	64,000	26,948	27,484	11
Total horsepower.....												270,550	

¹ Two low-pressure cylinders.² Two engines on each shaft.³ Estimated.

CRUISERS—SECOND LINE (OCA).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number
		Number	Kilowatts (each)	Volts	Type	Builders	
	Tons						
1	1, 834	{ 2 3	{ 100 50	120	{ 10-100-350 8-50-400	G. E. Co.....	CHARLESTON.....CA19
2	2, 104	6	100	120	8-100-350	do.....	CHARLOTTE.....CA12
3	2, 072	{ 3 4	{ 100 50	120	{ 10-100-350 8-50-400	do.....	FREDERICK.....CA8
4	2, 066	{ 3 4	{ 100 50	120	{ 10-100-350 8-50-400	do.....	HUNTINGTON.....CA5
5	2, 191	{ 3 4	{ 100 50	120	{ 8-100-275 6-50-350	Union Iron Works.....	HURON.....CA9
6	2, 106	6	100	120	8-100-350	G. E. Co.....	MISSOULA.....CA13
7	2, 185	{ 3 4	{ 100 50	120	{ 10-100-350 8-50-400	do.....	PITTSBURGH.....CA4
8	2, 185	{ 3 4	{ 100 50	120	{ 10-100-350 8-50-400	do.....	PUEBLO.....CA7
9	1, 317	4	50	120	6-50-400	Forbes-C. & C. Electric Co...	ROCHESTER.....CA2
10	2, 148	6	100	120	10-100-350	G. E. Co.....	SEATTLE.....CA11
11	1, 777	{ 2 3	{ 100 50	120	{ 10-100-350 8-50-400	B. F. Sturtevant.....	St. LOUIS.....CA18

LT CR.-1a
LT CR.-2a
MR. CAR.-1a
DEST.-1a
DEST.-2a
MIN'LAYS
LT M'LAYS
M. SWPT
SUBS.-1a
SUBS.-2a
SUBS. FI
EAGLE
SUB. C
GUNB
YACH
TEND
TEND
TEND
REP
ST
COL
OH
AN
CA
TR
HO
MI
UN
A
D

CRUISERS—SECOND LINE (OCA).

Name and official number		Armament				Torpedo tubes submerged
		Guns				
		Main	Secondary	Antiaircraft	Saluting	
1	CHARLESTON.....CA19	12 6", 50 cal.	4 3", 50 cal.	2 3", 50 cal.	4 3-pdr.	1
2	CHARLOTTE.....CA12	4 10", 40 cal. ¹	16 6", 50 cal. ² 12-3", 50 cal. ³	2 3", 50 cal.	4 6-pdr.	4 21".....2
3	FREDERICK.....CA8	4 8", 45 cal. ¹	14 6", 50 cal. ² 10-3", 50 cal. ³	2 3", 50 cal.	4 3-pdr.	2 18".....3
4	HUNTINGTON.....CA5	4 8", 45 cal. ¹	14 6", 50 cal. ² 10-3", 50 cal. ⁴	2 3", 50 cal.	4 3-pdr.	2 18".....4
5	HURON.....CA9	4 8", 45 cal. ¹	14 6", 50 cal. ² 10-3", 50 cal.	2 3", 50 cal.	4 3-pdr.	2 18".....5
6	MISSOULA.....CA13	4 10", 40 cal. ¹	16 6", 50 cal. ² 12-3", 50 cal.	2 3", 50 cal.	4 3-pdr.	4 21".....6
7	PITTSBURGH.....CA4	4 8", 45 cal. ¹	14 6", 50 cal. ² 10-3", 50 cal. ⁴	2 3", 50 cal.	4 3-pdr.	2 18".....7
8	PUEBLO.....CA7	4 8", 45 cal. ¹	14 6", 50 cal. ² 10-3", 50 cal. ⁴	2 3", 50 cal. ³	4 3-pdr.	2 18".....8
9	ROCHESTER.....CA2	4 8", 45 cal. ¹	8 5", 50 cal.	2 3", 50 cal. ³	2 3-pdr.	9
10	SEATTLE.....CA11	4 10", 40 cal. ¹	16 6", 50 cal. ² 12-3", 50 cal. ³	2 3", 50 cal.	4 6-pdr.	4 21".....10
11	ST. LOUIS.....CA18	12 6", 50 cal.	4 3", 50 cal.	2 3", 50 cal.	2 3-pdr.	11

Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1 CHARLESTON...CA19	Newport News S. B. Co.....	2,740,000	June 7, 1900	Mar. 30, 1901	1
2 CHARLOTTE.....CA12	do.....	3,575,000	Apr. 27, 1904	Jan. 3, 1905	2
3 FREDERICK.....CA8	do.....	3,775,000	June 7, 1900	Jan. 24, 1901	3
4 HUNTINGTON.....CA5	do.....	3,885,000	Mar. 3, 1899	do.....	4
5 HURON.....CA9	Union Iron Works.....	3,750,000	June 7, 1900	Jan. 10, 1901	5
6 MISSOULA.....CA13	Newport News S. B. Co.....	3,575,000	Apr. 27, 1904	Jan. 3, 1905	6
7 PITTSBURGH.....CA4	Wm. Cramp & Sons.....	3,890,000	Mar. 3, 1899	Jan. 10, 1901	7
8 PUEBLO.....CA7	do.....	3,780,000	June 7, 1900	do.....	8
9 ROCHESTER.....CA2	do.....	2,985,000	Sept. 7, 1888	Aug. 28, 1890	9
10 SEATTLE.....CA11	New York S. B. Co.....	4,035,000	July 1, 1902	Feb. 10, 1903	10
11 ST. LOUIS.....CA18	Neafie & Levy, Philadelphia.	2,740,000	June 7, 1900	Mar. 11, 1901	11

¹ In turrets.² 4 guns aboard, remainder reserved.³ 10 guns aboard, remainder reserved.⁴ 6 guns aboard, remainder reserved.⁵ Reserved.

CRUISERS—SECOND LINE (OCA).

	Hull armor thick- ness; water-line belt amidships			Gun protection			Protective deck, total thickness			Name and official number	
	Top	Water line	Bot- tom	Size of guns	Thickness		At ends		Amid- ships		
					Tur- rets	Bar- bettes	For- ward	Aft			
	In.	In.	In.	In.	In.	In.	In.	In.			
1	4	4	4	-----	-----	-----	-----	-----	2-3	CHARLESTON.....CA19	1
2	5	5	5	10	9-7-5	8-6	3	3	1½-4	CHARLOTTE.....CA12	2
3	6	6	5	8	6½-6	6	4	4	1½-4	FREDERICK.....CA8	3
4	6	6	5	8	6½-6	6	4	4	1½-4	HUNTINGTON.....CA5	4
5	6	6	5	8	6½-6	6	4	4	1½-4	HURON.....CA9	5
6	5	5	5	10	9-7-5	8-6	3	3	1½-4	MISSOULA.....CA13	6
7	6	6	6	8	6½-6	6	4	4	1½-4	PITTSBURGH.....CA4	7
8	6	6	6	8	6½-6	6	4	4	1½-4	PUEBLO.....CA7	8
9	4	4	4	8	6½-6	6-4	2½	2½	3-6	ROCHESTER.....CA2	9
10	5	5	5	10	9-7-5	7-4	3	3	1½-4	SEATTLE.....CA11	10
11	4	4	4	-----	-----	-----	-----	-----	2-3	St. LOUIS.....CA18	11

	Keel laid	Ship launched	Contract date of completion	Date of pre- liminary acceptance	Date of first commission	Name and official number	
1	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Aug. 31, 1905	Oct. 17, 1905	CHARLESTON..CA19	1
2	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	Apr. 27, 1908	May 7, 1908	CHARLOTTE..CA12	2
3	Oct. 29, 1901	Sept. 12, 1903	Jan. 24, 1904	Apr. 18, 1905	Apr. 18, 1905	FREDERICK...CA8	3
4	Sept. 16, 1901	Apr. 18, 1903	-----do-----	Feb. 23, 1905	Feb. 23, 1905	HUNTINGTON..CA5	4
5	Sept. 30, 1902	July 21, 1904	Jan. 10, 1904	Nov. 19, 1907	Jan. 27, 1908	HURON.....CA9	5
6	Apr. 29, 1905	Dec. 15, 1906	Jan. 3, 1908	July 10, 1908	July 21, 1908	MISSOULA....CA13	6
7	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905	PITTSBURGH...CA4	7
8	Apr. 25, 1901	Apr. 25, 1903	-----do-----	Jan. 10, 1905	Jan. 19, 1905	PUEBLO.....CA7	8
9	Sept. 30, 1890	Dec. 2, 1891	Jan. 1, 1893	June 17, 1893	Aug. 1, 1893	ROCHESTER....CA2	9
10	Sept. 23, 1903	Mar. 18, 1905	Aug. 10, 1906	July 30, 1906	Aug. 7, 1906	SEATTLE.....CA11	10
11	July 31, 1902	May 6, 1905	Mar. 11, 1904	Aug. 14, 1906	Aug. 18, 1906	St. LOUIS....CA18	11

LIGHT CRUISERS—FIRST LINE (CL).

	Name and official number	Dimensions			Standard displacement			
		Length over all	Length between perpen- diculars ¹	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	
1	AUGUSTA ².....CL31	600 0	582 0	64 11½	17 7	10,000	61.8	1
2	CHESTER ².....CL27	600 0	582 0	64 11½	17 7	10,000	61.8	2
3	CHICAGO.....CL29	600 0	582 0	64 11½	17 7	10,000	61.8	3
4	CINCINNATI.....CL6	555 6	550 0	55 0	13 6	7,050	50.6	4
5	CONCORD.....CL10	555 6	550 0	55 0	13 6	7,050	50.6	5
6	DETROIT.....CL8	555 6	550 0	55 0	13 6	7,050	50.6	6
7	HOUSTON ².....CL30	600 0	582 0	64 11½	17 7	10,000	61.8	7
8	LOUISVILLE ².....CL28	600 0	582 0	64 11½	17 7	10,000	61.8	8
9	MARBLEHEAD ².....CL12	555 6	550 0	55 0	13 6	7,050	50.6	9
10	MEMPHIS ².....CL13	555 6	550 0	55 0	13 6	7,050	50.6	10
11	MILWAUKEE.....CL5	555 6	550 0	55 0	13 6	7,050	50.6	11
12	NORTHAMPTON ².....CL26	600 0	582 0	64 11½	17 7	10,000	61.8	12
13	OMAHA ².....CL4	555 6	550 0	55 0	13 6	7,050	50.6	13
14	PENSACOLA.....CL24	585 6	570 0	63 11½	17 5	10,000	60.7	14
15	RALEIGH.....CL7	555 6	550 0	55 0	13 6	7,050	50.6	15
16	RICHMOND ².....CL9	555 6	550 0	55 0	13 6	7,050	50.6	16
17	SALT LAKE CITY.....CL25	585 6	570 0	63 11½	17 5	10,000	60.7	17
18	TRENTON.....CL11	555 6	550 0	55 0	13 6	7,050	50.6	18
19	No. 32.....CL32							19
20	No. 33.....CL33							20
21	No. 34.....CL34							21
22	No. 35.....CL35							22
23	No. 36.....CL36							23
24	No. 37.....CL37							24
25	No. 38.....CL38							25
26	No. 39.....CL39							26
27	No. 40.....CL40							27
28	No. 41.....CL41							28
29	No. 42.....CL42							29
30	No. 43.....CL43							30
31	No. 44.....CL44							31
32	No. 45.....CL45							32
33	No. 46.....CL46							33
Total displacement.....						150,500		

¹ Length on designed water line.² Fitted as flagship.

LIGHT CRUISERS—FIRST LINE (CL).

Full load		Trial		Rig		Name and official number
Dis- place- ment	Draft aft	Dis- place- ment	Speed	Num- ber of funnels	Masts	
Tons	Ft. in.	Tons	Knots			
1				2	2-tripod.....	AUGUSTA.....CL31
2				2	...do.....	CHESTER.....CL27
3				2	...do.....	CHICAGO.....CL29
4		7,284	34.44	4	1-pole; 1-tripod....	CINCINNATI.....CL6
5		¹ 7,500	² 33.48	4	...do.....	CONCORD.....CL10
6		7,187	34.63	4	...do.....	DETROIT.....CL8
7				2	2-tripod.....	HOUSTON.....CL30
8				2	...do.....	LOUISVILLE.....CL28
9		7,241	34.42	4	1-pole; 1-tripod....	MARBLEHEAD.....CL12
10		7,541	34.43	4	...do.....	MEMPHIS.....CL13
11		7,105	34.64	4	...do.....	MILWAUKEE.....CL5
12				2	2-tripod.....	NORTHAMPTON.....CL26
13		7,286	34.87	4	1-pole; 1-tripod....	OMAHA.....CL4
14				2	2-tripod.....	PENSACOLA.....CL24
15		7,198	34.63	4	1-pole; 1-tripod....	RALEIGH.....CL7
16		7,251	34.20	4	...do.....	RICHMOND.....CL9
17				2	2-tripod.....	SALT LAKE CITY.....CL25
18		7,246	33.91	4	1-pole; 1-tripod....	TRENTON.....CL11
19						No. 32.....
20						No. 33.....
21						No. 34.....
22						No. 35.....
23						No. 36.....
24						No. 37.....
25						No. 38.....
26						No. 39.....
27						No. 40.....
28						No. 41.....
29						No. 42.....
30						No. 43.....
31						No. 44.....
32						No. 45.....
33						No. 46.....

¹ Estimated.

² Final trial speed; no preliminary trial held.

LT CR.-1st
LT CR.-2d
MR. CAR.-1st
DEST.-1st
DEST.-2d
MIN'LAY'S
LT MT'S
M. SW'T'R
SUBS.-1st
SUBS.-2d
SUBS. FLT.
EAGLES
SUB. CH.
GUNBT'
YACHTS
TEND'S
TEND'S
TEND'S
REPAI
STOR
COLLI
OIL
AM
CAR
TRAN
HOS
TU
MIS
UNC
AIR
DIS

LIGHT CRUISERS—FIRST LINE (CL).

	Name	Number of propellers	Engines	Boilers (oil burning)		Shaft horsepower	
			Type	Number and type	Total heating surface	Main engines	Total maximum
					<i>Sq. ft.</i>		
1	AUGUSTA.....	4	Parsons, turb., red., gear.	8 W. F.....	95,040	¹ 107,000	1
2	CHESTER.....	4	do.....	do.....	95,040	¹ 107,000	2
3	CHICAGO.....	4	do.....	do.....	95,040	¹ 107,000	3
4	CINCINNATI.....	4	Westgh. turb., red., gear.	12 Yarrow.....	90,600	94,920	4
5	CONCORD.....	4	Parsons turb., red., gear ²	12 W. F.....	90,840	92,772	5
6	DETROIT.....	4	Curtis turb., red., gear..	12 Yarrow.....	90,084	97,370	6
7	HOUSTON.....	4	Parsons turb., red., gear.	8 W. F.....	95,040	¹ 107,000	7
8	LOUISVILLE.....	4	do.....	do.....	95,040	¹ 107,000	8
9	MARBLEHEAD.....	4	do. ²	12 W. F.....	90,840	92,772	9
10	MEMPHIS.....	4	do. ²	do.....	90,840	92,772	10
11	MILWAUKEE.....	4	Westgh. turb., red., gear.	12 Yarrow.....	90,600	94,920	11
12	NORTHAMPTON.....	4	Parsons turb., red., gear.	8 Yarrow.....	95,040	¹ 107,000	12
13	OMAHA.....	4	Westgh. turb., red., gear.	do.....	90,600	94,920	13
14	PENSACOLA.....	4	Parsons turb., red., gear.	8 W. F.....	95,040	¹ 107,000	14
15	RALEIGH.....	4	Curtis turb., red., gear..	12 Yarrow.....	90,084	97,722	15
16	RICHMOND.....	4	Parsons turb., red., gear ²	12 W. F.....	90,840	92,772	16
17	SALT LAKE CITY..	4	do.....	8 W. F.....	95,040	¹ 107,000	17
18	TRENTON.....	4	do. ²	12 W. F.....	90,840	92,772	18
19	No. 32.....						19
20	No. 33.....						20
21	No. 34.....						21
22	No. 35.....						22
23	No. 36.....						23
24	No. 37.....						24
25	No. 38.....						25
26	No. 39.....						26
27	No. 40.....						27
28	No. 41.....						28
29	No. 42.....						29
30	No. 43.....						30
31	No. 44.....						31
32	No. 45.....						32
33	No. 46.....						33
Total shaft horsepower.....						1,799,712	

¹ Designed.² Main ahead (Parsons), astern (Curtis), cruising (Zoelly).

LIGHT CRUISERS—FIRST LINE (CL).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
1	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	G. E. Co.....	AUGUSTA.....CL31	1
2	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	do.....	CHESTER.....CL27	2
3	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	Westinghouse.....	CHICAGO.....CL29	3
4	1,722	4	100	120	6-100- $\frac{3000}{12000}$	G. E. Co.....	CINCINNATI.....CL6	4
5	1,587	4	100	120	8-100- $\frac{2000}{12000}$	Westinghouse.....	CONCORD.....CL10	5
6	1,587	4	100	120	6-100- $\frac{3000}{12000}$	G. E. Co.....	DETROIT.....CL8	6
7	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	do.....	HOUSTON.....CL30	7
8	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	Westinghouse.....	LOUISVILLE.....CL28	8
9	1,587	4	100	120	8-100- $\frac{2000}{12000}$	do.....	MARBLEHEAD.....CL12	9
10	1,587	4	100	120	8-100- $\frac{2000}{12000}$	do.....	MEMPHIS.....CL13	10
11	1,722	4	100	120	6-100- $\frac{3000}{12000}$	G. E. Co.....	MILWAUKEE.....CL5	11
12	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	do.....	NORTHAMPTON.....CL26	12
13	1,722	4	100	120	6-100- $\frac{3000}{12000}$	do.....	OMAHA.....CL4	13
14	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	do.....	PENSACOLA.....CL24	14
15	1,587	4	100	120	6-100- $\frac{3000}{12000}$	do.....	RALEIGH.....CL7	15
16	1,587	4	100	120	8-100- $\frac{2000}{12000}$	Westinghouse.....	RICHMOND.....CL9	16
17	1,216	4	250	120-240	6-250- $\frac{10000}{12000}$	G. E. Co.....	SALT LAKE CITY.....CL25	17
18	1,587	4	100	120	8-100- $\frac{2000}{12000}$	Westinghouse.....	TRENTON.....CL11	18
19							No. 32.....CL32	19
20							No. 33.....CL33	20
21							No. 34.....CL34	21
22							No. 35.....CL35	22
23							No. 36.....CL36	23
24							No. 37.....CL37	24
25							No. 38.....CL38	25
26							No. 39.....CL39	26
27							No. 40.....CL40	27
28							No. 41.....CL41	28
29							No. 42.....CL42	29
30							No. 43.....CL43	30
31							No. 44.....CL44	31
32							No. 45.....CL45	32
33							No. 46.....CL46	33

¹ Estimated.

LT CR-2
AIR.CAR-1
DEST-1
DEST-2
MIN'LAY
LT MT
M.SWP
SUBS-1
SUBS-
SUBS-1
EAGL
SUB-1
GUNB
YACH
TEND
END
TEND
REF
ST
COL
OI
AI
C
TR
HO
MI
UI
AI
DI

LIGHT CRUISERS—FIRST LINE (CL).

L

	Name and official number	Armament			
		Guns		Torpedo tubes above water	
		Main	Secondary		
1	2 AUGUSTA.....CL31	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	1
2	3 CHESTER.....CL27	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	2
3	4 CHICAGO.....CL29	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	3
4	5 CINCINNATI.....CL6	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	4
5	6 CONCORD.....CL10	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	5
6	7 DETROIT.....CL8	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	6
7	8 HOUSTON.....CL30	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	7
8	9 LOUISVILLE.....CL28	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	8
9	10 MARBLEHEAD.....CL12	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	9
10	11 MEMPHIS.....CL13	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	10
11	12 MILWAUKEE.....CL5	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	11
12	13 NORTHAMPTON.....CL26	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	12
13	14 OMAHA.....CL4	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	13
14	15 PENSACOLA.....CL24	10 8", 55 cal. ³	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	14
15	16 RALEIGH.....CL7	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	15
16	17 RICHMOND.....CL9	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	16
17	18 SALT LAKE CITY.....CL25	10 8", 55 cal. ³	4 5", 25 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	17
18	19 TRENTON.....CL11	12 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	18
19	20 No. 32.....CL 32				19
20	21 No. 33.....CL 33				20
21	22 No. 34.....CL 34				21
22	23 No. 35.....CL 35				22
23	24 No. 36.....CL 36				23
24	25 No. 37.....CL 37				24
25	26 No. 38.....CL 38				25
26	27 No. 39.....CL 39				26
27	28 No. 40.....CL 40				27
28	29 No. 41.....CL 41				28
29	30 No. 42.....CL 42				29
30	31 No. 43.....CL 43				30
31	32 No. 44.....CL 44				31
32	33 No. 45.....CL 45				32
33	No. 46.....CL 46				33

¹ Triple mounts.² Twin mount in inclosed shield forward; twin mount in inclosed shield aft; eight guns in single mounts on two levels, quadrilateral arrangement.³ Nos. 1 and 4 twin mounts, Nos. 2 and 3 triple mounts.

LIGHT CRUISERS—FIRST LINE (CL).

	Quarters available				Messes (complement)		Name and official number	
	Cabin officers	Ward- room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	3	43	-----	12	34	519	AUGUSTA ¹.....CL31	1
2	2	37	-----	10	34	519	CHESTER ¹.....CL27	2
3	3	43	-----	12	34	519	CHICAGO ¹.....CL29	3
4	1	23	-----	10	29	441	CINCINNATI.....CL6	4
5	2	36	-----	10	29	441	CONCORD.....CL10	5
6	2	28	-----	13	29	441	DETROIT ¹.....CL8	6
7	3	43	-----	12	34	519	HOUSTON ¹.....CL30	7
8	2	37	-----	10	34	519	LOUISVILLE ¹.....CL28	8
9	2	23	-----	12	29	441	MARBLEHEAD.....CL12	9
10	2	28	-----	10	29	441	MEMPHIS.....CL13	10
11	1	31	-----	10	29	441	MILWAUKEE ¹.....CL5	11
12	2	37	-----	10	34	519	NORTHAMPTON ¹.....CL26	12
13	2	32	-----	16	29	441	OMAHA ².....CL4	13
14	1	31	-----	12	30	538	PENSACOLA ^{3 4}.....CL24	14
15	2	29	-----	11	29	441	RALEIGH ¹.....CL7	15
16	2	28	-----	12	29	441	RICHMOND.....CL9	16
17	1	31	-----	12	30	538	SALT LAKE CITY ^{3 4}.....CL25	17
18	2	32	-----	9	29	441	TRENTON.....CL11	18
19			-----				No. 32.....CL32	19
20			-----				No. 33.....CL33	20
21			-----				No. 34.....CL34	21
22			-----				No. 35.....CL35	22
23			-----				No. 36.....CL36	23
24			-----				No. 37.....CL37	24
25			-----				No. 38.....CL38	25
26			-----				No. 39.....CL39	26
27			-----				No. 40.....CL40	27
28			-----				No. 41.....CL41	28
29			-----				No. 42.....CL42	29
30			-----				No. 43.....CL43	30
31			-----				No. 44.....CL44	31
32			-----				No. 45.....CL45	32
33			-----				No. 46.....CL46	33

¹ 1 emergency cabin, not included in table.² Staterooms, first platform, with hinged berths for 6 additional officers, not included in table.³ 2 emergency cabins, not included in table.⁴ 1 spare stateroom, 2 berths, not included in table.

10895—29—3

LIGHT CRUISERS—FIRST LINE (CL).

	Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	AUGUSTA.....CL31	Newport News S. B. Co...	10,567,000	Dec. 18, 1924	June 13, 1927	1
2	CHESTER.....CL27	New York S. B. Co. ¹	10,815,000	do.....	do.....	2
3	CHICAGO.....CL29	Navy yard, Mare Island...		do.....	Apr. 15, 1927 ¹	3
1	4 CINCINNATI.....CL6	{Todd D. D. & Con. Co., Tacoma, Wash.}	Cost+fee.	Aug. 29, 1916	{Aug. 27, 1917 Feb. 21, 1919 ² }	4
2	5 CONCORD.....CL10	Wm. Cramp & Sons.....	Cost+fee.	do. ³	{July 30, 1917 July 11, 1919 ² }	5
3	6 DETROIT.....CL8	Beth. S. B. Corp., Quincy...	Cost+fee.	do. ³	{Aug. 21, 1917 June 12, 1919 ² }	6
4	7 HOUSTON.....CL30	Newport News S. B. Co...	10,567,000	Dec. 18, 1924	June 13, 1927	7
5	8 LOUISVILLE.....CL28	Navy yard, Puget Sound...		do.....	Apr. 15, 1927 ¹	8
6	9 MARBLEHEAD.....CL12	Wm. Cramp & Sons.....	Cost+fee.	Aug. 29, 1916 ⁴	Jan. 24, 1919	9
7	10 MEMPHIS.....CL13	do.....	Cost+fee.	do.....	do.....	10
8	11 MILWAUKEE.....CL5	{Todd D. D. & Con. Co., Tacoma, Wash.}	Cost+fee.	do.....	{Aug. 27, 1917 Feb. 21, 1919 ² }	11
9	12 NORTHAMPTON...CL26	Beth. S. B. Corp., Quincy...	10,675,000	Dec. 18, 1924	June 13, 1927	12
10	13 OMAHA.....CL4	{Todd D. D. & Con. Co., Tacoma, Wash.}	Cost+fee.	Aug. 29, 1916	{Dec. 26, 1916 Feb. 21, 1919 ¹ }	13
11	14 PENSACOLA.....CL24	Navy yard, New York.....		Dec. 18, 1924	Mar. 7, 1925 ¹	14
12	15 RALEIGH.....CL7	Beth. S. B. Corp., Quincy...	Cost+fee.	Aug. 29, 1916	{Aug. 21, 1917 June 12, 1919 ² }	15
13	16 RICHMOND.....CL9	Wm. Cramp & Sons.....	Cost+fee.	do. ³	{July 30, 1917 July 11, 1919 ² }	16
14	17 SALT LAKE CITY..CL25	New York S. B. Co. ⁵	8,673,833	Dec. 18, 1924	{July 9, 1926 Apr. 16, 1927 ² }	17
15	18 TRENTON.....CL11	Wm. Cramp & Sons.....	Cost+fee.	Aug. 29, 1916 ³	Jan. 24, 1919	18
16	19 No. 32.....CL32			Feb. 13, 1929 ⁴		19
17	20 No. 33.....CL33			do. ⁴		20*
18	21 No. 34.....CL34			do. ⁴		21
19	22 No. 35.....CL35			do. ⁴		22
20	23 No. 36.....CL36			do. ⁴		23
21	24 No. 37.....CL37			do. ⁷		24
22	25 No. 38.....CL38			do. ⁷		25
23	26 No. 39.....CL39			do. ⁷		26
24	27 No. 40.....CL40			do. ⁷		27
25	28 No. 41.....CL41			do. ⁷		28
26	29 No. 42.....CL42			do. ⁸		29
27	30 No. 43.....CL43			do. ⁸		30
28	31 No. 44.....CL44			do. ⁸		31
29	32 No. 45.....CL45			do. ⁸		32
30	33 No. 46.....CL46			do. ⁸		33

¹ Date assigned to yard.² Date of supplementary contract.³ Together with act of Mar. 4, 1917.⁴ Together with act of July 1, 1918.⁵ Subsidiary of Am. Brown Boveri.⁶ To be undertaken in the fiscal year 1929 or 1930.⁷ To be undertaken in the fiscal years 1930 or 1931.⁸ To be undertaken in the fiscal year 1931.

LIGHT CRUISERS—FIRST LINE (CL).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	July 2, 1928	-----	Mar. 13, 1931	-----	-----	AUGUSTA.....	1
2	Mar. 6, 1928	July 3, 1929	do.....	-----	-----	CHESTER.....	2
3	Sept. 10, 1928	-----	Mar. 13, 1931	-----	-----	CHICAGO.....	3
4	May 15, 1920	May 23, 1921	July 1, 1922	Dec. 31, 1923	Jan. 1, 1924	CINCINNATI.....	4
5	Mar. 29, 1920	Dec. 15, 1921	-----	Nov. 3, 1923	Nov. 3, 1923	CONCORD.....	5
6	Nov. 10, 1920	June 29, 1922	Nov. 1, 1921	July 31, 1923	July 31, 1923	DETROIT.....	6
7	May 1, 1928	-----	June 13, 1930	-----	-----	HOUSTON.....	7
8	July 4, 1928	-----	Mar. 13, 1931	-----	-----	LOUISVILLE.....	8
9	Aug. 4, 1920	Oct. 9, 1923	Jan. 1, 1922	Sept. 5, 1924	Sept. 8, 1924	MARBLEHEAD.....	9
10	Oct. 14, 1920	Apr. 17, 1924	Apr. 1, 1922	Jan. 31, 1925	Feb. 4, 1925	MEMPHIS.....	10
11	Dec. 13, 1918	Mar. 24, 1921	Dec. 1, 1921	June 20, 1923	June 20, 1923	MILWAUKEE.....	11
12	Apr. 12, 1928	-----	June 13, 1930	-----	-----	NORTHAMPTON.....	12
13	Dec. 6, 1918	Dec. 14, 1920	Aug. 1, 1921	Feb. 24, 1923	Feb. 24, 1923	OMAHA.....	13
14	Oct. 27, 1926	Apr. 25, 1929	July 9, 1929	-----	-----	PENSACOLA.....	14
15	Aug. 16, 1920	Oct. 25, 1922	Aug. 1, 1921	Feb. 6, 1924	Feb. 6, 1924	RALEIGH.....	15
16	Feb. 16, 1920	Sept. 29, 1921	-----	June 28, 1923	July 2, 1923	RICHMOND.....	16
17	June 9, 1927	Jan. 23, 1929	July 9, 1929	-----	-----	SALT LAKE CITY....	17
18	Aug. 18, 1920	Apr. 16, 1923	Oct. 1, 1921	Apr. 15, 1924	Apr. 19, 1924	TRENTON.....	18
19	-----	-----	-----	-----	-----	No. 32.....CL32	19
20	-----	-----	-----	-----	-----	No. 33.....CL33	20
21	-----	-----	-----	-----	-----	No. 34.....CL34	21
22	-----	-----	-----	-----	-----	No. 35.....CL35	22
23	-----	-----	-----	-----	-----	No. 36.....CL36	23
24	-----	-----	-----	-----	-----	No. 37.....CL37	24
25	-----	-----	-----	-----	-----	No. 38.....CL38	25
26	-----	-----	-----	-----	-----	No. 39.....CL39	26
27	-----	-----	-----	-----	-----	No. 40.....CL40	27
28	-----	-----	-----	-----	-----	No. 41.....CL41	28
29	-----	-----	-----	-----	-----	No. 42.....CL42	29
30	-----	-----	-----	-----	-----	No. 43.....CL43	30
31	-----	-----	-----	-----	-----	No. 44.....CL44	31
32	-----	-----	-----	-----	-----	No. 45.....CL45	32
33	-----	-----	-----	-----	-----	No. 46.....CL46	33

LT CR-24

AIR.CAR-13

DEST-1st

DEST-2d

MIN'LAY

LT M'T

M.SWP

SUBS-1

SUBS-2

SUBS.F

EAGLE

SUB.

GUN

YAC

TEND

TEND

TEND

REP

ST

COL

OIL

AM

CA

TR

HO

MI

UN

AL

DI

LIGHT CRUISERS—SECOND LINE (OCL).

Name and official number	Dimensions			Ship fully equipped ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1 ALBANY ^{1 4}.....CL23 <i>Ex-PG36</i>	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1
2 BIRMINGHAM.....CL2	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9
3 CHATTANOOGA ³.....CL18 <i>Ex-PG30</i>	308 11	292 0	44 0	15 9	3,200	22.3	3,514	17 0
4 CLEVELAND ³.....CL21 <i>Ex-PG33</i>	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0
5 DENVER ³.....CL16 <i>Ex-PG28</i>	308 9	292 0	44 0	15 9	3,200	22.3	3,514	17 0
6 DES MOINES ³.....CL17 <i>Ex-PG29</i>	309 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0
7 GALVESTON ³.....CL19 <i>Ex-PG31</i>	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0
8 NEW ORLEANS ^{1 4}.....CL22 <i>Ex-PG34</i>	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1
9 OLYMPIA ².....CL15 <i>Ex-CA16</i>	344 1	340 0	53 0½	21 6	5,865	29.3	6,558	25 0
10 SALEM.....CL3	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9
11 YORK.....CL1 <i>Ex-Chester</i>	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9
Total normal displacement.....					39,975			

¹ Sheathed with teak below water line.² Fitted as flagship.³ Sheathed with Georgia pine below water line.⁴ On sale.

NOTE.—ALBANY, formerly ALMIRANTE ABRU; NEW ORLEANS, formerly AMAZONAS.

LIGHT CRUISERS—SECOND LINE (OCL).

Trial		Fuel capacity			Rig		Name and official number
Dis- place- ment	Speed	Coal	Fuel oil		Num- ber of fun- nels	Masts	
		42 cubic feet per ton	40 cubic feet per ton	Gallons			
Tons	Knots	Tons	Tons				
1 3,450	20.52	782			2	2 mil.	ALBANY.....CL23
2 3,720	24.33	¹ 1,433			4	2.....	BIRMINGHAM.....CL2
3 3,207	16.65	² 739			2	do	CHATTANOOGA.....CL18
4 3,202	16.45	² 737			2	do	CLEVELAND.....CL21
5 3,200	16.75	² 727			2	do	DENVER.....CL16
6 3,196	16.65	² 705			2	do	DES MOINES.....CL17
7 3,255	16.41	² 741			2	do	GALVESTON.....CL19
8 -----	² 20.00	693			2	2 mil.	NEW ORLEANS.....CL22
9 5,566	21.69	1,169			2	2.....	OLYMPIA.....CL15
10 3,751	25.95	¹ 1,433			4	do	SALEM.....CL3
11 3,673	26.52	¹ 1,408			4	do	YORK.....CL1

¹ Calculated to 6 inches below beams.

² Calculated to bottom of beams.

³ Estimated.

LT CR.
AIR.CAR.-
DEST.-1
DEST.-2
MIN'LAY
LT M'L
M.SWT
SUBS.
SUBS.
SUBS.
EAG
SUB
GUN
YAC
TEN
TEN
RE
ST
COL
OI
AL
C
TR
HO
MI
UN
AL
DE

LIGHT CRUISERS—SECOND LINE (OCL).

Name	Number of propellers	Engines					Boilers			Indicated horsepower	
		Type	Cylinder diameters				Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
			H. P.	I. P.	L. P.	Stroke					
			In.	In.	In.	In.		Sq. ft.	Sq. ft.		
1 ALBANY.....	2	Vert., 3-exp. ¹	31	46	70	30	4 D. E. ¹	468	13,156	7,083	27,500
2 BIRMINGHAM....	2	Vert., 3-exp.	28½	45	62	36	12 Fore River.	696	37,992	15,476	15,889
3 CHATTANOOGA...	2	do.	18	29	35½	30	6 B. & W.	300	13,200	5,227	5,398
4 CLEVELAND.....	2	do.	18	29	35½	30	do.	300	13,200	4,586	4,685
5 DENVER.....	2	do.	18	29	35½	30	do.	300	13,608	6,073	6,202
6 DES MOINES....	2	do.	18	29	35½	30	do.	300	13,200	5,059	5,400
7 GALVESTON.....	2	do.	18	29	35½	30	do.	300	13,200	4,984	5,178
8 NEW ORLEANS...	2	do. ⁵	31	46	70	30	4 D. E.; 1 auxil. ⁵	432	14,378	27,500	
9 OLYMPIA.....	2	do.	42	59	92	42	4 D. E.; 2 S. E.	824	28,299	16,850	17,313
10 SALEM.....	2	G. E. turbines, reduction gear.					12 Fore River.	696	37,992	20,000	
11 YORK..... Ex-Chester.	4	Parsons turb.					12 Normand	696	32,040	25,400	28,168
Total horsepower.....											123,233

¹ Built by R. & W. Hawthorn, Leslie & Co. (Ltd.), Newcastle on Tyne, England.

² Estimated.

³ Two low-pressure cylinders.

⁴ Shaft horsepower of main turbines.

⁵ Built by Humphreys & Tennant (Ltd.), London, England.

⁶ Estimated shaft horsepower of main turbines.

LIGHT CRUISERS—SECOND LINE (OCL).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders		
	<i>Tons</i>							
1	650	2	50	120	8-50-400	G. E. Co.....	ALBANY.....CL23	1
2	844	3	32	120	8-32-400	do.....	BIRMINGHAM.....CL2	2
3	435	4	24	80	6-24-400	do.....	CHATTANOOGA.....CL18	3
4	457	4	24	80	6-24-400	do.....	CLEVELAND.....CL21	4
5	445	4	24	80	6-24-400	do.....	DENVER.....CL16	5
6	452	4	24	80	6-24-400	do.....	DES MOINES.....CL17	6
7	448	{ 2 24 80 2 35 80	S. K. Turbo.	80	8-24-400	Forbes-G. E. Co.....	} GALVESTON.....CL19	7
					8-24-400	Westinghouse.....		
8	650	2	50	120	8-50-400	B. F. Sturtevant Co.....	NEW ORLEANS.....CL22	8
9	1,163	{ 4 32 80 2 24 80	}	80	8-32-400	} G. E. Co.....	OLYMPIA.....CL15	9
					8-24-400			
10	1,800	{ 2 32 120 2 35 120	}	120	MP. Recip.	}do.....	SALEM.....CL3	10
					CC. Turbo.			
11	801	3	32	120	8-32-400	do.....	YORK.....CL1 <i>Ex-Chester.</i>	11

¹ Estimated.

AIR.CAR.

DEST.-1

DEST.-2

MIN'LAY

LT MT

M.SW

SUBS.

SUBS.

SUBS.

EAG

SUB

GUN

YAM

TEN

EN

TEL

RI

S

CO

O

A

C

TI

H

M

I

A

I

LIGHT CRUISERS—SECOND LINE (OCL).

	Name and official number	Armament			
		Guns		Torpedo tubes (above water)	
		Main	Secondary		
1	ALBANY.....CL23	8 5", 50 cal....	1 3", 50 cal. A. A.; 2 3-pdr.....		1
2	BIRMINGHAM.....CL2	4 5 ", 51 cal....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 2 3-pdr. saluting.	2-21'' ¹	2
3	CHATTANOOGA...CL18	8 5", 50 cal....	1 3", 50 cal. A. A.; 6 6-pdr.....		3
4	CLEVELAND.....CL21	8 5", 50 cal....	1 3", 50 cal. A. A.; 6 6-pdr.....		4
5	DENVER.....CL16	8 5", 50 cal....	1 3", 50 cal. A. A.; 6 6-pdr.....		5
6	DES MOINES.....CL17	8 5", 50 cal....	1 3", 50 cal, A. A.; 6 6-pdr.....		6
7	GALVESTON.....CL19	8 5", 50 cal....	1 3", 23 cal.; 6 6-pdr. ²		7
8	NEW ORLEANS...CL22	8 5", 50 cal....	2 3-pdr.....		8
9	OLYMPIA.....CL15	10 5", 51 cal....	2 3", 50 cal. A. A.; 4 6-pdr. saluting.....		9
10	SALEM.....CL3	4 5", 51 cal....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 2 3-pdr. saluting.	2-21'' ¹	10
11	YORK.....CL1 <i>Ex-Chester.</i>	4 5", 51 cal. ¹	2 3", 50 cal.; 1 3", 50 cal. A. A.; 2 3-pdr. saluting.	2-21'' ¹	11

¹ Submerged.² Landing gun.³ Reserved.

LIGHT CRUISERS—SECOND LINE (OCL).

	Protective deck amidships, total thickness		Quarters available				Messes (complement)		Name and official number		
	Flat	Slope	Cabin officers	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men			
											In.	In.
1	1¼	3½	1	12		5	16	270	ALBANY.....	CL23	1
2	(1)	-----	1	12	-----	6	16	314	BIRMINGHAM ^{2 3}	CL2	2
3	¾	2½	1	11	-----	7	16	270	CHATTANOOGA.....	CL18	3
4	¾	2½	-----	-----	-----	-----	16	270	CLEVELAND ⁴	CL21	4
5	¾	2½	-----	-----	-----	-----	16	270	DENVER ⁵	CL16	5
6	¾	2½	1	11	-----	6	16	270	DES MOINES.....	CL17	6
7	¾	2½	1	11	-----	4	16	270	GALVESTON ^{2 4 5}	CL19	7
8	1¼	3½	1	14	-----	10	16	270	NEW ORLEANS ⁶	CL22	8
9	2	4¾	2	16	-----	14	15	334	OLYMPIA ⁷	CL15	9
10	(1)	-----	1	10	-----	6	16	314	SALEM.....	CL3	10
11	(1)	-----	1	10	-----	8	16	314	YORK ^{2 3} Ex-Chester.	CL1	11

¹ 2-inch nickel-steel water-line protection.
² 1 berth emergency cabin, not included in table.
³ Also 30 marines, not included in table.
⁴ 1 berth, after cabin, not included in table.
⁵ 1 berth, spare cabin, not included in table

AIR.CAR
DEST-
DEST-
MIN'LA
LT M"
M. SW
SUBS.
SUBS.
SUBS.
EAG
SUB
GUN
YAC
TEN
TEN
RE
S
CO
O
A
C
TI
HO
M
U
A
I

LIGHT CRUISERS—SECOND LINE (OCL).

	Name and official No.	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	ALBANY.....CL23	Armstrong, Mitchell & Co., Newcastle, Eng.	¹ 1,205,000	-----	Mar. 16, 1898 ²	1
2	BIRMINGHAM.....CL2	Fore River S. B. Co.....	1,556,000	Apr. 27, 1904	May 17, 1905	2
3	CHATTANOOGA.....CL18	Crescent Shipyard, Elizabethport, N. J.	1,039,966	Mar. 3, 1899	Dec. 14, 1899	3
4	CLEVELAND.....CL21	Bath Iron Works.....	1,041,650	do.....	do.....	4
5	DENVER.....CL16	Neafie & Levy, Philadelphia	1,080,000	do.....	do.....	5
6	DES MOINES.....CL17	Fore River S. B. Co.....	1,065,000	do.....	do.....	6
7	GALVESTON.....CL19	Wm. R. Trigg Co., Richmond, Va.	1,027,000	do.....	do.....	7
8	NEW ORLEANS..CL22	Armstrong, Mitchell & Co., Newcastle, Eng.	¹ 1,429,215	-----	Mar. 16, 1898 ²	8
9	OLYMPIA.....CL15	Union Iron Works.....	1,796,000	Sept. 7, 1888	July 10, 1890	9
10	SALEM.....CL3	Fore River S. B. Co.....	1,560,000	Apr. 27, 1904	May 17, 1905	10
11	YORK.....CL1 <i>Ex-Chester</i>	Bath Iron Works.....	1,688,000	do.....	May 4, 1905	11

¹ Purchase price.² Date of purchase.

LIGHT CRUISERS—SECOND LINE (OCL).

	Keel laid	Ship launched	Contract date of completion	Date of pre- liminary acceptance	Date of first commission	Name and official No.	
1	-----	Jan. 14, 1899	-----	-----	May 29, 1900	ALBANY.....CL23	1
2	Aug. 14, 1905	May 29, 1907	Nov. 17, 1907	Apr. 10, 1908	Apr. 11, 1908	BIRMINGHAM.....CL2	2
3	Mar. 29, 1900	Mar. 7, 1903	June 14, 1902	Mar. 3, 1905	Oct. 11, 1904	CHATTANOOGA.....CL18	3
4	June 1, 1900	Sept. 28, 1901	do....	Oct. 29, 1903	Nov. 2, 1903	CLEVELAND.....CL21	4
5	June 28, 1900	June 21, 1902	do....	Mar. 5, 1904	May 17, 1904	DENVER.....CL16	5
6	Aug. 28, 1900	Sept. 20, 1902	do....	do....	Mar. 5, 1904	DES MOINES.....CL17	6
7	Jan. 19, 1901	July 23, 1903	do....	June 10, 1905	Feb. 15, 1905	GALVESTON.....CL19	7
8	-----	Dec. 4, 1896	-----	-----	Mar. 18, 1898	NEW ORLEANS.....CL22	8
9	June 17, 1891	Nov. 5, 1892	Apr. 1, 1893	Feb. 20, 1894	Feb. 5, 1895	OLYMPIA.....CL15	9
10	Aug. 28, 1905	July 27, 1907	Mar. 17, 1908	July 27, 1908	Aug. 1, 1908	SALEM.....CL3	10
11	Sept. 25, 1905	June 26, 1907	May 4, 1908	Apr. 24, 1908	Apr. 25, 1908	YORK.....CL1 <i>Ex-Chester</i>	11

AIR.CAR.

DEST.-

DEST.-2

MIN'LA

LT MT

M. SW

SUBS.

SUBS.

SUBS.

EAG

SUB

GUN

YAC

TEN

EN

TEN

RE

S

CO

O

A

C

TE

HO

M

U

A

D

AIRCRAFT CARRIERS—FIRST LINE (CV).

Name and official number	Dimensions			Ship fully equipped ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Ft. in.</i>
1 LANGLEY CV1	542 0	520 0	65 0	18 10½	12,700	61.9	-----	----- 1
2 LEXINGTON ¹ CV2	888 0	850 0	106 0	24 1½	33,000	135	41000	29 1½ 2
3 SARATOGA ² CV3	888 0	850 0	106 0	24 1½	33,000	135	41000	29 1½ 3
4 No. 4 CV4	-----	-----	-----	-----	-----	-----	-----	----- 4

Name and official number	Number of propellers	Engines—type	Boilers (oil burning)		Shaft horse-power	
			Number and type	Total heating surface	Main engines	Total maximum
1 LANGLEY CV1	2	G. E. turb., electric drive	3 D. E., 1 aux.	19,379	7,152	----- 1
2 LEXINGTON CV2	4	do. ⁶	16 Yarrow	180,000 12,752	} 180,000	----- 2
3 SARATOGA CV3	4	do. ⁶	16 W. F.	180,000 18,000		----- 3
4 No. 4 CV4	2	-----	-----	-----	-----	----- 4
Total shaft horsepower					367,152	-----

Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1 LANGLEY CV1	Navy yard, Norfolk ⁹	¹⁰ 500,000	July 11, 1919 ¹¹	----- 1
2 LEXINGTON CV2	Fore River S. B. Co.	Cost+Fee.	July 1, 1922 ¹²	Nov. 2, 1922 ¹³ 2
3 SARATOGA CV3	New York S. B. Co.	Cost+Fee.	do.	Oct. 30, 1922 ¹³ 3
4 No. 4 CV4	-----	-----	Feb. 13, 1929	----- 4

¹ Formerly collier JUPITER; conversion to aircraft carrier authorized July 11, 1919.

² Estimated.

³ LEXINGTON, formerly battle cruiser No. 1; SARATOGA, formerly battle cruiser No. 3; conversion to aircraft carrier authorized July 1, 1922

⁴ Extreme.

⁵ Standard displacement, does not include weight allowance under ch. II., pt. 3, sec. I, art. (d) of Washington treaty for providing means against air and submarine attack.

⁶ Four main generators; eight propelling motors.

⁷ Superheating—surface.

⁸ Designed.

⁹ Built at navy yard, Mare Island; converted from collier to aircraft carrier at Norfolk.

¹⁰ Appropriation for conversion into an aircraft carrier.

¹¹ Conversion authorized by act of July 11, 1919.

¹² Date of act authorizing conversion from battle cruiser; authorized as battle cruiser by act of Aug. 29, 1916.

¹³ Date supplementary contract was signed for conversion from battle cruiser; contract for construction as battle cruiser was signed Apr. 26, 1917, for the LEXINGTON, and May 5, 1917, for the SARATOGA.

AIRCRAFT CARRIERS—FIRST LINE (CV).

Trial		Rig		Name and official number
Displacement	Speed	Number of funnels	Masts	
Tons	Knots	(²)	(²)	
1	115	(²)	(²)	LANGLEY.....CV1 1
2	39,056	1	1	LEXINGTON.....CV2 2
3	38,957	1	1	SARATOGA.....CV3 3
4				No. 4.....CV4 4

Total weight of machinery (wet)	Turbo-generator sets					Name
	Number	Kilo-watts (each)	Volts	Type	Builders	
Tons						
1	1,137	3	200	4-200-1700	G. E. Co.....	LANGLEY ¹.....CV1 1
		2	35	2-35-3600		
2	17,075	6	750	8-750- ² / ₈ ”	do.....	LEXINGTON.....CV2 2
3	17,075	6	750	8-750- ² / ₈ ”	do.....	SARATOGA.....CV3 3
4						No. 4.....CV4 4

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first and latest commission	Name and official number
1	Oct. 18, 1911	Aug. 24, 1912			Mar. 20, 1922 ⁴	LANGLEY.....CV1 1
2	Jan. 8, 1921	Oct. 3, 1925		Dec. 14, 1927	Dec. 14, 1927	LEXINGTON.....CV2 2
3	Sept. 25, 1920	Apr. 7, 1925		Nov. 16, 1927	Nov. 16, 1927	SARATOGA.....CV3 3
4						No. 4.....CV4 4

	Armament	Quarters available				Messes (complement)		Name and official number	
		Cabin officers	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	4 5", 51 cal.....	3	36		14	31	384	LANGLEY.....CV1	1
2	8 8" 55 cal.; 12 5" 25 cal. A. A.; 4 6 pdr. saluting guns.	3	94	78	20	101	1,826	LEXINGTON...CV2	2
3	do.....	3	94	78	20	101	1,826	SARATOGA.....CV3	3
4	8 5" A. A.							No. 4.....CV4	4

¹ Estimated.² 2 special funnels on the port side of the ship; 2 housing masts.³ LANGLEY is also equipped with one 45 kw. motor-generator exciter set for main propulsion.⁴ As aircraft carrier.

DESTROYERS—FIRST LINE (DD).

Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1 ABBOT.....DD184	314 4	310 0	30 11	9 4	1,213	15.4	1,306	10 3
2 ALDEN.....DD211	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
3 ALLEN.....DD66	315 3	310 0	29 11	9 3	1,071	13.8	1,185	9 9
4 AULICK.....DD258	314 4	310 0	30 11	9 4	1,215	15.5	1,308	9 10
5 AUSBURN, CHARLES..DD294	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
6 AYLWIN.....DD47	305 3	300 0	30 4	9 5	1,036	14.4	1,165	10 6
7 BABBITT.....DD128	314 4	310 0	30 11	9 4	1,211	15.4	1,304	10 1
8 BADGER.....DD126	314 4	310 0	30 11	9 4	1,211	15.4	1,304	10 1
9 BADGER, GEORGE E..DD196	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
10 BAGLEY.....DD185	314 4	310 0	30 11	9 4	1,213	15.4	1,306	10 3
11 BAILEY.....DD269	314 4	310 0	30 11½	9 4	1,215	15.5	1,306	10 3
12 BAINBRIDGE.....DD246	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
13 BALCH.....DD50	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6
14 BALLARD.....DD267	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
15 BANCROFT.....DD256	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
16 BARKER.....DD213	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
17 BARNEY.....DD149	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
18 BARRY.....DD248	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
19 BELKNAP.....DD251	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
20 BELL.....DD95	314 4	310 11	30 11	9 2	1,191	15.4	1,284	9 10
21 BENHAM.....DD49	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6
22 BERNADOV.....DD153	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
23 BIDDLE.....DD151	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
24 BILLINGSLEY.....DD293	314 4	310 0	30 11	9 4	1,215	15.5	1,308	9 10
25 BLAKELEY.....DD150	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10

¹ Length on designed water line.

² Extreme.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters available				Messes (complement)		Name and official number	
	Displacement	Speed	Number of funnels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
	Tons	Knots										
1	1,215	34.04	4	2	-----	8	-----	-----	11	113	ABBOT ¹.....DD184	1
2	1,230	35.14	4	2	-----	8	-----	-----	11	113	ALDEN.....DD211	2
3	1,073	30.29	4	2	-----	6	-----	-----	9	89	ALLEN ².....DD66	3
4	1,270	34.30	4	2	-----	6	-----	-----	11	113	AULICK.....DD258	4
5	1,270	34.63	4	2	-----	8	-----	-----	11	113	AUSBURN, CHARLES.....DD294	5
6	1,020	29.60	4	2	-----	6	-----	-----	9	89	ATLWIN.....DD47	6
7	1,163	35.21	4	2	-----	7	-----	-----	11	113	BABBITT.....DD128	7
8	1,165	35.30	4	2	-----	6	-----	-----	11	113	BADGER.....DD126	8
9	1,309	35.96	4	2	-----	8	-----	-----	11	113	BADGER, GEORGE E. ¹.....DD196	9
10	1,195	34.04	4	2	-----	8	-----	-----	11	113	BAGLEY ².....DD185	10
11	1,270	34.50	4	2	-----	8	-----	-----	11	113	BAILEY.....DD269	11
12	1,303	33.87	4	2	-----	9	-----	-----	11	113	BAINBRIDGE ².....DD246	12
13	1,048	29.62	4	2	-----	6	-----	-----	9	89	BALCH.....DD50	13
14	1,270	³ 35.15	4	2	-----	6	-----	-----	11	113	BALLARD.....DD287	14
15	1,265	34.36	4	2	-----	8	-----	-----	11	113	BANCROFT ².....DD256	15
16	1,210	35.20	4	2	-----	9	-----	-----	11	113	BARKER.....DD213	16
17	⁴ 1,162	35.20	4	2	-----	8	-----	-----	11	113	BARNEY ².....DD149	17
18	1,319	33.87	4	2	-----	-----	-----	-----	11	113	BARRY.....DD248	18
19	1,257	34.63	4	2	-----	8	-----	-----	11	113	BELKNAP ².....DD251	19
20	1,189	34.76	4	2	-----	8	-----	-----	11	113	BELL ¹.....DD95	20
21	1,035	29.59	4	2	-----	6	-----	-----	9	89	BENHAM ².....DD49	21
22	1,176	35.10	4	2	-----	8	-----	-----	11	113	BERNALOU ².....DD153	22
23	⁴ 1,162	35.12	4	2	-----	8	-----	-----	11	113	BIDDLE.....DD151	23
24	1,256	34.82	4	2	-----	9	-----	-----	11	113	BILLINGSLEY ².....DD293	24
25	⁴ 1,162	35.06	4	2	-----	8	-----	-----	11	113	BLAKELEY.....DD150	25

¹ 1 berth, emergency, not included in table.² 2 berths, emergency, not included in table.³ 2-hour trial.⁴ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power	
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maximum
1	ABBOT.....	2	Curtis turb. ¹	4 Thornycroft....	28,000	26,625	1
2	ALDEN.....	2	Parsons geared turb..	4 White-Forster..	27,500	25,940	2
3	ALLEN.....	2	Parsons turb. ²	4 Normand.....	22,500	16,369	3
4	AULICK.....	2	Curtis geared turb...	4 Yarrow.....	27,540	27,940	4
5	AUSBURN, CHARLES..	2	do.....	do.....	27,540	28,160	5
6	AYLWIN.....	2	Zoelly turb. ³	4 White-Forster..	21,600	16,286	6
7	BABBITT.....	2	Parsons geared turb..	4 Thornycroft....	27,048	25,620	7
8	BADGER.....	2	do.....	do.....	27,048	25,820	8
9	BADGER, GEORGE E..	2	Westgh. geared turb.	4 White-Forster..	27,500	28,410	9
10	BAGLEY.....	2	Curtis turb. ¹	4 Thornycroft....	28,000	26,620	10
11	BAILEY.....	2	Curtis geared turb...	4 Yarrow.....	27,540	27,900	11
12	BAINBRIDGE.....	2	Westgh. geared turb..	4 White-Forster..	27,500	29,280	12
13	BALCH.....	2	Zoelly turb. ³	do.....	21,600	17,251	13
14	BALLARD.....	2	Curtis geared turb...	4 Yarrow.....	27,540	29,650	14
15	BANCROFT.....	2	do.....	do.....	27,540	28,100	15
16	BARKER.....	2	Parsons geared turb..	4 White-Forster..	27,500	26,050	16
17	BARNEY.....	2	do.....	do.....	27,500	25,010	17
18	BARRY.....	2	Westgh. geared turb..	do.....	27,500	29,300	18
19	BELKNAP.....	2	Curtis geared turb...	4 Yarrow.....	27,540	28,720	19
20	BELL.....	2	do.....	do.....	27,540	27,411	20
21	BENHAM.....	2	Zoelly turb. ³	4 White-Forster..	21,600	16,610	21
22	BERNADOU.....	2	Parsons geared turb..	do.....	27,500	24,810	22
23	BIDDLE.....	2	do.....	do.....	27,500	24,870	23
24	BILLINGSLEY.....	2	Curtis geared turb...	4 Yarrow.....	27,540	28,600	24
25	BLAKELEY.....	2	Parsons geared turb..	4 White-Forster..	27,500	24,740	25

¹ Geared cruising turbine on starboard shaft only.² Geared cruising turbine on port shaft only.³ Cruising engine on each shaft $\frac{13 \times 25}{12}$

NOTE.—The act of Aug. 29, 1916, authorized 12 destroyers in addition to those already built. These are numbered 348 to 359, inclusive, but no appropriation for their construction has been provided.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
1	442	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	ABBOT..... DD184	1
2	415	2	25	120	8-25- $\frac{11}{16}$ "	do.....	ALDEN..... DD211	2
3	320	2	25	120	2-25-3600	G. E. Co.....	ALLEN..... DD66	3
4	435	2	25	120	2-25-3600	do.....	AULICK..... DD258	4
5	435	2	25	120	2-25-3600	do.....	AUSBURN, CHARLES..... DD294	5
6	347	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	AYLWIN..... DD47	6
7	¹ 441	2	25	120	2-25-3600	G. E. Co.....	BABBITT..... DD128	7
8	¹ 441	2	25	120	2-25-3600	do.....	BADGER..... DD126	8
9	450	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	BADGER, GEORGE E..... DD196	9
10	442	2	25	120	8-25- $\frac{11}{16}$ "	do.....	BAGLEY..... DD185	10
11	435	2	25	120	2-25-3600	G. E. Co.....	BAILEY..... DD269	11
12	449	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	BAINBRIDGE..... DD246	12
13	340	2	25	120	2-25-3600	G. E. Co.....	BALCH..... DD50	13
14	435	2	25	120	2-25-3600	do.....	BALLARD..... DD267	14
15	435	2	25	120	2-25-3600	do.....	BANCROFT..... DD256	15
16	415	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	BARKER..... DD213	16
17	412	2	25	120	8-25- $\frac{11}{16}$ "	do.....	BARNEY..... DD149	17
18	449	2	25	120	8-25- $\frac{11}{16}$ "	do.....	BARRY..... DD248	18
19	435	2	25	120	2-25-3600	G. E. Co.....	BELKNAP..... DD251	19
20	435	2	25	120	2-25-3600	do.....	BELL..... DD95	20
21	347	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	BENHAM..... DD49	21
22	412	2	25	120	8-25- $\frac{11}{16}$ "	do.....	BERNADOU..... DD153	22
23	412	2	25	120	8-25- $\frac{11}{16}$ "	do.....	BIDDLE..... DD151	23
24	435	2	25	120	2-25-3600	G. E. Co.....	BILLINGSLEY..... DD293	24
25	412	2	25	120	8-25- $\frac{11}{16}$ "	Westinghouse.....	BLAKELEY..... DD150	25

¹ Estimated.

10895—29—4

DEST-24
MIN'LAYS
LT ML'S
M. SW'PR
SUBS-1st
SUBS-2d
SUBS. FLT.
EAGLES
SUB. CH.
GUNB'TS
YACHTS
TEND'S-D
TEND'S
TEND'S-A
REPAIR
STORE
COLLIERS
OILERS
AMT'N
CARGO
TRANS
HOSPIT
TUG
MISC.
UNCL
AIRC
DIST.
ST
H

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
1	ABBOT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	1
2	ALDEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	2
3	ALLEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bath Iron Works...	800,000	June 30, 1914	3
4	AULICK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	4
5	AUSBURN, CHARLES	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Squantum.	Cost+fee.	do	5
6	AYLWIN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 18" twin..	Wm. Cramp & Sons.	756,100	Mar. 4, 1911	6
7	BABBITT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	New York S. B. Co..	Cost+10%	do	7
8	BADGER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	do	8
9	BADGER, GEORGE E.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+10%	Oct. 6, 1917	9
10	BAGLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	Mar. 4, 1917	10
11	BAILEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	11
12	BAINBRIDGE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co..	Cost+fee.	do	12
13	BALCH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 18" twin..	Wm. Cramp & Sons.	756,100	Mar. 4, 1911	13
14	BALLARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	14
15	BANCROFT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Quincy.	Cost+fee.	do	15
16	BARKER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	do	16
17	BARNEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	Mar. 4, 1917	17
18	BARRY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	18
19	BELKNAP.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Quincy.	Cost+fee.	do	19
20	BELL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Fore River S. B. Corp., Quincy.	Cost+10%	Mar. 4, 1917	20
21	BENHAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 18" twin..	Wm. Cramp & Sons.	756,100	Mar. 4, 1911	21
22	BERNADOU.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	do	Cost+10%	Mar. 4, 1917	22
23	RIDDLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	do	23
24	BILLINGSLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	24
25	BLAKELEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	25

¹ Together with act of Aug. 29, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Sept. 23, 1917	Apr. 5, 1918	July 4, 1918	-----	July 18, 1919	July 19, 1919	ABBOT-----	1
2	Dec. 19, 1917	Oct. 24, 1918	June 7, 1919	-----	Nov. 24, 1919	Nov. 24, 1919	ALDEN-----	2
3	Jan. 30, 1918	May 10, 1918	Dec. 5, 1916	Jan. 30, 1917	Jan. 23, 1917	Jan. 24, 1917	ALLEN-----	3
4	Dec. 6, 1917	Dec. 3, 1918	Apr. 11, 1919	-----	July 26, 1919	July 26, 1919	AULICK-----	4
5	-----do-----	Sept. 11, 1919	Dec. 18, 1919	-----	Feb. 28, 1920	Mar. 23, 1920	A U S B U R N , CHARLES.	5
6	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	Jan. 17, 1914	Jan. 17, 1914	AYLWIN-----	6
7	July 11, 1917	Feb. 19, 1918	Sept. 30, 1918	-----	Oct. 24, 1919	Oct. 24, 1919	BABBITT-----	7
8	-----do-----	Jan. 9, 1918	Aug. 24, 1918	-----	May 29, 1919	May 29, 1919	BADGER-----	8
9	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	-----	July 21, 1920	July 28, 1920	B A D G E R , GEORGE E.	9
10	Sept. 28, 1917	May 11, 1918	Oct. 19, 1918	-----	Aug. 26, 1919	Aug. 27, 1919	BAGLEY-----	10
11	Dec. 6, 1917	June 3, 1918	Feb. 5, 1919	-----	June 27, 1919	June 27, 1919	BAILEY-----	11
12	Dec. 29, 1917 May 8, 1919 ¹	May 27, 1919	June 12, 1920	-----	Feb. 9, 1921	Feb. 9, 1921	BAINBRIDGE---	12
13	Sept. 7, 1911	May 7, 1912	Dec. 21, 1912	Sept. 7, 1913	Mar. 26, 1914	Mar. 26, 1914	BALCH-----	13
14	Dec. 6, 1917	June 3, 1918	Dec. 7, 1918	-----	June 5, 1919	June 5, 1919	BALLARD-----	14
15	-----do-----	Nov. 4, 1918	Mar. 21, 1919	-----	June 30, 1919	June 30, 1919	BANCROFT-----	15
16	Dec. 19, 1917	Apr. 30, 1919	Sept. 11, 1919	-----	Dec. 27, 1919	Dec. 27, 1919	BARKER-----	16
17	Sept. 8, 1917	Mar. 26, 1918	Sept. 5, 1918	-----	Mar. 14, 1919	Mar. 14, 1919	BARNEY-----	17
18	Dec. 29, 1917 May 8, 1919 ¹	July 26, 1919	Oct. 28, 1920	-----	Dec. 28, 1920	Dec. 28, 1920	BARRY-----	18
19	Dec. 6, 1917	July 31, 1918	Jan. 14, 1919	-----	Apr. 28, 1919	Apr. 28, 1919	BELKNAP-----	19
20	Apr. 27, 1917	Nov. 16, 1917	Apr. 20, 1918	-----	July 31, 1918	July 31, 1918	BELL-----	20
21	Sept. 7, 1911	Mar. 14, 1912	Mar. 22, 1913	Aug. 22, 1913	Jan. 20, 1914	Jan. 20, 1914	BENHAM-----	21
22	Sept. 8, 1917	June 4, 1918	Nov. 7, 1918	-----	May 19, 1919	May 19, 1919	BERNADOU-----	22
23	-----do-----	Apr. 22, 1918	Oct. 3, 1918	-----	Apr. 22, 1919	Apr. 22, 1919	BIDDLE-----	23
24	Dec. 6, 1917	Sept. 8, 1919	Dec. 10, 1919	-----	Feb. 7, 1920	Mar. 1, 1920	BILLINGSLEY---	24
25	Sept. 8, 1917	Mar. 26, 1918	Sept. 19, 1918	-----	May 8, 1919	May 8, 1919	BLAKELEY-----	25

¹ Date of supplementary contract.

DEST-24
 MIN'LAY'S
 LT ML'S
 M. SW'T'R
 SUBS-1d
 SUBS-2d
 SUBS. FLT.
 EAGLES
 SUB. CH.
 GUNBTS
 YACHTS
 TEND'S-D
 TEND'S
 REPAIR
 STORE
 COLLIER
 OILERS
 AM'TT
 CARGO
 TRANS
 HOSPT
 TUG
 MISC.
 UNCL
 AIRC
 DIST.
 ST
 H

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel			Full load	
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons.</i>	<i>Tons</i>	<i>Ft. in.</i>
26	BOGGS.....DD136	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8 26
27	BORIE.....DD215	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 27
28	BRANCH.....DD197	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 28
29	BRECK.....DD283	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 29
30	BRECKINRIDGE.....DD148	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 30
31	BREESE.....DD122	314 4	310 0	30 11	9 4	1,213	15.4	1,306	10 3 31
32	BROOKS.....DD232	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 32
33	BROOME.....DD210	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 33
34	BRUCE.....DD329	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 34
35	BUCHANAN.....DD131	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8 35
36	BULMER.....DD222	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 36
37	BURNES, JOHN FRANCIS DD299	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 37
38	BUSH.....DD166	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 38
39	CALDWELL.....DD69	315 6	310 0	30 8	8 1	1,125	14.7	1,187	9 5 39
40	CASE.....DD285	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 40
41	CHAMPLIN.....DD104	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 41
42	CHANDLER.....DD206	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 42
43	CHASE.....DD323	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 43
44	CHEW.....DD106	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 44
45	CHILDS.....DD241	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 45
46	CLAXTON.....DD140	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8 46
47	CLEMSON.....DD186	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 47
48	COGHLAN.....DD326	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 48
49	COLE.....DD155	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 49

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters available				Messes (complement)		Name and official number
	Displacement	Speed	No. of funnels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
	Tons	Knots									
26	1,200	35.77	4	2	8				11	113	BOGGS.....DD136 26
27	1,220	35.07	4	2	8				11	113	BORIE.....DD215 27
28	¹ 1,215	36.48	4	2	8				11	113	BRANCH.....DD197 28
29	1,266	34.82	4	2	9				11	113	BRECK.....DD283 29
30	¹ 1,154	35.21	4	2	8				11	113	BRECKINRIDGE.....DD148 30
31	1,252	32.56	4	2	8				11	113	BREESE.....DD122 31
32	1,302	33.26	4	2	8				11	113	BROOKS ².....DD232 32
33	1,230	35.03	4	2	7				11	113	BROOME.....DD210 33
34	1,291	33.03	4	2	8				11	113	BRUCE.....DD329 34
35	1,156	35.40	4	2	7				11	113	BUCHANAN.....DD131 35
36	1,230	35.00	4	2	6				11	113	BULMER.....DD222 36
37	1,284	33.79	4	2	8				11	113	BURNES, JOHN FRANCIS.....DD299 37
38	1,245	35.14	4	2	5				11	113	BUSH ¹.....DD166 38
39	¹ 1,125	31.70	4	2	7				11	113	CALDWELL ².....DD69 39
40	1,267	34.54	4	2	9				11	113	CASE.....DD285 40
41	1,214	33.54	4	2	6				11	113	CHAMPLIN.....DD104 41
42	1,239	34.75	4	2	8				11	113	CHANDLER.....DD206 42
43	1,287	34.16	4	2	9				11	113	CHASE.....DD323 43
44	1,210	33.83	4	2	6				11	113	CHEW.....DD106 44
45	1,308	33.85	4	2	5				11	113	CHILDS ¹ ⁴.....DD241 45
46	1,370	35.45	4	2	8				11	113	CLAXTON.....DD140 46
47	1,313	35.54	4	2	8				11	113	CLEMSON ¹.....DD186 47
48	1,302	32.64	4	2	8				11	113	COGHLAN.....DD326 48
49	1,159	35.11	4	2	8				11	113	COLE ².....DD155 49

¹ Estimated.
² 1 berth, emergency, not included in table.
³ 2 berths, emergency, not included in table.
⁴ 1 berth, spare cabin, not included in table.

(DEST-24
 MIN'LAY
 LT M'L
 M. SWP
 SUBS-1
 SUBS-
 SUBS.
 EAGL
 SUB.
 GUN
 YAC
 TEN
 EN
 TEN
 RE
 ST
 CO
 O
 A
 C
 T
 H

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power	
				Number and type	Total heating surface	Main engines	Total maximum
					<i>Sq. ft.</i>		
23	BOGGS.....	2	Parsons geared turb.....	4 Normand.....	27,000	27,240	26
27	BORIE.....	2	do.....	4 White-Forster.....	27,500	25,760	27
28	BRANCH.....	2	Westgh. geared turb.....	do.....	27,500	29,390	28
29	BRECK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,600	29
30	BRECKINRIDGE.....	2	Parsons geared turb.....	4 White-Forster.....	27,500	25,070	30
31	BREESE.....	2	Curtis turb. ¹	4 Thornycroft.....	28,000	22,920	31
32	BROOKS.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	27,610	32
33	BROOME.....	2	Parsons geared turb.....	do.....	27,500	25,720	33
34	BRUCE.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	28,600	34
35	BUCHANAN.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,700	35
36	BULMER.....	2	do.....	4 White-Forster.....	27,500	25,650	36
37	BURNES, JOHN FRANCIS.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	30,475	37
38	BUSH.....	2	Curtis geared turb.....	do.....	27,540	27,800	38
39	CALDWELL.....	2	G. E. Curtis geared turb. ^{2,4}	4 Thornycroft.....	21,500	20,000	39
40	CASE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,900	40
41	CHAMPLIN.....	2	do.....	do.....	27,540	27,550	41
42	CHANDLER.....	2	Parsons geared turb.....	4 White-Forster.....	27,500	25,160	42
43	CHASE.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	32,125	43
44	CHEW.....	2	Curtis geared turb.....	do.....	27,540	28,375	44
45	CHILDS.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	29,561	45
46	CLAXTON.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,675	46
47	CLEMSON.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	27,600	47
48	COGHLAN.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	28,300	48
49	COLE.....	2	Parsons geared turb.....	4 White-Forster.....	27,500	24,850	49

¹ Estimated.² Cruising turbine on each shaft.³ Geared cruising turbine on starboard shaft only.⁴ Electric speed-reduction clutch.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number
		Number	Kilo-watts (each)	Volts	Type	Builders	
	<i>Tons</i>						
26	¹ 404	2	25	120	8-25-1133	Westinghouse.....	BOGGS.....DD136 26
27	415	2	25	120	8-25-1133	do.....	BORIE.....DD215 27
28	450	2	25	120	8-25-1133	do.....	BRANCH.....DD197 28
29	435	2	25	120	2-25-3600	G. E. Co.....	BRECK.....DD283 29
30	412	1	25	120	CC	do.....	BRECKINRIDGE.....DD148 30
		1	25	120	8-25-1133	Westinghouse.....	
31	441	2	25	120	8-25-1133	do.....	BREESE.....DD122 31
32	449	2	25	120	8-25-1133	do.....	BROOKS.....DD232 32
33	415	2	25	120	8-25-1133	do.....	BROOME.....DD210 33
34	486	2	25	120	2-25-3600	G. E. Co.....	BRUCE.....DD329 34
35	404	2	25	120	2-25-3600	do.....	BUCHANAN.....DD131 35
36	415	2	25	120	8-25-1133	Westinghouse.....	BULMER.....DD222 36
37	486	2	25	120	2-25-3600	G. E. Co.....	BURNES, JOHN FRANCIS...DD299 37
38	435	2	25	120	2-25-3600	do.....	BUSH.....DD166 38
39	376	2	25	120	8-25-1133	Westinghouse.....	CALDWELL.....DD69 39
40	435	2	25	120	2-25-3600	G. E. Co.....	CASE.....DD285 40
41	486	2	25	120	2-25-3600	do.....	CHAMPLIN.....DD104 41
42	415	2	25	120	8-25-1133	Westinghouse.....	CHANDLER.....DD206 42
43	486	2	25	120	2-25-3600	G. E. Co.....	CHASE.....DD323 43
44	486	2	25	120	2-25-3600	do.....	CHEW.....DD106 44
45	449	2	25	120	8-25-1133	Westinghouse.....	CHILDS.....DD241 45
46	¹ 404	2	25	120	8-25-1133	do.....	CLAXTON.....DD140 46
47	450	2	25	120	2-25-1133	G. E. Co.....	CLEMSON.....DD186 47
48	486	2	25	120	2-25-3600	do.....	COGHLAN.....DD326 48
49	412	2	25	120	8-25-1133	Westinghouse.....	COLE.....DD155 49

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
26	BOGGS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	-----	Mar. 4, 1917	26
27	BORIE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	27
28	BRANCH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+fee.	do.....	28
29	BRECK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bethlehem S. B. Corp., Squantum.	Cost+fee.	do.....	29
30	BRECKINRIDGE..	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	30
31	BREESE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+10%	do.....	31
32	BROOKS.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	32
33	BROOME.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	33
34	BRUCE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	34
35	BUCHANAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bath Iron Works....	Cost+10%	Mar. 4, 1917	35
36	BULMER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	36
37	BURNES, JOHN FRANCIS.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	37
38	BUSH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	38
39	CALDWELL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	1 925,000	Mar. 3, 1915	39
40	CASE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	40
41	CHAMPLIN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10% ²	Mar. 4, 1917	41
42	CHANDLER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	42
43	CHASE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	43
44	CHEW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10% ²	Mar. 4, 1917	44
45	CHILDS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	45
46	CLAXTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	-----	Mar. 4, 1917	46
47	CLEMSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	47
48	COGHLAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	48
49	COLE.....	4 4", 50 cal. 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	49

¹ Limit of cost.² Together with act of Aug. 29, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
26	July 20, 1917 ¹	Nov. 15, 1917	Apr. 25, 1918	July 20, 1918	-----	Sept. 23, 1918	BOGGS.....	26
27	Dec. 19, 1917	Apr. 30, 1919	Oct. 4, 1919	-----	Mar. 24, 1920	Mar. 24, 1920	BORIE.....	27
28	Feb. 14, 1918	Oct. 25, 1918	Apr. 19, 1919	-----	Apr. 3, 1920	July 26, 1920	BRANCH.....	28
29	Dec. 6, 1917	May 8, 1919	Sept. 5, 1919	-----	Nov. 28, 1919	Dec. 1, 1919	BRECK.....	29
30	Sept. 8, 1917	Mar. 11, 1918	Aug. 17, 1918	-----	Feb. 27, 1919	Feb. 27, 1919	BRECKINRIDGE..	30
31	June 29, 1917	Nov. 10, 1917	May 11, 1918	-----	Oct. 22, 1918	Oct. 23, 1918	BREESE.....	31
32	Dec. 29, 1917 May 8, 1919 ²	June 11, 1918	Apr. 24, 1919	-----	June 18, 1920	June 18, 1920	BROOKS.....	32
33	Dec. 19, 1917	Oct. 8, 1918	May 14, 1919	-----	Oct. 31, 1919	Oct. 31, 1919	BROOME.....	33
34	Dec. 6, 1917	July 30, 1919	May 20, 1920	-----	Sept. 29, 1920	Sept. 29, 1920	BRUCE.....	34
35	Aug. 31, 1917	June 29, 1918	Jan. 2, 1919	Feb. 15, 1919	Jan. 20, 1919	Jan. 20, 1919	BUCHANAN.....	35
36	Dec. 19, 1917	Aug. 11, 1919	Jan. 22, 1920	-----	Aug. 16, 1920	Aug. 16, 1920	BULMER.....	36
37	Dec. 6, 1917	July 4, 1918	Nov. 10, 1918	-----	May 1, 1920	May 1, 1920	BURNES, JOHN FRANCIS.	37
38	Aug. 15, 1917	-----do-----	Oct. 27, 1918	-----	Feb. 19, 1919	Feb. 19, 1919	BUSH.....	38
39	Oct. 30, 1915 ¹	Dec. 9, 1916	July 10, 1917	-----	-----	Dec. 1, 1917	CALDWELL.....	39
40	Dec. 6, 1917	June 3, 1919	Sept. 21, 1919	-----	Nov. 29, 1919	Dec. 8, 1919	CASE.....	40
41	May 4, 1917	Oct. 31, 1917	Apr. 7, 1918	-----	Nov. 11, 1918	Nov. 11, 1918	CHAMPLIN.....	41
42	Dec. 19, 1917	Aug. 19, 1918	Mar. 19, 1919	-----	Sept. 5, 1919	Sept. 5, 1919	CHANDLER.....	42
43	Dec. 6, 1917	May 5, 1919	Sept. 2, 1919	-----	Mar. 10, 1921	Mar. 10, 1921	CHASE.....	43
44	May 4, 1917	Jan. 2, 1918	May 26, 1918	-----	Dec. 12, 1918	Dec. 12, 1918	CHEW.....	44
45	Dec. 29, 1917 May 8, 1919 ²	Mar. 19, 1919	Sept. 15, 1920	-----	Oct. 22, 1920	Oct. 22, 1920	CHILDS.....	45
46	July 20, 1917 ¹	Apr. 25, 1918	Jan. 15, 1919	Dec. 31, 1918	-----	Sept. 13, 1919	CLAXTON.....	46
47	Feb. 14, 1918	May 11, 1918	Sept. 5, 1918	-----	Nov. 17, 1919	Dec. 29, 1919	CLEMSON.....	47
48	Dec. 6, 1917	June 25, 1919	June 16, 1920	-----	Mar. 31, 1921	Mar. 31, 1921	COGHLAN.....	48
49	Sept. 8, 1917	June 25, 1918	Jan. 11, 1919	-----	June 19, 1919	June 19, 1919	COLE.....	49

¹ Date assigned to yard.² Date of supplementary contract.

DESTROYERS—FIRST LINE (DD).

Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
50 COLHOUN.....DD85	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 50
51 CONNER.....DD72	315 6	310 0	30 8	8 1	1,125	14.7	1,225	9 5 51
52 CONVERSE.....DD291	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 52
53 CORRY.....DD334	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 53
54 COWELL.....DD167	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 54
55 CRANE.....DD109	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 55
56 CRAVEN.....DD70	315 6	310 0	30 8	8 1	1,125	14.7	1,187	9 5 56
57 CROSBY.....DD164	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 57
58 CROWNINSHIELD.....DD134	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 6 58
59 CUSHING.....DD55	305 3	300 3	30 4½	9 6	1,050	14.4	1,171	10 7 59
60 DAHLGREN.....DD187	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 60
61 DALE.....DD290	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 61
62 DALLAS.....DD199	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 62
63 DECATUR.....DD341	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 63
64 DENT.....DD116	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 64
65 DICKERSON.....DD157	314 4	310 0	30 11½	9 4	1,211	15.4	1,304	9 10 65
66 DORSEY.....DD117	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 66
67 DOYEN.....DD280	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 67
68 DUNCAN.....DD46	305 3	300 0	30 4	9 3	1,014	14.3	1,133	10 6 68
69 DU PONT.....DD152	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 69
70 DYER.....DD84	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 70

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters available			Messes (complement)		Name and official number	
	Displacement	Speed	No. of funnels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers		Other enlisted men
	Tons	Knots									
50	1,180	34.65	4	2	---	8	---	---	11	113	COLHOUN.....DD85
51	1,142	30.17	3	2	---	6	---	---	11	113	CONNER.....DD72
52	1,260	34.86	4	2	---	8	---	---	11	113	CONVERSE.....DD291
53	1,290	33.97	4	2	---	8	---	---	11	113	COBRY.....DD334
54	¹ 1,185	35.65	4	2	---	8	---	---	11	113	COWELL ².....DD167
55	1,211	34.25	4	2	---	7	---	---	11	113	CRANE.....DD109
56	---	32.23	4	2	---	8	---	---	11	113	CRAVEN.....DD70
57	¹ 1,181	35.14	4	2	---	6	---	---	11	113	CROSBY.....DD164
58	1,156	35.43	4	2	---	8	---	---	11	113	CROWNINSHIELD.....DD134
59	1,048	29.18	4	2	---	8	---	---	9	89	CUSHING.....DD55
60	1,310	34.88	4	2	---	8	---	---	11	113	DAHLGREN ¹.....DD187
61	1,265	34.82	4	2	---	8	---	---	11	113	DALE ².....DD290
62	1,310	35.04	4	2	1	8	---	---	11	113	DALLAS ².....DD199
63	1,252	32.73	4	2	1	8	---	---	11	113	DECATUR.....DD341
64	1,164	35.11	4	2	---	6	---	---	11	113	DENT.....DD116
65	1,174	35.13	4	2	---	8	---	---	11	113	DICKERSON ².....DD157
66	1,165	³ 35.18	4	2	---	6	---	---	11	113	DORSEY.....DD117
67	1,260	34.97	4	2	---	9	---	---	11	113	DOYEN.....DD280
68	1,057	29.14	4	2	---	6	---	---	9	89	DUNCAN.....DD46
69	1,154	35.03	4	2	---	8	---	---	11	113	DU PONT.....DD152
70	1,184	34.79	4	2	---	8	---	---	11	113	DYER ⁴.....DD84

¹ Estimated.³ 1 berth, emergency, not included in table.² 2-hour trial.⁴ 2 berths, emergency cabin, not included in table.

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power		
				Number and type	Total heating surface	Main engines	Total maximum	
					<i>Sq. ft.</i>			
50	COLHOUN.....	2	Curtis geared turb...	4 Yarrow.....	27,540	27,700	-----	50
51	CONNER.....	3	Parsons turb. ¹	4 White-Forster..	22,520	20,150	-----	51
52	CONVERSE.....	2	Curtis geared turb...	4 Yarrow.....	27,540	28,675	-----	52
53	CORRY.....	2	G. E. Curtis geared turb. ²	do.....	27,540	31,630	-----	53
54	COWELL.....	2	Curtis geared turb...	do.....	27,540	28,950	-----	54
55	CRANE.....	2	do.....	do.....	27,540	29,600	-----	55
56	CRAVEN.....	2	Parsons geared turb..	4 Thornycroft.....	21,500	20,000	-----	56
57	CROSBY.....	2	Curtis geared turb...	4 Yarrow.....	27,540	27,800	-----	57
58	CROWNINSHIELD.....	2	Parsons geared turb..	4 Normand.....	27,000	24,765	-----	58
59	CUSHING.....	2	Curtis turb. ³	4 Bu. mod. Yar..	21,500	15,280	-----	59
60	DAHLGREN.....	2	Westgh. geared turb..	4 White-Forster..	27,500	26,260	-----	60
61	DALE.....	2	Curtis geared turb...	4 Yarrow.....	27,540	28,600	-----	61
62	DALLAS.....	2	Westgh. geared turb..	4 White-Forster..	27,500	26,600	-----	62
63	DECATUR.....	2	Parsons geared turb..	4 Normand.....	27,000	26,000	-----	63
64	DENT.....	2	do.....	4 White-Forster..	27,500	26,025	-----	64
65	DICKERSON.....	2	do.....	4 Thornycroft.....	27,048	25,475	-----	65
66	DORSEY.....	2	do.....	4 White-Forster..	27,500	26,100	-----	66
67	DOYEN.....	2	Curtis geared turb...	4 Yarrow.....	27,540	28,940	-----	67
68	DUNCAN.....	2	Curtis turb. ³	do.....	21,500	14,254	-----	68
69	DU PONT.....	2	Parsons geared turb..	4 White-Forster..	27,500	24,685	-----	69
70	DYER.....	2	Curtis geared turb...	4 Yarrow.....	27,540	27,300	-----	70

¹ Geared cruising turbine on center shaft only.² Clutch.³ Cruising turbine on each shaft.⁴ Estimated.⁵ Cruising engine on each shaft, $\frac{12\frac{1}{2} \times 26\frac{1}{4}}{13\frac{1}{2}}$

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
50	435	2	25	120	2-25-3600	G. E. Co.....	COLHOUN.....DD85	50
51	367	2	25	120	8-25-11 $\frac{1}{2}$ °	Westinghouse....	CONNER.....DD72	51
52	435	2	25	120	2-25-3600	G. E. Co.....	CONVERSE.....DD201	52
53	486	2	25	120	2-25-3600	do.....	CORRY.....DD334	53
54	435	2	25	120	2-25-3600	do.....	COWELL.....DD167	54
55	486	2	25	120	2-25-3600	do.....	CRANE.....DD109	55
56	367	2	25	120	8-25-11 $\frac{1}{2}$ °	Westinghouse....	CRAVEN.....DD70	56
57	435	2	25	120	2-25-3600	G. E. Co.....	CROSBY.....DD164	57
58	404	2	25	120	2-25-3600	do.....	CROWNINSHIELD.....DD134	58
59	360	2	25	120	2-25-3600	do.....	CUSHING.....DD55	59
60	450	2	25	120	8-25-11 $\frac{1}{2}$ °	Westinghouse....	DAHLGREN.....DD187	60
61	435	2	25	120	2-25-3600	G. E. Co.....	DALE.....DD290	61
62	450	2	25	120	8-25-11 $\frac{1}{2}$ °	Westinghouse....	DALLAS.....DD199	62
63	404	2	25	120	8-25-11 $\frac{1}{2}$ °	do.....	DECATUR.....DD341	63
64	408	2	25	120	8-25-11 $\frac{1}{2}$ °	do.....	DENT.....DD116	64
65	441	2	25	120	2-25-3600	G. E. Co.....	DICKERSON.....DD157	65
66	408	2	25	120	8-25-11 $\frac{1}{2}$ °	Westinghouse....	DORSEY.....DD117	66
67	435	2	25	120	2-25-3600	G. E. Co.....	DOYEN.....DD280	67
68	348	2	10	120	2-10-5000	do.....	DUNCAN.....DD46	68
69	412	2	25	120	8-25-11 $\frac{1}{2}$ °	Westinghouse....	DU PONT.....DD152	69
70	435	2	25	120	2-25-3600	G. E. Co.....	DYER.....DD84	70

¹ Estimated.

DEST-2d
MIN'LAY'S
LT M'L'S
M. SW'P'R
SUBS-1d
SUBS-2d
SUBS. FLT.
EAGLES
SUB. CH.
GUNB'TS
YACHTS
TEND'S-D
END
TEND'S-A
REPAIR
STORE
COLLIERS
OILERS
AM'TN'
CARGO
TRANSP'
HOSPITA
TUGS
MISC. A
UNCLAS
AIRCRA
DIST. C
STR.
HIS
S
I

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
50	COLHOUN.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	50
51	CONNER.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Wm. Cramp & Sons.	845,000	Mar. 3, 1915	51
52	CONVERSE.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	52
53	CORRY.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	53
54	COWELL.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	54
55	CRANE.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Union Iron Works...	Cost+10%	Mar. 4, 1917 ¹	55
56	CRAVEN.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Navy yard, Norfolk.	2 925,000	Mar. 3, 1915	56
57	CROSBY.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	57
58	CROWNINSHIELD...	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Bath Iron Works...	Cost+10%	do.....	58
59	CUSHING.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	4 21" twin..	Fore River S. B. Co.	854,500	Aug. 22, 1912	59
60	DAHLGREN.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	60
61	DALE.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	61
62	DALLAS.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Newport News S. B. Co.	Cost+fee.	do.....	62
63	DECATUR.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Navy yard, Mare Island.		do.....	63
64	DENT.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	64
65	DICKERSON.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	New York S. B. Co.	Cost+10%	do.....	65
66	DORSEY.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Wm. Cramp & Sons.	Cost+10%	do.....	66
67	DOYEN.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	67
68	DUNCAN.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	4 18" twin..	Fore River S. B. Co.	779,450	Mar. 4, 1911	68
69	DU PONT.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	69
70	DYER.....	4 4", 50 cal.; 1 3", 23 cal. A.A.	do.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	70

¹ Together with act of Aug. 29, 1916.² Limit of cost.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
50	Dec. 26, 1916 May 5, 1917 ¹	Sept. 19, 1917	Feb. 21, 1918	-----	June 12, 1918	June 13, 1918	COLHOUN.....	50
51	Jan. 5, 1916	Oct. 16, 1916	Aug. 21, 1917	Aug. 20, 1917	-----do-----	Jan. 12, 1918	CONNER.....	51
52	Dec. 6, 1917	Aug. 13, 1919	Nov. 28, 1919	-----	Apr. 27, 1920	Apr. 28, 1920	CONVERSE.....	52
53	-----do-----	Sept. 15, 1920	Mar. 28, 1921	-----	May 25, 1921	May 25, 1921	CORRY.....	53
54	Aug. 15, 1917	July 15, 1918	Nov. 23, 1918	-----	Mar. 17, 1919	Mar. 17, 1919	COWELL.....	54
55	May 4, 1917	Jan. 7, 1918	July 4, 1918	-----	Apr. 18, 1919	Apr. 18, 1919	CRANE.....	55
56	Oct. 20, 1915 ²	Nov. 20, 1917	June 29, 1918	-----	-----	Oct. 19, 1918	CRAVEN.....	56
57	Aug. 15, 1917	June 23, 1918	Sept. 28, 1918	-----	Jan. 24, 1919	Jan. 24, 1919	CROSBY.....	57
58	Aug. 31, 1917	Nov. 5, 1918	July 24, 1919	June 30, 1919	Aug. 6, 1919	Aug. 6, 1919	CROWNINSHIELD	58
59	Dec. 11, 1912	Sept. 23, 1913	Jan. 16, 1915	Dec. 11, 1914	Aug. 21, 1915	Aug. 21, 1915	CUSHING.....	59
60	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	-----	Jan. 6, 1920	Jan. 6, 1920	DAHLGREN.....	60
61	Dec. 6, 1917	July 28, 1919	Nov. 19, 1919	-----	Feb. 14, 1920	Feb. 16, 1920	DALE.....	61
62	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	-----	Apr. 30, 1920	Oct. 29, 1920	DALLAS.....	62
63	Jan. 22, 1918 ²	Sept. 15, 1920	Oct. 29, 1921	-----	-----	Aug. 9, 1922	DECATUR.....	63
64	May 2, 1917	Aug. 30, 1917	Mar. 23, 1918	-----	Sept. 9, 1918	Sept. 9, 1918	DENT.....	64
65	Sept. 28, 1917	May 25, 1918	Mar. 12, 1919	-----	Sept. 3, 1919	Sept. 3, 1919	DICKERSON.....	65
66	May 2, 1917	Sept. 18, 1917	Apr. 9, 1918	-----	Sept. 16, 1918	Sept. 16, 1918	DORSEY.....	66
67	Dec. 6, 1917	Mar. 24, 1919	July 26, 1919	-----	Oct. 10, 1919	Dec. 17, 1919	DOYEN.....	67
68	Sept. 6, 1911	June 17, 1912	Apr. 5, 1913	Sept. 6, 1913	Aug. 30, 1913	Aug. 30, 1913	DUNCAN.....	68
69	Sept. 8, 1917	May 2, 1918	Oct. 22, 1918	-----	Apr. 30, 1919	Apr. 30, 1919	DU PONT.....	67
70	Dec. 26, 1916 May 5, 1917 ¹	Sept. 27, 1917	Apr. 13, 1918	-----	July 1, 1918	July 1, 1918	DYER.....	70

¹ Date of supplementary contract.² Date assigned to yard.

DESTROYERS—FIRST LINE (DD).

Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
71 EDSALL.....DD219	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
72 EDWARDS.....DD265	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
73 EDWARDS, JOHN D...DD216	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
74 ELLIOT.....DD146	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
75 ELLIS.....DD154	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
76 EVANS.....DD78	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8
77 FAIRFAX.....DD93	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8
78 FARENHOLT.....DD332	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
79 FARQUHAR.....DD304	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
80 FARRAGUT.....DD300	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
81 FLUSSER.....DD289	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
82 FOOTE.....DD169	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
83 FORD, JOHN D.....DD228	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
84 FOX.....DD234	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
85 GAMBLE.....DD123	314 4	310 0	30 11	9 4	1,213	15.4	1,306	9 10
86 GILLIS.....DD260	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
87 GILMER.....DD233	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
88 GOFF.....DD247	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
89 GOLDSBOROUGH.....DD188	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
90 GREENE.....DD266	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
91 GREER.....DD145	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
92 GREGORY.....DD82	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
93 GRIDLEY.....DD92	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10

¹Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able				Mess ^{es} (comple- ment)		Name and official number	
	Displacement	Speed	No. of funnels	Masts	Cabin	Ward room	Junior officers	Warrant officers	Chief petty off- icers	Other enlisted men		
	<i>Tons</i>	<i>Knots</i>										
71	1,242	35.20	4	2	6				11	113	EDSALL.....	DD219 71
72	1,198	33.92	4	2	6				11	113	EDWARDS.....	DD265 72
73	¹ 1,215	35.06	4	2	8				11	113	EDWARDS, JOHN D.....	DD216 73
74	1,161	² 35.12	4	2	7				11	113	ELLIOT.....	DD146 74
75	¹ 1,154	35.17	4	2	8				11	113	ELLIS ³	DD154 75
76	1,155	35.37	4	2	8				11	113	EVANS.....	DD78 76
77	⁴ 1,154	⁴ 35.00	4	2	8				11	113	FAIRFAX.....	DD93 77
78	1,289	33.40	4	2	9				11	113	FARENHOLT.....	DD332 78
79	1,289	33.32	4	2	9				11	113	FARQUHAR.....	DD304 79
80	1,292	32.68	4	2	9				11	113	FARRAGUT.....	DD300 80
81	1,269	34.84	4	2	9				11	113	FLUSSER ⁵	DD289 81
82	1,190	35.57	4	2	8				11	113	FOOTE ⁵	DD169 82
83	1,236	35.11	4	2	6				11	113	FORD, JOHN D.....	DD228 83
84	1,328	33.92	4	2	8				11	113	FOX ⁵	DD234 84
85	1,206	33.20	4	2	6				11	113	GAMBLE.....	DD123 85
86	1,266	34.55	4	2	6				11	113	GILLIS.....	DD260 86
87	1,338	33.82	4	2	9				11	113	GILMER ⁵	DD233 87
88	1,317	33.62	4	2	8				11	113	GOFF ⁵	DD247 88
89	1,308	35.28	4	2	8				11	113	GOLDSBOROUGH ³	DD188 89
90	1,233	34.72	4	2	6				11	113	GREENE.....	DD266 90
91	1,209	35.14	4	2	8				11	113	GREER.....	DD145 91
92	1,185	34.34	4	2	6				11	113	GREGORY.....	DD82 92
93	1,191	34.40	4	2	7				11	113	GRIDLEY.....	DD92 93

¹ Estimated.² 2-hour trial.³ 2 berths, emergency, not included in table.⁴ Estimated; full-power trial not held.⁵ 1 berth, emergency, not included in table.

10895—29—5

DEST-2d

MIN'LAY'S

LT ML'S

M.SWP'R

SUBS-1d

SUBS-2d

SUBS. FLT.

EAGLES

SUB. CH.

GUNB'TS

YACHTS

TEND'S-D

TEND'C

TEND'S-A

REPAIR

STORE

COLLIERS

OILERS

AM'TN

CARGO

TRANSP

HOSPITAL

TUGS

MISC. AUX

UNCLAS'D

AIRCRAFT

DIST. CR

STR. SAL

HIST'L

SUM

IND

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power	
				Number and type	Total heating surface	Main engines	Total maximum
					Sq. ft.		
71	EDSALL.....	2	Parsons geared turb.....	4 White-Forster..	27,500	26,050	71
72	EDWARDS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,520	72
73	EDWARDS, JOHN D.	2	Parsons geared turb.....	4 White-Forster..	27,500	25,760	73
74	ELLIOT.....	2	do.....	do.....	27,500	24,875	74
75	ELLIS.....	2	do.....	do.....	27,500	24,930	75
76	EVANS.....	2	do.....	4 Normand.....	27,000	24,660	76
77	FAIRFAX.....	2	do.....	do.....	27,000	24,200	77
78	FARENHOLT.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	30,250	78
79	FAROUHAR.....	2	do. ¹	do.....	27,540	29,325	79
80	FARRAGUT.....	2	do. ¹	do.....	27,540	27,750	80
81	FLUSSER.....	2	Curtis geared turb.....	do.....	27,540	28,650	81
82	FOOTE.....	2	do.....	do.....	27,540	28,760	82
83	FORD, JOHN D.	2	Parsons geared turb.....	4 White-Forster..	27,500	25,865	83
84	FOX.....	2	Westgh. geared turb.....	do.....	27,500	29,400	84
85	GAMBLE.....	2	Curtis turb. ¹	4 Thornycroft.....	28,000	24,520	85
86	GILLIS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,535	86
87	GILMER.....	2	Westgh. geared turb.....	4 White-Forster..	27,500	29,175	87
88	GOFF.....	2	do.....	do.....	27,500	28,600	88
89	GOLDSBOROUGH.	2	do.....	do.....	27,500	27,075	89
90	GREENE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,340	90
91	GREER.....	2	Parsons geared turb.....	4 White-Forster..	27,500	24,900	91
92	GREGORY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,340	92
93	GRIDLEY.....	2	G. E. Curtis geared turb. ²	do.....	27,540	29,500	93

¹ Estimated.² Geared cruising turbine on starboard shaft only.² Cruising turbine on each shaft.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
71	415	2	25	120	8-25- $\frac{1}{2}$ HP	Westinghouse	EDSALL.....DD219	71
72	435	2	25	120	2-25-3600	G. E. Co.	EDWARDS.....DD265	72
73	415	2	25	120	8-25- $\frac{1}{2}$ HP	Westinghouse	EDWARDS, JOHN D.....DD216	73
74	412	2	25	120	8-25- $\frac{1}{2}$ HP	do.	ELLIOT.....DD146	74
75	412	2	25	120	8-25- $\frac{1}{2}$ HP	do.	ELLIS.....DD154	75
76	404	2	25	120	2-25-3600	G. E. Co.	EVANS.....DD78	76
77	404	2	25	120	8-25- $\frac{1}{2}$ HP	Westinghouse	FAIRFAX.....DD93	77
78	486	2	25	120	2-25-3600	G. E. Co.	FARENHOLT.....DD332	78
79	486	2	25	120	2-25-3600	do.	FARQUHAR.....DD304	79
80	486	2	25	120	2-25-3600	do.	FARRAGUT.....DD300	80
81	435	2	25	120	2-25-3600	do.	FLUSSER.....DD289	81
82	435	2	25	120	2-25-3600	do.	FOOTE.....DD169	82
83	415	2	25	120	8-25- $\frac{1}{2}$ HP	Westinghouse	FORD, JOHN D.....DD228	83
84	449	2	25	120	8-25- $\frac{1}{2}$ HP	do.	FOX.....DD234	84
85	441	2	25	120	8-25- $\frac{1}{2}$ HP	do.	GAMBLE.....DD123	85
86	435	2	25	120	2-25-3600	G. E. Co.	GILLIS.....DD260	86
87	449	2	25	120	8-25- $\frac{1}{2}$ HP	Westinghouse	GILMER.....DD233	87
88	449	2	25	120	8-25- $\frac{1}{2}$ HP	do.	GOFF.....DD247	88
89	450	2	25	120	8-25- $\frac{1}{2}$ HP	do.	GOLDSBOROUGH.....DD188	89
90	435	2	25	120	2-25-3600	G. E. Co.	GREENE.....DD266	90
91	412	2	25	120	8-25- $\frac{1}{2}$ HP	Westinghouse	GREER.....DD145	91
92	435	2	25	120	2-25-3600	G. E. Co.	GREGORY.....DD82	92
93	458	2	25	120	2-25-3600	do.	GRIDLEY.....DD92	93

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
71	EDSALL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	71
72	EDWARDS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Squantum.	Cost+fee.	do	72
73	EDWARDS, JOHN D.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	do	73
74	ELLIOT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	Mar. 4, 1917	74
75	ELLIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	do	75
76	EVANS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bath Iron Works.	Cost+10%	Aug. 29, 1916	76
77	FAIRFAX.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Navy yard, Mare Island.		do	77
78	FARENHOLT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	78
79	FARQUHAR.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+fee.	do	79
80	FARRAGUT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+fee.	do	80
82	FLUSSER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bethlehem S. B. Corp., Squantum.	Cost+fee.	do	81
82	FOOTE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	82
83	FORD, JOHN D.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	83
84	FOX.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	do	84
85	GAMBLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	85
86	GILLIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	86
87	GILMER.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	do	87
88	GOFF.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+fee.	do	88
89	GOLDSBOROUGH	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+fee.	do	89
90	GREENE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Squantum.	Cost+fee.	do	90
91	GREER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	91
92	GREGORY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	92
93	GRIDLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Union Iron Works.	Cost+10%	do	93

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
71	Dec. 19, 1917	Sept. 15, 1919	July 29, 1920	-----	Nov. 26, 1920	Nov. 26, 1920	EDSALL.....	71
72	Dec. 6, 1917	Apr. 20, 1918	Oct. 10, 1918	-----	Apr. 24, 1919	Apr. 24, 1919	EDWARDS.....	72
73	Dec. 19, 1917	May 21, 1919	Oct. 18, 1919	-----	Apr. 6, 1920	Apr. 6, 1920	EDWARDS, JOHN D.	73
74	Sept. 8, 1917	Feb. 23, 1918	July 4, 1918	-----	Jan. 25, 1919	Jan. 25, 1919	ELLIOT.....	74
75	-----do-----	July 8, 1918	Nov. 30, 1918	-----	June 7, 1919	June 7, 1919	ELLIS.....	75
76	Nov. 30, 1916	Dec. 28, 1917	Oct. 30, 1918	-----	Nov. 11, 1918	Nov. 11, 1918	EVANS.....	76
77	Nov. 22, 1916 ¹	July 10, 1917	Dec. 15, 1917	-----	-----	Apr. 6, 1918	FAIRFAX.....	77
78	Dec. 6, 1917	Sept. 13, 1920	Mar. 9, 1921	-----	May 10, 1921	May 10, 1921	FARENHOLT.....	78
79	-----do-----	Aug. 13, 1918	Jan. 18, 1919	-----	July 31, 1920	Aug. 5, 1920	FARQUHAR.....	79
80	-----do-----	July 4, 1918	Nov. 21, 1918	-----	June 4, 1920	June 4, 1920	FARRAGUT.....	80
81	-----do-----	July 21, 1919	Nov. 7, 1919	-----	Dec. 31, 1919	Feb. 25, 1920	FLUSSER.....	81
82	Aug. 15, 1917	Aug. 7, 1918	Dec. 14, 1918	-----	Mar. 21, 1919	Mar. 21, 1919	FOOTE.....	82
83	Dec. 19, 1917 May 8, 1919 ²	Nov. 11, 1919	Sept. 2, 1920	-----	Dec. 30, 1920	Dec. 30, 1920	FORD, JOHN D..	83
84	Dec. 29, 1917	June 25, 1918	June 12, 1919	-----	May 17, 1920	May 17, 1920	FOX.....	84
85	June 29, 1917	Nov. 12, 1917	May 11, 1918	-----	Nov. 27, 1918	Nov. 29, 1918	GAMBLE.....	85
86	Dec. 6, 1917	Dec. 27, 1918	May 29, 1919	-----	Sept. 3, 1919	Sept. 3, 1919	GILLIS.....	86
87	Dec. 29, 1917 May 8, 1919 ²	June 25, 1918	May 24, 1919	-----	Apr. 30, 1920	Apr. 30, 1920	GILMER.....	87
88	Dec. 29, 1917 May 8, 1919 ²	June 16, 1919	June 2, 1920	-----	Jan. 19, 1921	Jan. 19, 1921	GOFF.....	88
89	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	-----	Jan. 26, 1920	Jan. 26, 1920	GOLDSBOROUGH.	89
90	Dec. 6, 1917	June 3, 1918	Nov. 2, 1918	-----	May 9, 1919	May 9, 1919	GREENE.....	90
91	Sept. 8, 1917	Feb. 24, 1918	Aug. 1, 1918	-----	Dec. 31, 1918	Dec. 31, 1918	GREER.....	91
92	Dec. 26, 1916 May 5, 1917 ²	Aug. 25, 1917	Jan. 27, 1918	-----	May 31, 1918	June 1, 1918	GREGORY.....	92
93	Dec. 30, 1916	Apr. 1, 1918	July 4, 1918	-----	Mar. 8, 1919	Mar. 8, 1919	GRIDLEY.....	93

¹ Date assigned to yard.² Date of supplementary contract.

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
94	GWIN.....DD71	315 6	310 0	30 8	8 1	1,125	14.7	1,228	9 5
95	HALE.....DD133	314 4	310 0	30 11½	9 0	1,154	15.4	1,247	9 6
96	HAMILTON.....DD141	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8
97	HAMILTON, PAUL...DD307	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
98	HARADEN.....DD183	314 4	310 0	30 11	9 4	1,213	15.4	1,306	9 10
99	HARDING.....DD91	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
100	HATFIELD.....DD231	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
101	HAZELWOOD.....DD107	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
102	HENSHAW.....DD278	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
103	HERBERT.....DD160	314 4	310 0	30 11	9 4	1,211	15.4	1,304	9 10
104	HERNDON.....DD198	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
105	HOGAN.....DD178	314 4	310 0	30 11½	9 2	1,191	15.4	1,284	9 10
106	HOPEWELL.....DD181	314 4	310 0	30 11	9 4	1,213	15.4	1,306	9 10
107	HOPKINS.....DD249	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
108	HOVEY.....DD208	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
109	HOWARD.....DD179	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
110	HULBERT.....DD342	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
111	HULL.....DD330	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
112	HUMPHREYS.....DD236	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
113	HUNT.....DD194	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
114	INGRAM, OSMOND...DD255	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
115	ISHERWOOD.....DD284	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
116	JAMES, REUBEN...DD245	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
117	JONES, JACOB.....DD130	314 4	310 0	30 11½	9 4	1,211	15.4	1,306	9 10
118	JONES, PAUL.....DD230	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
119	JONES, WILLIAM...DD308	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able			Messes (comple- ment)		Name and official number		
	Displacement	Speed	No. of funnels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty off- icers			Other enlisted men
	<i>Tons</i>	<i>Knots</i>										
94	1, 192	30. 29	3	2	6				11	113	GWIN.....DD71	94
95	1, 149	35. 38	4	2	8				11	113	HALE ¹.....DD133	95
96	1, 370	35. 13	4	2	8				11	113	HAMILTON.....DD141	96
97	1, 300	33. 20	4	2	9				11	113	HAMILTON, PAUL.....DD307	97
98	1, 248	33. 94	4	2	8				11	113	HARADEN ¹.....DD183	98
99	1, 198	35. 02	4	2	6				11	113	HARDING ¹.....DD91	99
100	1, 318	33. 84	4	2	8				11	113	HATFIELD ¹.....DD231	100
101	1, 186	33. 56	4	2	8				11	113	HAZELWOOD.....DD107	101
102	1, 279	34. 75	4	2	8				11	113	HENSHAW.....DD278	102
103	1, 169	35. 21	4	2	8				11	113	HERBERT ¹.....DD160	103
104	1, 300	35. 30	4	2	6				11	113	HERNDON.....DD198	104
105	1, 233	33. 27	4	2	7				11	113	HOGAN.....DD178	105
106	1, 229	28. 22	4	2	8				11	113	HOPEWELL ¹.....DD181	106
107	1, 305	33. 97	4	2	1 8				11	113	HOPKINS ¹.....DD249	107
108	1, 229	35. 13	4	2	8				11	113	HOVEY.....DD208	108
109	1, 231	34. 75	4	2	6				11	113	HOWARD.....DD179	109
110	1, 272	34. 44	4	2	6				11	113	HULBERT.....DD342	110
111	1, 299	34. 36	4	2	8				11	113	HULL ¹.....DD330	111
112	1, 310	33. 81	4	2	9				11	113	HUMPHREYS.....DD236	112
113	1, 310	35. 79	4	2	8				11	113	HUNT ¹.....DD194	113
114	1, 267	34. 44	4	2	8				11	113	INGRAM, OSMOND.....DD255	114
115	1, 265	34. 63	4	2	9				11	113	ISHERWOOD.....DD284	115
116	1, 317	33. 83	4	2	9				11	113	JAMES, REUBEN.....DD245	116
117	1, 167	35. 08	4	2	8				11	113	JONES, JACOB.....DD130	117
118	1, 215	35. 14	4	2	1 6				11	113	JONES, PAUL.....DD230	118
119	1, 298	33. 10	4	2	8				11	113	JONES, WILLIAM.....DD308	119

¹ 1 berth, emergency cabin, not included in table.² 3-hour full-power trial.³ 2 berths, emergency cabin, not included in table.⁴ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power	
				Number and type	Total heating surface	Main engines	Total maximum
					Sq. ft.		
94	GWIN.....	2	Parsons geared turb.....	4 Yarrow.....	22,252	19,930	94
95	HALE.....	2	do.....	4 Normand.....	27,000	24,685	95
96	HAMILTON.....	2	do.....	do.....	27,000	26,175	96
97	HAMILTON, PAUL.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	29,100	97
98	HARADEN.....	2	Curtis turb. ²	4 Thornycroft.....	28,000	26,370	98
99	HARDING.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	31,600	99
100	HATFIELD.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	29,200	100
101	HAZELWOOD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,600	101
102	HENSHAW.....	2	do.....	do.....	27,540	28,435	102
103	HERBERT.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,675	103
104	HERNDON.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	27,100	104
105	HOGAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,475	105
106	HOPEWELL.....	2	Curtis turb. ²	4 Thornycroft.....	28,000	25,000	106
107	HOPKINS.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	29,590	107
108	HOVEY.....	2	Parsons geared turb.....	do.....	27,500	25,885	108
109	HOWARD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,875	109
110	HULBERT.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	110
111	HULL.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	32,650	111
112	HUMPHREYS.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	29,125	112
113	HUNT.....	2	do.....	do.....	27,500	28,075	113
114	INGRAM, OSMOND.....	2	Curtis geared turb.....	4 Yarrow.....	27,500	28,290	114
115	ISHERWOOD.....	2	do.....	do.....	27,540	28,160	115
116	JAMES, REUBEN.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	29,180	116
117	JONES, JACOB.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,320	117
118	JONES, PAUL.....	2	do.....	4 White-Forster.....	27,500	25,950	118
119	JONES, WILLIAM.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	28,825	119

¹ Cruising turbine on each shaft.² Geared cruising turbine on starboard shaft only.³ Estimated.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Num-ber	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
94	434	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	GWIN.....DD71	94
95	404	2	25	120	2-25-3600	G. E. Co.....	HALE.....DD133	95
96	¹ 404	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HAMILTON.....DD141	96
97	496	2	25	120	2-25-3600	G. E. Co.....	HAMILTON, PAUL.....DD307	97
98	442	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HARADEN.....DD183	98
99	458	2	25	120	2-25-3600	G. E. Co.....	HARDING.....DD91	99
100	449	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HATFIELD.....DD231	100
101	486	2	25	120	2-25-3600	G. E. Co.....	HAZELWOOD.....DD107	101
102	435	2	25	120	2-25-3600	do.....	HENSHAW.....DD278	102
103	¹ 441	2	25	120	2-25-3600	do.....	HERBERT.....DD160	103
104	450	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HERNDON.....DD198	104
105	484	2	25	120	2-25-3600	G. E. Co.....	HOGAN.....DD178	105
106	442	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HOPEWELL.....DD181	106
107	449	2	25	120	8-25- $\frac{11}{16}$ %%	do.....	HOPKINS.....DD249	107
108	415	2	25	120	8-25- $\frac{11}{16}$ %%	do.....	HOVEY.....DD208	108
109	484	2	25	120	2-25-3600	G. E. Co.....	HOWARD.....DD179	109
110	¹ 353	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HULBERT.....DD342	110
111	486	2	25	120	2-25-3600	G. E. Co.....	HULL.....DD330	111
112	440	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	HUMPHREYS.....DD236	112
113	450	2	25	120	8-25- $\frac{11}{16}$ %%	do.....	HUNT.....DD194	113
114	435	2	25	120	2-25-3600	G. E. Co.....	INGRAM, OSMOND.....DD255	114
115	435	2	25	120	2-25-3600	do.....	ISHERWOOD.....DD284	115
116	449	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	JAMES, REUBEN.....DD245	116
117	¹ 441	2	25	120	2-25-3600	G. E. Co.....	JONES, JACOB.....DD130	117
118	415	2	25	120	8-25- $\frac{11}{16}$ %%	Westinghouse.....	JONES, PAUL.....DD230	118
119	486	2	25	120	2-25-3600	G. E. Co.....	JONES, WILLIAM.....DD308	119

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
94	GWIN.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Seattle Con. & D. D. Co.	885,000	Mar. 3, 1915	94
95	HALE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bath Iron Works...	Cost+10%	Mar. 4, 1917	95
96	HAMILTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Navy yard, Mare Island.		do	96
97	HAMILTON, PAUL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	97
98	HARADEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	98
99	HARDING.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Union Iron Works.	Cost+10%	Aug. 29, 1916	99
100	HATFIELD.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	100
101	HAZELWOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Union Iron Works.	Cost+10%	Mar. 4, 1917	101
102	HENSHAW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	102
103	HERBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+10%	Mar. 4, 1917	103
104	HERNDON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	104
105	Hogan.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Union Iron Works.	Cost+10%	Mar. 4, 1917	105
106	HOPEWELL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B.	Cost+10%	do	106
107	HOPKINS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+10%	Oct. 6, 1917	107
108	HOVEY.....	8 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	do	108
109	HOWARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Union Iron Works.	Cost+10%	Mar. 4, 1917	109
110	HULBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Navy yard, Norfolk.		Oct. 6, 1917	110
111	HULL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	do	111
112	HUMPHREYS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	do	112
113	HUNT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+fee.	do	113
114	INGRAM, OSMOND.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Quincy.	Cost+fee.	do	114
115	ISHERWOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Squantum.	Cost+fee.	do	115
116	JAMES, REUBEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	do	116
117	JONES, JACOB.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	Mar. 4, 1917	117
118	JONES, PAUL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	118
119	JONES, WILLIAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	do	119

¹ Together with act of Aug. 29, 1916.² Twin mounts.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
94	Mar. 8, 1916	June 21, 1917	Dec. 22, 1917	Nov. 8, 1917	Mar. 18, 1920	Mar. 18, 1920	GWIN-----	94
95	Aug. 31, 1917	Oct. 7, 1918	May 29, 1919	May 15, 1919	June 12, 1919	June 12, 1919	HALE-----	95
96	July 20, 1917 ¹	June 8, 1918	Jan. 15, 1919	Dec. 31, 1918	-----	Nov. 7, 1919	HAMILTON----	96
97	Dec. 6, 1917	Sept. 25, 1918	Feb. 21, 1919	-----	Sept. 24, 1920	Sept. 24, 1920	HAMILTON, PAUL.	97
98	Sept. 28, 1917	Mar. 30, 1918	July 4, 1918	-----	June 6, 1919	June 7, 1919	HARADEN-----	98
99	Dec. 30, 1916	Feb. 12, 1918	-----do-----	-----	Jan. 24, 1919	Jan. 24, 1919	HARDING-----	99
100	Dec. 29, 1917 May 8, 1919 ²	June 10, 1918	Mar. 17, 1919	-----	Apr. 16, 1920	Apr. 16, 1920	HATFIELD-----	100
101	May 4, 1917	Dec. 24, 1917	June 22, 1918	-----	Feb. 19, 1919	Feb. 20, 1919	HAZELWOOD--	101
102	Dec. 6, 1917	Jan. 3, 1919	June 28, 1919	-----	Sept. 24, 1919	Dec. 10, 1919	HENSHAW----	102
103	Sept. 28, 1917	Apr. 9, 1918	May 8, 1919	-----	Nov. 21, 1919	Nov. 21, 1919	HERBERT-----	103
104	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	-----	Apr. 17, 1920	Sept. 14, 1920	HERNDON-----	104
105	Aug. 15, 1917	-----do-----	Apr. 12, 1919	-----	Oct. 1, 1919	Oct. 1, 1919	HOGAN-----	105
106	Sept. 28, 1917	Jan. 19, 1918	June 8, 1918	-----	Mar. 21, 1919	Mar. 21, 1919	HOPEWELL-----	106
107	Dec. 29, 1917 May 8, 1919 ²	July 30, 1919	June 26, 1920	-----	Mar. 21, 1921	Mar. 21, 1921	HOPKINS-----	107
108	Dec. 19, 1917	Sept. 7, 1918	Apr. 26, 1919	-----	Oct. 2, 1919	Oct. 2, 1919	HOVEY-----	108
109	Aug. 15, 1917	Dec. 9, 1918	-----do-----	-----	Jan. 28, 1920	Jan. 29, 1920	HOWARD-----	109
110	Jan. 25, 1918 ¹	Nov. 18, 1918	June 28, 1919	-----	-----	Oct. 27, 1920	HULBERT-----	110
111	Dec. 6, 1917	Sept. 13, 1920	Feb. 18, 1921	-----	Apr. 26, 1921	Apr. 26, 1921	HULL-----	111
112	Dec. 29, 1917 May 8, 1919 ²	July 31, 1918	July 28, 1919	-----	July 21, 1920	July 21, 1920	HUMPHREYS--	112
113	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	-----	June 8, 1920	Sept. 30, 1920	HUNT-----	113
114	Dec. 6, 1917	Oct. 15, 1918	Feb. 28, 1919	-----	June 27, 1919	June 28, 1919	INGRAM, OS- MOND.	114
115	-----do-----	May 24, 1919	Sept. 10, 1919	-----	Nov. 26, 1919	Dec. 4, 1919	ISHERWOOD---	115
116	Dec. 29, 1917 May 8, 1919 ²	Apr. 2, 1919	Oct. 4, 1919	-----	Sept. 24, 1920	Sept. 24, 1920	JAMES, REU- BEN.	116
117	July 11, 1917	Feb. 21, 1918	Nov. 20, 1918	-----	Oct. 20, 1919	Oct. 20, 1919	JONES, JACOB	117
118	Dec. 19, 1917	Dec. 23, 1919	Sept. 30, 1920	-----	Apr. 19, 1921	Apr. 19, 1921	JONES, PAUL.	118
119	Dec. 6, 1917	Oct. 2, 1918	Apr. 9, 1919	-----	Sept. 30, 1920	Sept. 30, 1920	JONES, WIL- LIAM.	119

¹ Date assigned to yard.² Date of supplementary contract.

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel			Full load	
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
120	KALK.....DD170	314 4	310 0	30 11	9 2	1,191	15.4	1,278	9 8
121	KANE.....DD235	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
122	KENNEDY.....DD306	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
123	KENNISON.....DD138	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8
124	KIDDER.....DD319	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
125	KILTY.....DD137	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8
126	KIMBERLY.....DD80	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
127	KING.....DD242	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
128	LAMBERTON.....DD119	314 4	310 0	30 11	9 4	1,213	15.4	1,306	9 10
129	LAMSON.....DD328	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
130	LARDNER.....DD286	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
131	LAUB.....DD263	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
132	LA VALLETTE.....DD315	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
133	LAWRENCE.....DD250	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
134	LEA.....DD118	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10
135	LEARY.....DD158	314 4	310 0	30 11	9 4	1,211	15.4	1,304	9 10
136	LITCHFIELD.....DD336	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
137	LITTLE.....DD79	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
138	LONG.....DD209	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
139	MACDONOUGH.....DD331	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
140	MACKENZIE.....DD175	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
141	MACLEISH.....DD220	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10
142	MADDOX.....DD168	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
143	MANLEY.....DD74	315 6	310 0	30 8	8 1	1,125	14.7	1,187	9 5
144	MARCUS.....DD321	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig	Quarters available					Messes (complement)		Name and official number	
	Displacement	Speed		No. of funnels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
	<i>Tons</i>	<i>Knots</i>										
120	1,200	35.41	4	2	—	8	—	—	—	11	113	KALK ¹.....DD170 120
121	1,296	33.78	4	2	—	9	—	—	—	11	113	KANE.....DD235 121
122	1,293	33.36	4	2	—	9	—	—	—	11	113	KENNEDY.....DD306 122
123	1,180	35.89	4	2	—	6	—	—	—	11	113	KENNISON.....DD138 123
124	1,288	33.85	4	2	—	9	—	—	—	11	113	KIDDER.....DD319 124
125	1,191	35.22	4	2	—	8	—	—	—	11	113	KILTY.....DD137 125
126	² 1,236	34.81	4	2	—	8	—	—	—	11	113	KIMBERLY ¹.....DD80 126
127	1,303	33.99	4	2	—	6	—	—	—	11	113	KING ¹.....DD242 127
128	1,203	33.40	4	2	—	6	—	—	—	11	113	LAMBERTON.....DD119 128
129	1,304	33.64	4	2	—	8	—	—	—	11	113	LAMSON.....DD328 129
130	1,256	34.57	4	2	—	8	—	—	—	11	113	LARDNER.....DD286 130
131	1,191	34.37	4	2	—	6	—	—	—	11	113	LAUB.....DD263 131
132	1,290	33.24	4	2	—	9	—	—	—	11	113	LA VALLETTE.....DD315 132
133	1,322	33.88	4	2	—	9	—	—	—	11	113	LAWRENCE.....DD250 133
134	1,165	35.04	4	2	—	6	—	—	—	11	113	LEA.....DD118 134
135	1,175	35.16	4	2	—	8	—	—	—	11	113	LEARY ¹.....DD158 135
136	1,283	34.92	4	2	1	8	—	—	—	11	113	LITCHFIELD.....DD336 136
137	² 1,191	34.73	4	2	—	8	—	—	—	11	113	LITTLE.....DD79 137
138	1,230	35.03	4	2	—	8	—	—	—	11	113	LONG.....DD209 138
139	1,299	33.10	4	2	—	9	—	—	—	11	113	MACDONOUGH.....DD331 139
140	1,195	33.57	4	2	—	8	—	—	—	11	113	MACKENZIE.....DD175 140
141	1,231	35.05	4	2	—	6	—	—	—	11	113	MACLEISH.....DD220 141
142	² 1,202	34.94	4	2	—	8	—	—	—	11	113	MADDOX ¹.....DD168 142
143	1,094	32.23	4	2	—	6	—	—	—	11	113	MANLEY ³.....DD74 143
144	1,296	33.18	4	2	—	9	—	—	—	11	113	MARCUS.....DD321 144

¹ 1 berth, emergency cabin, not included in table.² Estimated.³ 2 berths, emergency cabin, not included in table.

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse power	
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maximum
120	KALK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,400	120
121	KANE.....	2	Westgh. geared turb....	4 White-Forster..	27,500	29,050	121
122	KENNEDY.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,500	29,450	122
123	KENNISON.....	2	Parsons geared turb.....	4 Normand.....	27,000	28,300	123
124	KIDDER.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	31,350	124
125	KILTY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,325	125
126	KIMBERLY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,350	126
127	KING.....	2	Westgh. geared turb....	4 White-Forster..	27,500	29,575	127
128	LAMBERTON.....	2	Curtis turb. ¹	4 Thornycroft.....	28,000	25,000	128
129	LAMSON.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	30,825	129
130	LARDNER.....	2	Curtis geared turb.....	do.....	27,540	27,990	130
131	LAUB.....	2	do.....	do.....	27,540	27,535	131
132	LA VALLETTE.....	2	G.E.Curtis geared turb. ¹	do.....	27,540	29,750	132
133	LAWRENCE.....	2	Westgh. geared turb....	4 White-Forster..	27,500	29,290	133
134	LEA.....	2	Parsons geared turb.....	do.....	27,500	25,980	134
135	LEARY.....	2	do.....	4 Thornycroft.....	27,048	25,525	135
136	LITCHFIELD.....	2	do.....	4 Normand.....	27,000	29,900	136
137	LITTLE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,180	137
138	LONG.....	2	Parsons geared turb.....	4 White-Forster..	27,500	25,700	138
139	MACDONOUGH.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	29,500	139
140	MACKENZIE.....	2	Curtis geared turb.....	do.....	27,540	28,210	140
141	MACLEISH.....	2	Parsons geared turb.....	4 White-Forster..	27,500	25,740	141
142	MADDOX.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,950	142
143	MANLEY.....	2	Parsons geared turb.....	4 Normand.....	21,500	19,715	143
144	MARCUS.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	29,670	144

¹ Cruising turbine on each shaft.² Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders		
	Tons							
120	435	2	25	120	2-25-3600	G. E. Co.....	KALK.....DD170	120
121	449	2	25	120	8-25-11½%	Westinghouse.....	KANE.....DD235	121
122	486	2	25	120	2-25-3600	G. E. Co.....	KENNEDY.....DD306	122
123	¹ 404	2	25	120	8-25-11½%	Westinghouse.....	KENNISON.....DD138	123
124	486	2	25	120	2-25-3600	G. E. Co.....	KIDDER.....DB319	124
125	¹ 404	2	25	120	8-25-11½%	Westinghouse.....	KILTY.....DD137	125
126	435	2	25	120	2-25-3600	G. E. Co.....	KIMBERLY.....DD80	126
127	449	2	25	120	8-25-11½%	Westinghouse.....	KING.....DD242	127
128	441	2	25	120	8-25-11½%	do.....	LAMBERTON.....DD119	128
129	486	2	25	120	2-25-3600	G. E. Co.....	LAMSON.....DD328	129
130	435	2	25	120	2-25-3600	do.....	LARDNER.....DD286	130
131	435	2	25	120	2-25-3600	do.....	LAUB.....DD263	131
132	486	2	25	120	2-25-3600	do.....	LA VALLETTE.....DD315	132
133	449	2	25	120	8-25-11½%	Westinghouse.....	LAWRENCE.....DD250	133
134	408	2	25	120	8-25-11½%	do.....	LEA.....DD118	134
135	¹ 441	2	25	120	2-25-3600	G. E. Co.....	LEARY.....DD158	135
136	¹ 404	2	25	120	8-25-11½%	Westinghouse.....	LITCHFIELD.....DD336	136
137	435	2	25	120	2-25-3600	G. E. Co.....	LITTLE.....DD79	137
138	415	2	25	120	8-25-11½%	Westinghouse.....	LONG.....DD209	138
139	486	2	25	120	2-25-3600	G. E. Co.....	MACDONOUGH.....DD331	139
140	484	2	25	120	2-25-3600	do.....	MACKENZIE.....DD175	140
141	415	2	25	120	8-25-11½%	Westinghouse.....	MACLEISH.....DD220	141
142	435	2	25	120	2-25-3600	G. E. Co.....	MADDOX.....DD168	142
143	336	2	25	120	2-25-3600	do.....	MANLEY.....DD74	143
144	486	2	25	120	2-25-3600	do.....	MARCUS.....DD321	144

¹Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
120	KALK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	120
121	KANE.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	121
122	KENNEDY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	122
123	KENNISON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island, Calif.		Mar. 4, 1917	123
124	KIDDER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	124
125	KILTY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island, Calif.		Mar. 4, 1917	125
126	KIMBERLY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	126
127	KING.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	127
128	LAMBERTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	128
129	LAMSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	129
130	LARDNER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	130
131	LAUB.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+fee.	do.....	131
132	LA VALLETTE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	132
133	LAWRENCE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	do.....	133
134	LEA.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	134
135	LEARY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+10%	do.....	135
136	LITCHFIELD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island, Calif.		Oct. 6, 1917	136
137	LITTLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	137
138	LONG.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	138
139	MACDONOUGH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	139
140	MACKENZIE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	140
141	MACLEISH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	141
142	MADDOX.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917 ¹	142
143	MANLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bath Iron Works...	879,500	Mar. 3, 1915	143
144	MARCUS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	144

¹ Twin mounts.² Together with act of Aug. 29, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
120	Aug. 15, 1917	Aug. 17, 1918	Dec. 21, 1918	.....	Mar. 29, 1919	Mar. 29, 1919	KALK.....	120
121	Dec. 29, 1917 May 8, 1919 ¹	July 3, 1918	Aug. 12, 1919	.....	June 11, 1920	June 11, 1920	KANE.....	121
122	Dec. 6, 1917	Sept. 25, 1918	Feb. 15, 1919	.....	Aug. 28, 1920	Aug. 28, 1920	KENNEDY.....	122
123	July 20, 1917	Feb. 14, 1918	June 8, 1918	Sept. 30, 1918	.....	Apr. 2, 1919	KENNISON.....	123
124	Dec. 6, 1917	Mar. 5, 1919	July 10, 1919	.....	Feb. 7, 1921	Feb. 7, 1921	KIDDER.....	124
125	July 20, 1917	Dec. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Dec. 17, 1918	KILTY.....	125
126	Dec. 26, 1916 May 5, 1917 ¹	June 21, 1917	Dec. 4, 1917	.....	Apr. 26, 1918	Apr. 26, 1918	KIMBERLY.....	126
127	Dec. 29, 1917 May 8, 1919 ¹	Apr. 28, 1919	Oct. 14, 1920	.....	Dec. 16, 1920	Dec. 16, 1920	KING.....	127
128	June 29, 1917	Oct. 1, 1917	Mar. 30, 1918	.....	Aug. 20, 1918	Aug. 22, 1918	LAMBERTON.....	128
129	Dec. 6, 1917	Aug. 13, 1919	Sept. 1, 1920	.....	Apr. 19, 1921	Apr. 19, 1921	LAMSON.....	129
130	do.....	June 16, 1919	Sept. 29, 1919	.....	Dec. 10, 1919	Dec. 10, 1919	LARDNER.....	130
131	do.....	Apr. 20, 1918	Aug. 25, 1918	.....	Mar. 17, 1919	Mar. 17, 1919	LAUB.....	131
132	do.....	Apr. 14, 1919	July 15, 1919	.....	Dec. 24, 1920	Dec. 24, 1920	LA VALLETTE.....	132
133	Dec. 29, 1917 May 8, 1919 ¹	Aug. 14, 1919	July 10, 1920	.....	Apr. 18, 1921	Apr. 18, 1921	LAWRENCE.....	133
134	May 2, 1917	Sept. 18, 1917	Apr. 29, 1918	.....	Sept. 30, 1918	Oct. 2, 1918	LEA.....	134
135	Sept. 28, 1917	Mar. 6, 1918	Dec. 18, 1918	.....	Dec. 5, 1919	Dec. 5, 1919	LEARY.....	135
136	Jan. 22, 1918 ²	Jan. 15, 1919	Aug. 12, 1919	.....	.....	May 12, 1920	LITCHFIELD.....	136
137	Dec. 26, 1916 May 5, 1917 ¹	June 18, 1917	Nov. 11, 1917	.....	Apr. 5, 1918	Apr. 6, 1918	LITTLE.....	137
138	Dec. 19, 1917	Sept. 23, 1918	Apr. 26, 1918	.....	Oct. 20, 1919	Oct. 20, 1919	LONG.....	138
139	Dec. 6, 1917	May 24, 1920	Dec. 15, 1920	.....	Apr. 30, 1921	Apr. 30, 1921	MACDONOUGH.....	139
140	Aug. 15, 1917	July 4, 1918	Sept. 29, 1918	.....	July 25, 1919	July 25, 1919	MACKENZIE.....	140
141	Dec. 19, 1917	Aug. 19, 1919	Dec. 18, 1919	.....	Aug. 2, 1920	Aug. 2, 1920	MCLEISH.....	141
142	Aug. 15, 1917	July 20, 1918	Oct. 27, 1918	.....	Mar. 10, 1919	Mar. 10, 1919	MADFOX.....	142
143	Dec. 30, 1915	Aug. 22, 1916	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917	MANLEY.....	143
144	Dec. 6, 1917	May 20, 1919	Aug. 22, 1919	.....	Feb. 23, 1921	Feb. 23, 1921	MARCUS.....	144

¹ Date of supplementary contract.² Date assigned to yard.

10895—29—6

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load		
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>	
145	MASON.....DD191	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	145
146	McCALLA.....DD253	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	146
147	McCawley.....DD276	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	147
148	McCook.....DD252	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	148
149	McCormick.....DD223	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	149
150	McDermut.....DD262	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	150
151	McFarland.....DD237	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	151
152	McKean.....DD90	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	152
153	McKee.....DD87	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	153
154	McLanahan.....DD264	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	154
155	Meade.....DD274	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	155
156	Melvin.....DD335	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	156
157	Meredith.....DD165	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	157
158	Mervine.....DD322	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	158
159	Meyer.....DD279	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	159
160	Montgomery.....DD121	314 4	310 0	30 11	9 4	1,213	15.4	1,306	9 10	160
161	Moody.....DD277	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	161
162	Morris.....DD271	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	162
163	Mugford.....DD105	314 4	310 0	30 11½	9 2	1,191	15.4	1,284	9 10	163
164	Mullany.....DD325	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	164
165	Nicholson.....DD52	305 3	300 0	30 4	9 6	1,050	14.4	1,171	10 6	165
166	Noa.....DD343	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	166
167	O'Bannon.....DD177	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	167
168	O'Brien.....DD51	305 3	300 0	30 4	9 6	1,050	14.4	1,171	10 6	168

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able				Messes (comple- ment)		Name and official number		
	Displacement	Speed	No. of funnels.	Masts	Cabin	Ward room	Junior officers	Warrant officers	Chief petty off- icers	Other enlisted men			
	<i>Tons</i>	<i>Knots</i>											
145	1,303	35.05	4	2	8				11	113	MASON ¹	DD191	145
146	1,235	34.30	4	2	7				11	113	MCCALLA ¹	DD253	146
147	1,265	34.56	4	2	9				11	113	MCCAWLEY.....	DD276	147
148	1,252	34.73	4	2	6				11	113	MCCOOK ¹	DD252	148
149	1,237	35.04	4	2	6				11	113	MCCORMICK.....	DD223	149
150	² 1,225	34.72	4	2	8				11	113	MCDERMUT.....	DD262	150
151	1,311	33.76	4	2	5				11	113	McFARLAND ^{1 3}	DD237	151
152	1,197	34.44	4	2	6				11	113	McKEAN ¹	DD90	152
153	1,195	33.60	4	2	8				11	113	McKEE ¹	DD87	153
154	1,201	34.16	4	2	8				11	113	McLANAHAN.....	DD264	154
155	1,290	34.65	4	2	7				11	113	MEADE.....	DD274	155
156	1,295	⁴ 33.86	4	2	9				11	113	MELVIN.....	DD335	156
157	⁴ 1,180	35.59	4	2	8				11	113	MEREDITH ¹	DD165	157
158	1,289	33.02	4	2	9				11	113	MERVINE.....	DD322	158
159	1,255	34.69	4	2	9				11	113	MEYER.....	DD279	159
160	1,200	33.08	4	2	6				11	113	MONTGOMERY.....	DD121	160
161	1,281	34.73	4	2	8				11	113	MOODY.....	DD277	161
162	1,241	34.70	4	2	8				11	113	MORRIS.....	DD271	162
163	1,202	33.99	4	2	6				11	113	MUGFORD.....	DD105	163
164	1,330	33.74	4	2	9				11	113	MULLANY.....	DD325	164
165	1,045	29.08	4	2	6				9	89	NICHOLSON.....	DD52	165
166	1,268	⁴ 31.89	4	2	6				11	113	NOA.....	DD343	166
167	1,228	33.59	4	2	6				11	113	O'BANNON.....	DD177	167
168	1,052	29.16	4	2	6				9	89	O'BRIEN.....	DD51	168

¹ 1 berth, emergency cabin, not included in table.² 2-hour trial.³ 1 berth, spare cabin, not included in table.⁴ 2 berths, emergency cabin, not included in table.⁵ Estimated.⁶ At start of trial.

DESTROYERS—FIRST LINE (DD).

	Name	Num- ber of pro- pellers	Type of engines	Boilers (oil burning)		Shaft horse- power	
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maxi- mum
145	MASON.....	2	Westgh. geared turb.....	4 White-Forster	27, 500	26, 605	145
146	McCALLA.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	27, 960	146
147	McCawley.....	2	do.....	do.....	27, 540	27, 975	147
148	McCook.....	2	do.....	do.....	27, 540	28, 958	148
149	McCORMICK.....	2	Parsons geared turb.....	4 White-Forster	27, 500	25, 740	149
150	McDERMUT.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	28, 350	150
151	McFARLAND.....	2	Westgh. geared turb.....	4 White-Forster	27, 500	29, 000	151
152	McKEAN.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27, 540	29, 500	152
153	McKEE.....	2	do. ¹	do.....	27, 540	26, 400	153
154	McLANAHAN.....	2	Curtis geared turb.....	do.....	27, 540	27, 050	154
155	MEADE.....	2	do.....	do.....	27, 540	28, 190	155
156	MELVIN.....	2	G. E. Curtis geared turb. ¹	do.....	27, 540	31, 380	156
157	MEREDITH.....	2	Curtis geared turb.....	do.....	27, 540	28, 765	157
158	MERVINE.....	2	G. E. Curtis geared turb. ¹	do.....	27, 540	29, 325	158
159	MEYER.....	2	Curtis geared turb.....	do.....	27, 540	28, 240	159
160	MONTGOMERY.....	2	Curtis turb. ²	4 Thornycroft.....	28, 000	24, 180	160
161	MOODY.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	28, 400	161
162	MORRIS.....	2	do.....	do.....	27, 540	28, 310	162
163	MUGFORD.....	2	do.....	do.....	27, 540	28, 800	163
164	MULLANY.....	2	G. E. Curtis geared turb. ¹	do.....	27, 540	31, 070	164
165	NICHOLSON.....	2	Zoelly turb. ³	4 White-Forster	21, 600	15, 906	165
166	NOA.....	2	Parsons geared turb.....	4 Normand.....	27, 000	22, 800	166
167	O'BANNON.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	28, 230	167
168	O'BRIEN.....	2	Zoelly turb. ³	4 White-Forster	21, 600	16, 275	168

¹ Cruising turbine on each shaft.

² Geared cruising turbine on starboard shaft only.

³ Cruising engine on each shaft $\frac{13 \times 25}{12}$.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Num-ber	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
145	450	2	25	120	8-25-1133	Westinghouse.....	MASON.....DD191	145
146	435	2	25	120	2-25-3600	G. E. Co.....	McCALLA.....DD253	146
147	435	2	25	120	2-25-3600	do.....	McCawley.....DD276	147
148	435	2	25	120	2-25-3600	do.....	McCook.....DD252	148
149	415	2	25	120	8-25-1133	Westinghouse.....	McCormick.....DD223	149
150	435	2	25	120	2-25-3600	G. E. Co.....	McDermut.....DD262	150
151	449	2	25	120	8-25-1133	Westinghouse.....	McFarland.....DD237	151
152	458	2	25	120	2-25-3600	G. E. Co.....	McKean.....DD90	152
153	458	2	25	120	2-25-3600	do.....	McKee.....DD87	153
154	435	2	25	120	2-25-3600	do.....	McLanahan.....DD264	154
155	435	2	25	120	2-25-3600	do.....	Meade.....DD274	155
156	486	2	25	120	2-25-3600	do.....	Melvin.....DD335	156
157	435	2	25	120	2-25-3600	do.....	Meredith.....DD165	157
158	486	2	25	120	2-25-3600	do.....	Mervine.....DD322	158
159	435	2	25	120	2-25-3600	do.....	Meyer.....DD279	159
160	441	2	25	120	8-25-1133	Westinghouse.....	Montgomery.....DD121	160
161	435	2	25	120	2-25-3600	G. E. Co.....	Moody.....DD277	161
162	435	2	25	120	2-25-3600	do.....	Morris.....DD271	162
163	486	2	25	120	2-25-3600	do.....	Mugford.....DD105	163
164	486	2	25	120	2-25-3600	do.....	Mullany.....DD325	164
165	351	2	25	120	8-25-3200	Terry-Diehl.....	Nicholson.....DD52	165
166	353	2	25	120	8-25-1133	Westinghouse.....	Noa.....DD343	166
167	484	2	25	120	2-25-3600	G. E. Co.....	O'Bannon.....DD177	167
168	351	2	25	120	8-25-3200	Terry-Diehl.....	O'Brien.....DD51	168

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
145	MASON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	145
146	McCALLA.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Quincy.	Cost+fee.	do.....	146
147	McCawley.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	147
148	McCook.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Quincy.	Cost+fee.	do.....	148
149	McCORMICK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	149
150	McDERMUT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	150
151	McFARLAND.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	do.....	151
152	McKEAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Aug. 29, 1916	152
153	McKEE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+10%	do.....	153
154	McLANAHAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	154
155	MEADE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+fee.	do.....	155
156	MELVIN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	156
157	MEREDITH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	157
158	MERVINE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	158
159	MEYER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	159
160	MONTGOMERY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	160
161	MOODY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	161
162	MORRIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+fee.	do.....	162
163	MUGFORD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	163
164	MULLANY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	164
165	NICHOLSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin..	Wm. Cramp & Sons.	842,000	Aug. 22, 1912	165
166	NOA.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917	166
167	O'BANNON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	167
168	O'BRIEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin.	Wm. Cramp & Sons.	842,000	Aug. 22, 1912	168

¹ Together with act of Aug. 29, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
145	Feb. 14, 1918	July 10, 1918	Mar. 8, 1919	-----	Feb. 28, 1920	Feb. 28, 1920	MASON-----	145
146	Dec. 6, 1917	Sept. 25, 1918	Mar. 28, 1919	-----	May 19, 1919	May 19, 1919	McCALLA-----	146
147	-----do-----	Nov. 5, 1918	June 14, 1919	-----	Aug. 29, 1919	Sept. 22, 1919	McCawley-----	147
148	-----do-----	Sept. 11, 1918	Jan. 31, 1919	-----	Apr. 30, 1919	Apr. 30, 1919	McCook-----	148
149	Dec. 19, 1917	Aug. 11, 1919	Feb. 14, 1920	-----	Aug. 30, 1920	Aug. 30, 1920	McCormick-----	149
150	Dec. 6, 1917	Apr. 20, 1918	Aug. 6, 1918	-----	Mar. 27, 1919	Mar. 27, 1919	McDermut-----	150
151	Dec. 29, 1917 May 8, 1919	July 31, 1918	Mar. 30, 1920	-----	Sept. 30, 1920	Sept. 30, 1920	McFarland-----	151
152	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	-----	Feb. 25, 1919	Feb. 25, 1919	McKean-----	152
153	-----do-----	Oct. 29, 1917	Mar. 23, 1918	-----	Sept. 7, 1918	Sept. 7, 1918	McKee-----	153
154	Dec. 6, 1917	Apr. 20, 1918	Sept. 22, 1918	-----	Apr. 5, 1919	Apr. 5, 1919	McLanahan-----	154
155	-----do-----	Sept. 23, 1918	May 24, 1919	-----	Sept. 8, 1919	Sept. 8, 1919	Meade-----	155
156	-----do-----	Sept. 15, 1920	Apr. 11, 1921	-----	May 31, 1921	May 31, 1921	Melvin-----	156
157	Aug. 15, 1917	June 26, 1918	Sept. 22, 1918	-----	Jan. 29, 1919	Jan. 29, 1919	Meredith-----	157
158	Dec. 6, 1917	Apr. 28, 1919	Aug. 11, 1919	-----	Mar. 1, 1921	Mar. 1, 1921	Mervine-----	158
159	-----do-----	Feb. 6, 1919	July 18, 1919	-----	Sept. 30, 1919	Dec. 17, 1919	Meyer-----	159
160	June 29, 1917	Oct. 2, 1917	Mar. 23, 1918	-----	July 25, 1918	July 26, 1918	Montgomery-----	160
161	Dec. 6, 1917	Dec. 9, 1918	June 28, 1919	-----	Sept. 25, 1919	Dec. 10, 1919	Moody-----	161
162	-----do-----	July 20, 1918	Apr. 12, 1919	-----	July 21, 1919	July 21, 1919	Morris-----	162
163	May 4, 1917	Oct. 20, 1917	Apr. 14, 1918	-----	Nov. 25, 1918	Nov. 25, 1918	Mugford-----	163
164	Dec. 6, 1917	June 3, 1919	July 9, 1920	-----	Mar. 29, 1921	Mar. 29, 1921	Mullany-----	164
165	Dec. 7, 1912	Sept. 8, 1913	Aug. 19, 1914	Nov. 22, 1914	Apr. 30, 1915	Apr. 30, 1915	Nicholson-----	165
166	Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	-----	-----	Feb. 15, 1921	Noa-----	166
167	Aug. 15, 1917	Nov. 12, 1918	Feb. 28, 1919	-----	Aug. 27, 1919	Aug. 27, 1919	O'Bannon-----	167
168	Dec. 7, 1912	Sept. 8, 1913	July 20, 1914	Nov. 7, 1914	May 22, 1915	May 23, 1915	O'Brien-----	168

¹ Date assigned to yard.² Date of supplementary contract.

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load		
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>	
169	OSBORNE.....DD295	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	169
170	OVERTON.....DD239	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	170
171	PALMER.....DD161	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	171
172	PARROTT.....DD218	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	172
173	PAULDING, JAMES K..... DD238	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	173
174	PEARY.....DD226	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	174
175	PERCIVAL.....DD298	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	175
176	PERRY.....DD340	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	176
177	PHILIP.....DD76	314 4	310 0	30 11	9 0	1,154	15.4	1,247	9 8	177
178	PILLSBURY.....DD227	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	178
179	POPE.....DD225	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	179
180	PREBLE.....DD345	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	180
181	PRESTON.....DD327	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	181
182	PRESTON, WILLIAM B..... DD344	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	182
183	PRUITT.....DD347	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	183
184	PUTNAM.....DD287	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	184
185	RADFORD.....DD120	314 4	310 0	30 11	9 4	1,213	15.4	1,306	10 3	185
186	RAMSAY.....DD124	314 4	310 0	30 11	9 4	1,213	15.4	1,306	10 3	186
187	RATHBURNE.....DD113	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10	187
188	REID.....DD292	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	188
189	RENO.....DD303	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	189
190	RENSHAW.....DD176	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	190
191	RINGGOLD.....DD89	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	191

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able				Messes (comple- ment)		Name and official number
	Displacement	Speed	Number of fun- nels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty off- icers	Other enlisted men	
	<i>Tons</i>	<i>Knots</i>									
169	1,270	34.80	4	2	8				11	113	OSBORNE.....DD205
170	1,313	32.84	4	2	5				11	113	OVERTON ^{1 2}.....DD239
171	1,185	35.77	4	2	6				11	113	PALMER.....DD161
172	1,232	35.05	4	2	6				11	113	PARROTT.....DD218
173	1,303	33.89	4	2	6				11	113	PAULDING, JAMES K.....DD238
174	1,224	35.06	4	2	6				11	113	PEARY.....DD226
175	1,286	33.91	4	2	9				11	113	PERCIVAL.....DD298
176	1,334	33.37	4	2	8				11	113	PERRY.....DD340
177	1,142	35.53	4	2	6				11	113	PHILIP.....DD76
178	1,230	35.06	4	2	6				11	113	PILLSBURY.....DD227
179	1,254	35.08	4	2	6				11	113	POPE.....DD225
180	1,107	35.51	4	2	6				11	113	PREBLE.....DD345
181	1,298	33.75	4	2	8				11	113	PRESTON.....DD327
182	1,226	35.14	4	2	6				11	113	PRESTON, WILLIAM B.....DD344
183	1,214	35.11	4	2	6				11	113	PRUITT.....DD347
184	1,265	34.38	4	2	5				11	113	PUTNAM ^{1 2}.....DD287
185	1,235	33.48	4	2	6				11	113	RADFORD.....DD120
186	1,235	32.64	4	2	8				11	113	RAMSAY.....DD124
187	1,160	35.26	4	2	8				11	113	RATHBURN.....DD113
188	1,263	34.76	4	2	8				11	113	REID ¹.....DD292
189	1,298	33.58	4	2	9				11	113	RENO.....DD303
190	1,191	33.83	4	2	6				11	113	RENSHAW.....DD176
191	1,199	34.37	4	2	6				11	113	RINGGOLD ¹.....DD89

¹ 1 berth, emergency cabin, not included in table.² 1 berth, spare cabin, not included in table.

DEST-2d
MIN'LAYS
LT ML'S
M.SWP'R
SUBS-1st
SUBS-2d
SUBS. FL
EAGLES
SUB. CH
GUNBT
YACHT
TEND'S
TEND'S
TEND'S
REPAI
STOR
COLLI
OILE
AM
CAR
TRAN
HOSH
TU
MIS
UNC
AIR
DIS
S

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power	
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maximum
169	OSBORNE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,560	169
170	OVERTON.....	2	Westgh. geared turb.....	4 White-Forster.....	27,500	26,550	170
171	PALMER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,165	171
172	PARROTT.....	2	Parsons geared turb.....	4 White-Foster.....	27,500	25,750	172
173	PAULDING, JAMES K.	2	Westgh. geared turb.....	do.....	27,500	29,340	173
174	PEARY.....	2	Parsons geared turb.....	do.....	27,500	25,760	174
175	PERCIVAL.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	30,850	175
176	PERRY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	176
177	PHILIP.....	2	do.....	do.....	27,000	24,960	177
178	PILLSBURY.....	2	do.....	4 White-Forster.....	27,500	25,850	178
179	POPE.....	2	do.....	do.....	27,500	25,800	179
180	PREEBLE.....	2	do.....	4 Normand.....	27,000	24,890	180
181	PRESTON.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	31,125	181
182	PRESTON, WIL- LIAM B.	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	182
183	PRUITT.....	2	do.....	do.....	27,000	27,875	183
184	PUTNAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,560	184
185	RADFORD.....	2	Curtis turb. ²	4 Thornycroft.....	28,000	25,175	185
186	RAMSAY.....	2	do. ²	do.....	28,000	23,640	186
187	RATHBURNE.....	2	Parsons geared turb.....	4 White-Forster.....	27,500	26,227	187
188	REID.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,465	188
189	RENO.....	2	G. E. Curtis geared turb. ¹	do.....	27,540	30,000	189
190	RENSHAW.....	2	Curtis geared turb.....	do.....	27,540	28,960	190
191	RINGGOLD.....	2	G. E. Curtis geared turb. ¹	do.....	27,540	29,300	191

¹ Cruising turbine on each shaft.² Estimated.³ Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
169	435	2	25	120	2-25-3600	G. E. Co.....	OSBORNE.....DD295	169
170	449	2	25	120	8-25-1111	Westinghouse.....	OVERTON.....DD239	170
171	435	2	25	120	2-25-3600	G. E. Co.....	PALMER.....DD161	171
172	415	2	25	120	8-25-1111	Westinghouse.....	PARROTT.....DD218	172
173	449	2	25	120	8-25-1111	do.....	PAULDING, JAMES K. DD238	173
174	432	2	25	120	8-25-1111	do.....	PEARY.....DD226	174
175	486	2	25	120	2-25-3600	G. E. Co.....	PERCIVAL.....DD298	175
176	404	2	25	120	8-25-1111	Westinghouse.....	PERRY.....DD340	176
177	404	2	25	120	2-25-3600	G. E. Co.....	PHILIP.....DD76	177
178	415	2	25	120	8-25-1111	Westinghouse.....	PILLSBURY.....DD227	178
179	415	2	25	120	8-25-1111	do.....	POPE.....DD225	179
180	404	2	25	120	2-25-3600	G. E. Co.....	PREBLE.....DD345	180
181	486	2	25	120	2-25-3600	do.....	PRESTON.....DD327	181
182	353	2	25	120	8-25-1111	Westinghouse.....	PRESTON, WILLIAM B. DD344	182
183	404	2	25	120	2-25-3600	G. E. Co.....	FRUITT.....DD347	183
184	435	2	25	120	2-25-3600	do.....	PUTNAM.....DD287	184
185	441	2	25	120	8-25-1111	Westinghouse.....	RADFORD.....DD120	185
186	441	2	25	120	8-25-1111	do.....	RAMSAY.....DD124	186
187	408	2	25	120	8-25-1111	do.....	RATHBURN.....DD113	187
188	435	2	25	120	2-25-3600	G. E. Co.....	REID.....DD292	188
189	486	2	25	120	2-25-3600	do.....	RENO.....DD303	189
190	484	2	25	120	2-25-3600	do.....	RENSHAW.....DD176	190
191	458	2	25	120	2-25-3600	do.....	RINGGOLD.....DD89	191

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes(deck)				
169	OSBORNE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	169
170	OVERTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	do	170
171	PALMER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	171
172	PARROTT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	172
173	PAULDING, JAMES K.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	New York S. B. Co.	Cost+fee.	do	173
174	PEARY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	do	174
175	PERCIVAL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	do	175
176	PERRY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Navy yard, Mare Island.		do	176
177	PHILIP.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bath Iron Works....	Cost+10%	Aug. 29, 1916	177
178	PILLSBURY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	178
179	POPE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+fee.	do	179
180	PREBLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bath Iron Works....	Cost+fee.	July 1, 1918 ¹	180
181	PRESTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	181
182	PRESTON, WIL- LIAM B.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Navy yard, Norfolk.		do	182
183	FRUIT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Bath Iron Works....	Cost+fee.	July 1, 1918 ¹	183
184	PUTNAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	184
185	RADFORD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	185
186	RAMSAY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	do	186
187	RATHBURNE.....	3 4", 50 cal.; 1 3", 23 cal. A. A.	do	Wm. Cramp & Sons.	Cost+10%	do	187
188	REID.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	188
189	RENO.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Beth. S. B. Corp., San Francisco.	Cost+fee.	do	189
190	RENSHAW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	Union Iron Works..	Cost+10%	Mar. 4, 1917	190
191	RINGGOLD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	do	Cost+10%	Aug. 29, 1916	191

¹ Together with act of Aug. 20, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
169	Dec. 6, 1917	Sept. 23, 1919	Dec. 29, 1919	-----	May 17, 1920	May 17, 1920	OSBORNE.....	169
170	Dec. 29, 1917 May 8, 1919 ¹	Oct. 30, 1918	July 10, 1919	-----	June 30, 1920	June 30, 1920	OVERTON.....	170
171	Aug. 15, 1917	May 29, 1918	Aug. 18, 1918	-----	Nov. 22, 1918	Nov. 22, 1918	PALMER.....	171
172	Dec. 19, 1917	July 23, 1919	Nov. 25, 1919	-----	May 11, 1920	May 11, 1920	PARROTT.....	172
173	Dec. 29, 1917 May 8, 1919 ¹	July 31, 1918	Apr. 20, 1920	-----	Nov. 29, 1920	Nov. 29, 1920	PAULDING, JAMES K.	173
174	Dec. 19, 1917	Sept. 9, 1919	Apr. 6, 1920	-----	Oct. 22, 1920	Oct. 22, 1920	PEARY.....	174
175	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	-----	Mar. 31, 1920	Mar. 31, 1920	PERCIVAL.....	175
176	Jan. 22, 1918 ²	Sept. 15, 1920	Oct. 29, 1921	-----	-----	Aug. 7, 1922	PERRY.....	176
177	Nov. 30, 1916	Sept. 1, 1917	July 25, 1918	-----	Aug. 24, 1918	Aug. 24, 1918	PHILIP.....	177
178	Dec. 19, 1917	Oct. 23, 1919	Aug. 3, 1920	-----	Dec. 15, 1920	Dec. 15, 1920	PILLSBURY....	178
179	-----do-----	Sept. 9, 1919	Mar. 23, 1920	-----	Oct. 27, 1920	Oct. 27, 1920	POPE.....	179
180	July 27, 1918 ³	Apr. 12, 1919	Mar. 8, 1920	-----	Mar. 19, 1920	Mar. 19, 1920	PREBLE.....	180
181	Dec. 6, 1917	July 19, 1919	Aug. 7, 1920	-----	Apr. 13, 1921	Apr. 13, 1921	PRESTON.....	181
182	Jan. 25, 1918 ²	Nov. 18, 1918	Aug. 9, 1919	-----	-----	Aug. 23, 1920	PRESTON, WILLIAM B.	182
183	July 27, 1918 ³	June 25, 1919	Aug. 2, 1920	-----	Sept. 2, 1920	Sept. 2, 1920	PRUITT.....	183
184	Dec. 6, 1917	June 30, 1919	Sept. 30, 1919	-----	Dec. 18, 1919	Dec. 18, 1919	POTNAM.....	184
185	June 29, 1917	Oct. 2, 1917	Apr. 5, 1918	-----	Sept. 28, 1918	Sept. 30, 1918	RADFORD.....	185
186	-----do-----	Dec. 21, 1917	June 8, 1918	-----	Feb. 14, 1919	Feb. 15, 1919	RAMSAY.....	186
187	May 2, 1917	July 12, 1917	Dec. 27, 1917	-----	June 24, 1918	June 24, 1918	RATHBURNE..	187
188	Dec. 6, 1917	Sept. 9, 1919	Oct. 15, 1919	-----	Nov. 5, 1919	Dec. 3, 1919	REID.....	188
189	-----do-----	July 4, 1918	Jan. 22, 1919	-----	July 23, 1920	July 23, 1920	RENO.....	189
190	Aug. 15, 1917	May 8, 1918	Sept. 21, 1918	-----	July 31, 1919	July 31, 1919	RENSHAW.....	190
191	Dec. 30, 1916	Oct. 20, 1917	Apr. 14, 1918	-----	Nov. 14, 1918	Nov. 14, 1918	RINGGOLD....	191

¹ Date of supplementary contract.² Date assigned to yard.³ Date of informal order.

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
		Length overall	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
192	ROBINSON.....DD88	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 192
193	RODGERS.....DD254	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 193
194	ROPER.....DD147	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 194
195	ROWAN.....DD64	315 3	310 0	29 11	9 6	1,111	13.9	1,225	10 9 195
196	SAMPSON.....DD63	315 3	310 0	29 11	9 6	1,111	13.9	1,225	10 9 196
197	SANDS.....DD243	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 197
198	SATTERLEE.....DD190	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 198
199	SCHENCK.....DD159	314 4	310 0	30 11	9 4	1,211	15.4	1,304	9 10 199
200	SCHLEY.....DD103	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 200
201	SELFRIDGE.....DD320	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 201
202	SEMMES.....DD189	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 202
203	SHARKEY.....DD281	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 203
204	SHIRK.....DD318	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 204
205	SHUBRICK.....DD208	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 205
206	SICARD.....DD346	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 206
207	SIGOURNEY.....DD81	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 207
208	SIMPSON.....DD221	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 208
209	SINCLAIR.....DD275	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 209
210	SLOAT.....DD316	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 210
211	SMITH, ROBERT....DD324	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 211
212	SOMERS.....DD301	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 212
213	SOUTHARD.....DD207	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 213
214	STANSBURY.....DD180	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 214
215	STEVENS.....DD86	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 215
216	STEWART.....DD224	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 216

¹ Length on designed water line.² Extreme.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able				Messrs (comple- ment)		Name and official number	
	Displacement	Speed	Number of fun- nels	Masts	Cabin	Ward room	Junior officers	Warrant officers	Chief petty offi- cers	Other enlisted men		
	Tons	Knots										
192	1,220	34.21	4	2	----	6	-----		11	113	ROBINSON.....	DD88 192
193	1,265	34.47	4	2	----	8	-----		11	113	RODGERS ¹	DD254 193
194	² 1,161	35.14	4	2	----	8	-----		11	113	ROPER.....	DD147 194
195	1,135	³ 29.57	4	2	----	6	-----		9	89	ROWAN.....	DD64 195
196	1,130	³ 29.52	4	2	----	6	-----		9	89	SAMPSON.....	DD63 196
197	1,312	33.87	4	2	----	9	-----		11	113	SANDS.....	DD243 197
198	1,382	34.99	4	2	----	8	-----		11	113	SATTERLEE ¹	DD190 198
199	1,167	35.10	4	2	----	8	-----		11	113	SCHENCK ¹	DD159 199
200	1,184	34.14	4	2	----	6	-----		11	113	SCHLEY.....	DD103 200
201	1,290	32.56	4	2	----	9	-----		11	113	SELFIDGE.....	DD320 201
202	1,305	35.42	4	2	----	8	-----		11	113	SEMMES ¹	DD189 202
203	1,262	34.92	4	2	----	9	-----		11	113	SHARKEY.....	DD281 203
204	1,305	33.27	4	2	----	9	-----		11	113	SHIRK.....	DD318 204
205	1,265	34.67	4	2	----	6	-----		11	113	SHUBRICK.....	DD268 205
206	1,210	35.44	4	2	----	6	-----		11	113	SICARD.....	DD346 206
207	1,188	34.70	4	2	----	8	-----		11	113	SIGOURNEY ⁴	DD81 207
208	1,236	35.03	4	2	----	6	-----		11	113	SIMPSON.....	DD221 208
209	1,273	34.45	4	2	----	9	-----		11	113	SINCLAIR.....	DD275 209
210	1,287	32.68	4	2	----	8	-----		11	113	SLOAT.....	DD316 210
211	1,302	32.51	4	2	----	8	-----		11	113	SMITH, ROBERT.....	DD324 211
212	1,288	34.00	4	2	----	9	-----		11	113	SOMERS.....	DD301 212
213	1,232	34.99	4	2	----	8	-----		11	113	SOUTHARD.....	DD207 213
214	1,238	33.50	4	2	----	8	-----		11	113	STANSBURY.....	DD180 214
215	1,170	34.54	4	2	----	6	-----		11	113	STEVENS.....	DD86 215
216	1,235	35.09	4	2	----	6	-----		11	113	STEWART.....	DD224 216

¹ 1 berth, emergency cabin, not included in table.² Estimated.³ 3-hour trial.⁴ 2 berths, emergency cabin, not included in table.

DEST.-2d
MIN'LAYS
LT M'L'S
M. SWP'R
SUBS.-1st
SUBS.-2d
SUBS. FLT
EAGLES
SUB. CH
GUNB'T
YACHT
TEND'S
TEND'S
TEND'S
REPAI
STOR
COLLI
OILE
AM"
CAR
TRAN
HOSI
TU
MIS
UNC
AIR
DIS
S

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horse-power	
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maximum
192	ROBINSON	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	28,660	192
193	RODGERS	2	Curtis geared turb.....	do.....	27,540	28,365	193
194	ROPER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,910	194
195	ROWAN.....	2	Curtis turb. ^{1 2}	4 Yarrow.....	21,500	17,974	195
196	SAMPSON.....	2	do. ^{1 2}	do.....	21,500	17,696	196
197	SANDS	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,315	197
198	SATTERLEE.....	2	do.....	do.....	27,500	27,325	198
199	SCHENCK.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	24,874	199
200	SCHLEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,225	200
201	SELFRIDGE.....	2	G. E. Curtis geared turb. ¹	do.....	27,540	28,100	201
202	SEMMES.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	27,360	202
203	SHARKEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,835	203
204	SHIRK.....	2	G. E. Curtis geared turb. ¹	do.....	27,540	29,900	204
205	SHUBRICK.....	2	Curtis geared turb.....	do.....	27,540	28,225	205
206	SICARD.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,775	206
207	SIGOURNEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,090	207
208	SIMPSON.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,700	208
209	SINCLAIR.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,730	209
210	SLOAT.....	2	G. E. Curtis geared turb. ¹	do.....	27,540	28,400	210
211	SMITH, ROBERT.....	2	do. ¹	do.....	27,540	27,940	211
212	SOMERS.....	2	do. ¹	do.....	27,540	31,000	212
213	SOUTHARD.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,610	213
214	STANSBURY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,050	214
215	STEVENS.....	2	do.....	do.....	27,540	26,760	215
216	STEWART.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,815	216

¹ Cruising turbine on each shaft.² Clutch.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons							
192	458	2	25	120	2-25-3600	G. E. Co.....	ROBINSON.....DD88	192
193	435	2	25	120	2-25-3600	do.....	RODGERS.....DD254	193
194	412	2	25	120	8-25-11½	Westinghouse.....	ROPER.....DD147	194
195	382	2	25	120	8-25-11½	do.....	ROWAN.....DD64	195
196	388	2	25	120	8-25-11½	do.....	SAMPSON.....DD63	196
197	449	2	25	120	8-25-11½	do.....	SANDS.....DD243	197
198	450	2	25	120	8-25-11½	do.....	SATTERLEE.....DD190	198
199	441	2	25	120	2-25-3600	G. E. Co.....	SCHENCK.....DD159	199
200	486	2	25	120	2-25-3600	do.....	SCHLEY.....DD103	200
201	486	2	25	120	2-25-3600	do.....	SEIFRIDGE.....DD320	201
202	450	2	25	120	8-25-11½	Westinghouse.....	SEMMES.....DD189	202
203	435	2	25	120	2-25-3600	G. E. Co.....	SHARKEY.....DD281	203
204	486	2	25	120	2-25-3600	do.....	SHIRK.....DD318	204
205	435	2	25	120	2-25-3600	do.....	SHUBRICK.....DD268	205
206	404	2	25	120	2-25-3600	do.....	SICARD.....DD346	206
207	435	2	25	120	2-25-3600	do.....	SIGOURNEY.....DD81	207
208	415	2	25	120	8-25-11½	Westinghouse.....	SIMPSON.....DD221	208
209	435	2	25	120	2-25-3600	G. E. Co.....	SINCLAIR.....DD275	209
210	486	2	25	120	2-25-3600	do.....	SLOAT.....DD316	210
211	486	2	25	120	2-25-3600	do.....	SMITH, ROBERT.....DD324	211
212	486	2	25	120	2-25-3600	do.....	SOMERS.....DD301	212
213	415	2	25	120	8-25-11½	Westinghouse.....	SOUTHARD.....DD207	213
214	484	2	25	120	2-25-3600	G. E. Co.....	STANSBURY.....DD180	214
215	435	2	25	120	2-25-3600	do.....	STEVENS.....DD86	215
216	415	2	25	120	8-25-11½	Westinghouse.....	STEWART.....DD224	216

† Estimated.

10895—29—7

DEST.-24
MIN'LAY
LT M'L
M. SWP
SUBS.-18
SUBS.-24
SUBS. FL
EAGLE
SUB. CI
GUNB
YACHT
TEND'S
TEND'S
TEND'S
REPA
STOR
COLLI
OIL
AM
CAR
TRA
HOS
TU
MIS
UNC
AIR
DIS
S

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
192	ROBINSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works..	Cost+10%	Aug. 29, 1916	192
193	RODGERS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	193
194	ROPER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	194
195	ROWAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	795,000	June 30, 1914	195
196	SAMPSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	795,000	do.....	196
197	SANDS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	197
198	SATTERLEE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+fee.	do.....	198
199	SCHENCK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	do.....	199
200	SCHLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Mar. 4, 1917 ¹	200
201	SELFIDGE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	201
202	SEMMES.....	5 4", 50 cal.; ² 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+fee.	do.....	202
203	SHARKEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	203
204	SHIRK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	204
205	SHUPRICK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	205
206	SICARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bath Iron Works....	Cost+fee.	July 1, 1918 ³	206
207	SIGOURNEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	207
208	SIMPSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons	Cost+fee.	Oct. 6, 1917	208
209	SINCLAIR.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	209
210	SLOAT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	210
211	SMITH, ROBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+fee.	do.....	211
212	SOMERS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+fee.	do.....	212
213	SOUTHARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	213
214	STANSBURY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	214
215	STEVENS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	215
216	STEWART.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	216

¹ Limit of cost. ² One twin mount and three single mounts. ³ Together with act of Aug. 29, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
192	Dec. 30, 1916	Oct. 31, 1917	Mar. 28, 1918	-----	Oct. 19, 1918	Oct. 19, 1918	ROBINSON.....	192
193	Dec. 6, 1917	Sept. 25, 1918	Apr. 26, 1919	-----	July 22, 1919	July 22, 1919	RODGERS.....	193
194	Sept. 8, 1917	Mar. 19, 1918	Aug. 17, 1918	-----	Feb. 15, 1919	Feb. 15, 1919	ROPER.....	194
195	Dec. 19, 1914	May 10, 1915	Mar. 23, 1916	Dec. 19, 1916	Aug. 19, 1916	Aug. 22, 1916	ROWAN.....	195
196	Dec. 19, 1914	Apr. 21, 1915	Mar. 4, 1916	Nov. 19, 1916	June 23, 1916	June 27, 1916	SAMPSON.....	196
197	Dec. 29, 1917 May 8, 1919 ¹	Mar. 22, 1919	Oct. 28, 1919	-----	Nov. 10, 1920	Nov. 10, 1920	SANDS.....	197
198	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	-----	Dec. 22, 1919	Dec. 23, 1919	SATTERLEE.....	198
199	Sept. 28, 1917	Mar. 26, 1918	Apr. 23, 1919	-----	Oct. 30, 1919	Oct. 30, 1919	SCHENCK.....	199
200	May 4, 1917	Oct. 29, 1917	Mar. 28, 1918	-----	Sept. 20, 1918	Sept. 20, 1918	SCHLEY.....	200
201	Dec. 6, 1917	Apr. 28, 1919	July 25, 1919	-----	Feb. 17, 1921	Feb. 17, 1921	SELFRIDGE.....	201
202	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	-----	Feb. 21, 1920	Feb. 21, 1920	SEMMES.....	202
203	Dec. 6, 1917	Apr. 14, 1919	Aug. 12, 1919	-----	Oct. 20, 1919	Nov. 28, 1919	SHARKEY.....	203
204	Dec. 6, 1917	Feb. 13, 1919	June 20, 1919	-----	Jan. 25, 1921	Feb. 5, 1921	SHIRK.....	204
205	Dec. 6, 1917	June 3, 1918	Dec. 31, 1918	-----	July 3, 1919	July 3, 1919	SHUBRICK.....	205
206	July 27, 1918 ²	June 18, 1919	Apr. 20, 1920	-----	May 1, 1920	June 9, 1920	SICARD.....	206
207	Dec. 26, 1916 May 5, 1917 ¹	Aug. 25, 1917	Dec. 16, 1917	-----	May 14, 1918	May 15, 1918	SIGOURNEY.....	207
208	Dec. 19, 1917	Oct. 9, 1919	Apr. 28, 1920	-----	Nov. 3, 1920	Nov. 3, 1920	SIMPSON.....	208
209	Dec. 6, 1917	Oct. 15, 1918	June 2, 1919	-----	Aug. 26, 1919	Oct. 8, 1919	SINCLAIR.....	209
210	Dec. 6, 1917	Jan. 18, 1919	May 14, 1919	-----	Dec. 30, 1920	Dec. 30, 1920	SLOAT.....	210
211	Dec. 6, 1917	May 13, 1919	Sept. 19, 1919	-----	Mar. 17, 1921	Mar. 17, 1921	SMITH, ROBERT.....	211
212	Dec. 6, 1917	July 4, 1918	Dec. 28, 1918	-----	June 23, 1920	June 23, 1920	SOMERS.....	212
213	Dec. 19, 1917	Aug. 18, 1918	Mar. 31, 1919	-----	Sept. 24, 1919	Sept. 24, 1919	SOUTHARD.....	213
214	Aug. 15, 1917	Dec. 9, 1918	May 16, 1919	-----	Jan. 8, 1920	Jan. 8, 1920	STANSBURY.....	214
215	Dec. 26, 1916 May 5, 1917 ¹	Sept. 20, 1917	Jan. 13, 1918	-----	May 24, 1918	May 24, 1918	STEVENS.....	215
216	Dec. 19, 1917	Sept. 9, 1919	Mar. 4, 1920	-----	Sept. 15, 1920	Sept. 15, 1920	STEWART.....	216

¹ Date of supplementary contract.² Date of informal order.

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load		
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>	
217	STOCKTON.....DD73	315 6	310 0	30 8	8 1	1,125	14.7	1,238	9 5	217
218	STODDERT.....DD302	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	218
219	STRINGHAM.....DD83	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	219
220	STURTEVANT.....DD240	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	220
221	SUMNER.....DD333	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	221
222	SWASEY.....DD273	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	222
223	TALROT.....DD114	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10	223
224	TALBOTT, J. FRED.DD156	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10	224
225	TARBELL.....DD142	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10	225
226	TATTNALL.....DD125	314 4	310 0	30 11	9 4	1,211	15.4	1,306	9 10	226
227	TAYLOR.....DD94	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 8	227
228	THATCHER.....DD162	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10	228
229	THOMAS.....DD182	314 4	310 0	30 11	9 4	1,213	15.4	1,306	9 10	229
230	THOMPSON.....DD305	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	230
231	THOMPSON, SMITH.DD212	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	231
232	THORNTON.....DD270	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	232
233	TILLMAN.....DD135	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 8	233
234	TINGEY.....D272	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	234
235	TOUCEY.....DD282	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	235
236	TRACY.....DD214	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	236
237	TREVER.....DD339	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	237
238	TRUXTUN.....DD229	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	238
239	TURNER.....DD259	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10	239
240	TWIGGS.....DD127	314 4	310 0	30 11	9 4	1,211	15.4	1,306	9 10	240

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able				Mess ^{es} (comple- ment)		Name and official number	
	Displacement	Speed	Number of fun- nels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty offi- cers	Other enlisted men		
	<i>Tons</i>	<i>Knots</i>										
217	1,127	30.12	3	2	----	6	-----		11	113	STOCKTON.....DD73	217
218	1,289	33.75	4	2	----	8	-----		11	113	STODDERT.....DD302	218
219	1,187	34.82	4	2	----	8	-----		11	113	STRINGHAM ¹.....DD83	219
220	¹ 1,215	33.82	4	2	----	5	-----		11	113	STURTEVANT ^{1, 4}.....DD240	220
221	1,287	34.00	4	2	----	9	-----		11	113	SUMNER.....DD333	221
222	1,261	34.78	4	2	----	7	-----		11	113	SWASEY.....DD273	222
223	1,160	35.29	4	2	----	7	-----		11	113	TALBOT.....DD114	223
224	1,152	35.09	4	2	----	8	-----		11	113	TALBOTT, J. FRED ¹.....DD156	224
225	1,163	35.12	4	2	----	7	-----		11	113	TARBELL.....DD142	225
226	1,169	35.11	4	2	----	8	-----		11	113	TATTNALL.....DD125	226
227	¹ 1,154	¹ 35.00	4	2	----	7	-----		11	113	TAYLOR ¹.....DD94	227
228	1,196	34.94	4	2	----	6	-----		11	113	THATCHER.....DD162	228
229	1,236	33.67	4	2	----	8	-----		11	113	THOMAS ¹.....DD182	229
230	1,286	33.20	4	2	----	8	-----		11	113	THOMPSON.....DD305	230
231	1,233	35.03	4	2	----	9	-----		11	113	THOMPSON, SMITH.....DD212	231
232	1,268	34.72	4	2	----	7	-----		11	113	THORNTON.....DD270	232
233	¹ 1,154	¹ 35.00	4	2	----	8	-----		11	113	TILLMAN ¹.....DD135	233
234	1,272	34.53	4	2	----	6	-----		11	113	TINGEY.....DD272	234
235	1,269	34.95	4	2	----	9	-----		11	113	TOUCEY.....DD282	235
236	1,234	35.04	4	2	----	9	-----		11	113	TRACY.....DD214	236
237	1,320	32.80	4	2	----	8	-----		11	113	TREVER.....DD339	237
238	1,238	35.18	4	2	----	6	-----		11	113	TRUXTON.....DD229	238
239	1,260	34.16	4	2	----	6	-----		11	113	TURNER.....DD259	239
240	1,193	35.04	4	2	----	8	-----		11	113	TWIGGS.....DD127	240

¹ 2 berths, emergency cabin, not included in table.² Estimated.³ 1 berth, emergency cabin, not included in table.⁴ 1 berth, spare cabin, not included in table.⁵ Estimated; full power trial not held.

DESTROYERS—FIRST LINE (DD).

	Name	Number of pro- pellers	Type of engines	Boilers (oil burning)		Shaft horse- power		
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maxi- mum	
217	STOCKTON.....	3	Parsons turb. ¹	4 White-Forster.	22,520	20,060	.....	217
218	STODDERT.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	30,400	.....	218
219	STRINGHAM.....	2	Curtis geared turb.....	do.....	27,540	27,375	.....	219
220	STURTEVANT.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,170	.....	220
221	SUMNER.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	31,680	.....	221
222	SWASEY.....	2	Curtis geared turb.....	do.....	27,540	28,500	.....	222
223	TALBOT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,270	.....	223
224	TALBOTT, J. FRED	2	do.....	do.....	27,500	24,780	.....	224
225	TARBELL.....	2	do.....	do.....	27,500	24,875	.....	225
226	TATTNALL.....	2	do.....	4 Thornycroft.....	27,048	25,425	.....	226
227	TAYLOR.....	2	do.....	4 Normand.....	27,000	² 24,200	.....	227
228	THATCHER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,360	.....	228
229	THOMAS.....	2	Curtis turb. ⁴	4 Thornycroft.....	28,000	25,710	.....	229
230	THOMPSON.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	29,050	.....	230
231	THOMPSON, SMITH	2	Parsons geared turb.....	4 White-Forster.	27,500	25,725	.....	231
232	THORNTON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,350	.....	232
233	TILLMAN.....	2	Parsons geared turb.....	4 Normand.....	27,000	² 26,000	.....	233
234	TINGEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,910	.....	234
235	TOUCEY.....	2	do.....	do.....	27,540	28,900	.....	235
236	TRACY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,735	.....	236
237	TREVER.....	2	do.....	4 Normand.....	27,000	² 26,000	.....	237
238	TRUXTUN.....	2	do.....	4 White-Forster.	27,500	26,025	.....	238
239	TURNER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,650	.....	239
240	TWIGGS.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,260	.....	240

¹ Geared cruising turbine on center shaft only.² Cruising turbine on both shafts.³ Estimated.⁴ Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	Tons.							
217	365	2	25	120	8-25-1133	Westinghouse.....	STOCKTON..... DD73	217
218	486	2	25	120	2-25-3600	G. E. Co.....	STODDERT..... DD302	218
219	435	2	25	120	2-25-3600	do.....	STRINGHAM..... DD83	219
220	449	2	25	120	8-25-1133	Westinghouse.....	STURTEVANT..... DD240	220
221	486	2	25	120	2-25-3600	G. E. Co.....	SUMNER..... DD333	221
222	435	2	25	120	2-25-3600	do.....	SWASEY..... DD273	222
223	408	2	25	120	8-25-1133	Westinghouse.....	TALBOT..... DD114	223
224	412	2	25	120	8-25-1133	do.....	TALBOTT, J. FRED..... DD156	224
225	412	2	25	120	8-25-1133	do.....	TARBELL..... DD142	225
226	441	2	25	120	2-25-3600	G. E. Co.....	TATNALL..... DD125	226
227	404	2	25	120	8-25-1133	Westinghouse.....	TAYLOR..... DD94	227
228	435	2	25	120	2-25-3600	G. E. Co.....	THATCHER..... DD162	228
229	442	2	25	120	8-25-1133	Westinghouse.....	THOMAS..... DD182	229
230	486	2	25	120	2-25-3600	G. E. Co.....	THOMPSON..... DD305	230
231	415	2	25	120	8-25-1133	Westinghouse.....	THOMPSON, SMITH..... DD212	231
232	435	2	25	120	2-25-3600	G. E. Co.....	THORNTON..... DD270	232
233	404	2	25	120	8-25-1133	Westinghouse.....	TILLMAN..... DD135	233
234	435	2	25	120	2-25-3600	G. E. Co.....	TINGEY..... DD272	234
235	435	2	25	120	2-25-3600	do.....	TOUCEY..... DD282	235
236	415	2	25	120	8-25-1133	Westinghouse.....	TRACY..... DD214	236
237	453	2	25	120	8-25-1133	do.....	TREVER..... DD339	237
238	415	2	25	120	8-25-1133	do.....	TRUXTUN..... DD229	238
239	435	2	25	120	2-25-3600	G. E. Co.....	TURNER..... DD259	239
240	441	2	25	120	2-25-3600	do.....	TWIGGS..... DD127	240

! Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
217	STOCKTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	845,000	Mar. 3, 1915	217
218	STODDERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	218
219	STRINGHAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	219
220	STURTEVANT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	220
221	SUMNER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	221
222	SWASEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	222
223	TALBOT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	223
224	TALBOTT, J. FRED	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+10%	do.....	224
225	TARBELL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+10%	do.....	225
226	TATTNALL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+10%	do.....	226
227	TAYLOR.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	.....	Aug. 29, 1916	227
228	THATCHER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	228
229	THOMAS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+10%	do.....	229
230	THOMPSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	230
231	THOMPSON, SMITH.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	231
232	THORNTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	232
233	TILLMAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Charles- ton.	.....	Mar. 4, 1917	233
234	TINGEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct., 6, 1917	234
235	TOUCEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	do.....	Cost+fee.	do.....	235
236	TRACY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	236
237	TREVER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	.....	.....do.....	237
238	TRUXTUN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	238
239	TURNER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Quincy.	Cost+fee.	do.....	239
240	TWIGGS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	240

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
217	Jan. 5, 1916	Oct. 16, 1916	July 17, 1917	Sept. 5, 1917	Nov. 26, 1917	Nov. 26, 1917	STOCKTON.....	217
218	Dec. 6, 1917	July 4, 1918	Jan. 8, 1919	-----	June 30, 1920	June 30, 1920	STODDERT.....	218
219	Dec. 26, 1916 May 5, 1917 ¹	Sept. 19, 1917	Mar. 30, 1918	-----	July 2, 1918	July 2, 1918	STRINGHAM....	219
220	Dec. 29, 1917 May 8, 1919 ¹	Nov. 23, 1918	July 29, 1920	-----	Sept. 21, 1920	Sept. 21, 1920	STURTEVANT....	220
221	Dec. 6, 1917	Aug. 27, 1919	Nov. 24, 1920	-----	May 27, 1921	May 21, 1921	SUMNER.....	221
222	-----do-----	Aug. 27, 1918	May 7, 1919	-----	July 31, 1919	Aug. 8, 1919	SWASEY.....	222
223	May 2, 1917	July 12, 1917	Feb. 20, 1918	-----	July 20, 1918	July 20, 1918	TALBOT.....	223
224	Sept. 8, 1917	July 8, 1918	Dec. 14, 1918	-----	June 30, 1919	June 30, 1919	TALBOTT, J. FRED.	224
225	-----do-----	Dec. 31, 1917	May 28, 1918	-----	Nov. 27, 1918	Nov. 27, 1918	TARBELL.....	225
226	July 11, 1917	Dec. 1, 1917	Sept. 5, 1918	-----	June 26, 1919	June 26, 1919	TATTNALL.....	226
227	Nov. 22, 1916 ²	Oct. 15, 1917	Feb. 14, 1918	-----	-----	June 1, 1918	TAYLOR.....	227
228	Aug. 15, 1917	June 8, 1918	Aug. 31, 1918	-----	Jan. 14, 1919	Jan. 14, 1919	THATCHER....	228
229	Sept. 28, 1917	Mar. 23, 1918	July 4, 1918	-----	Apr. 25, 1919	Apr. 25, 1919	THOMAS.....	229
230	Dec. 6, 1917	Aug. 14, 1918	Jan. 19, 1919	-----	Aug. 16, 1920	Aug. 16, 1920	THOMPSON.....	230
231	Dec. 19, 1917	Mar. 24, 1919	July 14, 1919	-----	Dec. 10, 1919	Dec. 10, 1919	THOMPSON, SMITH.	231
232	Dec. 6, 1917	June 3, 1918	Mar. 22, 1919	-----	July 15, 1919	July 15, 1919	THORNTON....	232
233	Aug. 7, 1917 ²	July 29, 1918	July 7, 1919	June 30, 1919 ³	-----	Apr. 30, 1921	TILLMAN.....	233
234	Dec. 6, 1917	Aug. 8, 1918	Apr. 24, 1919	-----	July 25, 1919	July 25, 1919	TINGEY.....	234
235	-----do-----	Apr. 26, 1919	Sept. 5, 1919	-----	Oct. 31, 1919	Dec. 9, 1919	TOUCEY.....	235
236	Dec. 19, 1917	Apr. 3, 1919	Aug. 12, 1919	-----	Mar. 9, 1920	Mar. 9, 1920	TRACY.....	236
237	Jan. 22, 1918 ²	Aug. 12, 1919	Sept. 15, 1920	-----	-----	Aug. 3, 1922	TREVER.....	237
238	Dec. 19, 1917	Dec. 3, 1919	Sept. 28, 1920	-----	Feb. 16, 1921	Feb. 16, 1921	TRUXTUN.....	238
239	Dec. 6, 1917	Dec. 19, 1918	May 17, 1919	-----	Sept. 23, 1919	Sept. 24, 1919	TURNER.....	239
240	July 11, 1917	Jan. 23, 1918	Sept. 28, 1918	-----	July 28, 1919	July 28, 1919	TWIGGS.....	240

¹ Date of supplementary contract. ² Date assigned to yard. ³ Expiration of construction period.

DESTROYERS—FIRST LINE (DD).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
		Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
241	UPSHUR.....DD144	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 241
242	UPSHUR, ABEL P..DD193	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 242
243	WADSWORTH.....DD60	315 3	310 0	29 11	9 2	1,060	13.8	1,174	10 0 243
244	WALKER.....DD163	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 244
245	WARD.....DD139	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 8 245
246	WARD, AARON.....DD132	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 8 246
247	WASMUTH.....DD338	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 247
248	WATERS.....DD115	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 248
249	WELLES.....DD257	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 249
250	WHIPPLE.....DD217	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 250
251	WICKES.....DD75	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 8 251
252	WILLIAMS.....DD10	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10 252
253	WILLIAMSON.....DD244	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 253
254	WINSLOW.....DD53	305 3	300 0	30 4	9 6	1,050	14.4	1,171	10 6 254
255	WOOD.....DD317	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 255
256	WOOD, WELBORN C.DD195	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 256
257	WORDEN.....DD288	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 257
258	YARBOROUGH.....DD314	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 258
259	YARNALL.....DD143	314 4	310 0	30 11	9 1	1,154	15.4	1,247	9 10 259
260	ZANE.....DD337	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 260
261	ZEILIN.....DD313	314 4	310 0	30 11½	9 4	1,215	15.5	1,308	9 10 261
Total displacement.....						311,443			

¹ Length on designed water line.² Extreme.

NOTE.—Destroyers 348 to 359, inclusive, have not been ordered built, and data for same are omitted. These 12 vessels were included in the 50 originally carried in the act of Aug. 29, 1916, of which the last 15 were not definitely authorized until the act of July 1, 1918. Such authority is suspended by the terms of the act of July 12, 1921, in the case of vessels not then actually under construction.

DESTROYERS—FIRST LINE (DD).

	Trial		Rig		Quarters avail- able			Messes (comple- ment)		Name and official number	
	Displacement	Speed	Number of fun- nels		Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty off- cers	Other enlisted men
	Tons	Knots									
241	¹ 1,202	34.61	4	2	---	8	---	---	11	113	UPSHUR.....DD144
242	1,303	35.18	4	2	---	8	---	---	11	113	UPSHUR, ABEL P.....DD193
243	1,034	30.67	4	2	---	6	---	---	9	89	WADSWORTH.....DD60
244	¹ 1,191	³ 34.92	4	2	---	6	---	---	11	113	WALKER.....DD163
245	¹ 1,154	34.23	4	2	---	8	---	---	11	113	WARD.....DD139
246	1,160	35.49	4	2	---	8	---	---	11	113	WARD, AARON.....DD132
247	¹ 1,215	³ 35.00	4	2	---	8	---	---	11	113	WASMUTH.....DD338
248	1,160	35.20	4	2	---	8	---	---	11	113	WATERS.....DD115
249	1,260	34.33	4	2	---	7	---	---	11	113	WELLES.....DD257
250	1,229	35.05	4	2	---	9	---	---	11	113	WHIPPLE.....DD217
251	1,149	35.34	4	2	---	8	---	---	11	113	WICKES.....DD75
252	1,201	34.02	4	2	---	7	---	---	11	113	WILLIAMS.....DD108
253	1,312	33.76	4	2	---	8	---	---	11	113	WILLIAMSON ⁶.....DD244
254	1,041	29.05	4	2	---	6	---	---	9	89	WINSLOW.....DD53
255	1,294	32.73	4	2	---	9	---	---	11	113	WOOD.....DD317
256	1,312	35.98	4	2	---	7	---	---	11	113	WOOD, WELBORN C. ⁴.....DD195
257	1,266	34.47	4	2	---	8	---	---	11	113	WORDEN ⁶.....DD288
258	1,290	33.08	4	2	1	7	---	---	11	113	YARBOROUGH ⁶.....DD314
259	¹ 1,154	35.12	4	2	---	6	---	---	11	113	YARNALL.....DD143
260	1,300	34.27	4	2	---	8	---	---	11	113	ZANE.....DD337
261	1,288	32.95	4	2	---	8	---	---	11	113	ZEILIN.....DD313

¹ At beginning of trial.² Estimated.³ 2-hour trial.⁴ 2 berths, emergency cabin, not included in table.⁵ Estimated; full power trial not held.⁶ 1 berth, emergency cabin, not included in table.

DESTROYERS—FIRST LINE (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horsepower	
				Number and type	Total heating surface <i>Sq. ft.</i>	Main engines	Total maximum
241	UPSHUR.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,025	241
242	UPSHUR, ABEL P.	2	Westgh. geared turb.....	do.....	27,500	26,900	242
243	WADSWORTH.....	2	Parsons geared turb.....	4 Normand.....	21,500	16,091	243
244	WALKER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,310	244
245	WARD.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,450	245
246	WARD, AARON.....	2	do.....	do.....	27,000	24,875	246
247	WASMUTH.....	2	do.....	do.....	27,000	26,000	247
248	WATERS.....	2	do.....	4 White-Forster.	27,500	26,160	248
249	WELLES.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,025	249
250	WHIPPLE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,750	250
251	WICKES.....	2	do.....	4 Normand.....	27,000	24,610	251
252	WILLIAMS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,900	252
253	WILLIAMSON.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,000	253
254	WINSLOW.....	2	Zoelly turb. ¹	do.....	21,600	15,984	254
255	WOOD.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,500	255
256	WOOD, WELBORN C.	2	Westgh. geared turb.....	4 White-Forster.	27,500	28,460	256
257	WORDEN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,750	257
258	YARBOROUGH.....	2	G. E. Curtis geared turb. ²	do.....	27,540	29,450	258
259	YARNALL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	259
260	ZANE.....	2	do.....	4 Normand.....	27,000	26,000	260
261	ZEILIN.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,450	261
Total shaft horsepower.....						6,982,566	

¹ Estimated.² Cruising turbine on each shaft.² Cruising engine on each shaft. $\frac{13 \times 25}{12}$.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet)	Turbo generator sets					Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	<i>Tons</i>							
241	412	2	25	120	8-25-1133	Westinghouse	UPSHUR.....DD144	241
242	450	2	25	120	8-25-1133	do	UPSHUR, ABEL P.....DD193	242
243	323	2	25	120	2-25-3600	G. E. Co.	WADSWORTH.....DD60	243
244	435	2	25	120	2-25-3600	do	WALKER.....DD163	244
245	404	2	25	120	8-25-1133	Westinghouse	WARD.....DD139	245
246	404	2	25	120	2-25-3600	G. E. Co.	WARD, AARON.....DD132	246
247	453	2	25	120	8-25-1133	Westinghouse	WASMUTH.....DD338	247
248	408	2	25	120	8-25-1133	do	WATERS.....DD115	248
249	435	2	25	120	2-25-3600	G. E. Co.	WELLES.....DD257	249
250	415	2	25	120	8-25-1133	Westinghouse	WHIPPLE.....DD217	250
251	404	2	25	120	2-25-3600	G. E. Co.	WICKES.....DD75	251
252	486	2	25	120	2-25-3600	do	WILLIAMS.....DD108	252
253	449	2	25	120	8-25-1133	Westinghouse	WILLIAMSON.....DD244	253
254	351	2	25	120	8-25-3200	Terry-Diehl	WINSLOW.....DD53	254
255	486	2	25	120	2-25-3600	G. E. Co.	WOOD.....DD317	255
256	450	2	25	120	8-25-1133	Westinghouse	WOOD, WELBORN C.....DD195	256
257	435	2	25	120	2-25-3600	G. E. Co.	WORDEN.....DD288	257
258	486	2	25	120	2-25-3600	do	YARBOROUGH.....DD314	258
259	412	2	25	120	8-25-1133	Westinghouse	YARNALL.....DD143	259
260	404	2	25	120	8-25-1133	do	ZANE.....DD337	260
261	486	2	25	120	2-25-3600	G. E. Co.	ZENLIN.....DD313	261

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
241	UPSHUR.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	241
242	UPSHUR, ABEL P.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. & D. D. Co.	Cost+fee.	Oct. 6, 1917	242
243	WADSWORTH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin..	Bath Iron Works....	884,000	Mar. 4, 1913	243
244	WALKER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	244
245	WARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	.....	.....do.....	245
246	WARD, AARON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bath Iron Works....	Cost+fee.	do.....	246
247	WASMUTH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	.....	Oct. 6, 1917	247
248	WATERS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	248
249	WELLES.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	249
250	WHIPPLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+fee.	do.....	250
251	WICKES.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Bath Iron Works....	Cost+10%	Aug. 29, 1916	251
252	WILLIAMS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	252
253	WILLIAMSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	253
254	WINSLOW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin..	Wm. Cramp & Sons.	842,000	Aug. 22, 1912	254
255	WOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	255
256	WOOD, WEL- BORN C.	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Newport News S. B. Co.	Cost+fee.	do.....	256
257	WORDEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., Squantum.	Cost+fee.	do.....	257
258	YARBOROUGH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	258
259	YARNALL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	259
260	ZANE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Navy yard, Mare Island.	.....	Oct. 6, 1917	260
261	ZEILIN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Beth. S. B. Corp., San Francisco.	Cost+fee.	do.....	261

¹ Together with act of Aug. 29, 1916.

DESTROYERS—FIRST LINE (DD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
241	Sept. 8, 1917	Feb. 19, 1918	July 4, 1918	-----	Dec. 23, 1918	Dec. 23, 1918	UPSHUR.....	241
242	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	-----	May 21, 1920	Nov. 23, 1920	UPSHUR, ABEL P.	242
243	Oct. 15, 1913	Feb. 23, 1914	Apr. 29, 1915	Oct. 15, 1915	July 23, 1915	July 23, 1915	WADSWORTH..	243
244	Aug. 15, 1917	June 19, 1918	Sept. 14, 1918	-----	Jan. 31, 1919	Jan. 31, 1919	WALKER.....	244
245	July 20, 1917	May 15, 1918	June 1, 1918	Sept. 30, 1918	-----	July 24, 1918	WARD.....	245
246	Aug. 31, 1917	Aug. 1, 1918	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919	WARD, AARON	246
247	Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	-----	-----	Dec. 16, 1921	WASMUTH.....	247
248	May 2, 1917	July 26, 1917	Mar. 9, 1918	-----	Aug. 8, 1918	Aug. 8, 1918	WATERS.....	248
249	Dec. 6, 1917	Nov. 13, 1918	May 8, 1919	-----	Sept. 2, 1919	Sept. 2, 1919	WELLES.....	249
250	Dec. 19, 1917	June 12, 1919	Nov. 6, 1919	-----	Apr. 23, 1920	Apr. 23, 1920	WHIPPLE.....	250
251	Nov. 30, 1916	June 26, 1917	June 25, 1918	-----	July 31, 1918	July 31, 1918	WICKES.....	251
252	May 4, 1917	Mar. 25, 1918	July 4, 1918	-----	Mar. 1, 1919	Mar. 1, 1919	WILLIAMS.....	252
253	Dec. 29, 1917 May 8, 1919 ²	Mar. 27, 1919	Oct. 16, 1919	-----	Oct. 29, 1920	Oct. 29, 1920	WILLIAMSON..	253
254	Dec. 7, 1912	Oct. 1, 1913	Feb. 11, 1915	Dec. 7, 1914	Aug. 7, 1915	Aug. 7, 1915	WINSLOW.....	254
255	Dec. 6, 1917	Jan. 23, 1919	May 28, 1919	-----	Jan. 18, 1921	Jan. 28, 1921	WOOD.....	255
256	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	-----	June 25, 1920	Jan. 14, 1921	WOOD, WEL- BORN C.	256
257	Dec. 6, 1917	June 30, 1919	Oct. 24, 1919	-----	Dec. 23, 1919	Feb. 24, 1920	WORDEN.....	257
258	-----do-----	Feb. 27, 1919	June 20, 1919	-----	Dec. 31, 1920	Dec. 31, 1920	YARBOROUGH..	258
259	Sept. 8, 1917	Feb. 12, 1918	June 19, 1918	-----	Nov. 29, 1918	Nov. 29, 1918	YARNALL.....	259
260	Jan. 22, 1918 ³	Jan. 15, 1919	Aug. 12, 1919	-----	-----	Feb. 15, 1921	ZANE.....	260
261	Dec. 6, 1917	Feb. 20, 1919	May 28, 1919	-----	Dec. 9, 1920	Dec. 10, 1920	ZEILIN.....	261

¹ Expiration of construction period.² Date of supplementary contract.³ Date assigned to yard.

DESTROYERS—SECOND LINE (ODD).

Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars ¹	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. In.</i>
1 DRAYTON.....DD23	293 10	289 0	26 1½	8 4	742	12.0	887	9 6 1
2 JARVIS.....DD38	293 10	289 0	26 1½	8 4	742	12.0	883	9 5 2
3 JENKINS.....DD42	293 10	289 0	26 1½	8 4	742	12.0	883	9 5 3
4 MAYRANT.....DD31	293 10	289 0	26 1½	8 4	742	12.0	887	9 5 4
5 PARKER.....DD48	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6 5
6 PERKINS.....DD26	293 10	289 0	26 1½	8 4	742	12.0	893	10 1 6
7 STERETT.....DD27	293 10	289 0	26 1½	8 4	742	12.0	893	10 1 7
8 WATKE.....DD34	293 10	289 0	26 1½	8 4	742	12.0	889	9 5 8
9 WARRINGTON.....DD30	293 10	289 0	26 1½	8 4	742	12.0	887	9 5 9
Total normal displacement.....					6,972			

Name	Number of propellers	Type of engines	Boilers (oil burning)		Shaft horsepower	
			Number and type	Total heating surface	Main engines	Total maximum
				<i>Sq. ft.</i>		
1 DRAYTON.....	3	Parsons turb. ²	4 Normand.....	19,321	15,524	1
2 JARVIS.....	3	do. ²	4 Thornycroft.....	19,200	10,584	2
3 JENKINS.....	3	do. ²	4 Normand.....	18,021	12,440	3
4 MAYRANT.....	2	Westgh. geared turb. ^{3 4}	4 White-Forster..	18,000	13,140	4
5 PARKER.....	2	Zoelly turb. ⁵	do.....	21,600	16,680	5
6 PERKINS.....	2	Curtis turb.....	4 Yarrow.....	18,000	11,668	6
7 STERETT.....	2	do.....	do.....	18,000	12,789	7
8 WATKE.....	2	do.....	do.....	18,000	12,573	8
9 WARRINGTON.....	2	Zoelly turb.....	4 White-Forster..	18,000	12,846	9
Total shaft horsepower.....						118,731

¹ Length on designed water line.² Cruising turbine on both outboard shafts.³ Cruising turbine on both shafts.⁴ Jaw clutch.⁵ Cruising engine on each shaft $\frac{13 \times 25}{12}$.

DESTROYERS—SECOND LINE (ODD).

	Trial		Fuel capacity		Rig		Name and official number	
	Displacement	Speed	Fuel oil		Number of funnels	Masts		
			40 cubic feet per ton	Gallons				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>					
1	721	30. 83	227	67, 972	4	2	DRAYTON.....DD23	1
2	777	30. 01	223	66, 707	4	2	JARVIS.....DD38	2
3	719	31. 27	222	66, 471	4	2	JENKINS.....DD42	3
4	734	30. 22	236	70, 747	3	2	MAYRANT.....DD31	4
5	1035	29. 55	-----		4	2	PARKER.....DD48	5
6	765	29. 76	230	68, 734	3	2	PERKINS.....DD26	6
7	754	30. 37	230	68, 837	3	2	STERETT.....DD27	7
8	772	29. 78	238	71, 316	3	2	WALKE.....DD34	8
9	729	30. 12	236	70, 704	3	2	WARRINGTON.....DD30	9

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number		
		Number	Kilo-watts (each)	Volts	Type	Builders			
1	263	2	10	120	2-10-3600	G. E. Co.....	DRAYTON.....DD23	1	
2	296	2	10	120	113-10-4000	do.....	JARVIS.....DD38	2	
3	263	2	10	120	113-10-4000	do.....	JENKINS.....DD42	3	
4	284	{	1	10	113-10-4000	do.....	{	MAYRANT.....DD31	4
			1	10	120	2-10-3600				Terry-G. E. Co.....
5	347	2	10	120	2-10-5000	G. E. Co.....	PARKER.....DD48	5	
6	301	2	10	120	113-10-4000	do.....	PERKINS.....DD26	6	
7	300	2	10	120	113-10-4000	do.....	STERETT.....DD27	7	
8	303	2	10	120	113-10-4000	do.....	WALKE.....DD34	8	
9	283	2	10	120	113-10-4000	do.....	WARRINGTON.....DD30	9	

DESTROYERS—SECOND LINE (ODD).

	Name	Armament		By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
		Guns	Torpedo tubes (deck)				
1	DRAYTON.....	5 3", 50 cal. ¹	3 18" twin..	Bath Iron Works.....	644,000	May 13, 1908	1
2	JARVIS.....	5 3", 50 cal. ¹	do.....	New York S. B. Co.....	640,000	June 24, 1910	2
3	JENKINS.....	5 3", 50 cal. ¹	do.....	Bath Iron Works.....	654,500	do.....	3
4	MAYRANT.....	5 3", 50 cal. ¹	do.....	Wm. Cramp & Sons....	664,000	May 13, 1908	4
5	PARKER.....	4 4", 50 cal..	4 18" twin..	do.....	756,100	Mar. 4, 1911	5
6	PERKINS.....	5 3", 59 cal. ¹	3-18" twin..	Fore River S. B. Co....	610,000	do.....	6
7	STERETT.....	4 3", 50 cal. ¹	do.....	do.....	610,000	do.....	7
8	WALKE.....	5 3", 50 cal. ¹	do.....	do.....	644,000	Mar. 3, 1909	8
9	WARRINGTON.....	4 3", 50 cal. ¹	do.....	Wm. Cramp & Sons....	664,000	May 13, 1908	9

¹ Authorized battery; guns not on board.

DESTROYERS—SECOND LINE (ODD).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910	DRAYTON.....	1
2	Dec. 3, 1910	July 1, 1911	Apr. 3, 1912	Dec. 3, 1912	Oct. 21, 1912	Oct. 22, 1912	JARVIS.....	2
3	Nov. 30, 1910	Mar. 24, 1911	Apr. 29, 1912	Nov. 30, 1912	June 14, 1912	June 15, 1912	JENKINS.....	3
4	Oct. 1, 1908	Apr. 22, 1909	Apr. 23, 1910	Oct. 1, 1910	July 10, 1911	July 12, 1911	MAYRANT.....	4
5	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	Dec. 29, 1913	Dec. 30, 1913	PARKER.....	5
6	do.....	Mar. 22, 1909	Apr. 9, 1910	Sept. 1, 1910	Nov. 15, 1910	Nov. 18, 1910	PERKINS.....	6
7	do.....	do.....	May 12, 1910	Oct. 1, 1910	Dec. 12, 1910	Dec. 15, 1910	STERETT.....	7
8	June 29, 1909	Mar. 5, 1910	Nov. 3, 1910	June 29, 1911	July 18, 1911	July 22, 1911	WALKE.....	8
9	Oct. 1, 1908	June 21, 1909	June 18, 1910	Oct. 1, 1910	Mar. 17, 1911	Mar. 20, 1911	WARRINGTON.....	9

	Quarters available				Messes (complement)		Name and official number	
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1		4	.....	.....	6	76	DRAYTON.....DD23	1
2		4	.....	.....	6	76	JARVIS.....DD38	2
3		4	.....	.....	6	76	JENKINS ¹.....DD42	3
4		5	.....	.....	6	76	MAYRANT.....DD31	4
5		6	.....	.....	9	89	PARKER ¹.....DD48	5
6		4	.....	.....	6	76	PERKINS ¹.....DD26	6
7		8	.....	.....	6	76	STERETT.....DD27	7
8		4	.....	.....	6	76	WALKE ².....DD34	8
9		4	.....	.....	6	76	WARRINGTON ¹.....DD30	9

¹ 1 berth, emergency cabin, not included in table.² 2 berths, emergency cabin, not included in table.

MINE VESSEL—MINELAYERS—SECOND LINE (OCM).

Name and official number	Dimensions			Ship fully equipped ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1 AROOSTOOK.....CM3	395 0	1375 0	52 2	14 6	4,950	34.	5,300	17 0 1
2 BALTIMORE ¹.....CM1	335 0	327 6	48 7½	19 6	4,413	25.9	5,482	----- 2
3 SAN FRANCISCO ².....CM2	324 6	310 0	49 2	18 9	4,083	25.0	4,583	----- 3
4 OGLALA.....CM4	395 0	1375 0	52 2	14 6	4,950	34.	5,300	17 0 4
Total normal displacement.....					18,396			

Name	No. of propellers	Engines				Boilers			Indicated horsepower	
		Type	Cylinder diameters			Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
			H. P.	I. P.	L. P.						Stroke
1 AROOSTOOK ⁴ -----	2	Vert., 3-exp..	26	43	51	42	8 S. E.----- (Oil)	17,797	7,000	----- 1
2 BALTIMORE-----	2	Hor., 3-exp..	42	60	94	42	8 B. & W.--- 626	27,455	8,777	8,978 2
3 SAN FRANCISCO-----	2	do-----	42	60	94	36	do----- 683	26,706	9,761	9,913 3
4 OGLALA ⁶ -----	2	Vert., 3-exp..	26	43	51	42	2 Bu. Mod. Yarrow ⁷ (Oil)	10,750	7,000	----- 4
Total horsepower-----										32,891

¹ Registered.² Fitted as flagship. Formerly cruiser No. 3.³ Fitted as flagship. Formerly cruiser No. 5.⁴ AROOSTOOK, formerly S. S. BUNKER HILL.⁵ Two low-pressure cylinders.⁶ Formerly S. S. MASSACHUSETTS, S. S. SHAWMUT, U. S. S. SHAWMUT.⁷ Cushing's boilers.

MINE VESSEL—MINELAYERS—SECOND LINE (OCM).

Trial		Fuel capacity			Rig		Name and official number
Displacement	Speed	Coal	Fuel oil		Number of funnels	Masts	
		42 cubic feet per ton	40 cubic feet per ton	Gallons			
Tons	Knots	Tons	Tons				
1	20.0		607	181,600	2	2	AROOSTOOK.....CM3
2	20.1	1,092			2	2	BALTIMORE.....CM1
3	19.52	663			2	2	SAN FRANCISCO.....CM2
4	20.0		607	181,600	2	2	OGLALA.....CM4

Total weight of machinery (wet)	Turbo-generator sets					Name
	Number	Kilowatts (each)		Type	Builders	
		Volts				
Tons						
1	2	50	120	CC4-50-3600	G. E. Co.....	AROOSTOOK.....
2	995	4	24	2 6-24-375	Forbes-Bullock.....	BALTIMORE.....
3	914	4	24	2 6-24-400	G. E. Co.....	SAN FRANCISCO.....
4	2	50	120	CC4-50-3600	do.....	OGLALA.....

¹ Estimated.² Reciprocating.

MINE VESSEL—MINELAYERS—SECOND LINE (OCM).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	AROOSTOOK.....	Wm. Cramp & Sons.....	¹ 1,350,000	(²)	Nov. 19, 1917 ³	1
2	BALTIMORE.....	do.....	1,325,000	Aug. 3, 1886	Dec. 17, 1886	2
3	SAN FRANCISCO.....	Union Iron Works Co.....	1,428,000	Mar. 3, 1887	Oct. 28, 1887	3
4	OGLALA.....	Wm. Cramp & Sons.....	¹ 1,350,000	(²)	Nov. 9, 1917 ³	4

	Name	Armament	
1	AROOSTOOK.....	1 5", 51 cal.; 2 3", 50 cal. A. A.....	1
2	BALTIMORE.....	4 5", 51 cal.; 2 3", 50 cal. A. A.; 4 6-pdr.; 2 1-pdr....	2
3	SAN FRANCISCO.....	3 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.....	3
4	OGLALA.....	1 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.; 4 1-pdr....	4

¹ Purchase price. ² Purchased during the World War (1917-18). ³ Date of purchase.

Generated at Harvard University through HathiTrust on 2025-09-06 03:37 GMT
https://hdl.handle.net/2027/uc1.b3043282 / Public Domain, Google-digitized

MINE VESSEL—MINELAYERS—SECOND LINE (OCM).

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name and official number	
1	-----	1907	-----	-----	Dec. 7, 1917	AROOSTOOK.....CM3	1
2	May 5, 1887	Oct. 6, 1888	June 17, 1888	-----	Jan. 7, 1890	BALTIMORE.....CM1	2
3	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Nov. 15, 1890	SAN FRANCISCO.....CM2	3
4	-----	1907	-----	-----	Dec. 7, 1917	OGLALA.....CM4	4

Quarters available				Messes (complement)		Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	2	35	-----	22	308	AROOSTOOK.....CM3	1
2	1	11	-----	19	297	BALTIMORE.....CM1	2
3	1	13	-----	19	297	SAN FRANCISCO.....CM2	3
4	1	23	-----	22	308	OGLALA.....CM4	4

MINE VESSEL—LIGHT MINELAYERS (DM).

Name and official number	Dimensions			Ship fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1 ANTHONY.....DM12 <i>Ex-DD172</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
2 BURNS.....DM11 <i>Ex-DD171</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
3 HART.....DM8 <i>Ex-DD110</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
4 INGRAHAM.....DM9 <i>Ex-DD111</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
5 ISRAEL.....DM3 <i>Ex-DD98</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
6 LANSDALE.....DM6 <i>Ex-DD101</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
7 LUCE.....DM4 <i>Ex-DD99</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
8 LUDLOW.....DM10 <i>Ex-DD112</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
9 MAHAN.....DM7 <i>Ex-DD102</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
10 MAURY.....DM5 <i>Ex-DD100</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
11 MURRAY.....DM2 <i>Ex-DD97</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
12 RIZAL.....DM14 <i>Ex-DD174</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
13 SPROSTON.....DM13 <i>Ex-DD173</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
14 STRIBLING.....DM1 <i>Ex-DD96</i>	314 4	310 0	30 11	9 2	1,191	15.4	1,284	9 10
Total normal displacement.....					16,674			

Length on designed water line

MINE VESSEL—LIGHT MINELAYERS (DM).

	Trial		Rig		Quarters available				Messes (complement)		Name and official number
	Displacement	Speed	No. of funnels	Masts	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
	<i>Tons</i>	<i>Knots</i>									
1	1,184	33.50	4	2	8				11	113	ANTHONY.....DM12 1
2	1,230	33.82	4	2	9				11	113	BURNS.....DM11 2
3	1,211	33.97	4	2	8				11	113	HART.....DM8 3
4	1,206	34.14	4	2	8				11	113	INGRAHAM.....DM9 4
5	¹ 1,189	34.34	4	2	8				11	113	ISRAEL ¹.....DM3 5
6	¹ 1,198	35.17	4	2	6				11	113	LANSDALE.....DM6 6
7	1,185	34.81	4	2	6				11	113	LUCE.....DM4 7
8	1,196	34.22	4	2	8				11	113	LUDLOW ¹.....DM10 8
9	⁴ 1,224	35.05	4	2	5				11	113	MAHAN.....DM7 9
10	¹ 1,189	34.59	4	2	5				11	113	MAURY.....DM5 10
11	1,188	34.84	4	2	6				11	113	MURRAY.....DM2 11
12	¹ 1,184	33.84	4	2	6				11	113	RIZAL.....DM14 12
13	1,180	33.57	4	2	8				11	113	SPROSTON.....DM13 13
14	¹ 1,200	34.41	4	2	8				11	113	STRIBLING.....DM1 14

¹ Estimated.² 2 berths, emergency cabin, not included in table.³ 1 berth, emergency cabin, not included in table.⁴ At start of trial.

MINE VESSEL—LIGHT MINELAYERS (DM).

	Name	Number of pro-pellers	Type of engines	Boilers (oil burning)		Shaft horsepower	
				Number and type	Total heating surface	Main en-gines	Total maxi-mum
					<i>Sq. ft.</i>		
1	ANTHONY.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	28, 050	1
2	BURNS.....	2	do.....	do.....	27, 540	28, 900	2
3	HART.....	2	do.....	do.....	27, 540	28, 700	3
4	INGRAHAM.....	2	do.....	do.....	27, 540	29, 250	4
5	ISRAEL.....	2	do.....	do.....	27, 540	26, 345	5
6	LANSDALE.....	2	do.....	do.....	27, 540	26, 940	6
7	LUCE.....	2	do.....	do.....	27, 540	27, 340	7
8	LUDLOW.....	2	do.....	do.....	27, 540	29, 500	8
9	MAHAN.....	2	do.....	do.....	27, 540	27, 880	9
10	MAURY.....	2	do.....	do.....	27, 540	26, 890	10
11	MURRAY.....	2	do.....	do.....	27, 540	27, 430	11
12	RIZAL.....	2	do.....	do.....	27, 540	28, 960	12
13	SPROSTON.....	2	do.....	do.....	27, 540	28, 170	13
14	STRIBLING.....	2	do.....	do.....	27, 540	26, 485	14
Total shaft horsepower.....						390, 840	

MINE VESSEL—LIGHT MINELAYERS (DM).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number	
		Number	Kilo-watts (each)	Volts	Type	Builders	
	<i>Tons</i>						
1	484	2	25	120	2-25-3600	G. E. Co.....	ANTHONY.....DM12 1
2	484	2	25	120	2-25-3600	do.....	BURNS.....DM11 2
3	486	2	25	120	2-25-3600	do.....	HART.....DM8 3
4	486	2	25	120	2-25-3600	do.....	INGRAHAM.....DM9 4
5	435	2	25	120	2-25-3600	do.....	ISRAEL.....DM3 5
6	435	2	25	120	2-25-3600	do.....	LANSDALE.....DM6 6
7	435	2	25	120	2-25-3600	do.....	LUCE.....DM4 7
8	486	2	25	120	2-25-3600	do.....	LUDLOW.....DM10 8
9	435	2	25	120	2-25-3600	do.....	MAHAN.....DM7 9
10	435	2	25	120	2-25-3600	do.....	MAURY.....DM5 10
11	435	2	25	120	2-25-3600	do.....	MURRAY.....DM2 11
12	484	2	25	120	2-25-3600	do.....	RIZAL.....DM14 12
13	484	2	25	120	2-25-3600	do.....	SPROSTON.....DM13 13
14	435	2	25	120	2-25-3600	do.....	STRIBLING.....DM1 14

MINE VESSEL—LIGHT MINELAYERS (DM).

	Name	Guns	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	
1	ANTHONY.....	44", 50 cal.; 13", 23 cal. A. A.	Union Iron Works.....	Cost+10%.....	Mar. 4, 1917	1
2	BURNS.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do.....	2
3	HART.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	3
4	INGRAHAM.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do.....	4
5	ISRAEL.....	44", 50 cal.; 13", 23 cal. A. A.	Fore River S. B. Co.....	Cost+10%.....	do. ¹	5
6	LANSDALE.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	6
7	LUCE.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	7
8	LUDLOW.....	44", 50 cal.; 13", 23 cal. A. A.	Union Iron Works.....	Cost+10%.....	do.....	8
9	MAHAN.....	44", 50 cal.; 13", 23 cal. A. A.	Fore River S. B. Co.....	Cost+10%.....	do.....	9
10	MAURY.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	10
11	MURRAY.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	11
12	RIZAL.....	44", 50 cal.; 13", 23 cal. A. A.	Union Iron Works.....	Cost+10%.....	do.....	12
13	SPROSTON.....	44", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do.....	13
14	STIRLING.....	44", 50 cal.; 13", 23 cal. A. A.	Fore River S. B. Co.....	Cost+10%.....	do. ¹	14

¹ Together with act of Aug. 29, 1916.

MINE VESSEL—LIGHT MINELAYERS (DM).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Aug. 15, 1917	Apr. 18, 1918	Aug. 10, 1918	.....	June 19, 1919	June 19, 1919	ANTHONY.....	1
2	do.....	Apr. 15, 1918	July 4, 1918	.....	Aug. 7, 1919	Aug. 7, 1919	BURNS.....	2
3	May 4, 1917	Jan. 8, 1918	do.....	.....	May 26, 1919	May 26, 1919	HART.....	3
4	do.....	Jan. 12, 1918	do.....	.....	May 15, 1919	May 15, 1919	INGRAHAM.....	4
5	Apr. 27, 1917	Jan. 26, 1918	June 22, 1918	.....	Sept. 13, 1918	Sept. 13, 1918	ISRAEL.....	5
6	do.....	Apr. 20, 1918	July 21, 1918	.....	Oct. 26, 1918	Oct. 26, 1918	LANSDALE.....	6
7	do.....	Feb. 9, 1918	June 29, 1918	.....	Sept. 11, 1918	Sept. 11, 1918	LUCE.....	7
8	May 4, 1917	Jan. 7, 1918	June 9, 1918	.....	Dec. 23, 1918	Dec. 23, 1918	LUDLOW.....	8
9	Apr. 27, 1917	May 4, 1918	Aug. 4, 1918	.....	Oct. 24, 1918	Oct. 24, 1918	MAHAN.....	9
10	do.....	Feb. 26, 1918	July 4, 1918	.....	Sept. 23, 1918	Sept. 23, 1918	MAURY.....	10
11	do.....	Dec. 22, 1917	June 8, 1918	.....	Aug. 20, 1918	Aug. 21, 1918	MURRAY.....	11
12	Aug. 15, 1917	June 26, 1918	Sept. 21, 1918	.....	May 28, 1919	May 28, 1919	RIZAL.....	12
13	do.....	Apr. 20, 1918	Aug. 10, 1918	.....	July 11, 1919	July 12, 1919	SPROSTON.....	13
14	Apr. 27, 1917	Dec. 14, 1917	May 29, 1918	.....	Aug. 16, 1918	Aug. 16, 1918	STRIPLING.....	14

MINE VESSEL—MINE SWEEPERS (AM).

	Name and official number	Dimensions						Speed	
		Length over all	Length be- tween perpen- diculars	Breadth, molded	Depth, molded	Mean draft	Dis- place- ment		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Knots</i>	
1	AVOCET.....AM19	187 10	180 0	35 6	18 8½	9 10	950	14.0	1
2	BITTERN.....AM36	187 10	180 0	35 6	18 8½	9 10	950	14.0	2
3	BOBOLINK.....AM20	187 10	180 0	35 6	18 8½	9 10	950	14.0	3
4	BRANT.....AM24	187 10	180 0	35 6	18 8½	9 10	950	14.0	4
5	CHEWINK ¹.....AM39	187 10	180 0	35 6	18 8½	9 10	950	14.0	5
6	CORMORANT.....AM40	187 10	180 0	35 6	18 8½	9 10	950	14.0	6
7	EIDER.....AM17	187 10	180 0	35 6	18 8½	9 10	950	14.0	7
8	FALCON ¹.....AM28	187 10	180 0	35 6	18 8½	9 10	950	14.0	8
9	FINCH.....AM9	187 10	180 0	35 6	18 8½	9 10	950	14.0	9
10	GANNET.....AM41	187 10	180 0	35 6	18 8½	9 10	950	14.0	10
11	GREBE.....AM43	187 10	180 0	35 6	18 8½	9 10	950	14.0	11
12	HERON.....AM10	187 10	180 0	35 6	18 8½	9 10	950	² 13.7	12
13	KINGFISHER.....AM25	187 10	180 0	35 6	18 8½	9 10	950	² 13.93	13
14	LAPWING.....AM1	187 10	180 0	35 6	18 8½	9 10	950	14.0	14
15	LARK.....AM21	187 10	180 0	35 6	18 8½	9 10	950	14.0	15
16	MALLARD ¹.....AM44	187 10	180 0	35 6	18 8½	9 10	950	14.0	16
17	ORIOLE.....AM7	187 10	80 0	35 6	18 8½	9 10	950	14.0	17
18	ORTOLAN ¹.....AM45	187 10	180 0	35 6	18 8½	9 10	950	14.0	18
19	OWL.....AM2	187 10	180 0	35 6	18 8½	9 10	950	14.0	19
20	PARTRIDGE.....AM16	187 10	180 0	35 6	18 8½	9 10	950	14.0	20

¹ Equipped as submarine rescue vessel.² Based on special trials.

MINE VESSEL—MINE SWEEPERS (AM).

	Tonnage				Fuel capacity		Rig		Name and official number	
	United States register		Panama Canal		Coal, 42 cubic feet per ton	Oil, 39 cubic feet per ton	Number of funnels	Masts		
	Gross	Net	Gross	Net						
	Tons	Tons	Tons	Tons	Tons	Tons				
1						275	1	2	AVOCET.....AM19	1
2						275	1	2	BITTERN.....AM36	2
3	697	Nil.	762	133		275	1	2	BOBOLINK.....AM20	3
4						275	1	2	BRANT.....AM24	4
5	723	Nil.	784	168		275	1	2	CHEWINK.....AM39	5
6	713	Nil.	775	142		275	1	2	CORMORANT.....AM40	6
7						275	1	2	EIDER.....AM17	7
8						275	1	2	FALCON.....AM28	8
9						275	1	2	FINCH.....AM9	9
10						275	1	2	GANNET.....AM41	10
11	723	Nil.	784	168		275	1	2	GREBE.....AM43	11
12						275	1	2	HERON.....AM10	12
13			788	167		275	1	2	KINGFISHER.....AM25	13
14						275	1	2	LAPWING.....AM1	14
15	771	Nil.	787	151		275	1	2	LARK.....AM21	15
16	771	Nil.	786	156		275	1	2	MALLARD.....AM44	16
17	732	Nil.	795	168		275	1	2	ORIOLE.....AM7	17
18						275	1	2	ORTOLAN.....AM45	18
19						275	1	2	OWL.....AM2	19
20						275	1	2	PARTRIDGE.....AM16	20

MINE VESSEL—MINE SWEEPERS (AM).

	Name	Number of propellers	Engines					Boilers, oil burning		Indicated horsepower	
			Type	Cylinder diameters			Stroke	Number and type	Total heating surface	Main engines	Total maximum
				H. P.	I. P.	L. P.					
				In.	In.	In.	In.		Sq. ft.		
1	AVOCET.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	¹ 1,400	1
2	BITTERN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	2
3	BOBOLINK.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	3
4	BRANT.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	4
5	CHEWINK.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	5
6	CORMORANT.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	6
7	EIDER.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	7
8	FALCON.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	8
9	FINCH.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	9
10	GANNET.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	10
11	GREBE.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	11
12	HERON.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,500	12
13	KINGFISHER.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	13
14	LAPWING.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	14
15	LARK.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	15
16	MALLARD.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	16
17	ORIOLE.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	17
18	ORTOLAN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	18
19	OWL.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	19
20	PARTRIDGE.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	20

¹ Estimated.

MINE VESSEL—MINE SWEEPERS (AM).

	Total weight o. machinery (wet)	Turbo generator sets					Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders		
	Tons							
1	185	2	25	120	{B-6 (turbo.) T-F (gen.)}	B. F. Sturtevant	AVOCET.....AM19	1
2	185	1	25	120	do	do	BITTERN.....AM36	2
3	185	2	25	120	do	do	BOBOLINK.....AM20	3
4	185	2	25	120	do	do	BRANT.....AM24	4
5	185	{ 1 2	{ 50 25	{ 120 120	{ 4-50- $\frac{1}{2}$ ° B-6, T-F	{ Westinghouse ¹ B. F. Sturtevant	{ CHEWINK.....AM39	5
6	185	2	25	120	B-6, T-F	B. F. Sturtevant	CORMORANT.....AM40	6
7	185	2	25	120	do	do	EIDER.....AM17	7
8	185	{ 2 1	{ 25 50	{ 120 120	{ {B-6 (turbo.) T-F (gen.) Commercial	{ do G. E. Co. ¹	{ FALCON.....AM28	8
9	185	2	25	120	{B-6 (turbo.) T-F (gen.)}	B. F. Sturtevant	FINCH.....AM9	9
10	185	2	25	120	do	do	GANNET.....AM41	10
11	185	2	25	120	do	do	GREBE.....AM43	11
12	185	2	25	120	do	do	HERON.....AM10	12
13	185	2	25	120	do	do	KINGFISHER.....AM25	13
14	185	2	25	120	do	do	LAPWING.....AM1	14
15	185	2	25	120	do	do	LARK.....AM21	15
16	185	{ 2 1	{ 25 50	{ 120 120	{ {B-6 (turbo.) T-F (gen.) 4-50- $\frac{1}{2}$ °	{ do Westinghouse ¹	{ MALLARD.....AM44	16
17	185	2	25	120	{B-6 (turbo.) T-F (gen.)}	B. F. Sturtevant	ORIOLE.....AM7	17
18	185	{ 2 1	{ 25 50	{ 120 120	{ {B-6 (turbo.) T-F (gen.) 150 S. P. $\frac{1}{2}$ °	{ B. F. Sturtevant Westinghouse ¹	{ ORTOLAN.....AM45	18
19	185	2	25	120	{B-6 (turbo.) T-F (gen.)}	B. F. Sturtevant	OWL.....AM2	19
20	185	2	25	120	do	do	PARTRIDGE.....AM16	20

¹ For underwater cutting apparatus.

10895—29—9

MINE VESSEL—MINE SWEEPERS (AM).

	Name and official number	Armament	By whom and where built or building	Contract price of hull and machinery (dollars)	
1	AVOCET.....AM19	2 3", 50 cal. A.A. ¹	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	1
2	BITTERN.....AM36	2-3", 50 cal. A.A.....	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	2
3	BOBOLINK.....AM20	do. ¹	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	3
4	BRANT.....AM24	do. ¹	Sun S. B. Co., Chester, Pa.....	Cost+10%	4
5	CHEWINK.....AM39	do. ¹	Todd Shipyard Corp., New York...	572,000	5
6	CORMORANT.....AM40	do. ¹	do.....	572,000	6
7	EIDER.....AM17	do. ¹	Pusey & Jones Co., Wilmington, Del.	Cost+10%	7
8	FALCON.....AM28	do. ¹	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	8
9	FINCH.....AM9	2-3", 50 cal. A.A.....	Standard S. B. Corp., New York...	Cost+10%	9
10	GANNET.....AM41	do. ¹	Todd Shipyard Corp., New York...	572,000	10
11	GREBE.....AM43	do. ¹	Staten Island S. B. Co., New York.	Cost+fee.	11
12	HERON.....AM10	do. ¹	Standard S. B. Co., New York.....	Cost+10%	12
13	KINGFISHER.....AM25	do. ¹	Navy yard, Puget Sound.....	.....	13
14	LAPWING.....AM1	do. ¹	Todd Shipyard Corp., New York...	465,000	14
15	LARK.....AM21	do. ¹	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	15
16	MALLARD.....AM44	do. ¹	Staten Island S. B. Co., New York.	Cost+fee.	16
17	ORIOLE.....AM7	do. ¹	do.....	Cost+10%	17
18	ORTOLAN.....AM45	do. ¹	do.....	Cost+fee.	18
19	OWL.....AM2	do. ¹	Todd Shipyard Corp., New York...	465,000	19
20	PARTRIDGE.....AM16	do. ¹	Chester S. B. Co., Chester, Pa.....	Cost+10%	20

¹ Authorized battery—guns not on board.

MINE VESSEL—MINE SWEEPERS (AM).

	Date of act authorizing building	Contract signed	Keel laid	Launched	Contract date of completion	Date of first commission	Name	
1	Mar. 4, 1917 ¹	Aug. 11, 1917	Sept. 13, 1917	Mar. 9, 1918	-----	Sept. 17, 1918	AVOCET.....	1
2	do. ¹	Aug. 13, 1917	Dec. 12, 1917	Feb. 15, 1919	-----	May 28, 1919	BITTERN.....	2
3	do. ¹	Aug. 11, 1917	Oct. 29, 1917	June 15, 1918	-----	Jan. 28, 1919	BOBOLINK.....	3
4	do. ¹	June 13, 1917	Dec. 8, 1917	May 30, 1918	-----	Sept. 5, 1918	BRANT.....	4
5	Oct. 6, 1917 ¹	Mar. 28, 1918	July 8, 1918	Dec. 21, 1918	-----	Apr. 9, 1919	CHEWINK.....	5
6	do. ¹	do.....	Sept. 4, 1919	Feb. 5, 1919	-----	May 15, 1919	CORMORANT.....	6
7	Mar. 4, 1917 ¹	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918	-----	Jan. 23, 1919	EIDER.....	7
8	do. ¹	July 31, 1917	Nov. 14, 1917	Sept. 7, 1918	-----	Nov. 12, 1918	FALCON.....	8
9	do. ¹	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918	-----	Sept. 10, 1918	FINCH.....	9
10	Oct. 6, 1917 ¹	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919	-----	July 10, 1919	GANNET.....	10
11	do. ¹	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	-----	Apr. 30, 1919	GREBE.....	11
12	Mar. 4, 1917 ¹	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918	-----	Oct. 30, 1918	HERON.....	12
13	do. ¹	Aug. 6, 1917 ²	Dec. 15, 1917	Mar. 30, 1918	-----	May 27, 1918	KINGFISHER.....	13
14	do. ¹	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918	-----	June 12, 1918	LAPWING.....	14
15	do. ¹	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918	-----	Apr. 12, 1919	LARK.....	15
16	Oct. 6, 1917 ¹	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	-----	June 25, 1919	MALLARD.....	16
17	Mar. 4, 1917 ¹	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918	-----	Nov. 5, 1918	ORIOLE.....	17
18	Oct. 6, 1917 ¹	Mar. 27, 1918	July 9, 1918	Jan. 30, 1919	-----	Sept. 17, 1919	ORTOLAN.....	18
19	Mar. 4, 1917 ¹	Aug. 15, 1917	Oct. 25, 1917	Mar. 4, 1918	-----	July 11, 1918	OWL.....	19
20	do. ¹	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918	-----	June 17, 1919	PARTRIDGE.....	20

¹ Emergency funds.² Date assigned to yard.

MINE VESSEL—MINE SWEEPERS (AM).

	Name and official number	Quarters available				Messes (complement)		
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	AVOCET.....AM19	1	4	-----	-----	4	53	1
2	BITTERN.....AM36	1	2	-----	2	4	53	2
3	BOBOLINK.....AM20	-----	4	-----	-----	4	53	3
4	BRANT.....AM24	-----	5	-----	-----	4	53	4
5	CHEWINK.....AM39	1	4	-----	-----	4	53	5
6	CORMORANT.....AM40	-----	5	-----	-----	4	53	6
7	EIDER.....AM17	-----	5	-----	-----	4	53	7
8	FALCON ¹.....AM28	-----	5	-----	-----	6	57	8
9	FINCH.....AM9	1	4	-----	-----	4	53	9
10	GANNET.....AM41	-----	5	-----	-----	4	53	10
11	GREBE.....AM43	1	4	-----	-----	4	53	11
12	HERON.....AM10	1	2	-----	2	4	53	12
13	KINGFISHER.....AM25	1	4	-----	-----	4	53	13
14	LAPWING.....AM1	-----	5	-----	-----	4	53	14
15	LARK.....AM21	-----	5	-----	-----	4	53	15
16	MALLARD ¹.....AM44	1	-----	-----	4	6	57	16
17	ORIOLE.....AM7	-----	5	-----	-----	4	53	17
18	ORTOLAN ¹.....AM45	1	4	-----	-----	6	57	18
19	OWL.....AM2	1	4	-----	-----	4	53	19
20	PARTRIDGE.....AM16	1	4	-----	-----	4	53	20

¹ Equipped as submarine rescue vessel.

SUBS
SUBS
SUBS.
EAG
SUB.
GUN
YAC
TENI
TENI
TENI
REI
ST
COI
OI
AI
C
TR
HC

MI
U
A
D

MINE VESSEL—MINE SWEEPERS (AM).

Name and official number		Dimensions						Speed	
		Length over all	Length be- tween perpen- diculars	Breadth molded	Depth, molded .	Mean draft	Dis- place- ment		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Knots</i>	
21	PEACOCK ¹.....AM46	187 10	180 0	35 6	18 8½	9 10	950	14.0	21
22	PELICAN.....AM27	187 10	180 0	35 6	18 8½	9 10	950	14.0	22
23	PENGUIN.....AM33	187 10	180 0	35 6	18 8½	9 10	950	14.0	23
24	PIGEON ².....AM47	187 10	180 0	35 6	18 8½	9 10	950	14.0	24
25	QUAIL.....AM15	187 10	180 0	35 6	18 8½	9 10	950	14.0	25
26	RAIL.....AM26	187 10	180 0	35 6	18 8½	9 10	950	14.0	26
27	ROBIN.....AM3	187 10	180 0	35 6	18 8½	9 10	950	14.0	27
28	SANDERLING.....AM37	187 10	180 0	35 6	18 8½	9 10	950	14.0	28
29	SANDPIPER.....AM51	187 10	180 0	35 6	18 8½	9 10	950	14.0	29
30	SEA GULL.....AM30	187 10	180 0	35 6	18 8½	9 10	950	14.0	30
31	SWALLOW.....AM4	187 10	180 0	35 6	18 8½	9 10	950	14.0	31
32	SWAN.....AM34	187 10	180 0	35 6	18 8½	9 10	950	14.0	32
33	TANAGER.....AM5	187 10	180 0	35 6	18 8½	9 10	950	14.0	33
34	TEAL.....AM23	187 10	180 0	35 6	18 8½	9 10	950	14.0	34
35	TERN.....AM31	187 10	180 0	35 6	18 8½	9 10	950	14.0	35
36	THRUSH.....AM18	187 10	180 0	35 6	18 8½	9 10	950	14.0	36
37	TURKEY.....AM13	187 10	180 0	35 6	18 8½	9 10	950	14.0	37
38	VIREO.....AM52	187 10	180 0	35 6	18 8½	9 10	950	14.0	38
39	WARBLER ¹.....AM53	187 10	180 0	35 6	18 8½	9 10	950	14.0	39
40	WHIPPOORWILL.....AM35	187 10	180 0	35 6	18 8½	9 10	950	14.0	40
41	WIDGEON ².....AM22	187 10	180 0	35 6	18 8½	9 10	950	14.0	41
42	WILLET ¹.....AM54	187 10	180 0	35 6	18 8½	9 10	950	14.0	42
43	WOODCOCK.....AM14	187 10	180 0	35 6	18 8½	9 10	950	14.0	43
Total displacement.....							41,800		

¹ Loaned to Shipping Board.² Equipped as submarine rescue vessel.

MINE VESSEL—MINE SWEEPERS (AM).

	Tonnage				Fuel capacity		Rig		Name and official number	
	United States register		Panama Canal		Coal, 42 cubic feet per ton	Oil, 39 cubic feet per ton	Num ber of funnels	Masts		
	Gross	Net	Gross	Net						
	Tons	Tons	Tons	Tons	Tons	Tons				
21						275	1	2	PEACOCK.....AM46	21
22	697	Nil.	762	133		275	1	2	PELICAN.....AM27	22
23						275	1	2	PENGUIN.....AM33	23
24	736	Nil.	797	164		275	1	2	PIGEON.....AM47	24
25						275	1	2	QUAIL.....AM15	25
26	717	Nil.	788	153		275	1	2	RAIL.....AM26	26
27	721	Nil.	779	164		275	1	2	ROBIN.....AM3	27
28						275	1	2	SANDERLING.....AM37	28
29						275	1	2	SANDPIPER.....AM51	29
30						275	1	2	SEA GULL.....AM30	30
31						275	1	2	SWALLOW.....AM4	31
32	723	Nil.	784	168		275	1	2	SWAN.....AM34	32
33	697	Nil.	762	133		275	1	2	TANAGER.....AM5	33
34	697	Nil.	762	133		275	1	2	TEAL.....AM23	34
35						275	1	2	TERN.....AM31	35
36						275	1	2	THRUSH.....AM18	36
37	697	Nil.	762	133		275	1	2	TURKEY.....AM13	37
38						275	1	2	VIREO.....AM52	38
39						275	1	2	WARBLER.....AM53	39
40	697	Nil.	762	133		275	1	2	WHIPPOORWILL.....AM35	40
41	697	Nil.	762	133		275	1	2	WIDGEON.....AM22	41
42						275	1	2	WILLET.....AM54	42
43	723	Nil.	784	168		275	1	2	WOODCOCK.....AM14	43

MINE VESSEL—MINE SWEEPERS (AM).

	Name	Number of propellers	Engines				Boilers, oil burning		Indicated horsepower		
			Type	Cylinder diameters			Number and type	Total heating surface	Main engines	Total maximum	
				H. P.	I. P.	L. P.					Stroke
			In.	In.	In.	In.		Sq. ft.			
21	PEACOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	¹ 1,400	21
22	PELICAN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	22
23	PENGUIN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	23
24	PIGEON.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	24
25	QUAIL.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	25
6	RAIL.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	26
27	ROBIN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	27
28	SANDERLING.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	28
29	SANDPIPER.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	29
30	SEA GULL.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	30
31	SWALLOW.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	31
32	SWAN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	32
33	TANAGER.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	33
34	TEAL.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	34
35	TERN.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	35
36	THRUSH.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	36
37	TURKEY.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	37
38	VIREO.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	38
39	WARBLER.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	39
40	WHIPPOORWILL.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	40
41	WIDGEON.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	41
42	WILLET.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	42
43	WOODCOCK.....	1	do.....	19	29	46	30	do.....	5,800	¹ 1,400	43
Total horsepower.....									60,300		

¹ Estimated.

MINE VESSEL—MINE SWEEPERS (AM).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number			
		Number	Kilowatts (each)	Volts	Type			Builders	
Tons									
21	185	2	25	120	{B-6 (turb.) T-F (gen.)}	B. F. Sturtevant	PEACOCK	AM46	21
22	185	2	25	120	do	do	PELICAN	AM27	22
23	185	2	25	120	do	do	PENGUIN	AM33	23
24	185	2	25	125	do	do	PIGEON	AM47	24
		1	50	125	4-50-111/2°	Westinghouse ¹			
25	185	2	25	120	{B-6 (turb.) T-F (gen.)}	B. F. Sturtevant	QUAIL	AM15	25
26	185	2	25	120	do	do	RAIL	AM26	26
27	185	2	25	120	do	do	ROBIN	AM3	27
28	185	2	25	120	do	do	SANDERLING	AM37	28
29	185	2	25	120	do	do	SANDPIPER	AM51	29
30	185	2	25	120	do	do	SEA GULL	AM30	30
31	185	2	25	120	do	do	SWALLOW	AM4	31
32	185	2	25	120	do	do	SWAN	AM34	32
33	185	2	25	120	do	do	TANAGER	AM5	33
34	185	2	25	120	do	do	TEAL	AM23	34
35	185	2	25	120	do	do	TERN	AM31	35
36	185	2	25	120	do	do	THRUSH	AM18	36
37	185	2	25	120	do	do	TURKEY	AM13	37
38	185	2	25	120	do	do	VIREO	AM52	38
39	185	2	25	120	do	do	WARBLER	AM53	39
40	185	2	25	120	do	do	WHIPPOORWILL	AM35	40
41	185	2	25	125	do	do	WIDGEON	AM22	41
		1	50	125	4-50-111/2°	Westinghouse ¹			
42	185	2	25	120	{B-6 (turb.) T-F (gen.)}	B. F. Sturtevant	WILLET	AM54	42
43	185	2	25	120	do	do	WOODCOCK	AM14	43

¹ For underwater cutting apparatus.

MINE VESSEL—MINE SWEEPERS (AM).

	Name and official number	Battery	By whom and where built or building	Contract price of hull and machinery (dollars)	
21	PEACOCK.....AM46	2 3", 50 cal. A. A. ¹ ...	Staten Island S. B. Co., New York.	Cost+fee.	21
22	PELICAN.....AM27	do. ¹	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	22
23	PENGUIN.....AM33	2-3", 50 cal. A. A.....	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10%	23
24	PIGEON.....AM47	do.....	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	24
25	QUAIL.....AM15	do. ¹	Chester S. B. Co., Chester, Pa.....	Cost+10%	25
26	RAIL.....AM26	do. ¹	Navy yard, Puget Sound.....	.....	26
27	ROBIN.....AM3	do. ¹	Todd Shipyard Corp., New York...	465,000	27
28	SANDERLING..AM37	do. ¹	do.....	572,000	28
29	SANDPIPER.....AM51	do. ¹	Navy yard, Philadelphia.....	.....	29
30	SEA GULL.....AM30	do. ¹	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	30
31	SWALLOW.....AM4	do. ¹	Todd Shipyard Corp., New York...	465,000	31
32	SWAN.....AM34	do. ¹	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	32
33	TANAGER.....AM5	do. ¹	Staten Island S. B. Co., New York.	Cost+10%	33
34	TEAL.....AM23	do. ¹	Sun S. B. Co., Chester, Pa.....	Cost+10%	34
35	TERN.....AM31	do. ¹	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	35
36	THRUSH.....AM18	do. ¹	Pusey & Jones Co., Wilmington, Del.	Cost+10%	36
37	TURKEY.....AM13	do. ¹	Chester S. B. Co., Chester, Pa.....	Cost+10%	37
38	VIREO.....AM52	do. ¹	Navy yard, Philadelphia.....	.....	38
39	WARBLER.....AM53	do. ¹	do.....	.....	39
40	WHIPPOORWILL.....AM35	do. ¹	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	40
41	WIDGEON.....AM22	do. ¹	Sun S. B. Co., Chester, Pa.....	Cost+10%	41
42	WILLET.....AM54	do. ¹	Navy yard, Philadelphia.....	.....	42
43	WOODCOCK.....AM14	2-3", 50 cal. A. A.....	Chester S. B. Co., Chester, Pa.....	Cost+10%	43

¹ Authorized battery; guns not on board.

MINE VESSEL—MINE SWEEPERS (AM).

	Date of act authorizing building	Contract signed	Keel laid	Launched	Contract date of completion	Date of first com- mission	Name	
21	Oct. 6, 1917 ¹	Mar. 27, 1918	Aug. 31, 1918	Apr. 8, 1919	-----	Dec. 27, 1919	PEACOCK.....	21
22	Mar. 4, 1917 ¹	July 31, 1917	Nov. 10, 1917	June 15, 1918	-----	Oct. 10, 1918	PELICAN.....	22
23	do. ¹	Aug. 29, 1917	Nov. 17, 1917	June 12, 1918	-----	Nov. 21, 1918	PENGUIN.....	23
24	Oct. 6, 1917 ¹	May 4, 1918	June 15, 1918	Jan. 29, 1919	-----	July 15, 1919	PIGEON.....	24
25	Mar. 4, 1917 ¹	Sept. 7, 1917	May 14, 1918	Oct. 6, 1918	-----	Apr. 29, 1919	QUAIL.....	25
26	do. ¹	Aug. 6, 1917 ²	Dec. 15, 1917	Apr. 25, 1918	-----	June 5, 1918	RAIL.....	26
27	do. ¹	Aug. 15, 1917	Mar. 4, 1918	June 17, 1918	-----	Aug. 29, 1918	ROBIN.....	27
28	Oct. 6, 1917 ¹	Mar. 28, 1918	May 27, 1918	Sept. 2, 1918	-----	Dec. 4, 1918	SANDERLING.....	28
29	do. ¹	Dec. 26, 1917 ²	Nov. 15, 1918	Apr. 28, 1919	-----	Oct. 9, 1919	SANDPIPER.....	29
30	Mar. 4, 1917 ¹	July 31, 1917	June 15, 1918	Dec. 24, 1918	-----	Mar. 6, 1919	SEA GULL.....	30
31	do. ¹	Aug. 15, 1917	Mar. 18, 1918	July 4, 1918	-----	Oct. 8, 1918	SWALLOW.....	31
32	do. ¹	Aug. 13, 1917	Dec. 10, 1917	do.....	-----	Jan. 31, 1919	SWAN.....	32
33	do. ¹	Aug. 15, 1917	Sept. 28, 1917	Mar. 2, 1918	-----	June 28, 1918	TANAGER.....	33
34	do. ¹	June 13, 1917	Oct. 8, 1917	May 25, 1918	-----	Aug. 20, 1918	TEAL.....	34
35	do. ¹	July 31, 1918	Sept. 7, 1918	May 22, 1919	-----	May 17, 1919	TERN.....	35
36	do. ¹	Aug. 7, 1917	May 27, 1918	Sept. 15, 1918	-----	Apr. 25, 1919	THRUSH.....	36
37	do. ¹	Sept. 7, 1918	Oct. 19, 1917	Apr. 30, 1918	-----	Dec. 13, 1918	TURKEY.....	37
38	Oct. 6, 1917 ¹	Dec. 28, 1917 ²	Nov. 20, 1918	May 28, 1919	-----	Oct. 16, 1919	VIREO.....	38
39	do. ¹	do. ²	Apr. 28, 1919	July 30, 1919	-----	Dec. 22, 1919	WARBLER.....	39
40	Mar. 4, 1917 ¹	Aug. 13, 1917	Dec. 12, 1917	Jan. 28, 1919	-----	Apr. 1, 1919	WHIPPOORWILL..	40
41	do. ¹	June 13, 1917	Oct. 8, 1917	May 5, 1918	-----	July 27, 1918	WIDGEON.....	41
42	Oct. 6, 1917 ¹	Dec. 26, 1917 ²	May 26, 1919	Sept. 11, 1919	-----	Jan. 29, 1920	WILLET.....	42
43	Mar. 4, 1917 ¹	Sept. 7, 1917	Oct. 19, 1917	May 12, 1918	-----	Feb. 19, 1919	WOODCOCK.....	43

¹ Emergency funds.² Date assigned to yard.

MINE VESSEL—MINE SWEEPERS (AM).

	Name and official number	Quarters available				Messes (complement)		
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
21	PEACOCK.....AM46		5			4	53	21
22	PELICAN.....AM27	1	4			4	53	22
23	PENGUIN.....AM33	1	4			4	53	23
24	PIGEON ¹.....AM47		5			6	57	24
25	QUAIL.....AM15	1			4	4	53	25
26	RAIL.....AM26		4			4	53	26
27	ROBIN.....AM3		3			4	53	27
28	SANDERLING.....AM37		5			4	53	28
29	SANDPIPER.....AM51		5			4	53	29
30	SEA GULL.....AM30		5			4	53	30
31	SWALLOW.....AM4	1	4			4	53	31
32	SWAN.....AM34	1	4			4	53	32
33	TANAGER.....AM5	1	4			4	53	33
34	TEAL.....AM23	1	4			4	53	34
35	TERN.....AM31	1	4			4	53	35
36	THRUSH.....AM18		5			4	53	36
37	TURKEY.....AM13		5			4	53	37
38	VIREO.....AM52		5			4	53	38
39	WARBLER.....AM53		5			4	53	39
40	WHIPPOORWILL.....AM35	1	4			4	53	40
41	WIDGEON ¹.....AM22	1	4			6	57	41
42	WILLET.....AM54		5			4	53	42
43	WOODCOCK.....AM14	1	4			4	53	43

¹ Equipped as submarine rescue vessel.

SUB
SUB
SUB
EA
SU
GU
Y
TE
E
TI
I
C

SUBMARINES—FIRST LINE (SS).

Name and official number		Length over all	Breadth extreme	Ship, fully equipped, ready for sea, normal stores, am- munition, and fuel			
				Mean draft	Displacement ¹		
					Surface	Sub- merged	
		<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Tons</i>	<i>Tons</i>	
1	S-1.....SS105	219 3	20 8	15 11	854	1,062	1
2	S-2.....SS106	207 0	19 7	16 2	800	977	2
3	S-3.....SS107	231 0	21 10	13 1	876	1,092	3
4	S-4 ².....SS109	231 0	21 10	13 1	876	1,092	4
5	S-6.....SS111	231 0	21 10	13 1	876	1,092	5
6	S-7.....SS112	231 0	21 10	13 1	876	1,092	6
7	S-8.....SS113	231 0	21 10	13 1	876	1,092	7
8	S-9.....SS114	231 0	21 10	13 1	876	1,092	8
9	S-10.....SS115	231 0	21 10	13 1	876	1,092	9
10	S-11.....SS116	231 0	21 10	13 1	876	1,092	10
11	S-12.....SS117	231 0	21 10	13 1	876	1,092	11
12	S-13.....SS118	231 0	21 10	13 1	876	1,092	12
13	S-14.....SS119	231 0	21 10	13 1	876	1,092	13
14	S-15.....SS120	231 0	21 10	13 1	876	1,092	14
15	S-16.....SS121	231 0	21 10	13 1	876	1,092	15
16	S-17.....SS122	231 0	21 10	13 1	876	1,092	16
17	S-18.....SS123	219 3	20 8	15 11	854	1,062	17
18	S-19.....SS124	219 3	20 8	15 11	854	1,062	18
19	S-20.....SS125	219 3	20 8	15 11	854	1,062	19
20	S-21.....SS126	219 3	20 8	15 11	854	1,062	20
21	S-22.....SS127	219 3	20 8	15 11	854	1,062	21
22	S-23.....SS128	219 3	20 8	15 11	854	1,062	22
	S-24.....SS129	219 3	20 8	15 11	854	1,062	23
24	S-25.....SS130	219 3	20 8	15 11	854	1,062	24
25	S-26.....SS131	219 3	20 8	15 11	854	1,062	25
26	S-27.....SS132	219 3	20 8	15 11	854	1,062	26
27	S-28.....SS133	219 3	20 8	15 11	854	1,062	27
28	S-29.....SS134	219 3	20 8	15 11	854	1,062	28
29	S-30.....SS135	219 3	20 8	15 11	854	1,062	29

¹ Estimated.² In commission as special experimental vessel without propulsive machinery. Would require extensive work before being available for active commission.

SUBMARINES—FIRST LINE (SS).

	Armament		Torpedoes carried	Quarters available (officers)	Messes (complement)		Name and official number	
	Guns	Torpedo tubes			Chief petty officers	Other enlisted men		
1	1 4", 50 cal.....	4	12	4	3	36	S-1.....SS105	1
2	do.....	4	12	4	3	36	S-2.....SS106	2
3	do.....	4	12	4	3	36	S-3.....SS107	3
4	do.....	4	12	4	3	36	S-4.....SS109	4
5	do.....	4	12	4	3	36	S-6.....SS111	5
6	do.....	4	12	4	3	36	S-7.....SS112	6
7	do.....	4	12	4	3	36	S-8.....SS113	7
8	do.....	4	12	4	3	36	S-9.....SS114	8
9	do.....	5	14	4	3	36	S-10.....SS115	9
10	do.....	5	14	4	3	36	S-11.....SS116	10
11	do.....	5	14	4	3	36	S-12.....SS117	11
12	do.....	5	14	4	3	36	S-13.....SS118	12
13	do.....	4	12	4	3	36	S-14.....SS119	13
14	do.....	4	12	4	3	36	S-15.....SS120	14
15	do.....	4	12	4	3	36	S-16.....SS121	15
16	do.....	4	12	4	3	36	S-17.....SS122	16
17	do.....	4	12	4	3	36	S-18.....SS123	17
18	do.....	4	12	4	3	36	S-19.....SS124	18
19	do.....	4	12	4	3	36	S-20.....SS125	19
20	do.....	4	12	4	3	36	S-21.....SS126	20
21	do.....	4	12	4	3	36	S-22.....SS127	21
22	do.....	4	12	4	3	36	S-23.....SS128	22
23	do.....	4	12	4	3	36	S-24.....SS129	23
24	do.....	4	12	4	3	36	S-25.....SS130	24
25	do.....	4	12	4	3	36	S-26.....SS131	25
26	do.....	4	12	4	3	36	S-27.....SS132	26
27	do.....	4	12	4	3	36	S-28.....SS133	27
28	do.....	4	12	4	3	36	S-29.....SS134	28
29	do.....	4	12	4	3	36	S-30.....SS135	29

SUBS.

SUBS.

SUBS.

EAGL

SUB.

GUN

YACK

TEND

TEND

TEND

REF

ST

COL

ON

AN

CA

TR

HO

?

MI

UN

AN

DI

SUBMARINES—FIRST LINE (SS).

	Name and official number	Number of propellers	Main engines					
			Total S. H. P.	R. P. M.	Cycle	Cylinders	Make	
1	S-1.....SS105	2	1,200	380	4	8	Nelseco.....	1
2	S-2.....SS106	2	1,800	350	2	6	Busch-Sulzer.....	2
3	S-3.....SS107	2	1,400	350	4	8	Nelseco.....	3
4	S-4.....SS109	2	-----	-----	-----	-----	-----	4
5	S-6.....SS111	2	1,400	350	4	8	Nelseco (N. Y.).....	5
6	S-7.....SS112	2	1,400	350	4	8	do.....	6
7	S-8.....SS113	2	1,400	350	4	8	do.....	7
8	S-9.....SS114	2	1,400	350	4	8	do.....	8
9	S-10.....SS115	2	2,000	425	4	6	M. A. N. (N. Y.).....	9
10	S-11.....SS116	2	2,000	425	4	6	do.....	10
11	S-12.....SS117	2	2,000	425	4	6	do.....	11
12	S-13.....SS118	2	2,000	425	4	6	do.....	12
13	S-14.....SS119	2	1,000	410	4	6	M. A. N.....	13
14	S-15.....SS120	2	1,000	410	4	6	do.....	14
15	S-16.....SS121	2	1,000	410	4	6	do.....	15
16	S-17.....SS122	2	1,000	410	4	6	do.....	16
17	S-18.....SS123	2	1,200	380	4	8	Nelseco.....	17
18	S-19.....SS124	2	1,200	380	4	8	do.....	18
19	S-20.....SS125	2	1,200	380	4	8	do.....	19
20	S-21.....SS126	2	1,200	380	4	8	do.....	20
21	S-22.....SS127	2	1,200	380	4	8	do.....	21
22	S-23.....SS128	2	1,200	380	4	8	do.....	22
23	S-24.....SS129	2	1,200	380	4	8	do.....	23
24	S-25.....SS130	2	1,200	380	4	8	do.....	24
25	S-26.....SS131	2	1,200	380	4	8	do.....	25
26	S-27.....SS132	2	1,200	380	4	8	do.....	26
27	S-28.....SS133	2	1,200	380	4	8	do.....	27
28	S-29.....SS134	2	1,200	380	4	8	do.....	28
29	S-30.....SS135	2	1,200	380	4	8	do.....	29

SUBMARINES—FIRST LINE (SS).

	Motors				Storage battery		Name	
	Make	Total B.H.P.	Control		Make	Type		
			Make	Type				
1	Ridgeway	1, 500	Cut.-Ham. Co.	Magnetic	Electric Str. Bat. Co.	49-UL-IC	S-1	1
2	Diehl	1, 200	do.	do.	Gould	49-UL	S-2	2
3	Westgh	1, 200	Westgh	Pneumatic	do.	55-ULS	S-3	3
4							S-4	4
5	Westgh	1, 200	Westgh	Pneumatic	Elec. Str. Bat. Co.	43-ULS-IC	S-6	5
6	do.	1, 200	do.	do.	do.	do.	S-7	6
7	do.	1, 200	do.	do.	do.	43-UL-IC	S-8	7
8	do.	1, 200	G. E. Co.	do.	do.	43-ULS-IC	S-9	8
9	do.	1, 200	do.	do.	Gould	55-ULS	S-10	9
10	do.	1, 200	do.	do.	Elec. Str. Bat. Co.	43-UL-IC	S-11	10
11	do.	1, 200	do.	do.	do.	do.	S-12	11
12	do.	1, 200	do.	do.	do.	do.	S-13	12
13	do.	1, 200	Westgh	do.	do.	do.	S-14	13
14	do.	1, 200	do.	do.	do.	do.	S-15	14
15	do.	1, 200	do.	do.	do.	do.	S-16	15
16	do.	1, 200	do.	do.	do.	do.	S-17	16
17	Ridgeway	1, 500	Cut.-Ham.	Magnetic	do.	49-UL-IC	S-18	17
18	do.	1, 500	do.	do.	do.	do.	S-19	18
19	Elec. Dy. Co.	1, 500	do.	do.	do.	do.	S-20	19
20	Ridgeway	1, 500	do.	do.	do.	49-ULS-IC	S-21	20
21	do.	1, 500	do.	do.	do.	49-UL-IC	S-22	21
22	do.	1, 500	do.	do.	do.	do.	S-23	22
23	do.	1, 500	do.	do.	do.	do.	S-24	23
24	do.	1, 500	do.	do.	do.	do.	S-25	24
25	do.	1, 500	do.	do.	do.	do.	S-26	25
26	do.	1, 500	do.	do.	do.	do.	S-27	26
27	do.	1, 500	do.	do.	do.	do.	S-28	27
28	do.	1, 500	do.	do.	do.	do.	S-29	28
29	Elec. Dy. Co.	1, 500	do.	do.	do.	49-ULS-IC	S-30	29

10895—29—10

SUBMARINES—FIRST LINE (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	
1	S-1.....SS105	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Aug. 29, 1916	1
2	S-2.....SS106	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do.....	2
3	S-3.....SS107	United States Government ¹	Navy yard, Portsmouth, N. H.	do.....	3
4	S-4.....SS109	do. ¹	do.....	Mar. 4, 1917 ²	4
5	S-6.....SS111	do. ¹	do.....	do. ²	5
6	S-7.....SS112	do. ¹	do.....	do. ²	6
7	S-8.....SS113	do. ¹	do.....	do. ²	7
8	S-9.....SS114	do. ¹	do.....	do. ²	8
9	S-10.....SS115	do. ¹	do.....	do. ²	9
10	S-11.....SS116	do. ¹	do.....	do. ²	10
11	S-12.....SS117	do. ¹	do.....	do. ²	11
12	S-13.....SS118	do. ¹	do.....	do. ²	12
13	S-14.....SS119	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do. ²	13
14	S-15.....SS120	do.....	do.....	do. ²	14
15	S-16.....SS121	do.....	do.....	do. ²	15
16	S-17.....SS122	do.....	do.....	do. ²	16
17	S-18.....SS123	Electric Boat Co., New York..	Beth. S. B. Corp., Quincy.....	do. ²	17
18	S-19.....SS124	do.....	do.....	do. ²	18
19	S-20.....SS125	do.....	do.....	do. ²	19
20	S-21.....SS126	do.....	do.....	do. ²	20
21	S-22.....SS127	do.....	do.....	Mar. 4, 1917	21
22	S-23.....SS128	do.....	do.....	do.....	22
23	S-24.....SS129	do.....	do.....	do.....	23
24	S-25.....SS130	do.....	do.....	do.....	24
25	S-26.....SS131	do.....	do.....	do.....	25
26	S-27.....SS132	do.....	do.....	do.....	26
27	S-28.....SS133	do.....	do.....	do.....	27
28	S-29.....SS134	do.....	do.....	do.....	28
29	S-30.....SS135	do.....	Beth. S. B. Corp., San Francisco.	do.....	29

¹ Bureau design.² Together with act of Aug. 29, 1916.

NOTE.—Submarine No. 108 was assigned as vessel to be equipped with Neff system of propulsion; authorized by act of Aug. 29, 1916. Not built.

SUBMARINES—FIRST LINE (SS).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name and offi- cial number	
1	Jan. 8, 1917	Dec. 11, 1917	Oct. 26, 1918	May 8, 1919	June 5, 1920	June 5, 1920	S-1.....SS105	1
2	Dec. 30, 1916	July 30, 1917	Feb. 15, 1919	Apr. 30, 1919	May 24, 1920	May 25, 1920	S-2.....SS106	2
3	Nov. 14, 1916 ¹	Aug. 29, 1917	Dec. 21, 1918	-----	-----	Jan. 30, 1919	S-3.....SS107	3
4	Mar. 16, 1917 ¹	Dec. 4, 1917	Aug. 27, 1919	-----	-----	Nov. 19, 1919	S-4.....SS109	4
5	do. ¹	Jan. 29, 1918	Dec. 23, 1919	-----	-----	May 17, 1920	S-6.....SS111	5
6	do. ¹	do.	Feb. 5, 1920	-----	-----	July 1, 1920	S-7.....SS112	6
7	do. ¹	Nov. 9, 1918	Apr. 21, 1920	-----	-----	Oct. 1, 1920	S-8.....SS113	7
8	do. ¹	Jan. 20, 1919	June 17, 1920	-----	-----	Feb. 21, 1921	S-9.....SS114	8
9	do. ¹	Sept. 11, 1919	Dec. 9, 1920	-----	-----	Sept. 21, 1922	S-10.....SS115	9
10	do. ¹	Dec. 2, 1919	Feb. 7, 1921	-----	-----	Jan. 11, 1923	S-11.....SS116	10
11	do. ¹	Jan. 8, 1920	Aug. 4, 1921	-----	-----	Apr. 30, 1923	S-12.....SS117	11
12	do. ¹	Feb. 14, 1920	Oct. 20, 1921	-----	-----	July 14, 1923	S-13.....SS118	12
13	July 12, 1917	Dec. 7, 1917	Oct. 22, 1919	July 12, 1919	Feb. 11, 1921	Feb. 11, 1921	S-14.....SS119	13
14	do.	Dec. 13, 1917	Mar. 8, 1920	Aug. 12, 1919	Jan. 15, 1921	Jan. 15, 1921	S-15.....SS120	14
15	do.	Mar. 19, 1918	Dec. 23, 1919	Sept. 12, 1919	Dec. 17, 1920	Dec. 17, 1920	S-16.....SS121	15
16	do.	do.	May 22, 1920	Oct. 12, 1919	Feb. 26, 1921	Mar. 1, 1921	S-17.....SS122	16
17	July 17, 1917	Aug. 15, 1918	Apr. 29, 1920	Feb. 17, 1919	Apr. 3, 1924	Apr. 3, 1924	S-18.....SS123	17
18	do.	do.	June 21, 1920	Mar. 17, 1919	Jan. 6, 1923	Jan. 6, 1923	S-19.....SS124	18
19	do.	do.	June 9, 1920	do.	Nov. 27, 1922	Nov. 22, 1922	S-20.....SS125	19
20	do.	Dec. 19, 1918	Aug. 18, 1920	Apr. 17, 1919	Sept. 14, 1923	Sept. 14, 1923	S-21.....SS126	20
21	do.	Jan. 6, 1919	July 15, 1920	do.	June 23, 1924	June 23, 1924	S-22.....SS127	21
22	do.	Jan. 18, 1919	Oct. 27, 1920	May 17, 1919	Oct. 30, 1923	Oct. 30, 1923	S-23.....SS128	22
23	do.	Nov. 1, 1918	June 27, 1922	do.	Aug. 24, 1923	Aug. 24, 1923	S-24.....SS129	23
24	do.	Oct. 26, 1918	May 29, 1922	June 17, 1919	July 9, 1923	July 9, 1923	S-25.....SS130	24
25	do.	Nov. 7, 1918	Aug. 22, 1922	do.	Oct. 15, 1923	Oct. 15, 1923	S-26.....SS131	25
26	do.	Apr. 11, 1919	Oct. 18, 1922	do.	Jan. 22, 1924	Jan. 22, 1924	S-27.....SS132	26
27	do.	Apr. 16, 1919	Sept. 20, 1922	July 17, 1919	Dec. 13, 1923	Dec. 13, 1923	S-28.....SS133	27
28	do.	Apr. 17, 1919	Nov. 9, 1922	do.	May 22, 1924	May 22, 1924	S-29.....SS134	28
29	do.	Apr. 1, 1918	Nov. 21, 1918	Nov. 17, 1918	Oct. 29, 1920	Oct. 29, 1920	S-30.....SS135	29

¹ Date assigned to yard.

SUBS.

SUBS.

EAGL

SUB. (

GUNE

YACH

TEND

TEND

TEND

REP.

STO

COLL

OIL

AM

CAI

TRA

HOS

T

MIS

UNC

AIR

DIS

S

SUBMARINES—FIRST LINE (SS).

Name and official number		Length over all	Breadth, extreme	Ship, fully equipped, ready for sea, normal stores, am- munition, and fuel			
				Mean draft	Displacement ¹		
					Surface	Sub- merged	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	
30	S-31.....SS136	219 3	20 8	15 11	854	1,062	30
31	S-32.....SS137	219 3	20 8	15 11	854	1,062	31
32	S-33.....SS138	219 3	20 8	15 11	854	1,062	32
33	S-34.....SS139	219 3	20 8	15 11	854	1,062	33
34	S-35.....SS140	219 3	20 8	15 11	854	1,062	34
35	S-36.....SS141	219 3	20 8	15 11	854	1,062	35
36	S-37.....SS142	219 3	20 8	15 11	854	1,062	36
37	S-38.....SS143	219 3	20 8	15 11	854	1,062	37
38	S-39.....SS144	219 3	20 8	15 11	854	1,062	38
39	S-40.....SS145	219 3	20 8	15 11	854	1,062	39
40	S-41.....SS146	219 3	20 8	15 11	854	1,062	40
41	S-42.....SS153	225 3	20 8	16 0	906	1,126	41
42	S-43.....SS154	225 3	20 8	16 0	906	1,126	42
43	S-44.....SS155	225 3	20 8	16 0	906	1,126	43
44	S-45.....SS156	225 3	20 8	16 0	906	1,126	44
45	S-46.....SS157	225 3	20 8	16 0	906	1,126	45
46	S-47.....SS158	225 3	20 8	16 0	906	1,126	46
47	S-48.....SS159	240 0	21 10	13 6	993	1,230	47
48	S-49.....SS160	240 0	21 10	13 6	993	1,230	48
49	S-50.....SS161	240 0	21 10	13 6	993	1,230	49
50	S-51.....SS162	240 0	21 10	13 6	993	1,230	50
51	H-4.....SS147	150 3	15 9½	12 5	358	434	51
52	H-5.....SS148	150 3	15 9½	12 5	358	434	52
53	H-6.....SS149	150 3	15 9½	12 5	358	434	53
54	H-7.....SS150	150 3	15 9½	12 5	358	434	54
55	H-8.....SS151	150 3	15 9½	12 5	358	434	55
56	H-9.....SS152	150 3	15 9½	12 5	358	434	56
57	N-1.....SS53	147 3	15 9	12 6	348	414	57
58	N-2.....SS54	147 3	15 9	12 6	348	414	58
59	N-3.....SS55	147 3	15 9	12 6	348	414	59
60	O-1.....SS62	172 4	18 0	14 5	521	629	60
61	O-2.....SS63	172 4	18 0	14 5	521	629	61
62	O-3.....SS64	172 4	18 0	14 5	521	624	62
63	O-4.....SS65	172 4	18 0	14 5	521	624	63
64	O-6.....SS67	172 4	18 0	14 5	521	624	64
65	O-7.....SS68	172 4	18 0	14 5	521	624	65

¹ Estimated.

SUBMARINES—FIRST LINE (SS).

	Armament		Torpedoes carried	Quarters available (officers)	Messes (complement)		Name and official number	
	Guns	Torpedo tubes			Chief petty officers	Other enlisted men		
30	1 4", 50 cal	4	12	4	3	36	S-31..... SS136	30
31	do.....	4	12	4	3	36	S-32..... SS137	31
32	do.....	4	12	4	3	36	S-33..... SS138	32
33	do.....	4	12	4	3	36	S-34..... SS139	33
34	do.....	4	12	4	3	36	S-35..... SS140	34
35	do.....	4	12	4	3	36	S-36..... SS141	35
36	do.....	4	12	4	3	36	S-37..... SS142	36
37	do.....	4	12	4	3	36	S-38..... SS143	37
38	do.....	4	12	4	3	36	S-39..... SS144	38
39	do.....	4	12	4	3	36	S-40..... SS145	39
40	do.....	4	12	4	3	36	S-41..... SS146	40
41	do.....	4	12	4	3	36	S-42..... SS153	41
42	do.....	4	12	4	3	36	S-43..... SS154	42
43	do.....	4	12	4	3	36	S-44..... SS155	43
44	do.....	4	12	4	3	36	S-45..... SS156	44
45	do.....	4	12	4	3	36	S-46..... SS157	45
46	do.....	4	12	4	3	36	S-47..... SS158	46
47	do.....	5	14	4	3	36	S-48..... SS159	47
48	do.....	5	14	4	3	36	S-49..... SS160	48
49	do.....	5	14	4	3	36	S-50..... SS161	49
50	do.....	5	14	4	3	36	S-51..... SS162	50
51	do.....	4	8	2	3	20	H-4..... SS147	51
52	do.....	4	8	2	3	20	H-5..... SS148	52
53	do.....	4	8	2	3	20	H-6..... SS149	53
54	do.....	4	8	2	3	20	H-7..... SS150	54
55	do.....	4	8	2	3	20	H-8..... SS151	55
56	do.....	4	8	2	3	20	H-9..... SS152	56
57	None.....	4	8	2	3	20	N-1..... SS53	57
58	do.....	4	8	2	3	20	N-2..... SS54	58
59	do.....	4	8	2	3	20	N-3..... SS55	59
60	1 3", 23 cal	4	8	3	3	27	O-1..... SS62	60
61	do.....	4	8	3	3	27	O-2..... SS63	61
62	do.....	4	8	3	3	27	O-3..... SS64	62
63	do.....	4	8	3	3	27	O-4..... SS65	63
64	do.....	4	8	3	3	27	O-6..... SS67	64
65	do.....	4	8	3	3	27	O-7..... SS68	65

SUBS.
SUBS. I
EACL
SUB. C
GUNB
YACH
TEND
TEND
REP
STO
COLI
OIL
AM
CA
TRA
HO
1
MIS
UN
AU
DE
!

SUBMARINES—FIRST LINE (SS).

	Name and official number	Number of propellers	Main engines					
			S. H. P.	R. P. M.	Cycle	Number of cylinders	Make	
30	S-31....SS136	2	1,200	380	4	8	Nelseco.....	30
31	S-32....SS137	2	1,200	380	4	8	do.....	31
32	S-33....SS138	2	1,200	380	4	8	do.....	32
33	S-34....SS139	2	1,200	380	4	8	do.....	33
34	S-35....SS140	2	1,200	380	4	8	do.....	34
35	S-36....SS141	2	1,200	380	4	8	do.....	35
36	S-37....SS142	2	1,200	380	4	8	do.....	36
37	S-38....SS143	2	1,200	380	4	8	do.....	37
38	S-39....SS144	2	1,200	380	4	8	do.....	38
39	S-40....SS145	2	1,200	380	4	8	do.....	39
40	S-41....SS146	2	1,200	380	4	8	do.....	40
41	S-42....SS153	2	1,200	380	4	8	do.....	41
42	S-43....SS154	2	1,200	380	4	8	do.....	42
43	S-44....SS155	2	1,200	380	4	8	do.....	43
44	S-45....SS156	2	1,200	380	4	8	do.....	44
45	S-46....SS157	2	1,200	380	4	8	do.....	45
46	S-47....SS158	2	1,200	380	4	8	do.....	46
47	S-48....SS159	2	1,800	350	2	6	M. A. N. (N. Y.).....	47
48	S-49....SS160	2	1,800	350	2	6	Busch-Sulzer.....	48
49	S-50....SS161	2	1,800	350	2	6	do.....	49
50	S-51....SS162	2	1,800	350	2	6	do.....	50
51	H-4....SS147	2	480	350	4	8	New London, S. E. Co.....	51
52	H-5....SS148	2	480	350	4	8	do.....	52
53	H-6....SS149	2	480	350	4	8	do.....	53
54	H-7....SS150	2	480	350	4	8	do.....	54
55	H-8....SS151	2	480	350	4	8	do.....	55
56	H-9....SS152	2	480	350	4	8	do.....	56
57	N-1....SS53	2	480	375	4	8	do.....	57
58	N-2....SS54	2	480	375	4	8	do.....	58
59	N-3....SS55	2	480	375	4	8	do.....	59
60	O-1....SS62	2	880	400	4	6	do.....	60
61	O-2....SS63	2	880	400	4	6	do.....	61
62	O-3....SS64	2	880	400	4	6	do.....	62
63	O-4....SS65	2	880	400	4	6	do.....	63
64	O-6....SS67	2	880	400	4	6	do.....	64
65	O-7....SS68	2	880	400	4	6	do.....	65

SUBMARINES—FIRST LINE (SS).

	Motors				Storage battery			
	Make	Total B.H.P	Control		Make	Type	Name	
			Make	Type				
30	Elec. Dy. Co.	1,500	Cut.-Ham.	Magnetic	Gould	63-ULS	S-31	30
31	do.	1,500	do.	do.	do.	63-ULS	S-32	31
32	do.	1,500	do.	do.	Elec. Str. Bat. Co.	49-ULS-IC.	S-33	32
33	do.	1,500	do.	do.	do.	49-ULS-IC.	S-34	33
34	do.	1,500	do.	do.	Gould	63-ULS	S-35	34
35	G. E. Co.	1,500	G. E. Co.	Pneumatic	do.	63-ULS	S-36	35
36	do.	1,500	do.	do.	Elec. Str. Bat. Co.	49-UL-IC.	S-37	36
37	do.	1,500	do.	do.	Gould	63-ULS	S-38	37
38	do.	1,500	do.	do.	Elec. Str. Bat. Co.	49-UL-IC	S-39	38
39	do.	1,500	do.	do.	do.	49-UL-IC	S-40	39
40	do.	1,500	do.	do.	do.	49-UL-IC	S-41	40
41	Elec. Dy. Co.	1,500	Westgh	do.	do.	49-UL-IC	S-42	41
42	do.	1,500	do.	do.	do.	49-UL-IC	S-43	42
43	do.	1,500	do.	do.	do.	49-UL-IC	S-44	43
44	do.	1,500	do.	do.	do.	49-UL-IC	S-45	44
45	do.	1,500	do.	do.	do.	49-UL-IC	S-46	45
46	do.	1,500	do.	do.	do.	49-UL-IC	S-47	46
47	Ridgeway	1,500	do.	do.	Gould	55-UL	S-48	47
48	do.	1,500	do.	do.	do.	55-UL	S-49	48
49	do.	1,500	do.	do.	do.	55-UL	S-50	49
50	do.	1,500	do.	do.	do.	55-UL	S-51	50
51	Elec. Dy. Co.	600	Elec. Boat. Co.	Knife switch	Elec. Stor. Bat. Co.	27-WL	H-4	51
52	do.	600	do.	do.	do.	27-WL	H-5	52
53	do.	600	do.	do.	do.	27-WL	H-6	53
54	do.	600	do.	do.	do.	27-WL	H-7	54
55	do.	600	do.	do.	do.	27-WL	H-8	55
56	do.	600	do.	do.	do.	27-WL	H-9	56
57	do.	560	do.	do.	Gould Stor. Bat.	23-WL	N-1	57
58	do.	560	do.	do.	do.	23-WL	N-2	58
59	do.	560	do.	do.	do.	23-WL	N-3	59
60	Nav. Yd., N. Y.	740	Cut.-Ham. Co.	Mag. controller.	Elec. Stor. Bat. Co.	31-WL-IC	O-1	60
61	do.	740	do.	do.	do.	31-WL-IC	O-2	61
62	Elec. Dy. Co.	740	do.	do.	do.	31-WL-IC	O-3	62
63	do.	740	do.	do.	do.	29-WL-IC	O-4	63
64	do.	740	do.	do.	Gould Stor. Bat.	41-WL	O-6	64
65	do.	740	do.	do.	do.	41-WL	O-7	65

SUBS.

SUBS. I

EACL

SUB. C

GUNB

YACH

TEND

TEND

TEND

REPA

STO

COLL

OIL

AM

CAL

TRA

HOS

T

MIS

UN

AIR

DIS

S

SUBMARINES—FIRST LINE (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	
30	S-31....SS136	Electric Boat Co., New York...	Beth. S. B. Corp., San Francisco.	Mar. 4, 1917	30
31	S-32....SS137	do.....	do.....	do.....	31
32	S-33....SS138	do.....	do.....	do.....	32
33	S-34....SS139	do.....	do.....	do.....	33
34	S-35....SS140	do.....	do.....	do.....	34
35	S-36....SS141	do.....	do.....	do.....	35
36	S-37....SS142	do.....	do.....	do.....	36
37	S-38....SS143	do.....	do.....	do.....	37
38	S-39....SS144	do.....	do.....	do.....	38
39	S-40....SS145	do.....	do.....	do.....	39
40	S-41....SS146	do.....	do.....	do.....	40
41	S-42....SS153	do.....	Beth. S. B. Corp., Quincy.....	July 1, 1918 ¹	41
42	S-43....SS154	do.....	do.....	do. ¹	42
43	S-44....SS155	do.....	do.....	do. ¹	43
44	S-45....SS156	do.....	do.....	do. ¹	44
45	S-46....SS157	do.....	do.....	do. ¹	45
46	S-47....SS158	do.....	do.....	do. ¹	46
47	S-48....SS159	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do. ¹	47
48	S-49....SS160	do.....	do.....	do. ¹	48
49	S-50....SS161	do.....	do.....	do. ¹	49
50	S-51....SS162	do.....	do.....	do. ¹	50
51	H-4....SS147	do.....	Navy yard, Puget Sound ²	Oct. 6, 1917 ³	51
52	H-5....SS148	do.....	do. ²	do. ³	52
53	H-6....SS149	do.....	do. ²	do. ³	53
54	H-7....SS150	do.....	do. ²	do. ³	54
55	H-8....SS151	do.....	do. ²	do. ³	55
56	H-9....SS152	do.....	do. ²	do. ³	56
57	N-1....SS53	do.....	Seattle Const. & D. D. Co.....	June 30, 1914	57
58	N-2....SS54	do.....	do.....	do.....	58
59	N-3....SS55	do.....	do.....	do.....	59
60	O-1....SS62	United States Government ⁴	Navy yard, Portsmouth.....	Mar. 3, 1915	60
61	O-2....SS63	do. ⁴	Navy yard, Puget Sound.....	do.....	61
62	O-3....SS64	Electric Boat Co., New York...	Fore River S. B. Co., Quincy...	do.....	62
63	O-4....SS65	do.....	do.....	do.....	63
64	O-6....SS67	do.....	do.....	do.....	64
65	O-7....SS68	do.....	do.....	do.....	65

¹ Together with act of Aug. 29, 1916.² Assembled from knockdown condition.³ Emergency fund.⁴ Electric Boat Co. type.

SUBMARINES—FIRST LINE (SS).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name and official number	
30	July 17, 1917	Apr. 13, 1918	Dec. 28, 1918	Dec. 17, 1918	Mar. 8, 1923	Mar. 8, 1923	S-31.....SS136	30
31	do.....	Apr. 12, 1918	Jan. 11, 1919	do.....	.....	Feb. 21, 1923	S-32.....SS137	31
32	do.....	June 14, 1918	Dec. 5, 1918	Jan. 17, 1919	Dec. 21, 1922	Dec. 21, 1922	S-33.....SS138	32
33	do.....	May 28, 1918	Feb. 13, 1919	do.....	Apr. 23, 1923	Apr. 23, 1923	S-34.....SS139	33
34	do.....	June 14, 1918	Feb. 27, 1919	do.....	May 7, 1923	May 7, 1923	S-35.....SS140	34
35	do.....	Dec. 10, 1918	June 3, 1919	Feb. 17, 1919	Apr. 4, 1923	Apr. 4, 1923	S-36.....SS141	35
36	do.....	Dec. 12, 1918	June 20, 1919	do.....	July 16, 1923	July 16, 1923	S-37.....SS142	36
37	do.....	Jan. 15, 1919	June 17, 1919	do.....	.....	May 11, 1923	S-38.....SS143	37
38	do.....	Jan. 14, 1919	July 2, 1919	Mar. 17, 1919	.....	Sept. 14, 1923	S-39.....SS144	38
39	do.....	Mar. 5, 1919	Jan. 5, 1921	do.....	Nov. 20, 1923	Nov. 20, 1923	S-40.....SS145	39
40	do.....	Apr. 17, 1919	Feb. 21, 1921	do.....	Jan. 15, 1924	Jan. 15, 1924	S-41.....SS146	40
41	July 1, 1919	Dec. 16, 1920	Apr. 30, 1923	Dec. 30, 1920	Nov. 20, 1924	Nov. 20, 1924	S-42.....SS153	41
42	do. ¹	Dec. 13, 1920	Mar. 31, 1923	Jan. 30, 1923	Dec. 31, 1924	Dec. 31, 1924	S-43.....SS154	42
43	do. ¹	Feb. 19, 1921	Oct. 27, 1923	Feb. 28, 1923	Feb. 16, 1925	Feb. 16, 1925	S-44.....SS155	43
44	do. ¹	Dec. 29, 1920	June 26, 1923	Mar. 31, 1923	Mar. 31, 1925	Mar. 31, 1925	S-45.....SS156	44
45	do. ¹	Feb. 23, 1921	Sept. 11, 1923	Apr. 30, 1923	June 5, 1925	June 5, 1925	S-46.....SS157	45
46	do. ¹	Feb. 26, 1921	Jan. 5, 1924	May 30, 1923	Sept. 16, 1925	Sept. 16, 1925	S-47.....SS158	46
47	July 23, 1919	Oct. 22, 1920	Feb. 26, 1921	July 1, 1921	Oct. 14, 1922	Oct. 14, 1922	S-48.....SS159	47
48	do. ¹	do.....	Apr. 23, 1921	Aug. 1, 1921	June 5, 1922	June 5, 1922	S-49.....SS160	48
49	do. ¹	Mar. 15, 1920	June 18, 1921	Sept. 1, 1921	May 20, 1922	May 20, 1922	S-50.....SS161	49
50	do. ¹	Dec. 22, 1919	Aug. 20, 1921	Oct. 1, 1921	June 24, 1922	June 24, 1922	S-51.....SS162	50
51	May 20, 1918	May 12, 1918	Oct. 9, 1918	.....	.....	Oct. 24, 1918	H-4.....SS147	51
52	do.....	do.....	Sept. 24, 1918	.....	.....	Sept. 30, 1918	H-5.....SS148	52
53	do.....	May 14, 1918	Aug. 26, 1918	.....	.....	Sept. 9, 1918	H-6.....SS149	53
54	do.....	May 15, 1918	Oct. 17, 1918	.....	.....	Oct. 24, 1918	H-7.....SS150	54
55	do.....	May 25, 1918	Nov. 14, 1918	.....	.....	Nov. 18, 1918	H-8.....SS151	55
56	do.....	June 1, 1918	Nov. 23, 1918	.....	.....	Nov. 25, 1918	H-9.....SS152	56
57	Mar. 19, 1915	July 26, 1915	Dec. 30, 1916	May 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-1.....SS53	57
58	do.....	July 29, 1915	Jan. 16, 1917	June 19, 1917	do.....	do.....	N-2.....SS54	58
59	do.....	July 31, 1915	Feb. 21, 1917	July 19, 1917	do.....	do.....	N-3.....SS55	59
60	Oct. 21, 1915 ¹	Mar. 26, 1917	July 9, 1918	.....	.....	Nov. 5, 1918	O-1.....SS62	60
61	do. ¹	July 27, 1917	May 24, 1918	.....	.....	Oct. 19, 1918	O-2.....SS63	61
62	Jan. 3, 1916	Dec. 2, 1916	Sept. 29, 1917	Oct. 3, 1917	June 13, 1918	June 13, 1918	O-3.....SS64	62
63	do.....	Dec. 4, 1916	Oct. 20, 1917	Nov. 3, 1917	May 29, 1918	May 28, 1918	O-4.....SS65	63
64	do.....	Dec. 6, 1916	Nov. 25, 1917	Dec. 3, 1917	June 11, 1918	June 12, 1918	O-6.....SS67	64
65	do.....	Feb. 14, 1917	Dec. 16, 1917	do.....	July 4, 1918	July 4, 1918	O-7.....SS68	65

¹ Order placed Aug. 1, 1918.² Date assigned to yard.

SUBS-2d
SUBS. FLT.
EAGLES
SUB. CH.
GUNB'TS
YACHTS
TEND'S-D
END
TEND'S-A
REPAIR
STORE
COLLIER
OILERS
AM'TN
CARGO
TRANSP
HOSPIT
TUGS
MISC. AU
UNCLAS
AIRCRA
DIST. CI
STR.
HIS
S
IN

SUBMARINES—FIRST LINE (SS)

	Name and official number	Length over all	Breadth, extreme	Ship, fully equipped, ready for sea, normal stores, am- munition, and fuel			
				Mean draft	Displacement		
					Surface	Sub- merged	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	
66	O-8.....SS69	172 4	18 0	14 5	521	624	66
67	O-9.....SS70	172 4	18 0	14 5	521	624	67
68	O-10.....SS71	172 4	18 0	14 5	521	624	68
69	O-11.....SS72	175 0	16 3½	13 10	485	566	69
70	O-12.....SS73	175 0	16 3½	13 10	485	566	70
71	O-13.....SS74	175 0	16 3½	13 10	485	566	71
72	O-14.....SS75	175 0	16 3½	13 10	485	566	72
73	O-15.....SS76	175 0	16 3½	13 10	485	566	73
74	O-16.....SS77	175 0	16 3½	13 10	485	566	74
75	R-1.....SS78	186 1	18 0	14 6	569	680	75
76	R-2.....SS79	186 1	18 0	14 6	569	680	76
77	R-3.....SS80	186 1	18 0	14 6	569	680	77
78	R-4.....SS81	186 1	18 0	14 6	569	680	78
79	R-5.....SS82	186 1	18 0	14 6	569	680	79
80	R-6.....SS83	186 1	18 0	14 6	569	680	80
81	R-7.....SS84	186 1	18 0	14 6	569	680	81
82	R-8.....SS85	186 1	18 0	14 6	569	680	82
83	R-9.....SS86	186 1	18 0	14 6	569	680	83
84	R-10.....SS87	186 1	18 0	14 6	569	680	84
85	R-11.....SS88	186 1	18 0	14 6	569	680	85
86	R-12.....SS89	186 1	18 0	14 6	569	680	86
87	R-13.....SS90	186 1	18 0	14 6	569	680	87
88	R-14.....SS91	186 1	18 0	14 6	569	680	88
89	R-15.....SS92	186 1	18 0	14 6	569	680	89
90	R-16.....SS93	186 1	18 0	14 6	569	680	90
91	R-17.....SS94	186 1	18 0	14 6	569	680	91
92	R-18.....SS95	186 1	18 0	14 6	569	680	92
93	R-19.....SS96	186 1	18 0	14 6	569	680	93
94	R-20.....SS97	186 1	18 0	14 6	569	680	94
95	R-21.....SS98	175 0	16 8	13 11	495	598	95
96	R-22.....SS99	175 0	16 8	13 11	495	598	96
97	R-23.....SS100	175 0	16 8	13 11	495	598	97
98	R-24.....SS101	175 0	16 8	13 11	495	598	98
99	R-25.....SS102	175 0	16 8	13 11	495	598	99
100	R-26.....SS103	175 0	16 8	13 11	495	598	100
101	R-27.....SS104	175 0	16 8	13 11	495	598	101
Total surface displacement.....					69,458		

SUBMARINES—FIRST LINE (SS).

	Armament		Torpedoes carried	Quarters available (officers)	Messes (complement)		Name and official number	
	Guns	Torpedo tubes			Chief petty officers	Other enlisted men		
66	1 3", 23 cal.....	4	8	3	3	27	O-8.....SS69	66
67	do.....	4	8	3	3	27	O-9.....SS70	67
68	do.....	4	8	3	3	27	O-10.....SS71	68
69	do.....	4	8	4	3	27	O-11.....SS72	69
70	do.....	4	8	1	3	27	O-12.....SS73	70
71	do.....	4	8	4	3	27	O-13.....SS74	71
72	do.....	4	8	5	3	27	O-14.....SS75	72
73	do.....	4	8	5	3	27	O-15.....SS76	73
74	do.....	4	8	4	3	27	O-16.....SS77	74
75	1 3", 50 cal.....	4	8	4	3	27	R-1.....SS78	75
76	do.....	4	8	4	3	27	R-2.....SS79	76
77	do.....	4	8	4	3	27	R-3.....SS80	77
78	do.....	4	8	5	3	27	R-4.....SS81	78
79	do.....	4	8	3	3	27	R-5.....SS82	79
80	do.....	4	8	4	3	27	R-6.....SS83	80
81	do.....	4	8	4	3	27	R-7.....SS84	81
82	do.....	4	8	5	3	27	R-8.....SS85	82
83	do.....	4	8	3	3	27	R-9.....SS86	83
84	do.....	4	8	4	3	27	R-10.....SS87	84
85	do.....	4	8	4	3	27	R-11.....SS88	85
86	do.....	4	8	3	3	27	R-12.....SS89	86
87	do.....	4	8	3	3	27	R-13.....SS90	87
88	do.....	4	8	3	3	27	R-14.....SS91	88
89	do.....	4	8	3	3	27	R-15.....SS92	89
90	do.....	4	8	3	3	27	R-16.....SS93	90
91	do.....	4	8	2	3	27	R-17.....SS94	91
92	do.....	4	8	3	3	27	R-18.....SS95	92
93	do.....	4	8	3	3	27	R-19.....SS96	93
94	do.....	4	8	3	3	27	R-20.....SS97	94
95	do.....	4	8	3	3	27	R-21.....SS98	95
96	do.....	4	8	3	3	27	R-22.....SS99	96
97	do.....	4	8	3	3	27	R-23.....SS100	97
98	do.....	4	8	3	3	27	R-24.....SS101	98
99	do.....	4	8	3	3	27	R-25.....SS102	99
100	do.....	4	8	3	3	27	R-26.....SS103	100
101	do.....	4	8	3	3	27	R-27.....SS104	101

SUBS.-2d

SUBS. FLT.

EAGLES

SUB. CH.

GUNB TS

YACHTS

TEND'S-D

TEND'S-A

REPAIR

STORE

COLLIER

OILERS

AM'TN

CARGO

TRANSP

HOSPIT

TUGS

MISC. A

UNCLAS

AIRCRA

DIST. C

STR.

HIS

S

IN

SUBMARINES—FIRST LINE (SS).

	Name and official number	Number of propellers	Main engines				Make	
			Total S. H. P.	R. P. M.	Cycle	Number of cylinders		
66	O-8.....SS69	2	880	400	4	6	New London S. E. Co....	66
67	O-9.....SS70	2	880	400	4	6	do.....	67
68	O-10.....SS71	2	880	400	4	6	do.....	68
69	O-11.....SS72	2	1000	410	4	6	Busch-Sulzer.....	69
70	O-12.....SS73	2	1000	410	4	6	do.....	70
71	O-13.....SS74	2	1000	410	4	6	do.....	71
72	O-14.....SS75	2	1000	410	4	6	do.....	72
73	O-15.....SS76	2	1000	410	4	6	do.....	73
74	O-16.....SS77	2	1000	410	4	6	do.....	74
75	R-1.....SS78	2	880	400	4	6	New London S. E. Co....	75
76	R-2.....SS79	2	880	400	4	6	do.....	76
77	R-3.....SS80	2	880	400	4	6	do.....	77
78	R-4.....SS81	2	880	400	4	6	do.....	78
79	R-5.....SS82	2	880	400	4	6	do.....	79
80	R-6.....SS83	2	880	400	4	6	do.....	80
81	R-7.....SS84	2	880	400	4	6	do.....	81
82	R-8.....SS85	2	880	400	4	6	do.....	82
83	R-9.....SS86	2	880	400	4	6	do.....	83
84	R-10.....SS87	2	880	400	4	6	do.....	84
85	R-11.....SS88	2	880	400	4	6	do.....	85
86	R-12.....SS89	2	880	400	4	6	do.....	86
87	R-13.....SS90	2	880	400	4	6	do.....	87
88	R-14.....SS91	2	880	400	4	6	do.....	88
89	R-15.....SS92	2	880	400	4	6	do.....	89
90	R-16.....SS93	2	880	400	4	6	do.....	90
91	R-17.....SS94	2	880	400	4	6	do.....	91
92	R-18.....SS95	2	880	400	4	6	do.....	92
93	R-19.....SS96	2	880	400	4	6	do.....	93
94	R-20.....SS97	2	880	400	4	6	do.....	94
95	R-21.....SS98	2	1,000	410	4	6	Busch-Sulzer.....	95
96	R-22.....SS99	2	1,000	410	4	6	do.....	96
97	R-23.....SS100	2	1,000	410	4	6	do.....	97
98	R-24.....SS101	2	1,000	410	4	6	do.....	98
99	R-25.....SS102	2	1,000	410	4	6	do.....	99
100	R-26.....SS103	2	1,000	410	4	6	do.....	100
101	R-27.....SS104	2	1,000	410	4	6	do.....	101
Total shaft horsepower...			108,040					

SUBMARINES—FIRST LINE (SS).

	Motors				Storage battery		Name	
	Make	Total B.H.P.	Control		Make	Type		
			Make	Type				
66	Elec. Dy. Co.	740	Cut.-Ham. Co.	Mag. con- troller.	Elec. Stor. Bat. Co.	29-WL-IC	O-8...	66
67	...do...	740	...do...	...do...	...do...	29-WL-IC	O-9...	67
68	...do...	740	...do...	...do...	...do...	29-WL-IC	O-10...	68
69	Diehl. Mfg. Co.	880	...do...	...do...			O-11...	69
70	...do...	880	...do...	...do...			O-12...	70
71	...do...	880	...do...	...do...			O-13...	71
72	...do...	880	...do...	...do...			O-14...	72
73	...do...	880	...do...	...do...			O-15...	73
74	...do...	880	...do...	...do...			O-16...	74
75	Elec. Dy. Co.	934	...do...	...do...	Elec. Stor. Bat. Co.	31-WLL...	R-1...	75
76	...do...	934	...do...	...do...	...do...	31-WLL...	R-2...	76
77	...do...	934	...do...	...do...	...do...	31-WLL...	R-3...	77
78	...do...	934	...do...	...do...	...do...	31-WLL...	R-4...	78
79	...do...	934	...do...	...do...	...do...	31-WLL...	R-5...	79
80	...do...	934	...do...	...do...	...do...	31-WLL...	R-6...	80
81	...do...	934	...do...	...do...	...do...	31-WLL...	R-7...	81
82	...do...	934	...do...	...do...	...do...	31-WLL...	R-8...	82
83	...do...	934	...do...	...do...	...do...	31-WLL...	R-9...	83
84	...do...	934	...do...	...do...	...do...	31-WLL...	R-10...	84
85	...do...	934	...do...	...do...	...do...	31-WLL...	R-11...	85
86	...do...	934	...do...	...do...	...do...	31-WLL...	R-12...	86
87	...do...	934	...do...	...do...	...do...	31-WLL...	R-13...	87
88	...do...	934	...do...	...do...	...do...	31-WLL...	R-14...	88
89	...do...	934	...do...	...do...	...do...	31-WLL...	R-15...	89
90	...do...	934	...do...	...do...	...do...	31-WLL...	R-16...	90
91	...do...	934	...do...	...do...	...do...	31-WLL...	R-17...	91
92	...do...	934	...do...	...do...	...do...	31-WLL...	R-18...	92
93	...do...	934	...do...	...do...	...do...	31-WLL...	R-19...	93
94	...do...	934	...do...	...do...	...do...	31-WLL...	R-20...	94
95	Diehl. Mfg. Co.	800	...do...	...do...			R-21...	95
96	...do...	800	...do...	...do...			R-22...	96
97	...do...	800	...do...	...do...			R-23...	97
98	...do...	800	...do...	...do...			R-24...	98
99	...do...	800	...do...	...do...			R-25...	99
100	...do...	800	...do...	...do...			R-26...	100
101	...do...	800	...do...	...do...			R-27...	101
	Total motor B. H. P.	110,800						

SUBS-2d

SUBS. FLT.

EAGLES

SUB. CH.

GUNB'TS

YACHTS

TEND'S-D

TEND'S-A

REPAIR

STORE

COLLIER

OILERS

AM'TT

CARGO

TRANS.

HOSPIT

TUGS

MISC. A

UNCLA

AIRC

DIST. C

STR.

HU

SUBMARINES—FIRST LINE (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	
66	O-8.....SS69	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Mar. 3, 1915	66
67	O-9.....SS70	do.....	do.....	do.....	67
68	O-10.....SS71	do.....	do.....	do.....	68
69	O-11.....SS72	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do.....	69
70	O-12.....SS73	do.....	do.....	do.....	70
71	O-13.....SS74	do.....	do.....	do.....	71
72	O-14.....SS75	Calif. S. B. Co., Augusta, Me. ¹	California S. B. Co., Long Beach, Calif. ²	do.....	72
73	O-15.....SS76	do. ¹	do. ²	do.....	73
74	O-16.....SS77	do. ¹	do. ²	do.....	74
75	R-1.....SS78	Electric Boat Co., New York...	Fore River S. B. Co., Quincy...	Aug. 29, 1916	75
76	R-2.....SS79	do.....	do.....	do.....	76
77	R-3.....SS80	do.....	do.....	do.....	77
78	R-4.....SS81	do.....	do.....	do.....	78
79	R-5.....SS82	do.....	do.....	do.....	79
80	R-6.....SS83	do.....	do.....	do.....	80
81	R-7.....SS84	do.....	do.....	do.....	81
82	R-8.....SS85	do.....	do.....	do.....	82
83	R-9.....SS86	do.....	do.....	do.....	83
84	R-10.....SS87	do.....	do.....	do.....	84
85	R-11.....SS88	do.....	do.....	do.....	85
86	R-12.....SS89	do.....	do.....	do.....	86
87	R-13.....SS90	do.....	do.....	do.....	87
88	R-14.....SS91	do.....	do.....	do.....	88
89	R-15.....SS92	do.....	Union Iron Works, San Francisco, Calif.	do.....	89
90	R-16.....SS93	do.....	do.....	do.....	90
91	R-17.....SS94	do.....	do.....	do.....	91
92	R-18.....SS95	do.....	do.....	do.....	92
93	R-19.....SS96	do.....	do.....	do.....	93
94	R-20.....SS97	do.....	do.....	do.....	94
95	R-21.....SS98	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do.....	95
96	R-22.....SS99	do.....	do.....	do.....	96
97	R-23.....SS100	do.....	do.....	do.....	97
98	R-24.....SS101	do.....	do.....	do.....	98
99	R-25.....SS102	do.....	do.....	do.....	99
100	R-26.....SS103	do.....	do.....	do.....	100
101	R-27.....SS104	do.....	do.....	do.....	101

¹ Successors to Craig S. B. Co.; Lake type boats.² Completed at navy yard, Mare Island.

SUBMARINES—FIRST LINE (SS).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
66	Jan. 3, 1916	Feb. 27, 1917	Dec. 31, 1917	Jan. 3, 1918	July 11, 1918	July 11, 1918	O-8.....SS69	66
67	do.....	Feb. 15, 1917	Jan. 27, 1918	do.....	July 27, 1918	July 27, 1918	O-9.....SS70	67
68	do.....	Feb. 27, 1917	Feb. 21, 1918	Feb. 3, 1918	Aug. 17, 1918	Aug. 17, 1918	O-10.....SS71	68
69	Dec. 28, 1915	Mar. 6, 1916	Oct. 29, 1917	Oct. 28, 1917	Oct. 19, 1918	Oct. 19, 1918	O-11.....SS72	69
70	do.....	do.....	Sept. 29, 1917	Nov. 23, 1917	do.....	do.....	O-12.....SS73	70
71	do.....	do.....	Dec. 27, 1917	Dec. 28, 1917	Nov. 27, 1918	Nov. 27, 1918	O-13.....SS74	71
72	Dec. 31, 1915	July 6, 1916	May 6, 1918	Nov. 30, 1917	Oct. 12, 1918	Oct. 1, 1918	O-14.....SS75	72
73	do.....	Sept. 21, 1916	Feb. 12, 1918	Dec. 31, 1917	Sept. 30, 1918	Aug. 27, 1918	O-15.....SS76	73
74	do.....	Oct. 7, 1916	Feb. 9, 1918	Jan. 31, 1918	Aug. 31, 1918	Aug. 1, 1918	O-16.....SS77	74
75	Jan. 8, 1917	Oct. 16, 1917	Aug. 24, 1918	Mar. 8, 1919	Dec. 16, 1918	Dec. 16, 1918	R-1.....SS78	75
76	do.....	do.....	Sept. 23, 1918	Mar. 23, 1919	Jan. 24, 1919	Jan. 24, 1919	R-2.....SS79	76
77	do.....	Dec. 11, 1917	Jan. 18, 1919	Apr. 8, 1919	Apr. 17, 1919	Apr. 17, 1919	R-3.....SS80	77
78	do.....	Oct. 16, 1917	Oct. 26, 1918	Apr. 23, 1919	Mar. 28, 1919	Mar. 28, 1919	R-4.....SS81	78
79	do.....	do.....	Nov. 24, 1918	May 8, 1919	Apr. 15, 1919	Apr. 15, 1919	R-5.....SS82	79
80	do.....	Dec. 17, 1917	Mar. 1, 1919	May 23, 1919	May 1, 1919	May 1, 1919	R-6.....SS83	80
81	do.....	Dec. 6, 1917	Apr. 5, 1919	June 8, 1919	June 12, 1919	June 12, 1919	R-7.....SS84	81
82	do.....	Mar. 4, 1918	Apr. 17, 1919	June 23, 1919	July 21, 1919	July 21, 1919	R-8.....SS85	82
83	do.....	Mar. 6, 1918	May 24, 1919	July 8, 1919	July 30, 1919	July 30, 1919	R-9.....SS86	83
84	do.....	Mar. 21, 1918	June 28, 1919	July 23, 1919	Aug. 20, 1919	Aug. 20, 1919	R-10.....SS87	84
85	do.....	Mar. 18, 1918	July 21, 1919	Aug. 8, 1919	Sept. 5, 1919	Sept. 5, 1919	R-11.....SS88	85
86	do.....	Mar. 28, 1918	Aug. 15, 1919	Aug. 23, 1919	Sept. 23, 1919	Sept. 23, 1919	R-12.....SS89	86
87	do.....	Mar. 27, 1918	Aug. 27, 1919	Sept. 8, 1919	Oct. 17, 1919	Oct. 17, 1919	R-13.....SS90	87
88	do.....	Nov. 6, 1918	Oct. 10, 1919	Sept. 23, 1919	Dec. 24, 1919	Dec. 24, 1919	R-14.....SS91	88
89	do.....	Apr. 30, 1917	Dec. 10, 1917	Dec. 8, 1918	July 27, 1918	July 27, 1918	R-15.....SS92	89
90	do.....	Apr. 26, 1917	Dec. 15, 1917	Dec. 23, 1918	Aug. 5, 1918	Aug. 5, 1918	R-16.....SS93	90
91	do.....	May 5, 1917	Dec. 24, 1917	Jan. 8, 1919	Aug. 17, 1918	Aug. 17, 1918	R-17.....SS94	91
92	do.....	June 16, 1917	Jan. 8, 1918	Jan. 23, 1919	Sept. 11, 1918	Sept. 11, 1918	R-18.....SS95	92
93	do.....	June 23, 1917	Jan. 28, 1918	Feb. 8, 1919	Oct. 7, 1918	Oct. 7, 1918	R-19.....SS96	93
94	do.....	June 4, 1917	Jan. 21, 1918	Feb. 22, 1919	Oct. 26, 1918	Oct. 26, 1918	R-20.....SS97	94
95	Dec. 30, 1916	Apr. 19, 1917	July 10, 1918	Nov. 30, 1918	June 14, 1919	June 17, 1919	R-21.....SS98	95
96	do.....	do.....	Sept. 23, 1918	Dec. 22, 1918	July 31, 1919	Aug. 1, 1919	R-22.....SS99	96
97	do.....	Apr. 25, 1917	Nov. 5, 1918	Jan. 15, 1919	Oct. 22, 1918	Oct. 23, 1919	R-23.....SS100	97
98	do.....	May 9, 1917	Aug. 21, 1918	Feb. 7, 1919	June 26, 1919	June 27, 1919	R-24.....SS101	98
99	do.....	Apr. 26, 1917	May 15, 1919	Mar. 1, 1919	Oct. 22, 1919	Oct. 23, 1919	R-25.....SS102	99
100	do.....	do.....	June 18, 1919	Mar. 22, 1919	Oct. 23, 1919	do.....	R-26.....SS103	100
101	do.....	May 16, 1917	Sept. 23, 1918	Apr. 24, 1919	Aug. 29, 1919	Sept. 3, 1919	R-27.....SS104	101

¹ Date of completion.

SUBS-24
SUBS. FL
EAGLES
SUB. CH
GUNBT
YACHTS
TEND'S
END
TEND'S
REPAIR
STORE
COLLIE
OILER
AMT
CARG
TRANS
HOSP
TUG
MISC.
UNCL
AIRC
DIST.
STR
H

SUBMARINES—SECOND LINE (OSS).

	Name and official number	Length over all	Breadth, extreme	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel		Maximum speed ¹			
				Mean draft	Displacement ¹		Surface		Submerged
					Surface	Submerged			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Knots</i>	<i>Knots</i>	
1	H-2.....SS29	150 3	15 9½	12 5	358.00	434.00	14.1	10.6	1
2	H-3.....SS30	150 3	15 9½	12 5	358.00	434.00	14.1	10.6	2
3	K-1.....SS32	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	3
4	K-2.....SS33	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	4
5	K-3.....SS34	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	5
6	K-4.....SS35	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	6
7	K-5.....SS36	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	7
8	K-6.....SS37	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	8
9	K-7.....SS38	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	9
10	K-8.....SS39	153 6	16 8½	13 1	392.00	521.00	14.1	10.6	10
11	L-2.....SS41	168 6	17 5	13 7	450.00	548.00	14.0	10.5	11
12	L-3.....SS42	168 6	17 5	13 7	450.00	548.00	14.0	10.5	12
13	L-9.....SS49	168 6	17 5	13 7	450.00	548.00	14.0	10.5	13
14	L-11.....SS51	168 6	17 5	13 7	450.00	548.00	14.0	10.5	14
Total surface displacement.....					5,652.00				

¹ Estimated.

Former names: H-2, Nautilus; H-3, Garfish; K-1, Haddock; K-2, Cachalot; K-3, Orca; K-4, Walrus.

SUBMARINES—SECOND LINE (OSS).

	Fuel-oil supply		Armament		Torpedoes carried	Quarters available (officers)	Messes (complement)		Name and official number	
	Maximum	Normal	Guns	Torpedo tubes			Chief petty officers	Other enlisted men		
	Galls.	Galls.								
1	9,663	5,220	None.....	4	8	2	3	20	H-2.....SS29	1
2	9,663	5,220	do.....	4	8	2	3	20	H-3.....SS30	2
3	17,086	9,326	do.....	4	8	2	3	20	K-1.....SS32	3
4	17,086	9,326	do.....	4	8	2	3	20	K-2.....SS33	4
5	17,086	9,326	do.....	4	8	2	3	20	K-3.....SS34	5
6	17,086	9,326	do.....	4	8	2	3	20	K-4.....SS35	6
7	17,086	9,326	do.....	4	8	2	3	20	K-5.....SS36	7
8	17,086	9,326	do.....	4	8	2	3	20	K-6.....SS37	8
9	17,086	9,326	do.....	4	8	2	3	20	K-7.....SS38	9
10	17,086	9,326	do.....	4	8	2	3	20	K-8.....SS39	10
11	19,501	9,361	1 3", 23 cal.	4	8	3	3	23	L-2.....SS41	11
12	19,501	9,361	do.....	4	8	3	3	23	L-3.....SS42	12
13	19,501	9,361	do.....	4	8	3	3	23	L-9.....SS49	13
14	19,501	9,361	do.....	4	8	3	3	23	L-11.....SS51	14

10895—29—11

SUBS. 2d
SUBS. FL
EAGLES
SUB. CH
GUNB T
YACHTS
TEND'S
END'S
TEND'S
REPAIR
STOR
COLLIE
OILE
AM'T
CAR
TRAN
HOSP
TU
MISC
UNCI
AIRC
DIST
ST

SUBMARINES—SECOND LINE (OSS).

	Name and official number	Number of propellers	Main engines					Make	
			Total S. H. P.	R. P. M.	Cycle	Number of cylinders			
1	H-2.....SS29	2	480	350	4	8	New London S. E. Co.....	1	
2	H-3.....SS30	2	480	350	4	8	do.....	2	
3	K-1.....SS32	2	480	350	4	8	do.....	3	
4	K-2.....SS33	2	480	350	4	8	do.....	4	
5	K-3.....SS34	2	480	350	4	8	do.....	5	
6	K-4.....SS35	2	480	350	4	8	do.....	6	
7	K-5.....SS36	2	480	350	4	8	do.....	7	
8	K-6.....SS37	2	480	350	4	8	do.....	8	
9	K-7.....SS38	2	480	350	4	8	do.....	9	
10	K-8.....SS39	2	480	350	4	8	do.....	10	
11	L-2.....SS41	2	900	450	2	6	Busch-Sulzer.....	11	
12	L-3.....SS42	2	900	450	2	6	do.....	12	
13	L-9.....SS49	2	900	450	2	6	do.....	13	
14	L-11.....SS51	2	900	450	2	6	do.....	14	

Total shaft horsepower 8,400.

SUBMARINES—SECOND LINE (OSS).

	Motors				Storage battery		Name	
	Make	Total B.H.P.	Control		Make	Type		
			Make	Type				
1	Elec. Dy. Co.	600	Elec. Boat Co.	Knife switch	Elec. Stor. Bat. Co.	27-WL	H-2	1
2	do	600	do	do	do	27-WL	H-3	2
3	do	680	Cut.-Ham. Co.	Mag. controller.	do	49-WL	K-1	3
4	do	680	do	do	do	49-WL	K-2	4
5	do	680	do	do	do	49-WL	K-3	5
6	do	680	do	do	do	49-WL	K-4	6
7	do	680	do	do	do	49-WL	K-5	7
8	do	680	do	do	do	49-WL	K-6	8
9	do	680	do	do	do	49-WL	K-7	9
10	do	680	do	do	do	49-WL	K-8	10
11	do	680	do	do	do	27-WL	L-2	11
12	do	680	do	do	do	27-WL	L-3	12
13	do	680	do	do	do	49-WL	L-9	13
14	do	680	do	do	do	49-WL	L-11	14

Total brake horsepower 9,360.

SUBS. F
EAGLE
SUB. C
GUNB
YACH
TEND
END
TEND
REPA
STO
COLLI
OILE
AM
CAR
TRAN
HOSI
TU
MISC
UNC
AIR
DIS
SI

SUBMARINES—SECOND LINE (OSS).

	Name and official num- ber	Contractor	Builder	Date of act authorizing building	
1	H-2.....SS29	Electric Boat Co., New York...	Union Iron Works, San Fran- cisco.	Mar. 3, 1909	1
2	H-3.....SS30	do.....	The Moran Co., Seattle, Wash.	do.....	2
3	K-1.....SS32	do.....	Fore River S. B. Co., Quincy..	June 24, 1910	3
4	K-2.....SS33	do.....	do.....	do.....	4
5	K-3.....SS34	do.....	Union Iron Works, San Fran- cisco.	do.....	5
6	K-4.....SS35	do.....	The Moran Co., Seattle, Wash.	do.....	6
7	K-5.....SS36	do.....	Fore River S. B. Co., Quincy..	Mar. 4, 1911	7
8	K-6.....SS37	do.....	do.....	do.....	8
9	K-7.....SS38	do.....	Union Iron Works, San Fran- cisco.	do.....	9
10	K-8.....SS39	do.....	do.....	do.....	10
11	L-2.....SS41	Lake Torp. B. Co., Bridge- port, Conn.	Fore River S. B. Co., Quincy..	Aug. 22, 1912	11
12	L-3.....SS42	do.....	do.....	do.....	12
13	L-9.....SS49	do.....	do.....	Mar. 4, 1913	13
14	L-11.....SS51	do.....	do.....	do.....	14

SUBMARINES—SECOND LINE (OSS).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Aug. 10, 1910	Mar. 23, 1911	June 4, 1913	Jan. 10, 1913	Nov. 29, 1913	Dec. 1, 1913	H-2.....	1
2	do.....	Apr. 3, 1911	July 3, 1913	Feb. 10, 1913	Jan. 16, 1914	Jan. 16, 1914	H-3.....	2
3	May 31, 1911	Feb. 20, 1912	Sept. 3, 1913	June 30, 1913	Mar. 17, 1914	Mar. 17, 1914	K-1.....	3
4	do.....	do.....	Oct. 4, 1913	do.....	Jan. 30, 1914	Jan. 31, 1914	K-2.....	4
5	do.....	Jan. 15, 1912	Mar. 14, 1914	July 31, 1913	Oct. 29, 1914	Oct. 30, 1914	K-3.....	5
6	do.....	Jan. 27, 1912	Mar. 19, 1914	Aug. 31, 1913	Oct. 26, 1914	Oct. 24, 1914	K-4.....	6
7	Oct. 27, 1911	June 10, 1912	Mar. 17, 1914	Oct. 27, 1913	Aug. 20, 1914	Aug. 22, 1914	K-5.....	7
8	do.....	June 19, 1912	Mar. 26, 1914	Nov. 27, 1913	Sept. 8, 1914	Sept. 9, 1914	K-6.....	8
9	do.....	May 10, 1912	June 20, 1914	Dec. 27, 1913	Dec. 1, 1914	Dec. 1, 1914	K-7.....	9
10	do.....	do.....	July 11, 1914	Jan. 27, 1914	do.....	do.....	K-8.....	10
11	Feb. 1, 1913	Mar. 19, 1914	Feb. 11, 1915	Jan. 1, 1915	Sept. 28, 1916	Sept. 29, 1916	L-2.....	11
12	do.....	Apr. 18, 1914	Mar. 15, 1915	Feb. 1, 1915	Apr. 21, 1916	Apr. 22, 1916	L-3.....	12
13	Mar. 14, 1914	Nov. 2, 1914	Oct. 27, 1915	Mar. 14, 1916	Aug. 4, 1916	Aug. 4, 1916	L-9.....	13
14	July 29, 1914	Feb. 17, 1915	May 16, 1916	Sept. 29, 1916	Aug. 15, 1916	Aug. 15, 1916	L-11.....	14

SUBS.
EAG
SUB.
GUN
YAC
TEND
END
TEND
REP
STO
COL
OIL
AM
CA
TRA
HO
T
MIL
UN
AI
DE
S

FLEET SUBMARINES—FIRST LINE (SF).

Name and official number		Length over all	Breadth extreme	Ship fully equipped, ready for sea—normal stores, ammunition, and fuel		
				Mean draft	Displacement	
					Surface	Sub- merged
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>
1	T1.....SF1	268 9	22 7½	14 2	1,106	1,487
2	T2.....SF2	268 9	22 7½	14 2	1,106	1,487
3	T3.....SF3	268 9	22 7½	14 2	1,106	1,487
4	V1.....SF4	341 6	27 7	15 7	2,119	2,506
5	V2.....SF5	341 6	27 7	15 7	2,119	2,506
6	V3.....SF6	341 6	27 7	15 7	2,119	2,506

FLEET SUBMARINES—(MINE-LAYING TYPE) (SM).

	Name and official number	Length over all	Breadth extreme	Standard displacement		
				Mean draft	Displacement	
					Surface	Sub-merged
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>
1	V4.....(ex-SF7) SM1	381 0	33 7½	15 2	2,680	4,080

FLEET SUBMARINES—FIRST LINE (SF).

	Shaft horse- power	Contractor	Builder	Date of act authorizing building	Name and official number	
1	4,000	Elect. Boat Co., N. Y.....	Fore Riv. S. B. Corp., Quincy	June 30, 1914	T1.....SF1	1
2	4,000	do.....	do.....	Mar. 3, 1915 ¹	T2.....SF2	2
3	4,700	do.....	do.....	do.....	T3.....SF3	3
4	6,700	U. S. Government.....	Navy yard, Portsmouth, N. H.	July 1, 1918 ²	V1.....SF4	4
5	6,700	do.....	do.....	do.....	V2.....SF5	5
6	6,700	do.....	do.....	do.....	V3.....SF6	6
	32,800				Total S. H. P.	

¹ Together with act of June 27, 1916.² Together with act of Aug. 29, 1916.

T-1 formerly AA-1, originally Schley; T-2 formerly AA-2; T-3 formerly AA-3.

FLEET SUBMARINES—(MINE-LAYING TYPE) (SM).

	Shaft horse- power	Contractor	Builder	Date of act authorizing building	Name and official number	
1		U. S. Government.....	Navy yard, Portsmouth, N. H.	May 28, 1924 ¹	V4.....SM1	1

¹ Together with act of Aug. 29, 1916.

SUBS. F
EAGLE
SUB. C
GUNB
YACH
TEND
END
TEND
REPA
STON
COLLI
OILE
AM
CAR
TRAN
HOSI
TU
MISC
UNC
AIR
DIS
SI
I

FLEET SUBMARINES—FIRST LINE (SF).

	Name and official number	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	
1	T-1.....SF1	Mar. 19, 1915	June 21, 1916	July 25, 1918	Mar. 19, 1918	Jan. 30, 1920	Jan. 30, 1920	1
2	T-2.....SF2	Oct. 2, 1916	May 31, 1917	Sept. 6, 1919	Oct. 2, 1918	Jan. 7, 1922	Jan. 7, 1922	2
3	T-3.....SF3	do.....	May 21, 1917	May 24, 1919	Dec. 2, 1918	Dec. 7, 1920	Dec. 7, 1920	3
4	V-1.....SF4	Mar 12, 1920 ¹	Oct. 20, 1921	July 17, 1924	.....	.....	Oct. 1, 1924	4
5	V-2.....SF5	do. ¹	do.....	Dec. 27, 1924	.....	.....	Sept. 26, 1925	5
6	V-3.....SF6	do. ¹	Nov. 16, 1921	June 9, 1925	.....	.....	May 22, 1926	6

¹ Date assigned to yard.**FLEET SUBMARINES (MINE-LAYING TYPE) (SM).**

	Name and official number	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	
1	V-4.....SM1	July 18, 1924 ¹	May 1, 1925	Nov. 10, 1927	.....	.....	Apr. 2, 1928	1

¹ Date assigned to yard.

FLEET SUBMARINES—FIRST LINE (SF).

	Quarters available (officers)	Messes (complement)		Name and official number	
		Chief petty officers	Other en- listed men		
1	4	5	45	T-1.....SF1	1
2	4	5	45	T-2.....SF2	2
3	4	5	45	T-3.....SF3	3
4	7	9	70	V-1.....SF4	4
5	7	9	70	V-2.....SF5	5
6	7	9	70	V-3.....SF6	6

FLEET SUBMARINES (MINE-LAYING TYPE) (SM).

	Quarters available (officers)	Messes (complement)		Name and official number	
		Chief petty officers	Other en- listed men		
1	7	9	70	V-4.....SM1	1

FLEET SUBMARINES—(CRUISER TYPE) (SC).

	Name and official number	Length over all	Breadth extreme	Standard displacement		
				Mean draft	Displacement	
					Surface	Sub-merged
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>
1	V5.....(ex-SF8) SC1	371 0	33 3	15 11	2,760	3,960
2	V6.....(ex-SF9) SC2	371 0	33 3	15 11	2,760	3,960
3	V7.....SC3					
4	V8.....SC4					
5	V9.....SC5					
Total surface displacement (fleet submarines).....					17,875	

NOTE.—The act of Aug. 29, 1916, authorized 9 fleet submarines, of which 6 are built or building—V-1 to V-6, inclusive. No funds have been appropriated for the remaining 3.

FLEET SUBMARINES (CRUISER TYPE) (SC).

	Name and official number	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission
1	V-5.....SC1	Mar. 7, 1925	May 10, 1927				
2	V-6.....SC2	do. ¹	Aug. 2, 1927				
3	V-7.....SC3						
4	V-8.....SC4						
5	V-9.....SC5						

¹ Date assigned to yard.

FLEET SUBMARINES—(CRUISER TYPE) (SC).

	Shaft horse- power	Contractor	Builder	Date of act authorizing building	Name and official number	
1	-----	U. S. Government.....	Navy yard, Portsmouth, N. H.	Feb. 11, 1925 ¹	V5.....SC1	1
2	-----	do.....	Navy yard, Mare Island.....	do. ¹	V6.....SC2	2
3	-----	-----	-----	Mar. 2, 1929 ²	V7.....SC3	3
4	-----	-----	-----	do. ²	V8.....SC4	4
5	-----	-----	-----	do. ²	V9.....SC5	5
	-----	Total S. H. P.				

¹ Together with act of Aug. 29, 1916.² Authorized, act of Aug. 29, 1916; naval appropriation act approved Mar. 2, 1929, contained funds for beginning construction.**FLEET SUBMARINES (CRUISER TYPE) (SC).**

	Name and official number	Quarters available (officers)	Messes (complement)		
			Chief petty officers	Other en- listed men	
1	V-5.....SC1	9	9	70	1
2	V-6.....SC2	9	9	70	2
3	V-7.....SC3				3
4	V-8.....SC4				4
5	V-9.....SC5				5

PATROL VESSELS—EAGLES (PE).

Name	Builder	Length between perpen- diculars	Beam on load water line	Mean draft	Displace- ment (normal)	Tons per inch of immer- sion
EAGLE 1 to EAGLE 60...	Ford Motor Co., Detroit, Mich. ¹	<i>Ft. in.</i> 200 0	<i>Ft. in.</i> 25 6	<i>Ft. in.</i> 7 3	<i>Tons</i> 500	8

Name	Propellers	Type of engines	Boilers (Oil burning)		S. H. P. of main engine only	Total maximum S. H. P.	Total weight of ma- chinery (wet)
			Number and type	Total heating surface			
EAGLE 1 to EAGLE 60...	1	Poole geared turbine.	2 Bureau express....	3,000	2,500	(²)	<i>Tons</i> 93.7

Name	Date of act authorizing building	Rig and number of funnels	Quarters available	Messes (complement)	
			Officers	Chief petty officers	Other enlisted men
EAGLE 1 to EAGLE 60...	Mar. 4, 1917 ⁴	2 masts; 1 funnel.....	5	4	46

¹ Built on basis of cost plus a fixed sum.² Estimated.³ Total S. H. P. for the 53 boats on Navy list July 1, 1929: 132,500.⁴ Emergency fund.

NOTE.—There were under construction 112 vessels of this class, Eagle 1 to Eagle 112.

Contracts for Eagle 61 to Eagle 112 were canceled Nov. 30, 1919.....	52
Eagle 20 transferred to Coast Guard, Nov. 26, 1919.....	1
Eagles 16, 21, and 30 transferred to Coast Guard Dec. 19, 1919.....	3
Eagle 25, sunk June 11, 1920; salvaged and sold Dec. 29, 1921.....	1
Eagle 17, wrecked; stricken Oct. 11, 1923.....	1
Eagle 31, sold May 18, 1923.....	1
Remaining in service July 1, 1929.....	53

Total..... 112
 (Eagle 22, transferred to Coast Guard Dec. 19, 1919, was returned to the Navy June 22, 1923.)

PATROL VESSELS—EAGLES (PE).

Length over all	Full-load displace- ment	Draft aft designed full load	Speed on trial	Displace- ment on tria	Fuel capacity	Fuel capacity (oil, 39 cu. ft. = 1 ton)	Name
<i>Ft. in.</i>	<i>Tons</i>	<i>Ft. in.</i>	<i>Knots</i>	<i>Tons</i>	<i>Galls.</i>	<i>Tons</i>	
200 9	1 615	8 6	18.32	494	44,400	152	EAGLE 1 to EAGLE 60. ⁴

Turbo-generator sets					En- dur- ance	Cruis- ing speed	Name
Num- ber	Kilo- watts (each)	Volts	Type	Builders			
2	10	120	RC27B 2-10-4000	G. E. Co.-----	<i>Miles</i> 3,500	<i>Knots</i> 10	EAGLE 1 to EAGLE 60. ⁴

Guns	Name
2 4", 50 cal. R. F. 1 3", 50 cal. A. A. 2 machine guns.-----	EAGLE 1 to EAGLE 60.

¹ Estimated.² Tip of propeller blade passes 3 feet 2½ inches below line of keel from which draft figures are laid off.³ Based on 4-hour full-speed trial of Eagle 1.⁴ Nos. 35 and 58 have 2 each 10 k. w., 120 v., 4,000 r. p. m., Westinghouse.

PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 166 and 167]

	Name and official number	Keel laid	Ship launched	Date of preliminary acceptance	Date of first commission	
1	EAGLE 1.....PE1	May 7, 1918	July 11, 1918		Oct. 28, 1918	1
2	EAGLE 2.....PE2	May 10, 1918	Aug. 19, 1918	Oct. 28, 1918	Nov. 7, 1918	2
3	EAGLE 3.....PE3	May 16, 1918	Sept. 11, 1918		Nov. 11, 1918	3
4	EAGLE 4.....PE4	May 21, 1918	Sept. 15, 1918		Nov. 14, 1918	4
5	EAGLE 5.....PE5	May 28, 1918	Sept. 23, 1918		Nov. 19, 1918	5
6	EAGLE 6.....PE6	June 3, 1918	Oct. 16, 1918		Nov. 21, 1918	6
7	EAGLE 7.....PE7	June 8, 1918	Oct. 5, 1918		Nov. 24, 1918	7
8	EAGLE 8.....PE8	June 10, 1918	Nov. 11, 1918	Oct. 27, 1919	Oct. 31, 1919	8
9	EAGLE 9.....PE9	June 17, 1918	Nov. 8, 1918	Aug. 14, 1919	Oct. 27, 1919	9
10	EAGLE 10.....PE10	July 6, 1918	Nov. 9, 1918	Oct. 27, 1919	Oct. 31, 1919	10
11	EAGLE 11.....PE11	July 13, 1918	Nov. 14, 1918	May 29, 1919	May 29, 1919	11
12	EAGLE 12.....PE12	do.....	Nov. 12, 1918	Nov. 6, 1919	Nov. 6, 1919	12
13	EAGLE 13.....PE13	July 15, 1918	Jan. 9, 1919	Apr. 12, 1919	Apr. 2, 1919	13
14	EAGLE 14.....PE14	July 20, 1918	Jan. 23, 1919	June 19, 1919	June 17, 1919	14
15	EAGLE 15.....PE15	July 21, 1918	Jan. 25, 1919	June 11, 1919	June 11, 1919	15
16	EAGLE 18.....PE18	Aug. 5, 1918	Feb. 10, 1919	Aug. 7, 1919	Aug. 7, 1919	16
17	EAGLE 19.....PE19	Aug. 6, 1918	Jan. 30, 1919	June 25, 1919	June 25, 1919	17
18	EAGLE 22.....PE22	Sept. 5, 1918	Feb. 10, 1919	July 17, 1919	July 17, 1919	18
19	EAGLE 23.....PE23	Sept. 11, 1918	Feb. 20, 1919	June 19, 1919	June 19, 1919	19
20	EAGLE 24.....PE24	Sept. 13, 1918	Feb. 24, 1919	July 12, 1919	July 12, 1919	20
21	EAGLE 26.....PE26	Sept. 25, 1918	Mar. 1, 1919	Sept. 15, 1919	Oct. 1, 1919	21
22	EAGLE 27.....PE27	Oct. 22, 1918	do.....	July 14, 1919	July 14, 1919	22
23	EAGLE 28.....PE28	Oct. 23, 1918	do.....	July 28, 1919	July 28, 1919	23
24	EAGLE 29.....PE29	Nov. 18, 1918	Mar. 8, 1919	Aug. 15, 1919	Aug. 20, 1919	24
25	EAGLE 32.....PE32	Nov. 30, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919	25
26	EAGLE 33.....PE33	Dec. 4, 1918	do.....	do.....	do.....	26
27	EAGLE 34.....PE34	Jan. 8, 1919	do.....	Aug. 29, 1919	Sept. 3, 1919	27
28	EAGLE 35.....PE35	Jan. 13, 1919	Mar. 22, 1919	Aug. 21, 1919	Aug. 22, 1919	28
29	EAGLE 36.....PE36	Jan. 22, 1919	do.....	Aug. 18, 1919	Aug. 20, 1919	29
30	EAGLE 37.....PE37	Jan. 27, 1919	Mar. 24, 1919	Aug. 29, 1919	Sept. 30, 1919	30
31	EAGLE 38.....PE38	Jan. 31, 1919	Mar. 29, 1919	July 30, 1919	July 30, 1919	31
32	EAGLE 39.....PE39	Feb. 3, 1919	do.....	Sept. 10, 1919	Sept. 20, 1919	32
33	EAGLE 40.....PE40	Feb. 7, 1919	Apr. 5, 1919	Sept. 15, 1919	Oct. 1, 1919	33
34	EAGLE 41.....PE41	Feb. 10, 1919	do.....	do.....	Sept. 26, 1919	34
35	EAGLE 42.....PE42	Feb. 13, 1919	May 17, 1919	Oct. 3, 1919	Oct. 3, 1919	35
36	EAGLE 43.....PE43	Feb. 17, 1919	do.....	Sept. 18, 1919	Oct. 2, 1919	36
37	EAGLE 44.....PE44	Feb. 20, 1919	May 24, 1919	Sept. 30, 1919	Oct. 4, 1919	37
38	EAGLE 45.....PE45	do.....	May 17, 1919	Oct. 2, 1919	Oct. 2, 1919	38
39	EAGLE 46.....PE46	Feb. 24, 1919	May 24, 1919	Sept. 29, 1919	Oct. 3, 1919	39

PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 166 and 167]

	Name and official number	Keel laid	Ship launched	Date of preliminary acceptance	Date of first commission	
40	EAGLE 47.....PE47	Mar. 3, 1919	June 19, 1919	Sept. 27, 1919	Oct. 4, 1919	40
41	EAGLE 48.....PE48	do.....	May 24, 1919	Sept. 23, 1919	Oct. 8, 1919	41
42	EAGLE 49.....PE49	Mar. 4, 1919	June 14, 1919	Sept. 25, 1919	Oct. 10, 1919	42
43	EAGLE 50.....PE50	Mar. 10, 1919	July 18, 1919	do.....	Oct. 6, 1919	43
44	EAGLE 51.....PE51	do.....	June 14, 1919	Sept. 19, 1919	Oct. 2, 1919	44
45	EAGLE 52.....PE52	do.....	July 9, 1919	Sept. 24, 1919	Oct. 10, 1919	45
46	EAGLE 53.....PE53	Mar. 17, 1919	Aug. 13, 1919	Oct. 11, 1919	Oct. 20, 1919	46
47	EAGLE 54.....PE54	do.....	July 17, 1919	Sept. 29, 1919	Oct. 10, 1919	47
48	EAGLE 55.....PE55	do.....	July 22, 1919	Sept. 30, 1919	do.....	48
49	EAGLE 56.....PE56	Mar. 25, 1919	Aug. 15, 1919	Oct. 15, 1919	Oct. 26, 1919	49
50	EAGLE 57.....PE57	do.....	July 29, 1919	Sept. 30, 1919	Oct. 15, 1919	50
51	EAGLE 58.....PE58	do.....	Aug. 2, 1919	Oct. 8, 1919	Oct. 20, 1919	51
52	EAGLE 59.....PE59	Mar. 31, 1919	Apr. 12, 1919	Sept. 9, 1919	Sept. 19, 1919	52
53	EAGLE 60.....PE60	do.....	Aug. 13, 1919	Oct. 15, 1919	Oct. 27, 1919	53

Eagles on Navy list, July 1, 1929: 53; total displacement: 26,500 tons.

SUB. C
GUNB
YACH
TEND'
'END'
TEND'
REPA
STON
COLLI
OILE
AM'
CAR
TRAN
HOSH
TU
MISC
UNC
AIR
DIS
S

PATROL VESSELS—SUBMARINE CHASERS (PC).

Type	Length between perpen- diculars	Breadth on load water line	Mean hull draft	Displace- ment (normal)	Tons per inch im- mersion (normal)	Length over all	Full load displace- ment	Draft aft. at full load
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Ft. in.</i>
SUBMARINE CHASERS.	105 0	14 9	5 6	77	2 3	110 0	85	5 8

Type	Propel- lers	Number and type of engine	Cycle	Cylinders per engine	Cylinder diameter	Stroke	Total S. H. P. (each boat)
					<i>Inches</i>	<i>Inches</i>	
SUBMARINE CHASERS	3	3 Standard (gas)----	4	6	10	11	1 660

¹ Total S. H. P. for the 27 boats on Navy list July 1, 1929, 17,820.

PATROL VESSELS—SUBMARINE CHASERS (PC).

Highest speed on trial	Mean displacement on trial	Battery	Quarters available, (officers)	Messes (complement)		Date of act authorizing building	Type
				Chief petty officers	Other enlisted men		
¹ 17	² 65	1 3", 23 cal-----	2	1	23	Mar. 4, 1917 ³ Oct. 6, 1917 ³	SUBMARINE CHASERS.

Generating sets				Storage batteries			Rig	Type
Number	Kilo-watts	Volts	Builders	Number	Volts	Ampere hours		
1	4½	120	Electro-Dynamic Co---	2	30	140	1 pole mast	SUBMARINE CHASERS.

¹ Approximate.² Estimated.³ Emergency funds.

NOTE.—There were actually built for the Navy 341 of these vessels in addition to 100 for the French Government. Vessels other than those listed in the following pages as remaining in service are accounted for as follows:

Not built or not completed: Nos. 139, 410, 442, 445, 446, 447, 448. 7
 Built for France: Nos. 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 28, 29, 30, 31, 32, 33, 65, 66, 67, 75, 76, 140, 141, 142, 146, 160, 161, 162, 163, 169, 170, 171, 172, 173, 174, 175, 176, 243, 249, 313, 314, 315, 316, 317, 318, 319, 347, 348, 350, and 357 to 406, inclusive. 100
 Transferred to War Department: Nos. 18, 20, 108, 233, 234, 267, 275, 276, 279, 280, 281, 307, and 414. 13
 Transferred to Treasury Department for Coast Guard Service: Nos. 22, 27, 68, 70, 152, 153, 155, 183, 197, 199, 203, 268, 333, 334, 335, 415, 417, 435, 438. 19
 Lost and destroyed: Nos. 23, 53, 58, 60, 117, 132, 184, 187, 209, 219, 256, 282, 340, and 343. 14
 Sold in Italy: Nos. 78, 94, 179, and 327. 4
 Sold in Greece: Nos. 82, 128, 215, and 248. 4
 Sold in Cuba: Nos. 274, 302, 311, and 312. 4
 Sold at large: Nos. 1, 2, 3, 4, 6, 17, 19, 21, 24, 25, 26, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 59, 61, 62, 69, 71, 72, 73, 74, 77, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 96, 97, 98, 99, 100, 101, 104, 105, 106, 107, 109, 110, 111, 112, 113, 114, 115, 116, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 129, 139, 131, 133, 134, 135, 136, 137, 138, 144, 145, 147, 148, 149, 150, 151, 154, 156, 157, 158, 159, 164, 165, 166, 167, 168, 177, 178, 180, 181, 182, 186, 188, 189, 190, 191, 193, 194, 195, 196, 198, 200, 201, 202, 204, 205, 206, 207, 208, 211, 212, 213, 214, 216, 217, 218, 220, 221, 222, 225, 226, 227, 228, 230, 232, 235, 236, 237, 238, 239, 240, 241, 242, 244, 245, 246, 247, 250, 251, 253, 254, 255, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 269, 270, 272, 273, 277, 278, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 303, 304, 305, 308, 309, 310, 320, 321, 322, 323, 324, 325, 329, 331, 332, 336, 337, 338, 339, 341, 342, 344, 345, 346, 349, 351, 352, 354, 355, 356, 407, 408, 409, 411, 413, 416, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 429, 430, 434, 436, 439, 441, 443, 444. 255
 Loaned: No. 428 to city of Baltimore. 1
 Remaining in service July 1, 1929. 27

Total..... 448

10895—29—12

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 170 and 171]

	Name and official number	Builder	Contract price, hull and machinery	Date of contract	Date of first commission	
1	S. C. 57....PC57	Navy yard, Brooklyn.....		Mar. 19, 1917	May 6, 1918	1
2	S. C. 63....PC63	do.....		do.....	May 16, 1918	2
3	S. C. 64....PC64	do.....		do.....	do.....	3
4	S. C. 102....PC102	Elco Co., Bayonne, N. J.....	\$72,150.00	Apr. 15, 1917	Mar. 12, 1918	4
5	S. C. 103....PC103	do.....	72,150.00	do.....	Mar. 7, 1918	5
6	S. C. 143....PC143	Rocky River D. D. Co., Rocky River, Ohio.	74,150.00	Apr. 16, 1917	Nov. 10, 1917	6
7	S. C. 185....PC185	International S. B. & M. E. Co., Upper Nyack, N. Y.	68,500.00	do.....	Apr. 27, 1918	7
8	S. C. 192....PC192	General S. B. & Aero Co., Alexandria, Va.	70,900.50	Apr. 10, 1917	Mar. 13, 1918	8
9	S. C. 210 ¹....PC210	Mathis Y. B. Co., Camden, N. J..	71,850.00	Apr. 16, 1917	Mar. 18, 1918	9
10	S. C. 223....PC223	New York Y., L. & E. Co., Morris Heights.	72,600.00	do.....	Dec. 5, 1917	10
11	S. C. 224....PC224	do.....	72,600.00	do.....	Oct. 27, 1917	11
12	S. C. 229....PC229	do.....	72,600.00	do.....	Jan. 23, 1918	12
13	S. C. 231....PC231	do.....	72,600.00	do.....	Feb. 8, 1918	13
14	S. C. 252....PC252	Camden Anchor-Rockland Machine Co., Camden, Me.	73,650.00	do.....	Mar. 7, 1918	14

¹ Sale recommended.

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 170 and 171]

	Name and official number	Builder	Contract price, hull and machinery	Date of contract	Date of first commission	
15	S. C. 271...PC271	Geo. Lawley & Sons, Neponset, Mass.	\$74,650.00	Apr. 16, 1917	Apr. 1, 1918	15
16	S. C. 306...PC306	Navy yard, Puget Sound, Wash.	-----	-----	Feb. 27, 1918	16
17	S. C. 326...PC326	Kyle & Purdy, City Island, N. Y.	74,650.00	Apr. 16, 1917	Nov. 14, 1917	17
18	S. C. 328...PC328	Great Lakes B. B. Corp., Milwaukee.	74,650.00	-----do-----	Oct. 20, 1917	18
19	S. C. 330...PC330	Burger Boat Co., Manitowoc.....	74,650.00	-----do-----	Feb. 8, 1918	19
20	S. C. 353...PC353	College Point Boat Co., College Point, N. Y.	68,650.00	Apr. 30, 1917	Mar. 20, 1918	20
21	S. C. 412...PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	May 3, 1919	21
22	S. C. 428 ¹ ...PC428	Mathis Yacht Building Co., Camden, N. J.	69,000.00	-----do-----	Jan. 8, 1919	22
23	S. C. 431 ² ...PC431	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	-----do-----	Sept. 1, 1921	23
24	S. C. 432...PC432	-----do-----	73,250.00	-----do-----	Apr. 1, 1919	24
25	S. C. 433 ² ...PC433	-----do-----	73,250.00	-----do-----	Sept. 1, 1921	25
26	S. C. 437 ² ...PC437	Rocky River D. D. Co., Rocky River, Ohio.	70,250.00	-----do-----	-----do-----	26
27	S. C. 440...PC440	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	-----do-----	Jan. 16, 1919	27

¹Loaned to city of Baltimore.²Returned to the Navy from the Treasury Department (Coast Guard), and commissioned Sept. 1, 1921.

Submarine chasers on Navy list July 1, 1929, 27; total displacement, 2,079 tons.

PATROL VESSELS—GUNBOATS (PG).

	Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load	
		Length over all	Length between perpen- diculars	Breadth on load water line	Mean draft	Dis- place- ment (nor- mal)	Tons per inch immer- sion	Dis- place- ment	Draft aft
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	ASHEVILLE.....PG21	241 2	225 0	41 2½	11 4	1,575	14.3	1,760	12 9 1
2	HELENA.....PG9	251 10	250 9	39 8	9 0	1,392	17.1	1,571	10 0 2
3	SACRAMENTO.....PG19	226 2	210 0	40 10½	11 6	1,425	13.0	1,592	12 7 3
4	TULSA.....PG22	241 2	225 0	41 2½	11 4	1,575	14.3	1,760	12 9 4
Total normal displacement.....						5,967			

¹Extreme breadth.

² Extreme breadth 40' 1½".

PATROL VESSELS—GUNBOATS (PG).

Trial		Fuel capacity			Rig		Name and official number	
Dis- place- ment	Speed	Coal ¹	Fuel oil		Num- ber of funnels	Masts		
		42 cubic feet per ton	40 cubic feet per ton	Gallons				
		<i>Tons</i>	<i>Tons</i>					
1	² 1, 575	² 12. 0	180	440	131, 670	1 2-----	ASHEVILLE.....PG21	1
2	1, 340	15. 5	³ 245	-----	-----	1 1 military-----	HELENA.....PG9	2
3	1, 395	12. 78	³ 428	-----	-----	1 1 pole, 1 mil....	SACRAMENTO.....PG19	3
4	² 1, 575	² 12. 0	-----	440	131, 670	1 2-----	TULSA.....PG22	4

¹ Calculated to 6 inches below beams.² Estimated.³ Calculated to bottom of beams.

PATROL VESSELS—GUNBOATS (PG).

Name	Number of propellers	Engines				Boilers			Indicated horsepower		
		Type	Cylinder diameters			Number and type	Total grate surface	Total heating surface	Main engines	Total maximum	
			H. P.	I. P.	L. P.						Stroke
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>Sq. ft.</i>	<i>Sq. ft.</i>			
1 ASHEVILLE.....	1	Parsons turb., red. gear.					3 Bu. mod. Thorny.	198	3,950	2 3 800	1
2 HELENA.....	2	Vert., 3-exp	15 $\frac{1}{4}$	22	33 $\frac{1}{4}$	18	4 Bu. mod. Thorny.	163	5,560	1,959	1,988
3 SACRAMENTO..	1	Vert., 3-exp	16	26 $\frac{1}{2}$	44	26	2 B. & W.	112	3,800	1,022	3
4 TULSA.....	1	Parsons geared turb.					3 Bu. mod. Thorny.	Oil.	3,950	2 3 800	4
Total horsepower.....											4,610

Name and official number	Armament	
	Guns	
	Main	Secondary
1 ASHEVILLE.....PG21	3 4", 50 cal.....	2 3-pdr.; 3 1-pdr.....
2 HELENA.....PG9	8 4", 40 cal.....	4 3-pdr.; 12 30 cal.....
3 SACRAMENTO.....PG19	3 4", 50 cal.....	2 3-pdr.; 2 1-pdr.; 4 30 cal.....
4 TULSA.....PG22	do.....	do.....

¹ Burns coal and oil.² Shaft horsepower.³ Designed.

PATROL VESSELS—GUNBOATS (PG).

	Total weight of machinery (wet)	Turbo-generator sets						Name and official number
		Number	Kilowatts (each)	Volts	Type	Builder		
Tons								
1	133	2	35	120	4-35-3400	Terry-G. E. Co.....	ASHEVILLE.....	PG21 1
2	-----	2	16	120	¹ 4-16-450	Sturtevant-G. E. Co.....	HELENA.....	PG9 2
3	162	2	25	120	2-25-3600	Curtis-G. E. Co.....	SACRAMENTO.....	PG19 3
4	133	2	35	120	4-35- ¹ / ₄ 3600	Westgh.....	TULSA.....	PG22 4

Quarters available				Messes (complement)		Name and official number
Cabin	Ward- room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	1	12	-----	13	136	● ASHEVILLE ¹ PG21
2	1	10	-----	12	145	HELENA ² PG9
3	1	11	-----	13	136	SACRAMENTO ¹ PG19
4	1	12	-----	13	136	TULSA ² PG22

¹ Reciprocating engine.² Also 25 marines, quarters not included in table.

YACHT
TEND'S
TEND'S
TEND'S
REPAI
STOR
COLLIE
OILE
AM'T
CARC
TRANS
HOSP
TUC
MISC.
UNCL
AIRC
DIST
ST
H

PATROL VESSELS—GUNBOATS (PG).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	ASHEVILLE.....	Navy yard, Charleston.....	¹ 1, 100, 000	Aug. 29, 1916	Aug. 29, 1916 ²	1
2	HELENA.....	Newport News S. B. Co.....	280, 000	Mar. 3, 1893	Jan. 29, 1894	2
3	SACRAMENTO.....	Wm. Cramp & Sons.....	492, 500	Mar. 4, 1911	Sept. 9, 1912	3
4	TULSA.....	Navy yard, Charleston.....		Aug. 29, 1916 July 1, 1918	July 2, 1918 ³	4

¹ Limit of cost.² Date assigned to yard.³ Reerected by the Shanghai (China) Dock & Engineering Co., Ltd.**PATROL VESSELS—RIVER GUNBOATS (PR).**

Name and official number		Dimensions			Ship fully equipped, ready for sea, normal stores, ammunition, and fuel			Full load		
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Displacement	Draft aft	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>	
1	GUAM.....PR3 <i>Et-PG43</i>	159 5	150 0	27 0	15 3	² 350				1
2	LUZON ³.....PR7 <i>Et-PG47</i>	210 9	198 0	31 0	16 0	² 500				2
3	MINDANAO ³.....PR8 <i>Et-PG48</i>	210 9	198 0	31 0	16 0	² 500				3
4	MONOCACY.....PR2 <i>Et-PG20</i>	165 6	160 0	24 6	2 5	190	7.6	204	2 5	4
5	OAHU.....PR6 <i>Et-PG46</i>	191 1	180 0	28 0	15 6	² 385				5
6	PALOS.....PR1 <i>Et-PG16</i>	165 6	160 0	24 6	2 5	190	7.6	204	2 5	6
7	PANAY.....PR5 <i>Et-PG45</i>	191 1	180 0	28 0	15 6	² 385				7
8	TUTUILA.....PR4 <i>Et-PG44</i>	159 5	150 0	27 0	15 3	² 350				8
Total displacement.....						2, 850				

¹ Fresh water.² Standard displacement.³ Fitted as a flagship.

PATROL VESSELS—GUNBOATS (PG).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	June 9, 1917	July 4, 1918	Feb. 20, 1919 ¹	-----	July 6, 1920	ASHEVILLE-----	1
2	Oct. 11, 1894	Jan. 30, 1896	Jan. 29, 1896	May 24, 1897	July 8, 1897	HELENA-----	2
3	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	Apr. 26, 1914	Apr. 26, 1914	SACRAMENTO-----	3
4	Dec. 9, 1919	Aug. 25, 1922	-----	-----	Dec. 3, 1923	TULSA-----	4

¹ Expiration of contract period.

PATROL VESSELS—RIVER GUNBOATS (PR).

Trial		Fuel capacity			Rig		Name and official number	
Displacement	Speed	Coal ¹	Fuel oil		Number of funnels	Masts		
		42 cubic feet per ton	39 cubic feet per ton	Gallons				
<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Tons</i>					
1	404	15.62	75	22,000	2	2-----	GUAM-----PR3 Ex-PG43	1
2			173	50,400	2	2-----	LUZON-----PR7 Ex-PG47	2
3			173	50,400	2	2-----	MINDANAO-----PR8 Ex-PG48	3
4	² 190	² 13.25	34		2	1 pole, 1 mil.	MONOCACY-----PR2 Ex-PG20	4
5			² 103		2	2-----	OAHU-----PR6 Ex-PG46	5
6	² 190	² 13.25	34		2	1 pole, 1 mil.	PALOS-----PR1 Ex-PG16	6
7			² 103		2	2-----	PANAY-----PR5 Ex-PG45	7
8			75	22,000	2	2-----	TUTUILA-----PR4 Ex-PG44	8

¹ Calculated to 6 inches below beams.² Estimated.

PATROL VESSELS—RIVER GUNBOATS (PR).

	Name and official number	Number of propellers	Engines					Boilers			Indicated horsepower	
			Type	Cylinder diameter			Stroke	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
				H. P.	L. P.	L. P.						
				In.	In.	In.	In.		Sq. ft.	Sq. ft.		
1	GUAM..... PR3 <i>Ex.-PG43</i>	2	Vert. 3 exp.....	12	18	29	16	2 Thorny...	Oil.	5,200 ¹	1,950	1
2	LUZON ² PR7 <i>Ex.-PG47</i>	2	do.....	15	23	36 ¹	18	do.....	Oil.	8,400 ¹	3,150	2
3	MINDANAO ² PR8 <i>Ex.-PG48</i>	2	do.....	15	23	36 ¹	18	do.....	Oil.	8,400 ¹	3,150	3
4	MONOCACY..... PR2 <i>Ex.-PG20</i>	2	Vert. compd.....	14	.....	26	14	2 B. & W., box.	95	2,900	1,800	4
5	OAHU ² PR6 <i>Ex.-PG46</i>	2	Vert. 3 exp.....	13 ¹	22	34	16	2 Thorny...	Oil.	6,000 ¹	2,250	5
6	PALOS..... PR1 <i>Ex.-PG16</i>	2	Vert. compd.....	14	.....	26	14	2 B. & W., box.	95	2,900	1,800	6
7	PANAY ² PR5 <i>Ex.-PG45</i>	2	Vert. 3 exp.....	13 ¹	22	34	16	2 Thorny...	Oil.	6,000 ¹	2,250	7
8	TUTUILA..... PR4 <i>Ex.-PG44</i>	2	do.....	12	18	29	16	do.....	Oil.	5,200 ¹	1,950	8
Total horsepower.....											16,300	

	Name and official number	Armament (guns)		
		Main	Secondary	
1	GUAM..... PR3 <i>Ex.-PG43</i>	2-3" 23 cal.....	10 30 cal.....	1
2	LUZON..... PR7 <i>Ex.-PG47</i>	2-3" 50 cal.....	do.....	2
3	MINDANAO..... PR8 <i>Ex.-PG48</i>	2-3" 50 cal.....	do.....	3
4	MONOCACY..... PR2 <i>Ex.-PG20</i>	2-3" 23 cal.....	7 30 cal.....	4
5	OAHU..... PR6 <i>Ex.-PG46</i>	2-3" 50 cal.....	10 30 cal.....	5
6	PALOS..... PR1 <i>Ex.-PG16</i>	2-3" 23 cal.....	7 30 cal.....	6
7	PANAY..... PR5 <i>Ex.-PG45</i>	2-3" 50 cal.....	10 30 cal.....	7
8	TUTUILA..... PR4 <i>Ex.-PG44</i>	2-3" 23 cal.....	do.....	8

¹ Designed.² Engines built at navy yard, New York.

PATROL VESSELS—RIVER GUNBOATS (PR).

	Total weight of machinery (wcl)	Turbo-generator sets					Name and official number
		Number	Kilowatts (each)	Volts	Type	Builders	
Tons							
1	132	{ 2 1	{ 25 10	{ 120 120	{ 4-25-1130 4-10-1150	{ Westinghouse Universal Motor Co. ¹	{ GUAM.....PR3 Ex-PG43
2	195	{ 2 1	{ 25 10	{ 120 120	{ do do. ¹	{ do. ¹	{ LUZON.....PR7 Ex-PG47
3	195	{ 2 1	{ 25 10	{ 120 120	{ do do. ¹	{ do. ¹	{ MINDANAO.....PR8 Ex-PG48
4	71	{ 1 2	{ 5 10	{ 120 120	{ 4-5-1130 4-10-3600	{ Winton Imperial ¹ Westinghouse	{ MONOCACY.....PR2 Ex-PG20
5	160	{ 2 1	{ 25 10	{ 120 120	{ 4-25-1130 4-10-1150	{ Westinghouse Universal Motor Co. ¹	{ OAHU.....PR6 Ex-PG46
6	71	{ 2 1	{ 10 5	{ 120 120	{ 4-10-3600 4-5-1130	{ Terry-G. E. Co. Westinghouse ¹	{ PALOS.....PR1 Ex-PG16
7	160	{ 2 1	{ 25 10	{ 120 120	{ 4-25-1130 4-10-1150	{ Westinghouse Universal Motor Co. ¹	{ PANAY.....PR5 Ex-PG45
8	132	{ 2 1	{ 25 10	{ 120 120	{ do do. ¹	{ do. ¹	{ TUTUILA.....PR4 Ex-PG44

	Quarters available				Messes (complement)		Name and official number
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1		5			3	46	GUAM.....PR3 Ex-PG43
2	1	10			4	47	LUZON ².....PR7 Ex-PG47
3	1	10			4	47	MINDANAO ².....PR8 Ex-PG48
4	1	2			1	49	MONOCACY.....PR2 Ex-PG20
5	1	7			4	47	OAHU ².....PR6 Ex-PG46
6	1	4			1	49	PALOS.....PR1 Ex-PG16
7	1	7			4	47	PANAY ².....PR5 Ex-PG45
8		5			3	46	TUTUILA.....PR4 Ex-PG44

¹Internal-combustion engine.²One spare cabin, not included in table.

YACHTS
TEND'S-I
END'S
TEND'S-I
REPAIR
STORE
COLLIER
OILERS
AM'TN
CARGO
TRANSP
HOSPIT
TUGS
MISC. A
UNCLAS
AIRCRA
DIST. C
STR.
HIS
SI

PATROL VESSELS—RIVER GUNBOATS (PR).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	GUAM.....	Kiangnan Dock & Engineering Works, Shanghai, China.	¹ \$212,900	Dec. 18, 1924	Mar. 1, 1926	1
2	LUZON.....	do.....	² 274,330	do.....	do.....	2
3	MINDANAO.....	do.....	² 274,330	do.....	do.....	3
4	MONOCACY.....	Navy yard, Mare Island ³	⁴ 215,000	Mar. 4, 1911	.....	4
5	OAHU.....	Kiangnan Dock & Engineering Works, Shanghai, China.	² 234,770	Dec. 18, 1924	Mar. 1, 1926	5
6	PALOS.....	Navy yard, Mare Island ³	⁴ 260,000	{ May 4, 1898 Aug. 22, 1912 }	.....	6
7	PANAY.....	Kiangnan Dock & Engineering Works, Shanghai, China.	² 234,770	Dec. 18, 1924	Mar. 1, 1926	7
8	TUTUILA.....	do.....	¹ 212,900	do.....	do.....	8

¹ Exclusive of bullet-proof steel and certain auxiliaries.² Exclusive of main engines, bullet-proof steel, and certain auxiliaries.³ Reerected by the Shanghai Dock & Engineering Co. (Ltd.), Shanghai, China.⁴ Limit of cost.

PATROL VESSELS—RIVER GUNBOATS (PR).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first com- mission	Name	
1	Oct. 17, 1926	May 28, 1927	Mar. 1, 1927	-----	Dec. 28, 1927	GUAM-----	1
2	Nov. 20, 1926	Sept. 12, 1927	Aug. 1, 1927	-----	June 1, 1928	LUZON-----	2
3	-----do-----	Sept. 28, 1927	Sept. 1, 1927	July 10, 1928	July 10, 1928	MINDANAO-----	3
4	Apr. 28, 1913	Apr. 27, 1914	-----	-----	June 24, 1914	MONOCACY-----	4
5	Dec. 18, 1926	Nov. 26, 1927	Jan. 1, 1928	Oct. 22, 1928	Oct. 22, 1928	OAHU-----	5
6	Apr. 28, 1913	Apr. 23, 1914	-----	-----	June 24, 1914	PALOS-----	6
7	Dec. 18, 1926	Nov. 11, 1927	Dec. 1, 1927	Sept. 10, 1928	Sept. 10, 1928	PANAY-----	7
8	Oct. 17, 1926	June 14, 1927	Apr. 1, 1927	Mar. 2, 1928	Mar. 2, 1928	TUTUILA-----	8

YACHT

TEND'S

TEND'S

TEND'S

REPAIR

STOR

COLLIE

OILER

AMT'

CARG

TRANS

HOSPI

TUG

MISC.

UNCL

AIRC

DIST.

SFI

H

PATROL VESSELS—CONVERTED YACHTS (PY)

Name and official number		Dimensions					United States register tonnage	
		Length	Beam	Mean draft	Displacement (normal)	Length over all	Gross	Net
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Ft. in.</i>		
1	ISABEL.....PY10	229 11	26 2½	10 4	2 938	245 3		1
2	MAYFLOWER ⁶.....PY1	275 10	36 0	17 4	2,600	320 7		2
3	NIAGARA.....PY9	245 0	36 0	17 0	2,600	282 0	1,433	703 3
4	NOKOMIS.....PY6	203 0	31 10	13 8	1,265	243 0	872	593 4
Total displacement.....					7,493			

Name	Number of propellers	Engines				Boilers		Indicated horsepower				
		Type	Cylinder diameters			Number and type	Total grate surface	Total heating surface	Main engines	Total maximum		
			H. P.	I. P.	L. P.						Stroke	
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>		<i>Sq. ft.</i>	<i>Sq. ft.</i>			
1	ISABEL.....2	Parsors turb.					2 Normand.	Oil.	10,750	38,000	38,400	1
2	MAYFLOWER...2	Vert., 3-exp.	22½	38	40	27	2 Throncroft	Oil.	9,068	32,400		2
3	NIAGARA.....2	do	18	28	45	30	3 B. & W.	66	8,700	1,800		3
4	NOKOMIS.....2	do	14	22½	36	24	2 B. & W.	157	6,920	2,000		4
Total horsepower.....											14,600	

¹ On water line.² Full load.³ Shaft horsepower.⁴ Two low-pressure cylinders.⁵ Estimated.⁶ Stricken July 12, 1929.

PATROL VESSELS—CONVERTED YACHTS (PY).

	Maximum speed	Fuel capacity			Name and official number
		Coal	Fuel oil		
		42 cubic feet per ton	40 cubic feet per ton	Gallons	
<i>Knots.</i>	<i>Tons</i>	<i>Tons</i>			
1	12.6	216	64,900	ISABEL.....PY10 1	
2	14.5	455	136,073	MAYFLOWER.....PY1 2	
3	13.0	400		NIAGARA.....PY9 3	
4	16.0	303		NOKOMIS.....PY6 4	

	Total weight of machinery (wet)	Turbo-generator sets					Rig		Name
		Number	Kilowatts (each)	Volts	Type	Builders	Number of funnels	Masts	
1	2	25	120	2-25-3600	G. E. Co	2	2	ISABEL	1
2	2	25	120	2-25-3600	Terry-Diehl	1	2	MAYFLOWER	2
3	2	35	120	4-35-1500	De Laval-Sprague	1	3	NIAGARA	3
4	2	25	120	4-25-1200	Westinghouse	1	2	NOKOMIS	4

Estimated.

PATROL VESSELS—CONVERTED YACHTS (PY).

	Name and official number	By whom and where built	Former name (if any)	
1	ISABEL.....PY10	Bath Iron Works, Bath, Me.....		1
2	MAYFLOWER.....PY1	J. & G. Thompson, Clydebank, Scotland.....		2
3	NIAGARA.....PY9	James Shewan & Sons, Brooklyn, N. Y.....		3
4	NOKOMIS.....PY6	Pusey & Jones, Wilmington, Del.....	Nokomis II.....	4

PATROL VESSELS—CONVERTED YACHTS (PY).

	Guns	Purchase price (dollars)	Date delivered	Date of first commission	When built	Name and official number	
1	2 3", 50 cal.; 2 3", 23 cal. A. A.; 2 3-pdr., ¹ 16 30 cal.	611, 553	1917 ¹	Dec. 28, 1917	1917	ISABEL.....PY10	1
2	4 6-pdr. R. F.; 2 30 cal...	430, 000	Mar. 19, 1898 ¹	July 25, 1905	1896	MAYFLOWER....PY1	2
3	4 4", 50-cal.; 2 3-pdr. ¹ 4 30 cal.	175, 000	Aug. 10, 1917 ¹	Apr. 16, 1918	1898	NIAGARA.....PY9	3
4	4 6-pdr., 2 30 cal.....	510, 000	June 1, 1917 ¹	Dec. 3, 1917	1917	NOKOMIS.....PY6	4

Quarters available				Messes (complement)		Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	1	7	-----	7	77	ISABEL.....PY10	1
2	1	8	-----	9	132	MAYFLOWER ⁴.....PY1	2
3	1	12	-----	9	120	NIAGARA ⁵.....PY9	3
4	-----	10	-----	4	96	NOKOMIS ⁶.....PY6	4

¹ Date of purchase.² Includes 8 stanchion mounts.³ Includes 2 stanchion mounts.⁴ Mayflower has 21 marines, not included in table.⁵ 2 berths, emergency cabins, not included in table.⁶ 1 berth in chart house, not included in table.

10895—29—13

TEND'S

END'S

TEND'S

REPAI

STOR

COLLIE

OILER

AM'T

CARC

TRAN

HOSP

TU

MISC.

UNCI

AIRC

DIST

ST

I

AUXILIARIES—DESTROYER TENDERS (AD).

Name and official number		Dimensions			Ship, fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	ALTAIR.....AD11	423 9	410 5	54 0	20 0	10,000	45.1	21 3½ 1
2	BLACK HAWK ¹.....AD9	420 2	404 6	53 9	19 9	8,900	41.7	21 7 2
3	BRIDGEPORT ¹.....AD10 <i>Ex-A #</i>	447 4	429 4	54 4	24 7½	11,750	45.7	24 7½ 3
4	DENEROLA.....AD12	423 9	410 5	54 0	20 0	10,000	45.1	21 3½ 4
5	DOBBIN ¹.....AD3	483 10	460 0	61 1	24 2	12,450	50.7	24 5 5
6	MELVILLE ¹.....AD2	417 3	400 0	54 5½	20 0	7,150	36.9	21 1½ 6
7	RIGEL.....AD13	423 9	410 5	54 0	20 0	10,000	45.1	21 3½ 7
8	WHITNEY ¹.....AD4	483 10	460 0	61 0	24 2	12,450	50.7	24 5 8
Total displacement.....						82,700		

Name and official number		Quarters available				Messes (complement)	
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	ALTAIR.....AD11	1	16		14	37	415 1
2	BLACK HAWK.....AD9	2	16			39	423 2
3	BRIDGEPORT.....AD10	2	22			37	415 3
4	DENEROLA ³.....AD12	1	9			37	415 4
5	DOBBIN ⁴.....AD3	2	36		14	39	423 5
6	MELVILLE.....AD2	2	15	6	7	37	415 6
7	RIGEL.....AD13	1	30			37	415 7
8	WHITNEY ⁴.....AD4	2	34		14	39	423 8

¹ Flagship.² Extreme.³ 1 spare stateroom, not included in table.⁴ 1 berth, emergency cabin, not included in table.

AUXILIARIES—DESTROYER TENDERS (AD).

Trial displacement	Trial speed	Tonnage				Bunker capacity (42 cubic feet per ton)	Name and official number
		United States Register		Panama Canal			
		Gross	Net	Gross	Net		
Tons	Knots	Tons	Tons	Tons	Tons	Tons	
1	10.5	7,068	4,543	7,498	5,002	1,344	ALTAIR.....AD11
2	13.0	6,381	3,857			1,554	BLACK HAWK.....AD9
3	12.5	8,005	3,710	8,080	3,780	2,055	BRIDGEPORT.....AD10
4	10.5	6,985	4,586	7,567	4,839	1,344	DENEBOLA.....AD12
5	10, 878	16.19	8,154	5,294	9,186	6,000	DOBBIN.....AD3
6	6, 679	15.09	5,522	3,126	5,567	3,092	1930 MELVILLE.....AD2
7	10.5	7,052	4,538	7,482	4,998	1,344	RIGEL.....AD13
8	11,366	16.44	8,154	5,294	9,186	6,000	1961 WHITNEY.....AD4

Armament	Rig		Name
	Number of funnels	Masts	
1 4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³	1	2	ALTAIR..... 1
2 4 5", 51 cal.; 2 3-pdr. saluting; 2 1-pdr.....	1	2	BLACK HAWK..... 2
3 8 5", 51 cal.; 4 3", 50 cal. A. A. ³	1	2	BRIDGEPORT..... 3
4 4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³	1	2	DENEBOLA..... 4
5 8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³	1	2	DOBBIN..... 5
6 8 5", 51 cal.; 1 3", 50 cal. A. A.; 2 3-pdr.....	1	2	MELVILLE..... 6
7 4 5", 51 cal.; 4 3", 50 cal. A. A. ³	1	2	RIGEL..... 7
8 8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³	1	2	WHITNEY..... 8

¹ Tons of fuel oil, 40 cubic feet per ton.³ Authorized battery; guns not on board.² Tonnage before acquired by Navy.

TEND'S

TEND'S

TEND'S

REPAI

STOR

COLLI

OILE

AM'T

CAR

TRAN

HOSP

TU

MISC

UNC

AIR

DIS

S

AUXILIARIES—DESTROYER TENDERS (AD).

	Name	Number of propellers	Engines				Boilers			Shaft horsepower		
			Type	Cylinder diameters			Stroke	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
				H. P.	I. P.	L. P.						
			In.	In.	In.	In.		Sq. ft.	Sq. ft.			
1	ALTAIR.....	1	{Curtis geared turb.				3 S. E.....	{ Oil. 206 }	7,500	2,500	1	
2	BLACK HAWK..	1	Vert., 4-exp....	25½	{52½ 37}	76	54	3 S. E.....	Oil.	8,881	13,400	2
3	BRIDGEPORT..	2	do.....	20½	{42 29}	61½	43½	{2 D. E. 2 S. E.....}	291	9,946	3,445	1 3,600
4	DENEbola.....	1	{Curtis geared turb.					3 S. E.....	{ Oil. 206 }	7,500	2,500	4
5	DOBBIN.....	1	{Parsons geared turbine.					{2 Bu. Mod. Thorny.	Oil.	14,400	17,000	5
6	MELVILLE.....	1	do.....					2 Thorny...	Oil.	9,068	14,006	6
7	RIGEL.....	1	{Curtis geared turb.					3 S. E.....	{ Oil. 206 }	7,500	2,500	7
8	WHITNEY.....	1	{Parsons geared turbine.					{2 Bu. Mod. Thorny.	Oil.	14,400	17,000	8
Total horsepower.....											32,506	

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	ALTAIR.....	Skinner & Eddy, Seattle.....		Oct. 29, 1921 ³		1
2	BLACK HAWK.....	Wm. Cramp & Sons.....	⁴ 1,900,000		Dec. 13, 1917 ⁵	2
3	BRIDGEPORT.....	Bremer Vulcan, Vegesack, Germany.			1917 ⁶	3
4	DENEbola.....	Skinner & Eddy, Seattle.....		Oct. 29, 1921 ³		4
5	DOBBIN.....	Navy yard, Philadelphia.....	⁷ 3,400,000	Mar. 4, 1917 ⁸	July 9, 1919 ⁹	5
6	MELVILLE.....	New York, S. B. Co.....	1,310,000	Aug. 22, 1912	June 20, 1913	6
7	RIGEL.....	Skinner & Eddy, Seattle.....		Oct. 29, 1921 ³		7
8	WHITNEY.....	Navy yard, Boston, Mass.....	(¹⁰)	July 1, 1918 ⁸	Dec. 6, 1919 ⁹	8

¹ Indicated horsepower.² Estimated.³ Date of Executive order authorizing transfer from U. S. Shipping Board.⁴ Purchase price.⁵ Date of purchase.⁶ Date acquired.⁷ Limit of cost.⁸ Together with act of Aug. 29, 1916.⁹ Date assigned to yard.¹⁰ No limit of cost.

AUXILIARIES—DESTROYER TENDERS (AD).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders	
	Tons						
1		{ 2 200 120 6-200- $\frac{11}{16}$ " 2 50 120 4-50-3600			Moore-G. E. Co. G. E. Co.	} ALTAIR.....AD11	1
2		3 100 120 6-100- $\frac{11}{16}$ "			Kerr-G. E. Co.	BLACK HAWK.....AD9	2
3		{ 2 100 120 6-100- $\frac{11}{16}$ " 1 35 120 2-35-3600			} Curtis-G. E. Co.	BRIDGEPORT.....AD10	3
4		{ 1 200 120 6-200- $\frac{11}{16}$ " 1 100 120 4-100-2400 1 50 120 8-50-400			Moore-G. E. Co. G. E. Co. Sturte-G. E. Co.	} DENEbola.....AD12	4
5	650	{ 1 100 120 6-200- $\frac{11}{16}$ " 2 200 120 6-200- $\frac{11}{16}$ "			} Moore-G. E. Co.	DOBBIN.....AD3	5
6	509	2 200 120 6-200- $\frac{11}{16}$ "			do.	MELVILLE.....AD2	6
7		{ 1 35 120 2-35-3600 1 200 120 6-200- $\frac{11}{16}$ " 2 100 120 6-100- $\frac{11}{16}$ "			G. E. Co. Moore-G. E. Co. G. E. Co.	} RIGEL.....AD13	7
8	650	{ 2 200 120 6-200- $\frac{11}{16}$ " 1 100 120 6-100- $\frac{11}{16}$ "			Curtis-G. E. Co. Moore-G. E. Co.	} WHITNEY.....AD4	8

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1		* 1919		Dec. 5, 1921 ⁴	Dec. 6, 1921	ALTAIR.....	1
2		* 1913			May 15, 1918	BLACK HAWK.....	2
3		Aug. 14, 1901			Aug. 25, 1917	BRIDGEPORT.....	3
4		* 1919			Nov. 23, 1921	DENEbola.....	4
5	Dec. 23, 1919	May 5, 1921			July 23, 1924	DOBBIN.....	5
6	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE.....	6
7		* 1918		Nov. 16, 1921 ⁴	Feb. 24, 1922	RIGEL.....	7
8	Apr. 23, 1921	Oct. 12, 1923			Sept. 2, 1924	WHITNEY.....	8

¹ Reciprocating engine.² Estimated.³ Year built.⁴ Date taken over from Shipping Board.

AUXILIARIES—SUBMARINE TENDERS (AS).

Name and official number	Dimensions			Ship fully equipped ready for sea, full load			
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1 ARGONNE..... (α-AP ₄) AS10	448 0	448 0	58 0	23 9	11,100	45.0	24 8 1
2 BEAVER ¹ AS5	380 0	357 6	47 0	20 3½	6,250	30.7	22 8 2
3 BUSHNELL ¹ AS2	350 6	300 0	45 8	15 0	3,580	23.0	15 0 3
4 CAMDEN ¹ AS6	403 8	389 2	48 0	22 4	9,000	37.5	25 6 4
5 CANOPUS ¹ AS9	373 9	380 0	51 6	21 5	8,000	34.6	23 9 5
6 FULTON ¹ AS1	226 6	216 0	35 0	13 3½	1,450	12.4	13 3½ 6
7 HOLLAND ¹ AS3	513 1	460 0	61 1	22 9	11,570	50.1	22 9½ 7
8 SAVANNAH ¹ AS8	414 6	400 0	46 1	21 7½	8,570	37.5	22 4 8
Total displacement.....					59,520		

Name and official number	Quarters available				Messes (complement)	
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1 ARCONNE..... AS10	2	37	-----	11	24	302 1
2 BEAVER ¹ AS5	1	27	-----	10	24	286 2
3 BUSHNELL ¹ AS2	1	8	4	8	21	204 3
4 CAMDEN..... AS6	4	40	-----	11	24	328 4
5 CANOPUS..... AS9	2	47	-----	14	24	313 5
6 FULTON..... AS1	2	17	-----	-----	12	78 6
7 HOLLAND..... AS3	2	75	-----	14	25	340 7
8 SAVANNAH..... AS8	1	49	-----	6	23	306 8

¹ Flagship.² Registered.³ 1 berth, emergency cabin, not included in table.⁴ 6 cabin mess, submarine commanding officers, not included in table.⁵ 1 berth (division commander); 18 berths for submarine officers, not included in table.

AUXILIARIES—SUBMARINE TENDERS (AS).

	Trial displacement	Trial speed	Tonnage				Bunker capacity (42 cubic feet per ton)	Name and official number	
			United States register		Panama Canal				
			Gross	Net	Gross	Net			
	Tons	Knots	Tons	Tons	Tons	Tons	Tons		
1	-----	15	7,555	3,908	8,046	5,212	¹ 1,263	ARGONNE.....AS10	1
2	-----	16.5	4,461	2,425	4,836	2,742	¹ 530	BEAVER.....AS5	2
3	3,548	14.15	2,869	1,496	2,948	1,315	¹ 688	BUSHNELL.....AS2	3
4	-----	12	4,752	2,360	5,227	2,586	1,030	CAMDEN.....AS6	4
5	-----	13	5,506	2,900	6,216	3,791	¹ 776	CANOPUS.....AS9	5
6	1,306	12.34	1,173	345	1,276	432	¹ 255	FULTON.....AS1	6
7	10,995	15.87	8,008	5,097	9,424	6,216	¹ 1,221	HOLLAND.....AS3	7
8	-----	10.5	5,755	2,614	6,157	2,965	1,203	SAVANNAH.....AS8	8

	Armament		Rig		Name	
			Number of funnels	Masts		
1	4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr.....		1	2	ARGONNE.....	1
2	4 5", 51 cal.; 2 1-pdr.....		1	2	BEAVER.....	2
3	4 5", 51 cal.....		1	2	BUSHNELL.....	3
4	4 4", 50 cal.; 2 1-pdr.; 2 3-pdr.....		2	2	CAMDEN.....	4
5	2 5", 51 cal.; 4 3", 50 cal. A. A.; 2 3-pdr ¹		1	2	CANOPUS.....	5
6	2 3", 50 cal.; 1 1-pdr. A. A.....		1	2	FULTON.....	6
7	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr.; 1 21" submerged torpedo tube. ¹		1	2	HOLLAND.....	7
8	4 5", 40 cal.; 4 3", 50 cal. A. A.; 4 30 cal. ¹		1	2	SAVANNAH.....	8

¹ Tons fuel oil; 40 cubic feet per ton.² Authorized battery—guns not on board.

AUXILIARIES—SUBMARINE TENDERS (AS).

Name and official number		Number of propellers	Engines				Boilers			Indicated horsepower			
			Type	Cylinder diameters				Number and type	Total grate sur- face	Total heating sur- face	Main engines	Total maximum	
				H. P.	I. P.	L. P.	Stroke						
				In.	In.	In.	In.						Sq. ft.
1	ARGONNE...AS10	1	G. E. Curtis geared turb.					6 B. & W	Oil.	17,400	126,000	1	
2	BEAVER.....AS5	1	Vert., 3-exp	31	50	84	54	{ 6 S. E 1 aux. }	Oil.	12,660	4,500	2	
3	BUSHNELL...AS2	1	Parsons geared turb.					2 Yarrow	Oil.	5,120	2,617	3	
4	CAMDEN.....AS6	1	Vert., 4-exp	24½	{ 50 38½ }	74	53½	4 B. & W	264	10,568	2,550	2,850	4
5	CANOPUS....AS9	1	do	25½	{ 55½ 34½ }	81	54	4 S. E	Oil.	8,957	3,858	5	
6	FULTON.....AS1	1						1 Bu. Exp.	Oil.	1,500		6	
7	HOLLAND....AS3	1	{ Parsons geared turb. }					{ 2 Bu. Mod. Thorny. }	Oil.	14,400	17,000	7	
8	SAVANNAH...AS8	1	Vert., 3-exp	26¾	44	72	48	4 B. & W	264	10,568	2,000	8	
Total horsepower.....												28,825	

Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorising the building	Contract signed	
1 ARGONNE...AS10	American Intern'l. S. B. Corp., Hog Island, Pa.		(*)		1
2 BEAVER.....AS5	Newport News S. B. & D. D. Co.	\$ 1,300,000		July 1, 1918 ⁵	2
3 BUSHNELL...AS2	Seattle Construction & D. D. Co.	935,695	Aug. 22, 1912	June 30, 1913	3
4 CAMDEN.....AS6	Flensburger Co., Germany			1917 ⁶	4
5 CANOPUS....AS9	New York S. B. Co.		Oct. 29, 1921 ⁷		5
6 FULTON.....AS1	New London Ship & Engine Co.	492,930	Mar. 4, 1911	June 19, 1912	6
7 HOLLAND....AS3	Navy yard, Puget Sound	\$ 3,400,000	Mar. 4, 1917 ⁹	Dec. 6, 1919 ¹⁰	7
8 SAVANNAH...AS8	Flensburger Co., Germany			1917 ⁶	8

¹ Estimated.

² Shaft horsepower.

³ Transferred from War Dept. Nov. 3, 1921, as a loan, and to Navy ownership by Executive order of Aug. 6, 1924.

⁴ Purchase price.

⁵ Date of purchase.

⁶ Date acquired.

⁷ Date of Executive order authorizing transfer from U. S. Shipping Board.

⁸ Limit of cost.

⁹ Together with act of Aug. 29, 1916.

¹⁰ Date assigned to yard.

AUXILIARIES—SUBMARINE TENDERS (AS).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders	
	Tons						
1		{ 1 120 2 400 275			M. P. C. 6-200- $\frac{1100}{1100}$	{ Matthews-G. E. Co. Moore-G. E. Co.	ARGONNE.....AS10 1
2		{ 2 35 120 1 100 120 1 400 275			2-35-3600 6-100- $\frac{1100}{1100}$ M. P. C. 6-400- $\frac{1100}{1100}$	{ G. E. Co. do. Moore-G. E. Co.	BEAVER.....AS5 2
3	322	{ 2 300 $\frac{225}{225}$ 2 50 120			C. C. 6-300-1500 4-50-3600	{ Parsons-G. E. Co. ¹ G. E. Co.	BUSHNELL.....AS2 3
4		{ 2 100 120 2 400 275			6-100- $\frac{1100}{1100}$ M. P. C. 6-400- $\frac{1100}{1100}$	{ G. E. Co. Moore-G. E. Co.	CAMDEN.....AS6 4
5		{ 4 25 120 1 400 275 2 50 120			M. P. 6-25-400 ² M. P. C. 6-400- $\frac{1100}{1100}$ M. P. 8-50-400 ¹	{ Moore-G. E. Co. do. G. E. Co.	CANOPUS.....AS9 5
6		{ 1 50 $\frac{120}{120}$ 1 35 120 1 35 120			6-50-400 ¹ C. C. 2 B. R.	{ Nelseco-Thresher ⁴ Curtis-G. E. Co. Kerr-G. E. Co.	FULTON.....AS1 6
7	576	{ 2 400 275 2 200 120 1 100 120			M. P. C. 6-400- $\frac{1100}{1100}$ M. P. C. 6-200- $\frac{1100}{1100}$ M. P. C. 6-100- $\frac{1100}{1100}$	{ Moore-G. E. Co.	HOLLAND.....AS3 7
8		{ 3 35 120 1 200 120 2 400 275			C. C. 2-35-3600 8-200- $\frac{1100}{1100}$ M. P. C. 6-400- $\frac{1100}{1100}$	{ G. E. Co. Kerr-Diehl Moore-G. E. Co.	SAVANNAH.....AS8 8

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name and official number	
1		1920 ⁶		Nov. 3, 1921 ⁷	Nov. 8, 1921	ARGONNE.....AS10	1
2		1910			Oct. 1, 1918	BEAVER.....AS5	2
3	Jan. 3, 1914	Feb. 9, 1915	Mar. 30, 1915	Nov. 30, 1915	Nov. 24, 1915	BUSHNELL.....AS2	3
4		1900			Aug. 15, 1917	CAMDEN.....AS6	4
5		1919 ⁶		Nov. 22, 1921 ⁸	Jan. 24, 1922	CANOPUS.....AS9	5
6	Oct. 2, 1913	June 6, 1914	June 19, 1914	Dec. 2, 1914	Dec. 7, 1914	FULTON.....AS1	6
7	Apr. 11, 1921	Apr. 12, 1926			June 1, 1926	HOLLAND.....AS3	7
8		June 3, 1899			Nov. 3, 1917	SAVANNAH.....AS8	8

¹ Battery-charging sets.² Clutch coupling to main turbines.³ Reciprocating engine.⁴ Generator from B. S. Virginia; Diesel engine.⁵ Estimated.⁶ Year built.⁷ Date taken over from War Dept.⁸ Date taken over from Shipping Board⁹ Kerosene-gasoline.

AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDER (AV).

Name and official number	Dimensions			Ship, fully equipped ready for sea, full load			
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
1 WRIGHT ¹.....AV1	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 58 0	<i>Ft. in.</i> 24 6	<i>Tons</i> 11,500	<i>Tons</i> 45.2	<i>Ft. in.</i> 27 10

Name	Number of propellers	Engines	Boilers (oil-burning)		Shaft horsepower	
		Type	Number and type	Total heating surface	Main engines	Total maximum
1 WRIGHT.....	1	{ G. E., Curtis geared turbine.	} 6 B. & W.....	<i>Sq. ft.</i> 17,400	\$ 6,000	.....

Name	By whom and where built or building	Contract price of hull and machinery	Date of act authorizing the building	Contract signed
1 WRIGHT.....	American International S. B. Corp., Hog Island, Pa.	<i>Dollars</i> \$ 596,450	July 11, 1919 ²	June 30, 1920 ³

Name and official number	Quarters available				Messes (complement)	
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1 WRIGHT.....AV1	2	35	19	20	25	259

¹ Fitted as flagship.² Estimated.³ Contract with Tietjen & Lang Dry Dock Co., Hoboken, N. J., covered completion and conversion of vessel which was built and launched at the Hog Island plant of the American International Ship Building Corporation as hull No. 680.

AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDER (AV).

Speed	Tonnage				Fuel capacity (oil) (40 cubic feet per ton)	Name and official number
	United States register		Panama Canal			
	Gross	Net	Gross	Net		
<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 15.0	9,193	3,943	9,661	4,450	1,629	WRIGHT.....AV1 1

Total weight of machinery (wet)	Turbo-generator sets					Name
	Number	Kilo-watts (each)	Volts	Type	Builders	
<i>Tons</i>						
1 -----	{ 2 1	100 50	120 120	6-100- 1133 4-50- 1133	Kerr-G. E. Co. Westinghouse.....	} WRIGHT..... 1

Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name
1 -----	Apr. 28, 1920	-----	-----	Dec. 16, 1921	WRIGHT..... 1

Armament	Rig		Name
	Number of funnels	Masts	
1 2 5", 51 cal.; 2 3", 50 cal. A. A.; 4 30 cal.....	1	2	WRIGHT..... 1

¹ Estimated.

AUXILIARIES—REPAIR SHIPS (AR).

Name and official number		Dimensions			Ship, fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	MEDUSA.....AR1	483 10	460 0	70 0	19 11	10,620	53.8	20 5½ 1
2	PROMETHEUS.....AR3	465 9	450 0	60 1	18 0	8,100	45.5	 2
3	VESTAL.....AR4	465 9	450 0	60 1	18 0	8,100	45.5	 3
Total displacement.....						26,820		

Name and official number		Quarters available				Messes (complement)	
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	MEDUSA.....AR1	1	20	8	16	53	414 1
2	PROMETHEUS ¹.....AR3	1	11	.....	12	58	376 2
3	VESTAL ².....AR4	1	15	.....	11	58	376 3

¹ Forward.² 1 berth, emergency cabin, not included in table.³ In case of emergency, 2 bunks may be fitted in warrant officers' quarters, not included in table.

AUXILIARIES—REPAIR SHIPS (AR).

	Trial displacement	Trial speed	Tonnage				Bunker capacity (40 cubic feet per ton) oil	Name and official number
			United States register		Panama Canal			
			Gross	Net	Gross	Net		
	Tons	Knots	Tons	Tons	Tons	Tons	Tons	
1	11,045	16.08	10,715	6,741	12,103	7,775	1,834	MEDUSA.....AR1
2	-----	116	6,689	3,712	6,863	3,747	872	PROMETHEUS.....AR2
3	-----	116	6,691	3,714	6,903	3,771	928	VESTAL.....AR4

	Armament	Rig		Name
		Number of funnels	Masts	
1	4 5", 51 cal.; 23", 50 cal. A. A.; 26-pdr., saluting; 430 cal. ²	1	2	MEDUSA.....
2	4 5", 50 cal.; 13", 50 cal. A. A.; 430 cal.	1	2	PROMETHEUS.....
3	4 5", 50 cal.; 13", 50 cal. A. A.; 430 cal.	1	2	VESTAL.....

¹ Estimated.² Authorized battery; guns not on board.

REPAIR
STORE
COLLIERS
OILERS
AMT'N
CARGO
TRANSP
HOSPITA
TUGS
MISC. AU
UNCLAS
AIRCRA
DIST. CR
STR. S
HIST
SU
IN

AUXILIARIES—REPAIR SHIPS (AR).

	Name	Number of propellers	Engines				Boilers (oil burning)		Indicated horsepower		
			Type	Cylinder diameters			Stroke	Number and type	Total heating surface	Main engines	Total maximum
				H. P.	I. P.	L. P.					
1	MEDUSA.....	1	{ Parsons geared turb. }	In.	In.	In.	{ 2 Bu. Mod. Thorny. }	Sq. ft.	17,000	1	
2	{ PROMETH-EUS. }	2	Vert., 3-exp...	28	44½	75	6 B. & W.	19,974	17,500	2	
3	VESTAL.....	2	do.....	28	44½	75	2 W. F.	13,750	17,500	3	
Total horsepower.....									22,000		

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1	MEDUSA.....	Navy yard, Puget Sound.....	(⁴)	July 1, 1918 ⁵	Apr. 25, 1919 ⁶
2	PROMETHEUS.....	Navy yard, Mare Island.....	⁷ 1,550,000	Apr. 27, 1904	July 12, 1906 ⁶
3	VESTAL.....	Navy yard, New York.....	⁷ 1,550,000	Apr. 27, 1904	do. ⁶

¹ Estimated.² Shaft horsepower.³ Superheat, 2,724 square feet.⁴ No limit of cost.⁵ Together with act of Aug. 29, 1916.⁶ Date assigned to yard.⁷ Limit of cost.

AUXILIARIES—REPAIR SHIPS (AR).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number
		Number	Kilo-watts (each)	Volts	Type	Builders	
	Tons						
1	807	{ 2 2	300 100	120 120	8-300- ⁴⁰⁰⁰ ₁₂₀₀₀ 6-100- ¹²⁰⁰⁰ ₁₂₀₀₀	G. E. Co.....	MEDUSA.....AR1
2	1,100	{ 2 2	32 100	120 120	8- 32- 400 4-100-2200	do. Terry-G. E. Co....	PROMETHEUS.....AR3
3	789	{ 2 2	100 50	120 {	6-100- ¹²⁰⁰⁰ 4-50-3600	G. E. Co.....	VESTAL.....AR4

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Jan. 2, 1920	Apr. 16, 1923			Sept. 18, 1924	MEDUSA.....	1
2	Oct. 18, 1907	Dec. 5, 1908	Aug. 1, 1909 ³		Jan. 15, 1910	PROMETHEUS.....	2
3	Mar. 25, 1907	May 19, 1908	do. ³		Oct. 4, 1909	VESTAL.....	3

¹ Estimated. ² Reciprocating engine. ³ Expiration of construction period.

STORE
 COLLIERS
 OILERS
 AMT'N
 CARGO
 TRANSPORT
 HOSPITAL
 TUGS
 MISC. AUXILIARY
 UNCLASSIFIED
 AIRCRAFT
 DIST. CR.
 STR. S.
 HIST.
 SU.
 IN.

AUXILIARIES—STORESHIPS (AF).

	Name and official number	Dimensions			Ship fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	ARCTIC.....AF7	416 6	402 6	53 0	1 26 5	1 12,600	43.2	1
2	BOREAS.....AF8	416 6	402 6	53 0	1 26 5	1 12,600	43.2	2
3	BRIDGE ¹.....AF1	422 11	400 0	55 2½	20 8	8,500	41.8	3
4	RAPPAHANNOCK.....AF6	497 9	471 2	59 2	24 2½	14,260	52.5	4
5	YUKON.....AF9	416 6	402 6	53 0	1 26 5	1 12,600	43.2	5
Total displacement.....						60,560		

	Name and official number	Quarters available				Messes (complement)	
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	ARCTIC.....AF7	1	20			13	176
2	BOREAS.....AF8		5		9	13	176
3	BRIDGE.....AF1	1	17			13	176
4	RAPPAHANNOCK.....AF6	1	10		5	16	250
5	YUKON.....AF9	1	10			13	176

¹ Loaded summer draft and displacement.² Has towing machine.³ Forward.

AUXILIARIES—STORESHIPS (AF).

	Speed	Tonnage				Bunker capacity (42 cubic feet per ton)	Name and official number		
		United States register		Panama Canal					
		Gross	Net	Gross	Net				
	<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	11	5,975	3,913	6,522	4,309	¹ 1,616	ARCTIC.....	AF7	1
2	11	² 6,100	² 4,585			¹ 1,616	BOREAS.....	AF8	2
3	³ 14	6,357	3,394	6,631	3,869	¹ 946	BRIDGE.....	AF1	3
4	11.5	8,680	4,688	9,020	5,457	2,824	RAPPAHANNOCK.....	AF6	4
5	11	² 5,969	² 4,365			¹ 1,616	YUKON.....	AF9	5.

		Rig		Name	
		Number of funnels	Masts		
1	2 5'', 51 cal.; 4 3'', 50 cal. A. A. ⁴	1	2	ARCTIC.....	1
2	2 5'', 51 cal.; 4 3'', 50 cal. A. A. ⁴	1	2	BOREAS.....	2
3	4 5'', 50 cal.; 1 3'', 50 cal. A. A.; 1 3 pdr.....	1	2	BRIDGE.....	3
4	4 5'', 51 cal.; 4 3'', 50 cal. A. A. ⁴	1	2	RAPPAHANNOCK.....	4
5	2 5'', 51 cal.; 4 3'', 50 cal. A. A. ⁴	1	2	YUKON.....	5.

¹ Fuel oil (40 cu. ft. per ton).² Tonnage before acquired by Navy.³ Estimated.⁴ Authorized; not on board

10895—29—14

AUXILIARIES—STORESHIPS (AF).

	Name	Number of propellers	Engines					Boilers			Indicated horsepower	
			Type	Cylinder diameters				Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
				H. P.	I. P.	L. P.	Stroke					
				In.	In.	In.	In.		Sq. ft.	Sq. ft.		
1	ARCTIC.....	1	Parsons, geared turb.					4 Heine	Oil.	11,500	12,800	1
2	BOREAS.....	1	Curtis turbine					do	Oil.	11,500	12,800	2
3	BRIDGE.....	2	Vert., 3-exp.	21 $\frac{1}{4}$	37	63 $\frac{1}{4}$	48	2 W. F.	Oil.	11,400	4,000	3
4	RAPPAHANNOCK...	1	do	32 $\frac{1}{4}$	52 $\frac{1}{2}$	86 $\frac{3}{4}$	55 $\frac{1}{2}$	4 S. E.	271	11,030	4,550	4
5	YUKON.....	1	Parsons, geared turb.					3 S. E.	Oil.	11,500	12,800	5
Total horsepower.....												17,250

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	ARCTIC.....	Moore S. B. Co., Oakland, Calif.		Oct. 29, 1921 ²		1
2	BOREAS.....	do		do ²		2
3	BRIDGE.....	Navy yard, Boston	² 1,425,000	Mar. 4, 1913	Feb. 19, 1914 ⁴	3
4	RAPPAHANNOCK...	Bremer Vulkan, Vegesach, Germany.			Dec. 7, 1917 ⁵	4
5	YUKON.....	Moore S. B. Co., Oakland, Calif.		Oct. 29, 1921 ²		5

¹ Estimated S. H. P.² Date of Executive order authorizing transfer from U. S. Shipping Board.³ Limit of cost.⁴ Date assigned to yard.⁵ Date acquired.

AUXILIARIES—STORESHIPS (AF).

Total weight of machinery (wt.)	Turbo-generator sets					Name and official number	
	Number	Kilowatts (each)	Volts	Type	Builders		
Tons							
1	2	35	120	4-35-3400	Kerr-G. E. Co.	ARCTIC.....	AF7 1
2	2	15	120		Moore-G. E. Co.	BOREAS.....	AF8 2
3	2	50	120	4-50-1125	Westinghouse	BRIDGE.....	AF1 3
4	2	35	120	4-35-3400	Kerr-G. E. Co.	RAPPAHANNOCK.....	AF6 4
5	2	15	120		Moore-G. E. Co.	YUKON.....	AF9 5

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1		1919 ¹		Nov. 4, 1921 ²	Nov. 7, 1921	ARCTIC.....	1
2		1919 ¹		Dec. 6, 1921 ²	(³)	BOREAS.....	2
3	June 12, 1915	May 18, 1916			June 2, 1917	BRIDGE.....	3
4		1913 ¹			Dec. 8, 1917	RAPPAHANNOCK.....	4
5		1920 ¹		Nov. 14, 1921 ²	Dec. 6, 1921	YUKON.....	5

¹ Year built.² Date taken over from Shipping Board.³ Remained out of commission after transfer to Navy.

COLLIERS

OILERS

AMTIN

CARGO

TRANSP

HOSPITAL

TUGS

MISC. AU

UNCLAS

AIRCRAF

DIST. CR

STR. S

HIST

SU

'NI

AUXILIARIES—COLLIERS (AC).

Name and official number		Dimensions			Ship, fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	JASON.....AC12	536 0	514 0	1 65 0	27 8	19,250	64.1	1
2	NEPTUNE.....AC8	542 0	520 0	1 65 0	27 8	19,480	64.8	2
3	NEREUS.....AC10	522 0	500 0	1 62 0	27 8	19,080	63.8	3
4	ORION.....AC11	536 0	514 0	1 65 0	27 8	19,250	64.1	4
5	PROTEUS.....AC9	522 0	500 0	1 62 0	27 8	19,080	63.8	5
Total displacement.....						96,140		

Name	Guns	Rig		Summer load line draft	
		Number of funnels	Masts	Draft	Dead-weight capacity
				<i>Ft. in.</i>	<i>Tons</i>
1	JASON.....4 4", 50 cal.....	2 2	2	29 0	14,200
2	NEPTUNE.....4 4", 50 cal.....	2 2	2	29 8	14,500
3	NEREUS.....4 4", 50 cal.....	1	2	29 4	14,200
4	ORION.....4 4", 50 cal.....	2 2	2	29 0	14,200
5	PROTEUS.....4 4", 50 cal.....	1	2	29 4	14,200

¹ Molded.² Abreast

AUXILIARIES—COLLIERS (AC).

	Trial displacement	Trial speed	Tonnage				Material of hull	Bunker capacity (42 cubic feet per ton)	Name and official number	
			United States register		Panama Canal					
			Gross	Net	Gross	Net				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		<i>Tons</i>		
1	18, 862	14. 32	10, 939	6, 257	11, 364	6, 345	Steel...	2, 300	JASON.....AC12	1
2	19, 531	12. 93	9, 899	5, 876	11, 075	6, 425	Steel...	2, 500	NEPTUNE.....AC8	2
3	18, 838	14. 58	9, 681	5, 722	10, 704	6, 350	Steel...	2, 220	NEREUS.....AC10	3
4	18, 800	14. 47	10, 183	6, 174	11, 183	6, 320	Steel...	2, 300	ORION.....AC11	4
5	18, 933	14. 67	9, 681	5, 722	10, 704	6, 350	Steel...	2, 220	PROTEUS.....AC9	5

Maximum cargo capacity		Dead-weight capacity to designed draft						Name and official number	
Coal (42 cubic feet per ton)	Oil (40 cubic feet per ton)	Cargo fuel	Bunker fuel	Reserve feed water	Other weights	Total			
<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	11,500	2,575	10,500	2,000	100	600	13,200	JASON.....AC12	1
2	{ 11,700 10,200 }	{ 2,925 1,250 }	10,500	2,000	100	400	13,000	NEPTUNE.....AC8	2
3	{ 11,800 10,100 }	{ 3,050 1,125 }	10,500	2,000	100	300	12,900	NEREUS.....AC10	3
4	11,500	2,575	10,500	2,000	100	600	13,200	ORION.....AC11	4
5	{ 11,800 10,100 }	{ 3,050 1,125 }	10,500	2,000	100	300	12,900	PROTEUS.....AC9	5

With maximum oil.

* With maximum coal.

AUXILIARIES—COLLIERS (AC).

Name	Number of propellers	Engines					Boilers			Indicated horsepower	
		Type	Cylinder diameters			Stroke	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
			H.	P.	I. P.						
			In.	In.	In.	In.		Sq. ft.	Sq. ft.		
1 JASON.....	2	Vert., 3-exp.	27	46	76	48	{ 3 D. E. 1 aux. }	440 22	18,921 623	6,878	1
2 NEPTUNE.....	2	{ Westgh. grd. turb. }					{ 3 D. E. 1 aux. }	462	19,544	5,409	2
3 NEREUS.....	2	Vert., 3-exp.	26	43½	74	48	3 D. E.	430	18,492	6,904	3
4 ORION.....	2	do	27	46	76	48	{ 3 D. E. 1 aux. }	440 22	18,921 623	6,943	4
5 PROTEUS.....	2	do	26	43½	74	48	3 D. E.	430	18,492	7,202	5
Total horsepower.....										33,336	

	Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	JASON.....AC12	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	1
2	NEPTUNE.....AC8	do	889,600	Mar. 3, 1909	Sept. 23, 1909	2
3	NEREUS.....AC10	Newport News S. B. Co.	990,000	June 24, 1910	Aug. 29, 1911	3
4	ORION.....AC11	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	4
5	PROTEUS.....AC9	Newport News S. B. Co.	990,000	June 24, 1910	Aug. 29, 1911	5

Name and official number	Quarters available				Messes (complement)		
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1 JASON.....AC12	1	13			14	209	1
2 NEPTUNE ¹.....AC8		9		5	8	157	2
3 NEREUS.....AC10	1	13			8	157	3
4 ORION.....AC11	1	15			8	157	4
5 PROTEUS.....AC9	1	13			8	157	5

¹ Shaft horsepower.² Berth in bridge cabin, not included in table.

AUXILIARIES—COLLIERS (AC).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number
		Num-ber	Kilo-watts (each)	Volts	Type	Builders	
	<i>Tons</i>						
1	-----	3	35	120	2-35-3600.....	G. E. Co.....	JASON.....AC12 1
2	-----	2	15	120	6-15-400.....	B. F. Sturtevant Co..	NEPTUNE.....AC8 2
3	1, 109	2	35	120	4-35-3400.....	Kerr-G. E. Co.....	NEREUS.....AC10 3
4	-----	2	35	120	4-35-3400.....	B. F. Sturtevant Co..	ORION.....AC11 4
5	1, 109	2	35	120	4-35-3400.....	Kerr-G. E. Co.....	PROTEUS.....AC9 5

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Mar. 26, 1912	Nov. 16, 1912	Aug. 22, 1913	-----	June 26, 1913	JASON.....	1
2	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911	-----	Sept. 20, 1911	NEPTUNE.....	2
3	Dec. 4, 1911	Apr. 26, 1913	June 29, 1913	-----	Sept. 10, 1913	NEREUS.....	3
4	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913	-----	July 29, 1912	ORION.....	4
5	Oct. 31, 1911	Sept. 14, 1912	June 29, 1913	-----	July 9, 1913	PROTEUS.....	5

¹ Reciprocating engines.

OILERS
AMTIN
CARGO
TRANSP
HOSPITAL
TUGS
MISC. AU
UNCLAS
AIRCRAF
DIST. CR
STR. S
HIST
SU

AUXILIARIES—OILERS (AO).

	Name and official number	Dimensions			Ship fully equipped, ready for sea, full load				
		Length over all	Length between perpendiculars	Breadth, on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>	
1	BARNES, ROBERT L. ¹.....AO14 <i>Ex-AK11.</i>	258 6	251 10	43 2	15 0	3,850	23	-----	1
2	BRAZOS.....AO4	475 7	455 0	2 56 0	26 8	14,800	50.3	27 9	2
3	CUYAMA ³.....AO3	475 7	455 0	2 56 0	26 2	14,500	50.2	26 4	3
4	KANAWHA ³.....AO1	475 7	455 0	2 56 0	26 2	14,500	50.2	26 4	4
5	KAWEAH.....AO15	446 0	430 0	58 0	25 6	14,450	50.8	-----	5
6	LARAMIE.....AO16	446 0	430 0	58 0	25 6	14,450	50.8	-----	6
7	MATTOLE.....AO17	446 0	430 0	58 0	25 6	14,450	50.8	-----	7
8	MAUMEE ³.....AO2	475 7	455 0	2 56 0	26 2	14,500	50.2	26 4	8
9	NECHES.....AO5	475 7	455 0	2 56 0	26 8	14,800	50.3	27 9	9
10	PATOKA ⁵.....AO9	477 10	463 3	60 0	26 2	16,800	57.8	-----	10
11	PECOS.....AO6	475 7	455 0	2 56 0	26 8	14,900	50.3	-----	11
12	RAMAPO.....AO12	477 10	463 3	60 0	26 2	16,800	57.8	-----	12
13	RAPIDAN.....AO18	477 10	463 3	60 0	26 2	16,800	57.8	-----	13
14	SALINAS.....AO19	477 10	463 3	60 0	26 2	16,800	57.8	-----	14
15	SAPELO.....AO11	477 10	463 3	60 0	26 2	16,800	57.8	-----	15
16	SEPULGA.....AO20 <i>Ex-Flecco</i>	477 10	463 3	60 0	26 2	16,800	57.8	-----	16
17	THOMPSON, SARA ⁶.....AO8 <i>Ex-S. S. Gui Heil</i>	321 0	310 0	40 3	21 10	5,850	24.9	21 11	1
18	TIPPECANOE.....AO21	477 10	463 3	60 0	26 2	16,800	57.8	-----	18
19	TRINITY.....AO13	477 10	463 3	60 0	26 2	16,800	57.8	-----	19
	Total displacement.....	-----	-----	-----	-----	275,350	-----	-----	-----

¹ Robert L. Barnes, used for oil storage, Guam.² Molded.³ Has towing machine.⁴ Forward.⁵ Patoka, fitted with mast for mooring lighter-than-air aircraft.⁶ Sara Thompson, receiving ship, Cavite.

AUXILIARIES—OILERS (AO).

	Trial displacement	Trial speed	Tonnage				Material of hull	Fuel capacity (bunker oil), 40 cubic feet per ton	Name and official number	
			United States register		Panama Canal					
			Gross	Net	Gross	Net				
	Tons	Knots	Tons	Tons	Tons	Tons		Tons		
1	-----	8.50	-----	-----	-----	-----	Steel...	103	BARNES, ROBERT L. AO14	1
2	14,500	¹ 14.34	7,449	5,063	8,029	5,363	Steel...	824	BRAZOS.....AO4	2
3	-----	¹ 14.00	7,454	5,035	8,035	5,278	Steel...	824	CUYAMA.....AO3	3
4	14,540	14.25	7,404	5,033	7,980	5,271	Steel...	824	KANAWHA.....AO1	4
5	14,330	10.62	7,253	5,348	7,679	5,664	Steel...	1,288	KAWEAH.....AO15	5
6	14,316	11.24	7,252	5,393	7,679	5,655	Steel...	1,288	LARAMIE.....AO16	6
7	14,295	11.00	7,252	5,395	7,679	5,661	Steel...	1,288	MATTOLE.....AO17	7
8	-----	¹ 14.00	7,894	5,181	8,016	5,198	Steel...	824	MAUMEE.....AO2	8
9	14,736	14.10	7,383	4,860	8,004	5,102	Steel...	828	NECHES.....AO5	9
10	-----	10.87	8,267	6,246	8,457	6,210	Steel...	1,109	PATOKA.....AO9	10
11	-----	¹ 14.00	7,383	4,860	8,004	5,102	Steel...	828	PECOS.....AO6	11
12	16,648	11.24	8,246	6,258	8,671	6,424	Steel...	1,109	RAMAPO.....AO12	12
13	-----	10.50	8,246	6,258	8,671	6,424	Steel...	1,109	RAPIDAN.....AO18	13
14	13,050	11.12	8,246	6,258	8,671	6,415	Steel...	1,109	SALINAS.....AO19	14
15	12,500	10.95	8,246	6,258	8,671	6,424	Steel...	1,109	SAPELO.....AO11	15
16	13,040	10.50	8,266	6,308	8,671	6,534	Steel...	1,109	SEPULGA.....AO20	16
17	-----	9.00	² 2,691	² 1,715	-----	-----	Iron...	494	THOMPSON, SARA, AO8	17
18	13,118	10.50	8,266	6,308	8,671	6,467	Steel...	1,109	TIPPECANOE.....AO21	18
19	16,880	11.26	8,266	6,278	8,671	6,444	Steel...	1,109	TRINITY.....AO13	19

¹ Estimated.² Tonnage before acquired by Navy.

OILERS

AMTIN

CARGO

TRANSP

HOSPITAL

TUGS

MISC. AUX

UNCLAS

AIRCRAFT

DIST. CR

STR. SA

HIST

SUR

IND

AUXILIARIES—OILERS (AO).

	Name	Guns	Rig		Summer load line draft		
			Number of funnels	Masts	Draft	Dead-weight capacity	
					<i>Ft. in.</i>	<i>Tons *</i>	
1	BARNES, ROBERT L.....	-----	1	1	-----	-----	1
2	BRAZOS.....	4 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	26 6	9,500	2
3	CUYAMA.....	4 5'', 50 cal.-----	1	2	26 6	9,700	3
4	KANAWHA.....	4 4'', 50 cal.-----	1	2	26 6	9,800	4
5	KAWEAH.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	25 8	10,200	5
6	LARAMIE.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	25 8	10,200	6
7	MATTOLE.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A.-----	1	2	25 8	10,200	7
8	MAUMEE.....	4 4'', 50 cal. ¹ -----	1	2	26 6	9,800	8
9	NECHES.....	4 5'', 51 cal.; 2 3'', 50 cal. A. A.-----	1	2	26 6	9,400	9
10	PATOKA.....	2 5'', 51 cal. ¹ -----	1	2	26 3	11,700	10
11	PECOS.....	4 5'', 51 cal.; 2 3'', 50 cal. A. A.-----	1	2	26 6	9,400	11
12	RAMAPO.....	2 5'', 51 cal.-----	1	2	26 3	11,700	12
13	RAPIDAN.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	26 3	11,700	13
14	SALINAS.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	26 3	11,700	14
15	SAPELO.....	2 5'', 51 cal. ¹ -----	1	2	26 3	11,700	15
16	SEPULGA.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	26 3	11,700	16
17	THOMPSON, SARA.....	4 6 pdr. ¹ -----	1	2	-----	-----	17
18	TIPPECANOE.....	2 5'', 51 cal.; 2 3'', 50 cal. A. A. ¹ -----	1	2	26 3	11,700	18
19	TRINITY.....	2 5'', 51 cal. ¹ -----	1	2	26 3	11,700	19

¹ Battery now in reserve; guns not on board.² 1 gun aboard.

AUXILIARIES—OILERS (AO).

	Maximum cargo capacity		Dead-weight capacity to designed draft					Name and official number	
	Oil, 40 cubic feet per ton	Gasoline	Cargo fuel	Bunker fuel	Reserve feed water	Other weights	Total		
	Tons	Tons	Tons	Tons	Tons	Tons	Tons		
1	1,806							BARNES, ROBERT L. AO14.	1
2	7,455	601	8,056	824	285	385	9,550	BRAZOS.....AO4	2
3	7,455	597	8,052	824	110	614	9,600	CUYAMA.....AO3	3
4	7,455	597	8,052	824	110	614	9,600	KANAWHA.....AO1	4
5	¹ 8,850		8,512	1,288	190	232	10,132	KAWEAH.....AO15	5
6	¹ 8,850		8,512	1,288	100	232	10,132	LARAMIE.....AO16	6
7	¹ 8,850		8,512	1,288	100	232	10,132	MATTOLE.....AO17	7
8	7,455	597	8,052	824	110	614	9,600	MAUMEE.....AO2	8
9	7,445	598	8,043	828	285	394	9,550	NECHES.....AO5	9
10	¹ 11,145		10,174	1,109	187	130	11,600	PATOKA.....AO9	10
11	7,445	598	8,043	828	285	394	9,550	PECOS.....AO6	11
12	¹ 11,145		10,174	1,109	187	130	11,600	RAMAPO.....AO12	12
13	¹ 11,145		10,174	1,109	187	130	11,600	RAPIDAN.....AO18	13
14	¹ 11,145		10,174	1,109	187	130	11,600	SALINAS.....AO19	14
15	¹ 11,145		10,174	1,109	187	130	11,600	SAPELO.....AO11	15
16	¹ 11,145		10,174	1,109	187	130	11,600	SEPULGA.....AO20	16
17	¹ 3,826							THOMPSON, SARA. AO8	17
18	¹ 11,145		10,174	1,109	187	130	11,600	TIPPECANOE.....AO21	18
19	¹ 11,145		10,174	1,109	187	130	11,600	TRINITY.....AO13	19

¹ Main cargo tanks.

AUXILIARIES—OILERS (AO).

Name	Number of propellers	Engines				Boilers, oil burning		Indicated horsepower		
		Type	Cylinder diameters			Number and type	Total heating surface	Main engines	Total maxi- mum	
			H. P.	I. P.	L. P.					Stroke
			In.	In.	In.	In.		Sq. ft.		
1 BARNES, ROBT. L.	1	Vert., 3-exp	18	30	50	42	2 S. E.	2,380	¹ 1,100	1
2 BRAZOS	2	do	23	39½	68½	48	4 B. & W.	12,272	6,080	2
3 CUYAMA	2	do	23	39½	68½	48	4 B. & W.	12,000	¹ 5,200	3
4 KANAWHA	2	do	23	39½	68½	48	4 B. & W.	12,000	5,590	4
5 KAWEAH	1	do	27	45½	76	51	3 S. E.	8,095	2,762	5
6 LARAMIE	1	do	27	45½	76	51	3 S. E.	8,095	¹ 2,800	6
7 MATTOLE	1	do	27	45½	76	51	3 S. E.	8,095	2,853	7
8 MAUMEE	2	{ Diesel, 2-cycle; 6 cyl. per shaft; cyls. 25½" diam. }				39¾	2 B. & W.	5,160	¹ 5,000	8
9 NECHES	2	Vert., 3-exp	23	39½	68½	48	4 Ward	12,680	6,080	9
10 PATOKA	1	Vert., 4-exp	24	{ 51 35 }	75	51	{ 3 S. E. 1 aux.	{ 7,035 1,223 }	2,756	10
11 PECOS	2	Vert., 3-exp	23	39½	68½	48	4 Ward	12,680	5,426	11
12 RAMAPO	1	Vert., 4-exp	24	{ 51 35 }	75	51	{ 3 S. E. 1 aux.	{ 7,035 1,223 }	2,917	12
13 RAPIDAN	1	do	24	{ 51 35 }	75	51	{ 3 S. E. 1 aux.	{ 7,035 1,223 }	¹ 2,900	13
14 SALINAS	1	do	24	{ 51 35 }	75	51	{ 3 S. E. 1 aux.	{ 7,035 1,223 }	¹ 2,900	14
15 SAPELO	1	do	24	{ 51 35 }	75	51	{ 3 S. E. 1 aux.	{ 7,035 1,223 }	¹ 2,900	15
16 SEPULGA	1	do	24	{ 51 35 }	75	51	{ 3 S. E. 1 aux.	{ 7,035 1,223 }	¹ 2,900	16
17 THOMPSON, SARA	1	Vert., 3-exp	23	37	60	39	{ 2 S. E. 1 aux.	{ 3,710 1,223 }	1,300	17
18 TIPPECANOE	1	Curtis turb					{ 3 S. E. 1 aux.	{ 7,035 1,223 }	¹ 2,900	18
19 TRINITY	1	do					{ 3 S. E. 1 aux.	{ 7,035 1,223 }	¹ 3,088	19
Total horsepower										67,452

¹ Estimated.² Shaft horsepower.

AUXILIARIES—OILERS (AO).

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders		
	Tons							
1	-----	{ 1 30 1 15 }	120	{ 8-30-425 8-15-425 }	Am. Blower-Allis Chalmers. ¹	BARNES, ROBT. L. AO14	1	
2	-----	2 50	120	4-50-2800	B. F. Sturtevant Co.	BRAZOS.....AO4	2	
3	613	2 50	120	4-50-2800	do	CUYAMA.....AO3	3	
4	608	2 50	120	K-6-50-2800	Terry-Diehl	KANAWHA.....AO1	4	
5	-----	{ 2 20 1 12½ }	120	{ L-22 SK }	Sturtevant-Diehl ¹ Clifton-Westinghouse ³	KAWEAH.....AO15	5	
6	-----	{ 2 20 1 12½ }	120	{ L-22 SK }	Sturtevant-Diehl ¹ Clifton-Westinghouse ³	LARAMIE.....AO16	6	
7	-----	{ 2 20 1 12½ }	120	{ L-22 SK }	Sturtevant-Diehl ¹ Clifton-Westinghouse ³	MATTOLE.....AO17	7	
8	734	{ 1 25 2 50 }	120	6-25-375	Diesel-G. E. Co. ⁴	MAUMEE.....AO2	8	
			120	6-50-2800	Terry, Diehl			
9	-----	2 50	120	4-50-3600	G. E. Co.	NECHES.....AO5	9	
10	700	{ 2 50 1 12½ }	120	4-50-3600	Westinghouse	PATOKA.....AO9	10	
			120	4-12½-600	Clifton-Westinghouse ³			
11	-----	2 50	120	4-50-3600	G. E. Co.	PECOS.....AO6	11	
12	700	{ 2 20 1 12½ }	120	{ 6-20-400 4-12½-600 }	G. E. Co. ¹ Clifton-Westinghouse ³	RAMAPO.....AO12	12	
13	700	{ 2 20 1 12½ }	120	{ MP-6-20-400 SK }	G. E. Co. ¹ Clifton-Westinghouse ³	RAPIDAN.....AO18	13	
14	700	{ 2 20 1 12½ }	120	{ MP-6-20-400 SK }	G. E. Co. ¹ Clifton-Westinghouse ³	SALINAS.....AO19	14	
15	711	{ 2 20 1 12½ }	120	{ 6-20-400 4-12½-600 }	G. E. Co. ¹ Clifton-Westinghouse ³	SAPELO.....AO11	15	
16	700	{ 2 20 1 12½ }	120	{ MP-6-20-400 SK }	G. E. Co. ¹ Clifton-Westinghouse ³	SEPULGA.....AO20	16	
17	-----	1 10	120	4-10-3600	Terry-G. E. Co.	THOMPSON, SARA AO8	17	
18	591	{ 2 20 1 12½ }	120	{ MP-6-20-400 SK }	G. E. Co. ¹ Clifton-Westinghouse ³	TIPPECANOE.....AO21	18	
19	591	{ 2 20 1 12½ }	120	{ 6-20-400 4-12½-600 }	G. E. Co. ¹ Clifton-Westinghouse ³	TRINITY.....AO13	19	

¹ Reciprocating engine.
² Estimated.

³ Clifton gasoline-kerosene engine.
⁴ Stockholm-Bolinger-Diesel engine.

AUXILIARIES—OILERS (AO).

	Name and official number	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	BARNES, ROBERT L.....AO14	McDougall Duluth Co., Duluth, Minn.	¹ 545,000	-----	June 29, 1918 ²	1
2	BRAZOS.....AO4	Navy yard, Boston	³ 2,550,000	Aug. 29, 1916	Aug. 29, 1916 ⁴	2
3	CUYAMA.....AO3	Navy yard, Mare Island	³ 1,140,000	Mar. 3, 1915	Apr. 19, 1915 ⁴	3
4	KANAWHA.....AO1	do.	³ 1,140,000	Aug. 22, 1912	Jan. 23, 1913 ⁴	4
5	KAWEAH.....AO15	Wm. Cramp & Sons	-----	Oct. 29, 1921 ⁵	-----	5
6	LARAMIE.....AO16	do.	-----	do. ⁵	-----	6
7	MATTOLE.....AO17	do.	-----	do. ⁵	-----	7
8	MAUMEE.....AO2	Navy yard, Mare Island	³ 1,140,000	Aug. 22, 1912	Mar. 24, 1913 ⁴	8
9	NECHES.....AO5	Navy yard, Boston	(⁶)	July 1, 1918 ⁷	July 2, 1918 ⁴	9
10	PATOKA.....AO9	Newport News S. B. & D. D. Co.	-----	Oct. 29, 1921 ⁵	-----	10
11	PECOS.....AO6	Navy yard, Boston	(⁶)	July 1, 1918 ⁷	July 18, 1918 ⁴	11
12	RAMAPO.....AO12	Newport News S. B. & D. D. Co.	-----	Oct. 29, 1921 ⁵	-----	12
13	RAPIDAN.....AO18	do.	-----	do. ⁵	-----	13
14	SALINAS.....AO19	do.	-----	do. ⁵	-----	14
15	SAPELO.....AO11	do.	-----	do. ⁸	-----	15
16	SEPULGA.....AO20	do.	-----	do. ⁵	-----	16
17	THOMPSON, SARA AO8	Wm. Armstrong & Co., New Castle, Eng.	¹ 700,000	-----	Aug. 8, 1918 ²	17
18	TIPPECANOE.....AO21	Newport News S. B. & D. D. Co.	-----	Oct. 29, 1921 ⁵	-----	18
19	TRINITY.....AO13	do.	-----	do. ⁸	-----	19

¹ Purchase price.² Date of purchase.³ Limit of cost.⁴ Date assigned to yard.⁵ Date of Executive order authorizing transfer from U. S. Shipping Board.⁶ No limit of cost.⁷ Together with act of Aug. 29, 1916.⁸ Transferred to Navy upon completion as a loan from U. S. Shipping Board.

AUXILIARIES—OILERS (AO).

	Keel laid	Launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Name and official number	
1	-----	1917 ¹	-----	-----	Oct. 19, 1918	BARNES, ROBERT L.....AO14	1
2	June 21, 1917	May 1, 1919	-----	-----	Oct. 1, 1919	BRAZOS.....AO4	2
3	Dec. 15, 1915	June 17, 1916	-----	-----	Apr. 2, 1917	CUYAMA.....AO3	3
4	Dec. 8, 1913	July 11, 1914	-----	-----	June 5, 1915	KANAWHA.....AO1	4
5	-----	1919 ¹	-----	-----	Dec. 28, 1921	KAWEAH.....AO15	5
6	-----	1920 ¹	-----	-----	do.....	LARAMIE.....AO16	6
7	-----	1920 ¹	-----	Mar. 6, 1922 ²	(³)	MATTOLE.....AO17	7
8	July 23, 1914	Apr. 17, 1915	-----	-----	Oct. 23, 1916	MAUMEE.....AO2	8
9	June 28, 1919	June 2, 1920	-----	-----	Oct. 25, 1920	NECHES.....AO5	9
10	Dec. 17, 1918	July 26, 1919	-----	Sept. 3, 1919	Oct. 13, 1919	PATOKA.....AO9	10
11	June 2, 1920	Apr. 23, 1921	-----	-----	Aug. 25, 1921	PECOS.....AO6	11
12	Jan. 16, 1919	Sept. 11, 1919	-----	Oct. 22, 1919	Nov. 15, 1919	RAMAPO.....AO12	12
13	-----	1919 ¹	-----	-----	Jan. 1, 1922	RAPIDAN.....AO18	13
14	-----	1920 ¹	-----	-----	Dec. 16, 1921	SALINAS.....AO19	14
15	May 3, 1919	Dec. 24, 1919	-----	Jan. 30, 1920	Feb. 19, 1920	SAPELO.....AO11	15
16	-----	1920 ¹	-----	Dec. 13, 1921 ²	Jan. 13, 1922	SEPULGA.....AO20	16
17	-----	1888 ¹	-----	-----	Sept. 16, 1918	THOMPSON, SARA, AO8.	17
18	-----	1920 ¹	-----	Mar. 6, 1922 ²	(³)	TIPPECANOE.....AO21	18
19	Nov. 10, 1919	July 3, 1920	-----	Sept. 4, 1920	Sept. 4, 1920	TRINITY.....AO13	19

¹ Year built.
² Date taken from over Shipping Board.
³ Remained out of commission after transfer to Navy.

AM
CAR
TRAN
HOSI
TU
MIS
UNC
AIE
DIS
S

AUXILIARIES—OILERS (AO).

	Name and official number	Quarters available				Messes (comple- ment)		
		Cabin	Ward- room	Junior officers	War- rant officers	Chief petty officers	Other enlisted men	
1	BARNES, ROBERT L.....AO 14	1	4	2	2	9	86	1
2	BRAZOS ¹.....AO 4	1	13	-----	-----	9	120	2
3	CUYAMA.....AO 3	1	15	-----	-----	9	120	3
4	KANAWHA ^{1,2}.....AO 1	1	13	-----	-----	9	120	4
5	KAWEAH.....AO 15	1	8	-----	-----	9	86	5
6	LARAMIE.....AO 16	1	8	-----	-----	9	86	6
7	MATTOLE ³.....AO 17	1	11	-----	-----	9	86	7
8	MAUMEE.....AO 2	1	11	-----	-----	9	120	8
9	NECHES.....AO 5	1	14	-----	-----	9	120	9
10	PATOKA ⁴.....AO 9	1	27	-----	-----	9	86	10
11	PECOS.....AO 6	1	14	-----	-----	9	120	11
12	RAMAPO.....AO 12	1	13	-----	-----	9	86	12
13	RAPIDAN.....AO 18	1	8	-----	-----	9	86	13
14	SALINAS.....AO 19	1	10	-----	-----	9	86	14
15	SAPELO.....AO 11	1	13	-----	-----	9	86	15
16	SEPULGA.....AO 20	1	14	-----	-----	9	86	16
17	THOMPSON, SARA.....AO 8	1	8	-----	-----	9	86	17
18	TIFEKANOE.....AO 21	1	16	-----	-----	9	86	18
19	TRINITY.....AO 13	1	13	-----	-----	9	86	19

¹ 1 berth, emergency cabin, not included in table.² 1 berth, pilot house, not included in table.³ 2 berths in pilot house, not included in table.⁴ 2 berths, emergency, not included in table.

10895—29—15

AMT
CARG
TRANS
HOSP
TUG
MISC.
UNCL
AIRCR
DIST.
STR
HU

AUXILIARIES—AMMUNITION SHIPS (AE).

Name and official number	Dimensions			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel			Ful load
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement (normal)	Tons per inch immersion	Maximum draft (aft)
	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. In.</i>
NITRO.....AE2	482 9	460 0	60 11½	20 11	10,600	50.5	25 5 1
PYRO.....AE1	482 9	460 0	60 11½	20 11	10,600	50.5	25 5 2
Total displacement.....					21,200		

Name	Number of propellers	Engines	Boilers			Shaft horsepower	
		Type	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
				<i>Sq. ft.</i>	<i>Sq. ft.</i>		
1 NITRO.....	2	Parsons geared turbine.....	4 B. & W.	360	14,420	6,700	1
2 PYRO.....	2	do.....	4 B. & W.	360	14,420	6,700	2
Total shaft horsepower.....						13,400	

Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1 NITRO.....	Navy yard, Puget Sound.....	(³)	July 1, 1918 ⁴	July 2, 1918 ⁵
2 PYRO.....	do.....	⁶ 3,550,00	Aug. 29, 1916	Jan. 5, 1917 ⁵

Name and official number	Quarters available				Messes (complement)	
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1 NITRO ⁷.....AE2	1	9	3	8	12	170 1
2 PYRO ⁷.....AE1	1	11		8	12	170 2

¹ Coal and oil burning.² Super-heat surface.³ No limit of cost.⁴ Together with act of Aug. 29, 1916.⁵ Date assigned to yard.⁶ Limit of cost.⁷ 1 spare stateroom, not included in table.

AUXILIARIES—AMMUNITION SHIPS (AE).

	Trial displacement	Trial speed	Tonnage				Fuel capacity (oil) (40 cubic feet per ton)	Name and official number	
			United States register		Panama Canal				
			Gross	Net	Gross	Net			
		<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		
1	11, 777	13. 36	7, 440	4, 405	8, 425	5, 269	1, 493	NITRO.....	AE2 1
2	10, 604	13. 19	7, 440	4, 405	8, 425	5, 269	1, 493	PYRO.....	AE1 2

	Total weight of machinery (wet)	Turbo-generator sets					Name	
		Number	Kilo-watts (each)	Volts	Type	Builders		
	<i>Tons</i>							
1	1 629	2	50	120	4-50-3600.....	G. E. Co.....	NITRO.....	1
2	1 629	2	50	120	4-50-3600.....	do.....	PYRO.....	2

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Mar. 19, 1919	Dec. 16, 1919	.....	.....	Apr. 1, 1921	NITRO.....	1
2	Aug. 9, 1918	do.....	.....	.....	Aug. 10, 1920	PYRO.....	2

	Armament	Rig		Name	
		Number of funnels	Masts		
1	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2	NITRO.....	1
2	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2	PYRO.....	2

¹ Estimated.

AUXILIARIES—CARGO SHIPS (AK).

Name and official number		Dimensions			Ship, fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	CAPELLA.....AK13	401 0	390 0	54 0	124 5	11,450	43.3	1
2	KITTERY.....AK2	293 8	282 2	40 6	13 3	3,330	23	2
3	REGULUS.....AK14	391 9	377 0	52 0	124 0	10,550	39.7	3
4	SIRIUS.....AK15	401 0	390 0	54 0	124 5	11,450	43.3	4
5	SPICA.....AK16	401 0	390 0	54 0	124 5	11,450	43.3	5
6	VEGA.....AK17	401 0	390 0	54 0	124 5	11,450	43.3	6
Total displacement.....						59,680		

Name and official number		Quarters available				Messes (complement)	
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	CAPELLA.....AK13	1	21			8	92
2	KITTERY ¹.....AK2		11			10	116
3	REGULUS ¹.....AK14		10			8	92
4	SIRIUS.....AK15	1	17			8	92
5	SPICA.....AK16	1	8	7	2	8	92
6	VEGA.....AK17	1	21			8	92

¹ Loaded summer draft and displacement.² Accommodations for 50 passengers, not included in table.³ 1 berth, chart house, not included in table.

AUXILIARIES—CARGO SHIPS (AK).

	Speed	Tonnage				Bunker capacity (42 cubic feet per ton)	Name and official number		
		United States register		Panama Canal					
		Gross	Net	Gross	Net				
	<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	11.5	5,078	3,116	6,131	3,938	¹ 1,051	CAPELLA.....	AK13	1
2	15.5	1,839	841	2,241	1,078	351	KITTERY.....	AK2	2
3	11.0	² 4,980	² 3,087	-----	-----	¹ 1,055	REGULUS.....	AK14	3
4	11.5	² 5,581	² 3,415	5,697	3,454	¹ 1,051	SIRIUS.....	AK15	4
5	11.5	² 5,562	² 3,434	-----	-----	¹ 1,051	SPICA.....	AK16	5
6	11.5	² 5,562	² 3,434	6,105	4,355	¹ 1,051	VEGA.....	AK17	6

	Armament	Rig		Name	
		Number of funnels	Masts		
1	2 5'', 51 cal.; 4 3'', 50 cal. A. A. ³	1	2	CAPELLA.....	1
2	4 3'', 50 cal. ³	2	2	KITTERY.....	2
	2 5'', 51 cal.; 4 3'', 50 cal. A. A. ³	1	2	REGULUS.....	3
4	-----do ³	1	2	SIRIUS.....	4
5	-----do ³	1	2	SPICA.....	5
6	-----do ³	1	2	VEGA.....	6

¹ Fuel oil (40 cu. ft. per ton).² Tonnage before acquired by Navy.³ Authorized battery—guns not on board.

AUXILIARIES—CARGO SHIPS (AK).

Name	Number of propellers	Engines					Boilers			Indicated horsepower	
		Type	Cylinder diameters			Stroke	No. and type	Total grate surface	Total heating surface	Main engines	Total maximum
			H. P.	I. P.	L. P.						
1 CAPELLA	1	Curtis geared turb.	In.	In.	In.	In.	3 B. & W.	Sq. ft.	Sq. ft.	12,500	
2 KITTEBY	2	Vert., 3-exp.	16	26½	43½	27¾	2 S. E.	144	4,475	1,400	2
3 REGULUS	1	do.	24	41	68	48	3 S. E.	Oil.	3,717	12,500	3
4 SIRIUS	1	Curtis geared turb.					3 B. & W.	Oil.	8,700	12,500	4
5 SPICA	1	do.					do.	Oil.	8,700	12,500	5
6 VEGA	1	do.					do.	Oil.	8,700	12,500	6
Total horsepower										13,900	

Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1 CAPELLA	Am. Int. S. B. Corp., Hog Island, Pa.			Oct. 29, 1921 ³	1
2 KITTEBY	G. Seebach Co., Bremerhaven, Germany.			May 14, 1917 ³	2
3 REGULUS	Beth. S. B. Corp., Wilmington, Del.			Oct. 29, 1921 ³	3
4 SIRIUS	Am. Int. S. B. Corp., Hog Island, Pa.			do. ³	4
5 SPICA	do.			do. ³	5
6 VEGA	do.			do. ³	6

¹ Estimated.² Shaft horsepower.³ Date of Executive order for transfer to Navy.

	Total weight of machinery (wet)	Turbo-generator sets					Name and official number
		Number	Kilo-watts (each)	Volts	Type	Builders	
<i>Tons</i>							
1	2	15	120	M. P. 6-15-415	G. E. Co. ¹	CAPELLA	AK13
2	{ 1	25	120	4-25-450	G. E. Co. ¹	KITTEERY	AK2
	1	25	120	4-25-3600	Sturte.-G. E. Co.		
3	{ 1	10	120	M. P. 6-10-475	G. E. Co. ¹	REGULUS	AK14
	1	10	120	B.	Troy-G. E. Co. ¹		
4	2	15	120	M. P. 6-15-425	G. E. Co. ¹	SIRIUS	AK15
5	2	15	120	do	do	SPICA	AK16
6	3	15	120	do	do	VEGA	AK17

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name
1		1920 ¹		Nov. 20, 1921 ²	Dec. 8, 1921	CAPELLA
2		Nov. 30, 1905			July 6, 1917	KITTEERY
3		1920 ¹		Nov. 7, 1921 ²	(³)	REGULUS
4		1919 ¹		Dec. 10, 1921 ²	Jan. 20, 1922	SIRIUS
5		1919 ¹		Nov. 16, 1921 ²	(³)	SPICA
6		1919 ¹		Dec. 2, 1921 ²	Dec. 21, 1921	VEGA

¹ Year built.

² Date taken over from Shipping Board.

³ Remained out of commission after transfer to Navy.

⁴ Reciprocating.

TRAN.
HOSP
TUC
MISC.
UNCL
AIRC
DIST.
ST
H

AUXILIARIES—TRANSPORTS (AP).

	Name and official number	Dimensions			Ship, fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	CHAUMONT.....AP5	448 0	448 0	58 0	23 0	10,700	44.6	23 6
2	HENDERSON.....AP1	483 10	460 0	60 11½	19 11	10,000	49.7	20 7
3	HEYWOOD ¹.....AP2							
	Total displacement.....					20,700		

	Name	Number of propellers	Engines					Boilers (oil burning)		Shaft horsepower	
			Type	Cylinder diameters			Stroke	Number and type	Total heating surface	Main engines	Total maximum
				H. P.	I. P.	L. P.					
1	CHAUMONT.....	1	G. E., Curtis geared turb.	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	6 B. & W.	<i>Sq. ft.</i>	² 6,000	
2	HENDERSON.....	2	Vert., 3-exp.	21¼		37 63¼	48	3 B. & W.	11,400	³ 4,000	
3	HEYWOOD ⁴										
	Total horsepower.....									10,000	

¹ On load water line.² Estimated.³ Indicated horsepower.⁴ Authorized by act of Aug. 29, 1916, but no appropriation provided.

AUXILIARIES—TRANSPORTS (AP).

Speed	Tonnage					Fuel capacity (oil) (40 cubic feet per ton)	Name and official number
	United States register		Panama Canal				
	Gross	Net	Gross	Net			
<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		
1 15	7,555	3,908	8,406	5,212	1,473	CHAUMONT.....AP5	
2 14	7,493	3,992	8,292	4,944	1,400	HENDERSON.....AP1	
3 -----						HEYWOOD.....AP2	

	Total weight of machinery (wet)	Turbo-generator sets				Name
		Number	Kilowatts (each)	Volts	Type	
					Builders	
	Tons					
1	-----	{ 1 6 120 1 50 120 2 85 120	-----	-----	Matthews-G. E. Co. ³ B. F. Sturtevant ¹ G. E. Co.....	}CHAUMONT..... 1
2	635	{ 1 200 120 1 200 120	8-200- ¹⁸⁰⁰ 8-200- ¹⁸⁰⁰	-----	Westinghouse De Laval-Westinghouse.....	}HENDERSON..... 2
3	-----	-----	-----	-----	-----	HEYWOOD..... 3

¹ Estimated. ² Reciprocating engine. ³ Internal combustion.

TRANSP
HOSPIT
TUGS
MISC. A
UNCLA
AIRC
DIST.
ST
|

AUXILIARIES—TRANSPORTS (AP).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	CHAUMONT.....	Am. Int. S. B. Corp., Hog Island, Pa.	(¹)			1
2	HENDERSON.....	Navy yard, Philadelphia.....	² 1,850,000	Mar. 4, 1913	Feb. 19, 1914 ³	2
3	HEYWOOD.....			Aug. 29, 1916		3

	Name and official number	Quarters available				Messes (complement)		
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	CHAUMONT ⁴.....AP5	1		15		16	242	1
2	HENDERSON ⁵.....AP1		17		5	19	341	2
3	HEYWOOD.....AP2							3

¹ Transferred as a loan from the War Department Nov. 3, 1921, and to Navy ownership by Executive order of Aug. 6, 1924.

² Limit of cost.

³ Date assigned to yard.

⁴ Quarters for 117 passengers, not included in table.

⁵ Quarters for marine commander and for 72 passengers, not included in table.

AUXILIARIES—TRANSPORTS (AP).

	Keel laid	Launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Name	
1	-----	1920 ¹	-----	Nov. 3, 1921 ²	Nov. 22, 1921	CHAUMONT-----	1
2	June 19, 1915	June 17, 1916	-----	-----	May 24, 1917	HENDERSON-----	2
3	-----	-----	-----	-----	-----	HEYWOOD-----	3

	Armament	Rig		Name	
		Number of funnels	Masts		
1	None-----	1	2	CHAUMONT-----	1
2	8 5'', 51 cal.; 2 3'', 50 cal. A. A.; 2 3-pdr.; 2 1-pdr.-----	1	2	HENDERSON-----	2
3	-----	-----	-----	HEYWOOD-----	3

¹ Year built.

² Date taken over from War Department.

HOSPIT
TUG
MISC.
UNCL
AIR
DIST
S

AUXILIARIES—HOSPITAL SHIPS (AH).

Name and official number	Dimensions			Ship, fully equipped ready for sea, full load			Bunker capacity (42 cubic feet per ton)	Maximum draft (aft)
	Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion		
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1 MERCY.....AH4	429 10	413 0	50 2	22 8	9,450	40.0	1,757	23 4
2 RELIEF.....AH1	483 10	460 0	60 11½	19 7	9,800	49.7	1,951	19 10
3 SOLACE ¹¹.....AH2	377 0	361 2	44 0	20 6	5,920	28.2	1,162	22 11
Total displacement.....					25,170			

Name	Number of propellers	Engines				Boilers			Indicated horsepower			
		Type	Cylinder diameters			Number and type	Total grate surface	Total heating surface	Main engines	Total maximum		
			H. P.	I. P.	L. P.						Stroke	
			In.	In.	In.	In.		Sq. ft.	Sq. ft.			
1	MERCY.....	2	Vert., 3-exp.....	32	52	86	48	8 S. E.....	572	20,667	8,500	1
2	RELIEF.....	2	{Parsons geared turb.					3 B. & W.....	Oil.	{ 11,424 1,140	44,525	2
3	SOLACE.....	1	Vert., 3-exp.....	28	44	74	54	3 D. E.....	388	10,910	4,200	3
Total horsepower.....											16,950	

Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1 MERCY.....	Wm. Cramp & Sons, Philadelphia.	7 2,240,000		8 Sept. 27, 1917
2 RELIEF.....	Navy yard, Philadelphia, Pa.....	8 4,355,000	Aug. 29, 1916	10 Aug. 29, 1916
3 SOLACE.....	Newport News S. B. & D. D. Co..	7 600,000		8 Apr. 7, 1898

Name and official number	Quarters available				Messes (complement)	
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1 MERCY ¹².....AH4	1	28			21	344
2 RELIEF ¹³.....AH1	1	21		9	21	344
3 SOLACE.....AH2		19		4	15	237

¹ Registered.² Forward.³ Fuel oil (40 cu. ft. per ton).⁴ Estimated.⁵ Superheat, surface.⁶ Shaft horsepower.⁷ Purchase price.⁸ Date of purchase.⁹ Limit of cost.¹⁰ Date assigned to the yard.¹¹ Sale recommended.¹² Accommodations for 6 nurses and 10 sick officers, not included in table.¹³ Accommodations for 11 nurses and 13 sick officers, not included in table.

AUXILIARIES—HOSPITAL SHIPS (AH).

Trial displacement	Trial speed	Tonnage				Rig		Name and official number		
		U. S. register		Panama Canal						
		Gross	Net	Gross	Net	Number of funnels	Masts			
Tons	Knots	Tons	Tons	Tons	Tons					
1	10, 070	15. 06	6, 644	2, 463	7, 364	3, 283	2	2	MERCY.....AH4	1
2	10, 070	15. 06	8, 288	4, 037	9, 324	5, 764	1	2	RELIEF.....AH1	2
3	10, 070	15. 06	3, 927	1, 984	4, 104	2, 343	1	2	SOLACE.....AH2	3

Total weight of machinery (wet)	Turbo-generator sets					Name and official number
	Number	Kilowatts (each)	Volts	Type	Builders	
	Tons					
1	3	50	120	6-50-400.....	Sturtevant ¹	MERCY.....AH4 1
2 ² 617	2	300	120	6-300- ³ / ₁₁₅	Westinghouse.....	RELIEF.....AH1 2
3	2	24	120	8-24-400.....	G. E. Co. ¹	SOLACE.....AH2 3

Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	1907 ³		Sept. 27, 1917 ⁴	Jan. 24, 1918	MERCY.....	1
2 July 14, 1917	Dec. 23, 1919			Dec. 28, 1920	RELIEF.....	2
3	1896 ³		Apr. 7, 1898 ⁴	Apr. 14, 1898	SOLACE.....	3

¹ Reciprocating engines.² Estimated.³ Year built.⁴ Date of purchase.

HOSPITAL

TUGS

MISC. AU

UNCLAS

AIRC

DIST.

STE

H

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Material of hull	Dimensions					Speed	
			Length over all	Length between perpendiculars	Breadth, molded	Mean draft	Displacement		
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Knots</i>	
1	ALGORMA.....AT34	Steel	156 8	149 4	30 0	14 7	1,000	13.06	1
2	ALLEGHENY.....AT19	do.	155 10	149 4	30 0	14 7	¹ 1,000	¹ 14.0	2
3	ARAPAHO.....AT14	do.	122 6	115 0	² 24 0	12 10	575	10.8	3
4	BAGADUCE.....AT21	do.	156 8	149 4	30 0	14 7	¹ 1,000	³ 12.4	4
5	BAY SPRING.....AT60	do.	150 0	141 4	27 8	⁴ 14 1	775	-----	5
6	CHALLENGE (S. P. 1015).....AT59	Iron	129 3	122 0	22 2	13 2	515	¹ 14.0	6
7	CHEMUNG.....AT18	Steel	123 6	115 0	² 26 8	11 6	575	¹ 11.0	7
8	CONTOCOOK.....AT36	do.	156 8	149 4	30 0	14 7	¹ 1,000	¹ 13.0	8
9	GENESEE (S. P. 1116).....AT55	do.	170 0	⁵ 158 0	29 0	16 0	¹ 1,000	¹ 15.0	9
10	IUKA.....AT37	do.	156 8	149 4	30 0	14 7	¹ 1,000	13.06	10
11	KALMIA.....AT23	do.	156 8	149 4	30 0	14 7	¹ 1,000	¹ 13.0	11
12	KEOSANOUA.....AT38	do.	156 8	149 4	30 0	14 7	¹ 1,000	13.06	12
13	KEWAYDIN.....AT24	do.	156 8	149 4	30 0	14 7	¹ 1,000	¹ 13.0	13
14	KOKA.....AT31	do.	156 8	149 4	30 0	14 7	¹ 1,000	¹ 13.0	14
15	LYKENS (S. P. 876).....AT56	do.	170 0	157 0	29 0	15 0	⁶ 1,000	-----	15
16	MAHOPAC.....AT29	do.	156 8	149 4	30 0	14 7	¹ 1,000	¹ 13.0	16
17	MONTCALM.....AT39	do.	156 8	149 4	30 0	14 7	¹ 1,000	13.06	17
18	NAPA.....AT32	do.	156 8	149 4	30 0	14 7	¹ 1,000	¹ 13.0	18

¹ Estimated.² Extreme.³ Based on special trials.⁴ Designed draft.⁵ Registered.⁶ Approximate.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Tonnage				Fuel capacity		Rig		Name and official number
	United States register		Panama Canal		Coal, 42 cubic feet per ton	Oil, 40 cubic feet per ton	Number of funnels	Masts	
	Gross	Net	Gross	Net					
	Tons	Tons	Tons	Tons					
1	502	Nil.	546	{ Nil. 1 134 }	256	1	2.....	ALGORMA.....AT34	
2					240	1	2.....	ALLEGHENY.....AT19	
3					142	1	1 mast; 1 derrick.	ARAPAH0.....AT14	
4					258	1	2.....	BAGADUCE.....AT21	
5	² 426	² 74						BAY SPRING.....AT60	
6	² 255	² 127			110	1	2.....	CHALLENGE.....AT59	
7					147	1	2.....	CHEMUNG.....AT18	
8	502	Nil.	546	{ Nil. 1 134 }	256	1	2.....	CONT00K.....AT36	
9	² 617	² 420			286	1	2.....	GENESEE.....AT55	
10	502	Nil.	546	{ Nil. 1 134 }	256	1	2.....	IUKA.....AT37	
11					258	1	2.....	KALMIA.....AT23	
12	502	Nil.	546	{ N.I. 1 134 }	256	1	2.....	KE0SANQUA.....AT38	
13					258	1	2.....	KEWAYDIN.....AT24	
14					249	1	2.....	KOKA.....AT31	
15	² 625	² 425			250	1	2.....	LYKENS.....AT56	
16					249	1	2.....	MAHOPAC.....AT29	
17	502	Nil.	546	{ Nil. 1 134 }	256	1	2.....	MONTCALM.....AT39	
18					249	1	2.....	NAPA.....AT32	

¹ Propelling power deduction limited to 50 per cent of gross tonnage.² Tonnage before acquired by Navy.

TUGS
MISC. AU
UNCLAS
AIRCRA
DIST. C
STR
HU

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name	Number of propellers	Engines					Boilers			Indicated horsepower	
			Type	Cylinder diameters			Stroke	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum
				H. P.	I. P.	L. P.						
				In.	In.	In.						
1	ALGORMA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	Oil.	4, 972	2, 017	
2	ALLEGHENY.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	¹ 1, 800	2
3	ARAPAHO.....	1	do.....	15	24	38	24	do.....	Oil.	2, 290	800	3
4	BAGADUCE.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	1, 821	4
5	BAY SPRING.....	1	do.....	17	25	43	30	do.....	Oil.	3, 060	¹ 850	5
6	CHALLENGE.....	1	do.....	16	24	40	28	1 S. E.; 1 aux.	Oil.	2, 167	750	6
7	CHEMUNG.....	1	do.....	15	24	38	24	2 S. E.....	Oil.	3, 617	800	7
8	CONTOCOOK.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	2, 130	8
9	GENESEE.....	1	do.....	18	28	45	30	do.....	127	3, 488	1, 000	9
10	IUKA.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	2, 049	10
11	KALMIA.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	¹ 1, 800	11
12	KEOSANQUA.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	2, 065	12
13	KEWAYDIN.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	¹ 1, 800	13
14	KOKA.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	¹ 1, 800	14
15	LYKENS.....	1	do.....	18	28	45	30	do.....	106	3, 200	1, 000	15
16	MAHOPAC.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	¹ 1, 800	16
17	MONTCALM.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	2, 017	17
18	NAPA.....	1	do.....	21	33½	55½	42	do.....	Oil.	4, 972	¹ 1, 800	18

¹ Estimated.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders	
	<i>Tons</i>						
1	307	2	10	120	2-10-4000.....	Westinghouse.....	ALGORMA.....AT34 1
2	307	2	10	120	do.....	do.....	ALLEGHENY.....AT19 2
3	-----	1	10	120	CCD, recip.....	Sturtevant-Crocker W. Co..	ARAPAH0.....AT14 3
4	307	2	10	120	2-10-4000.....	Westinghouse.....	BAGADUCE.....AT21 4
5	-----	1	7	120	MP, recip.....	G. E. Co.....	BAY SPRING.....AT60 5
6	-----	1	4.5	120	D. C., recip.....	do.....	CHALLENGE.....AT59 6
7	135.3	2	5	120	B. D., recip.....	Sturtevant-Western El. Co..	CHEMUNG.....AT18 7
8	307	2	10	120	2-10-4000.....	Westinghouse.....	CONT000K.....AT36 8
9	-----	{ 1 7 1 3.5 }		120	Recip.....	do.....	GENESEE.....AT55 9
10	307	2	10	120	20 S. K.....	Westinghouse.....	IUKA.....AT37 10
11	307	2	10	120	do.....	do.....	KALMIA.....AT23 11
12	307	2	10	120	do.....	do.....	KE0SANQUA.....AT38 12
13	307	2	10	120	do.....	do.....	KEWAYDIN.....AT24 13
14	307	2	10	120	do.....	do.....	KOKA.....AT31 14
15	-----	2	12½	120	Recip.....	G. E. Co.....	LYKENS.....AT56 15
16	307	2	10	120	2-10-4000.....	Westinghouse.....	MAHOPAC.....AT29 16
17	307	2	10	120	do.....	do.....	MONTCALM.....AT39 17
18	307	2	10	120	do.....	do.....	NAPA.....AT32 18

10895—29—16

MISC. AI

UNCLAS

AIRC

DIST. C

ST

H

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Quarters available				Messes (complement)		
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	ALGORMA AT34		1		4	3	38	1
2	ALLEGHENY AT19		5			3	38	2
3	ARAPAHO AT14		3			2	23	3
4	BAGADUCE AT21	1	2			3	38	4
5	BAY SPRING AT60		7			3	27	5
6	CHALLENGE AT59					2	23	6
7	CHEMUNG AT18		5			2	23	7
8	CONTOCOOK AT36	1	4			3	38	8
9	GENESEE AT55		1			3	38	9
10	IUKA AT37		5			3	38	10
11	KALMIA AT23		5			3	38	11
12	KEOSANQUA AT38				5	3	38	12
13	KEWAYDIN AT24		5			3	38	13
14	KOKA AT31		5			3	38	14
15	LYKENS AT56		4			3	38	15
16	MAHOPAC AT29		5			3	38	16
17	MONTCALM AT39		3			3	38	17
18	NAPA AT32	1	4			3	38	18

MISC. AUX.
UNCLAS'D
AIRCRAFT
DIST. CR'T
STR. SAL
HIST'L
SUM
INDE

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Armament	By whom and where built or building	Contract price of hull and machinery (dollars)	
1	ALGORMA.....AT34	2 3", 50 cal. A. A. ¹ -----	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	1
2	ALLEGHENY.....AT19	2 3", 50 cal. A. A. ¹ -----	American S. B. Co., Buffalo, N. Y.	430,921	2
3	ARAPAHO.....AT14	2 3 pdr. ¹ -----	Seattle C. & D. D. Co., Seattle, Wash.	-----	3
4	BAGADUCE.....AT21	2 3", 50 cal. A. A. ¹ -----	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	4
5	BAY SPRING.....AT60	-----	Providence Engineering Works, Providence, R. I.	(?)	5
6	CHALLENGE.....AT59	2 3 pdr. ¹ -----	J. H. Dialogue & Sons, Camden, N. J.	\$ 150,000	6
7	CHEMUNG.....AT18	2 3 pdr. ¹ -----	Navy yard, Norfolk, Va.-----	\$ 125,000	7
8	CONTOCOOK.....AT36	2 3", 50 cal. A. A. ¹ -----	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	8
9	GENESEE.....AT55	2 3", 50 cal. broadside ¹	Maryland Steel Co., Sparrows Point, Md.	\$ 315,000	9
10	IUKA.....AT37	2 3", 50 cal. A. A. ¹ -----	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	10
11	KALMIA.....AT23	2 3", 50 cal. A. A. ¹ -----	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	11
12	KROSANOVA.....AT38	2 3", 50 cal. A. A. ¹ -----	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	12
13	KEWAYDIN.....AT24	2 3", 50 cal. A. A. ¹ -----	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	13
14	KOKA.....AT31	2 3", 50 cal. A. A. ¹ -----	Navy yard, Puget Sound.-----	-----	14
15	LYKENS.....AT56	1 3", 50 cal. broadside ¹	Neafie & Levy, Philadelphia.-----	\$ 300,000	15
16	MAHOPAC.....AT29	2 3", 50 cal. A. A. ¹ -----	Navy yard, Puget Sound.-----	-----	16
17	MONTCALM.....AT39	2 3", 50 cal. A. A. ¹ -----	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	17
18	NAPA.....AT32	2 3", 50 cal. A. A.-----	Navy yard, Puget Sound.-----	-----	18

¹ Authorized battery—guns not on board.² Taken over from Shipping Board, Sept. 28, 1921.³ Purchase price.⁴ Limit of cost.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Date of act authorizing building	Contract signed	Keel laid	Launched	Contract date of completion	Date of first commission	Name	
1	Mar. 4, 1917 ¹	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 12, 1919	May 15, 1920	ALGORMA.....	1
2	do. ¹	May 24, 1917	.....	Oct. 18, 1917	Nov. 15, 1917	Déc. 5, 1918	ALLEGHENY.....	2
3	.....	June 30, 1913	Dec. 16, 1913	June 20, 1914	Aug. 12, 1914	Feb. 8, 1918	ARAPAHO.....	3
4	Mar. 4, 1917 ¹	May 21, 1918	July 16, 1918	Apr. 5, 1919	.....	Sept. 18, 1919	BAGADUCE.....	4
5	.....	.....	.....	1920 ²	.....	Nov. 10, 1921	BAY SPRING.....	5
6	.....	June 24, 1918 ³	.....	1889 ⁴	.....	Oct. 4, 1918	CHALLENGE.....	6
7	.....	Nov. 21, 1914	Oct. 2, 1915	Apr. 1, 1916	.....	Mar. 14, 1917	CHEMUNG.....	7
8	Mar. 4, 1917 ¹	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	Apr. 26, 1919	Aug. 20, 1920	CONTOCOOK.....	8
9	.....	July 27, 1917 ³	.....	1905 ⁴	Sept. 25, 1917	Nov. 10, 1917	GENESEE.....	9
10	Mar. 4, 1917 ¹	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	Oct. 29, 1920	IUKA.....	10
11	do. ¹	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	.....	Nov. 18, 1919	KALMIA.....	11
12	do. ¹	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	Dec. 9, 1920	KEOSANQUA.....	12
13	do. ¹	May 21, 1918	Aug. 23, 1918	June 25, 1919	.....	Nov. 4, 1919	KEWAYDIN.....	13
14	do. ¹	May 18, 1918 ⁴	Nov. 30, 1918	July 11, 1919	.....	Feb. 18, 1920	KOKA.....	14
15	.....	1917 ³	.....	1899 ⁴	.....	Nov. 10, 1917	LYKENS.....	15
16	Mar. 4, 1917 ¹	May 18, 1918 ⁴	Nov. 30, 1918	May 27, 1919	.....	Oct. 20, 1919	MAHOPAC.....	16
17	do. ¹	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	Jan. 19, 1921	MONTCALM.....	17
18	do. ¹	May 18, 1918 ⁴	Mar. 5, 1919	July 24, 1919	.....	Dec. 5, 1919	NAPA.....	18

¹ Emergency fund.
² Year built.

³ Date of purchase.
⁴ Date assigned to yard.

MISC. A
 UNCLAS
 AIRC
 DIST. C
 ST
 H

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Material of hull	Dimensions					Speed
			Length over all	Length between perpendiculars	Breadth, molded	Mean draft	Displacement	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Knots</i>
19	NAVAJO.....AT52	Steel..	141 4	.....	27 6	14 1	800	12.0
20	ONTARIO.....AT13	..do..	185 2	175 0	34 0	12 6	1,120	13.2
21	PATAPSCO.....AT10	..do..	157 1	148 0	29 0½	12 3	1,755	13.0
22	PATUXENT ¹.....AT11	..do..	156 7	148 0	29 0½	12 3	1,755	13.0
23	PINOLA.....AT33	..do..	156 8	149 4	30 0	14 7	1,000	13.0
24	PISCATAQUA.....AT49	..do..	156 11	149 0	28 7	12 0	854	16.0
25	SAGAMORE.....AT20	..do..	156 8	149 4	30 0	14 7	1,000	13.0
26	SCIOTA.....AT30	..do..	156 8	149 4	30 0	14 7	1,000	13.0
27	SONOMA.....AT12	..do..	185 2	175 0	34 0	12 6	1,120	13.08
28	SUNNADIN.....AT28	..do..	156 8	149 4	30 0	14 7	1,000	13.0
29	TADOUSAC.....AT22	..do..	156 8	149 4	30 0	14 7	1,000	13.0
30	TATNUCK.....AT27	..do..	156 8	149 4	30 0	14 7	1,000	13.0
31	TILLAMOOK.....AT16	..do..	122 6	115 0	24 0	12 10	575	10.55
32	UMPOUA.....AT25	..do..	156 8	149 4	30 0	14 7	1,000	13.0
33	UNDAUNTED.....AT58	..do..	143 0	.....	28 0	14 10	1,450	11.5
34	WANDANK.....AT26	..do..	156 8	149 4	30 0	14 7	1,000	13.0
35	WANDO.....AT17	..do..	123 6	115 0	26 8	11 6	575	.....
Total displacement.....							31,444	

¹ Estimated.² Loaned to Department of Commerce, Bureau of Fisheries, and renamed Albatross II.

AUXILIARIES—OCEAN-GOING TUGS (AT).

Tonnage					Fuel capacity		Rig		Name and official number
United States register		Panama Canal		Coal, 42 cubic feet per ton	Oil, 40 cubic feet per ton	Number of funnels	Masts		
Gross	Net	Gross	Net						
Tons	Tons	Tons	Tons						
19	438	45	483	128	164	1	2	NAVAJO	AT52
20	883	131	875	177	483	1	2	ONTARIO	AT13
21					311	1	2	PATAPSCO	AT10
22	521	101	569	112	313	1	2	PATUXENT	AT11
23					249	1	2	PINOLA	AT33
24					242	1	2	PISCATAQUA	AT49
25					240	1	2	SAGAMORE	AT20
26					249	1	2	SCIOTA	AT30
27	883	131	875	177	483	1	2	SONOMA	AT12
28					249	1	2	SUNNADIN	AT28
29					258	1	2	TADOUSAC	AT22
30					249	1	2	TATNUCK	AT27
31					142	1	1 mast, 1 derrick	TILLAMOOK	AT16
32			546	134	258	1	2	UMPQUA	AT25
33					329	1	2	UNDAUNTED	AT58
34					258	1	2	WANDANK	AT26
35					144	1	2	WANDO	AT17

¹ Subject to 50 per cent limitation on propelling power.

MISC. A
UNCLA
AIRC
DIST.
ST
H

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name	Number of propellers	Engines					Boilers			Indicated horsepower		
			Type	Cylinder diameters			Stroke	Number and type	Total grate surface	Total heating surface	Main engines	Total maximum	
				H. P.	I. P.	L. P.							
				In.	In.	In.	In.		Sq. ft.	Sq. ft.			
19	NAVAJO.....	1	Vert., 3-exp.	16½	24	41	30	2 S. E.	Oil.	2,638		935	19
20	ONTARIO.....	1	do.	19¾	31½	54¼	36	do.	158	5,812		1,517	20
21	PATAPSCO.....	2	do.	11¾	18½	32	27	do.	97	3,078		1,160	21
22	PATUXENT.....	2	do.	11¾	18½	32	27	do.	97	3,078		1,160	22
23	PINOLA.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		1,800	23
24	PISCATAQUA.....	1	do.	20	32½	55	36	do.	Oil.	4,116		2,000	24
25	SAGAMORE.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		1,800	25
26	SCIOTO.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		1,800	26
27	SONOMA.....	1	do.	19¾	31½	54¼	36	do.	158	5,812		1,596	27
28	SUNNADIN.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		1,800	28
29	TADOUSAC.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		1,800	29
30	TATNUCK.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		2,070	30
31	TILLAMOOK.....	1	do.	15	24	38	24	do.	Oil.	2,290		800	31
32	UMPQUA.....	1	do.	21	33½	55½	42	do.	Oil.	4,972		1,800	32
33	UNDAUNTED.....	1	do.	16½	26	44	30	2 Union...	Oil.	3,870		1,000	33
34	WANDANK.....	1	do.	21	33½	55½	42	2 S. E.	Oil.	4,972		1,800	34
35	WANDO.....	1	do.	15	24	38	24	do.	Oil.	3,617		800	35
Total horsepower.....												53,737	

¹ Estimated.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number	
		Number	Kilowatts (each)	Volts	Type	Builders	
	<i>Tons</i>						
19	-----	1	10	120	R. C. 27 B 2-10-400 ¹	G. E. Co.....	NAVAJO.....AT52 19
20	334 {	1	10	120	-----	Terry-G. E. Co	} ONTARIO.....AT13 20
		1	10	120	4-10-3600	Kerr-Fort Wayne	
21	-----	{	1	10	6-8-500 ¹	{Terry-G. E. Co	} PATAPSCO.....AT10 21
			1	8	-----	{G. E. Co.....	
22	186 {	1	10	120	-----	Kerr-G. E. Co	} PATUXENT.....AT11 22
		1	8	120	H. 6-8-475 ¹	B. F. Sturtevant.....	
23	307	2	10	120	2-10-4000	Westinghouse.....	PINOLA.....AT33 23
24	-----	1	7.5	120	4-7½-550 ¹	G. E. Co.....	PISCATAQUA.....AT49 24
25	307	2	10	120	2-10-4000	Westinghouse.....	SAGAMORE.....AT20 25
26	307	2	10	120	do.....	do	SCIOTA.....AT30 26
27	334	2	10	120	4-10-3600	Kerr-Fort Wayne	SONOMA.....AT12 27
28	307	2	10	120	2-10-4000	Westinghouse.....	SUNNADIN.....AT28 28
29	307	2	10	120	do.....	do	TADOUSAC.....AT22 29
30	307	2	10	120	do.....	do	TATNUCK.....AT27 30
31	-----	1	10	120	C. C. D ¹	Sturtevant-Crocker	TILLAMOOK.....AT16 31
32	307	2	10	120	2-10-4000	Westinghouse.....	UMPQUA.....AT25 32
33	-----	1	7	120	4-7-550 ¹	G. E. Co.....	UNDAUNTED.....AT58 33
34	307	2	10	120	2-10-4000	Westinghouse.....	WANDANK.....AT26 34
35	-----	2	5	120	B. D. ¹	Sturtevant-Westinghouse	WANDO.....AT17 35

¹ Reciprocating engines.

MISC. A

UNCL

AIRC

DIST.

ST

I

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Quarters available				Messes (complement)		
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other Enlisted men	
19	NAVAJO.....AT52	-----	-----	-----	1	3	27	19
20	ONTARIO ¹.....AT13	1	5	-----	-----	4	50	20
21	PATAPSCO.....AT10	-----	3	-----	-----	3	27	21
22	PATUXENT.....AT11	1	4	-----	-----	3	27	22
23	PINOLA.....AT33	1	4	-----	-----	3	38	23
24	PISCATAQUA.....AT49	-----	1	-----	-----	3	38	24
25	SAGAMORE.....AT20	-----	3	-----	-----	3	38	25
26	SCIOTA.....AT30	1	4	-----	-----	3	38	26
27	SONOMA.....AT12	1	4	-----	-----	4	50	27
28	SUNNADIN.....AT28	-----	-----	-----	5	3	38	28
29	TADOUSAC.....AT22	-----	5	-----	-----	3	38	29
30	TATNUCK.....AT27	-----	5	-----	-----	3	38	30
31	TILLAMOOK.....AT16	-----	3	-----	-----	2	23	31
32	UMPQUA.....AT25	-----	3	-----	-----	3	38	32
33	UNDAUNTED.....AT58	-----	2	-----	-----	2	23	33
34	WANDANK.....AT26	1	4	-----	-----	3	38	34
35	WANDO.....AT17	-----	5	-----	-----	2	23	35

¹2 staterooms with 2 berths each over boilers and undesirable.

MISC. A
UNCLA
AIRC
DIST.
ST
H

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Armament	By whom and where built or building	Contract price of hull and machinery (dollars)	
19	NAVAJO.....AT52	2 3-pdr. ¹	Neafie & Levy, Philadelphia.....	\$ 115,000	19
20	ONTARIO.....AT13	1 3'' 50 cal. broadside; 1 3'' 50 cal. A. A.	New York S. B. Co., Camden, N. J.	194,000	20
21	PATAFSCO.....AT10	1 3'' 50 cal. A. A. ¹	Navy yard, Portsmouth, N. H.....	\$ 175,000	21
22	PATUXENT.....AT11	1 3'' 50 cal. A. A. ¹	Navy yard, Norfolk, Va.....	\$ 175,000	22
23	PINOJA.....AT33	2 3'' 50 cal. A. A. ¹	Navy yard, Puget Sound.....	.....	23
24	PISCATAQUA.....AT49	3 3-pdr. ¹	F. W. Wheeler & Co., West Bay City, Mich.	\$ 130,000	24
25	SAGAMORE .....AT20	2 3'' 50 cal. A. A. ¹	American S. B. Co., Buffalo, N. Y.	430,921	25
26	SCIOTA.....AT30	2 3'' 50 cal. A. A. ¹	Navy yard, Puget Sound.....	.....	26
27	SONOMA.....AT12	1 3'' 50 cal. broadside; 1 3'' 50 cal. A. A. ¹	New York S. B. Co., Camden, N. J.	194,000	27
28	SUNNADIN.....AT28	2 3'' 50 cal. A. A. ¹	Navy yard, Puget Sound.....	.....	28
29	TADOUSAC.....AT22	2 3'' 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	29
30	TATNUCK.....AT27	2 3'' 50 cal. A. A. ¹	Navy yard, Puget Sound.....	.....	30
31	TILLAMOOK.....AT16	2 3-pdr. ¹	Seattle C. & D. D. Co., Seattle, Wash.	.....	31
32	UMFQUA.....AT25	2 3'' 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	32
33	UNDAUNTED.....AT58	1 3'' 50 cal. A. A. ¹	Union Iron Works, San Francisco..	\$ 222,500	33
34	WANDANK.....AT26	2 3'' 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	34
35	WANDO.....AT17	2 3-pdr. ¹	Navy yard, Charleston, S. C.....	\$ 125,000	35

¹ Authorized battery; guns not on board.² Purchase price.³ Limit of cost.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Date of act authorizing building	Contract signed	Keel laid	Launched	Contract date of completion	Date of first commission	Name	
19	-----	Nov. 21, 1907 ¹	-----	-----	-----	Mar. 17, 1908	NAVAJO.....	19
20	Mar. 4, 1911	July 28, 1911	Nov. 23, 1911	Apr. 11, 1912	Aug. 24, 1912	Sept. 4, 1912	ONTARIO.....	20
21	Apr. 27, 1904	July 20, 1906 ²	May 12, 1907	June 29, 1908	-----	July 28, 1909	PATAPSCO.....	21
22	...do.....	...do. ²	July 25, 1907	May 16, 1908	-----	May 4, 1909	PATUXENT.....	22
23	Mar. 4, 1917 ³	May 18, 1918 ²	Mar. 3, 1919	Aug. 12, 1919	-----	Feb. 7, 1920	PINOLA.....	23
24	-----	May 11, 1898 ¹	-----	1897 ⁴	-----	June 18, 1898	PISCATAQUA.....	24
25	Mar. 4, 1917	May 24, 1917	-----	-----	Nov. 15, 1917	-----	SAGAMORE.....	25
26	...do. ¹	May 18, 1918 ²	Nov. 30, 1918	June 11, 1919	-----	Nov. 13, 1919	SCIOTA.....	26
27	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sept. 6, 1912	SONOMA.....	27
28	Mar. 4, 1917 ³	May 18, 1918 ²	Dec. 3, 1918	Feb. 28, 1919	-----	Oct. 20, 1919	SUNNADIN.....	28
29	...do. ¹	May 21, 1918	July 22, 1918	Feb. 17, 1919	-----	June 13, 1919	TADOUSAC.....	29
30	...do. ¹	May 18, 1918 ²	Dec. 3, 1918	Feb. 21, 1919	-----	July 26, 1919	TATNUCK.....	30
31	-----	June 30, 1913	Jan. 6, 1914	Aug. 15, 1914	Aug. 12, 1914	-----	TILLAMOOK.....	31
32	Mar. 4, 1917 ³	May 21, 1918	Feb. 19, 1919	Sept. 18, 1919	-----	Dec. 6, 1919	UMPQUA.....	32
33	-----	1917 ²	-----	1917 ⁴	-----	Feb. 5, 1918	UNDAUNTED.....	33
34	Mar. 4, 1917 ³	May 21, 1918	Apr. 7, 1919	Oct. 21, 1919	-----	Mar. 23, 1920	WANDANK.....	34
35	-----	Dec. 7, 1914 ²	June 14, 1915	Mar. 7, 1916	-----	Apr. —, 1917	WANDO.....	35

¹ Date of purchase.² Date assigned to yard.³ Emergency fund.⁴ Year built.

MISC. AUX.

UNCLAS'D

AIRCRAFT

DIST. CR'T

STR. SALE

HIST'L

SUM'S

INDEX

AUXILIARIES—MISCELLANEOUS (AG).

Name and official number		Dimensions			Ship fully equipped ready for sea, full load			
		Length over all	Length between perpendiculars	Breadth on load water line	Mean draft	Displacement	Tons per inch immersion	Maximum draft (aft)
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft. in.</i>
1	ANTARES ¹.....AG10	401 0	390 0	54 0	² 24 5	³ 11,450	43.3	1
2	GENERAL ALAVA ³.....AG5		212 6	29 9	11 0	1,115		2
3	GOLD STAR ⁷.....AG12	391 9	377 0	52 0	² 24 0	³ 10,550	39.7	3
4	HANNIBAL.....AG1	274 1	263 4	39 3	15 6	3,550	21.0	19 2 4
5	PROCYON ¹.....AG11	401 0	390 0	54 0	² 24 5	³ 11,450	43.3	5
Total displacement.....						38,115		

Name and official number		Quarters available				Messes (complement)	
		Cabin	Ward room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	ANTARES ⁴.....AG10	2	36			17	174 1
2	GENERAL ALAVA.....AG5	2		10		2	54 2
3	GOLD STAR ⁵.....AG12	1	9			8	92 3
4	HANNIBAL ⁶.....AG1	1	13			19	225 4
5	PROCYON ⁶.....AG11	3	24			17	174 5

¹ Fitted as flagship.² Loaded summer draft and displacement.³ Stricken July 19, 1929.⁴ Also 30 marines, not included in table.⁵ 20 berths for passengers, not included in table.⁶ 4 berths for civilian hydrographers, not included in table.⁷ Ex. Areturus.

AUXILIARIES—MISCELLANEOUS (AG).

	Speed	Tonnage				Bunker capacity (42 cubic feet per ton)	Name and official number	
		United States register		Panama Canal				
		Gross	Net	Gross	Net			
	<i>Knots</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		
1	11.5	5,501	2,809	6,227	3,776	¹ 1,051	ANTARES.....	AG10 1
2	² 10.5					246	GENERAL ALAVA.....	AG5 2
3	11	5,066	2,957	5,559	3,792	¹ 1,491	GOLD STAR.....	AG12 3
4	² 9	1,953	1,109			855	HANNIBAL.....	AG1 4
5	11.5	5,784	3,513	6,105	4,355	¹ 1,051	PROCYON.....	AG11 5

	Armament	Rig		Name	
		Number of funnels	Masts		
1	2 5'' 51 cal.; 4 3'' 50 cal. A. A.; 2 6-pdr. ³		2	ANTARES.....	1
2	2 3-pdr.....	1	2	GEN. ALAVA.....	2
3	2 5'' 51 cal.; 4 3'' 50 cal. A. A. ³	1	2	GOLD STAR.....	3
4	1 6'' 40 cal.; 2 3'' 50 cal. A. A. ³	1	2	HANNIBAL.....	4
5	2 5'' 51 cal.; 4 3'' 50 cal. A. A.; 2 6-pdr. ³		2	PROCYON.....	5

¹ Tons of fuel oil (40 cu. ft. per ton).² Estimated.³ Authorized battery; guns not on board.

AUXILIARIES—MISCELLANEOUS (AG).

	Name	Number of propellers	Engines						Boilers			Indicated horsepower	
			Type	Cylinder diameters				Number and type	Total grate surface	Total heating surface	Main engines	Total maximum	
				H. P.	I. P.	L. P.	Stroke						
			In.	In.	In.	In.		Sq. ft.	Sq. ft.				
1	ANTARES.....	1	Curtis g'd turb.					3 B. & W.	Oil.	8, 700	1 2, 500	1	
2	GENERAL ALAVA.....	1	Vert., 3-exp	17	27	45	30	1 S. E.	82	1, 855	770	2	
3	GOLD STAR.....	1	do.	24½	41½	72	48	3 S. E.	Oil.	3, 717	1 2, 500	3	
4	HANNIBAL.....	1	do.	20½	33	54	39	2 S. E.	122	3, 972	1 1, 100	4	
5	PROCYON.....	1	Curtis g'd turb.					3 B. & W.	Oil.	8, 700	1 2, 500	5	
Total horsepower.....											9, 370		

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed	
1	ANTARES.....	Am. Int. S. B. Corp., Hog Island, Pa.			1 Oct. 29, 1921	1
2	GENERAL ALAVA.....	A. McMillan & Sons, Dumbarton, Scotland. ⁴	(⁵)			
3	GOLD STAR.....	Beth. S. B. Corp., Wilmington, Del.			1 Oct. 29, 1921	3
4	HANNIBAL.....	J. Blumer & Co., Sunderland, England.	⁶ 147, 941		7 Apr. 16, 1898	4
	PROCYON.....	Am. Int. S. B. Corp., Hog Island, Pa.			1 Oct. 29, 1921	5

¹ Estimated shaft horsepower.² Estimated.³ Date of Executive order authorizing transfer to Navy from U. S. Shipping Board.⁴ Engines and boilers by David Rowan & Sons, Glasgow, Scotland.⁵ Transferred from War Department Feb. 21, 1900, for \$215,000 (Mexican) with the Quiros and Villalebos.⁶ Purchase price.⁷ Date of purchase.

AUXILIARIES—MISCELLANEOUS (AG).

	Total weight of machinery (wet)	Turbo-generator sets				Name and official number		
		Numbers	Kilowatts (each)	Volts	Type		Builders	
	Tons							
1		12 15 2 50	120	M. P. 6-15-425.....	G. E. Co.....	ANTARES.....	AG10	1
			120	4-50-1440.....	Westinghouse.....			
2		1 5 1 10	120	Terry-Diehl.....	G. E. Co.....	GENERAL ALAVA.....	AG5	2
			120	4-10-450.....	G. E. Co.....			
3		2 25	120	6-25-400.....	G. E. Co.....	GOLD STAR.....	AG12	3
4		3 12½	120	S. K. 4-12½-475.....	Am. Blower-Westgh.....	HANNIBAL.....	AG1	4
5		2 50	120	C. C. 4-50-3600.....	G. E. Co.....	PROCYON.....	AG11	5

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1		1919		Nov. 14, 1921 ³	Feb. 23, 1922	ANTARES.....	1
2		1895			Mar. 9, 1900	GENERAL ALAVA.....	2
3		1920		Nov. 8, 1921 ³	Feb. 1, 1922	GOLD STAR.....	3
4		1898			June 7, 1898	HANNIBAL.....	4
5		1919		Nov. 8, 1921 ³	Nov. 30, 1921	PROCYON.....	5

¹ Reciprocating engine.² Year built.³ Date taken over from Shipping Board.

10895—29—17

UNCLAS'D

AIRCRAFT

DIST. CR'T

STR. SAL

HIST'L

SUM'

DEX

UNCLASSIFIED.

	Name	Type and remarks	Dimensions				
			Length (B. P.)	Beam	Mean draft	Dis- place- ment	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
1	ALTON..... <i>ex-Chicago</i> <i>ex-CA14</i>	Old cruiser (submarine barracks).....	325 0	48 2½	19 0	4,500	1
2	AMERICA.....	Old yacht, relic; at Annapolis, Md....	87 6	22 2	11 7	146	2
3	ANNAPOLIS.... <i>ex-PG10</i>	Old gunboat; lent to State of Penn- sylvania.	168 0	36 0	12 0	1,010	3
4	BOSTON.....	Old cruiser, housed over (R. S.).....	277 5	42 2	16 10	3,000	4
5	BRIARCLIFF ¹	Freighter; lent to N. Y. Naval Militia.	268 0	45 2	² 23 11	² 5,990	5
6	CHEYENNE.... <i>ex-BM10</i>	Old monitor (ex-Wyoming); training Naval Reserves.	252 0	50 0	12 6	3,225	6
7	COMMODORE ³	Old freighter, housed over; training Naval Reserves.	-----	42 2	² 15 5	² 2,200	7
8	CONSTELLATION.....	Old sailing frigate, station ship at Newport.	176 0	42 0	20 0	1,970	8
9	CONSTITUTION.....	Old sailing frigate, relic.....	175 0	45 0	20 0	2,200	9
10	CUMBERLAND.....	Training vessel—sails (R. S.).....	176 5	45 8	16 5	1,800	10
11	DUBUQUE..... <i>ex-AG6</i>	Old gunboat; training Naval Reserves.	174 0	35 0	12 3	1,085	11
12	ESSEX.....	Lent to State of Minnesota	185 0	35 0	14 3	1,375	12
13	HARTFORD.....	Old corvette (R. S.); training Naval Reserves.	226 0	43 10	18 2	2,790	13
14	HAWK..... <i>ex-PY2</i>	Old yacht (ex-Hermione); training Naval Reserves.	145 0	22 0	11 6	375	14
15	ILLINOIS..... <i>ex-BB7</i>	Old battleship; lent to State of New York.	368 0	72 2½	23 6	² 11,552	15
16	KEARSARGE.... <i>ex-BB5</i>	Crane ship No. 1, capacity 250 tons...	368 0	72 2½	23 6	² 11,520	16
17	NANTUCKET.... <i>ex-PG23</i>	Old gunboat (ex-Ranger, ex-Rock- port); lent to State of Massachusetts.	177 4	32 0	13 0	1,261	17
18	NEWPORT..... <i>ex-PG12</i>	Old gunboat; lent to State of New York.	168 0	36 0	12 0	1,010	18
19	NEWTON ¹	Freighter; training Naval Reserves...	268 0	45 2	² 23 11	² 5,990	19
20	NORTH DAKOTA..... <i>ex-BB29</i>	Old battleship (Mobile target).....	510 0	85 2½	26 11	20,000	20
21	OREGON..... <i>ex-BB3</i>	Old battleship, relic; lent to State of Oregon.	348 0	69 3	24 0	² 10,288	21
22	PADUCAH..... <i>ex-AG7</i>	Old gunboat, training Naval Reserves.	174 0	35 0	12 3	1,085	22
23	REINA MERCEDES.....	Old Spanish cruiser, housed over (R. S.).	292 0	43 3	16 9	2,835	23
24	SOUTHERY.....	Old collier, purchased Apr. 16, 1898; housed over (R. S.).	288 0	38 10	-----	² 3,100	24
25	TOPEKA..... <i>ex-PG35</i>	Old gunboat (ex-Diogenes); training Naval Reserves.	251 0	35 0	17 8	2,255	25
26	WHEELING.... <i>ex-PG14</i>	Old gunboat; training Naval Reserves.	174 0	34 0	12 0	990	26
27	WILMETTE.....	Formerly S. S. Eastland, purchased in 1918; training Naval Reserves.	265 0	38 2	15 6	² 2,600	27
28	WILMINGTON.... <i>ex-PG8</i>	Old gunboat; training Naval Reserves.	250 9	39 8	9 0	1,392	28
29	YANTIC.....do.....	-----	180 0	30 0	12 2	900	29
Total displacement.....						108,444	

¹ Briarcliff taken over from Shipping Board Jan. 1, 1922; Newton, Oct. 2, 1922.² Loaded summer draft and displacement.³ Planted behind a bulkhead in a clay bed at Chicago, Ill.⁴ Length on designed water line.⁵ Estimated.

Topeka: Withdrawn from sale Sept. 29, 1922.

America: Taken over Oct. 1, 1921, at Annapolis, Md., from Eastern Yacht Club, of Marblehead, Mass.

UNCLASSIFIED.

	Length over all	Material of hull	Year built	By whom and where built	Name	
	<i>Ft. in.</i>					
1	342 2	Steel.....	1883-89	John Roach & Sons, Chester, Pa.....	ALTON..... <i>ex-Chicago</i> <i>ex-CA14</i>	1
2	-----	-----	1851	George Steers.....	AMERICA.....	2
3	203 6	Composite	1897	Lewis Nixon, Elizabethport, N. J.....	ANNAPOLIS..... <i>ex-PG10</i>	3
4	288 3	Steel.....	1883-85	John Roach & Sons, Chester, Pa.....	BOSTON.....	4
5	-----	Wood.....	1919	Russell S. B. Co., Portland, Me.....	BRIARCLIFF.....	5
6	255 1	Steel.....	1898-02	Union Iron Works.....	CHEYENNE..... <i>ex-BM10</i>	6
7	1265 4½	Wood.....	1875	—, Cleveland, Ohio.....	COMMODORE.....	7
8	-----	Wood.....	1797	United States, Baltimore, Md.....	CONSTELLATION.....	8
9	-----	Wood.....	1797	Boston, Mass.....	CONSTITUTION.....	9
10	211 7	Steel.....	1904	Navy yard, Boston.....	CUMBERLAND.....	10
11	200 5	Composite	1905	Gas Engine & Power Co., Morris Heights, N. Y.	DUBUQUE.....	11
12	-----	Wood.....	1876	Navy yard, Kittery, Me.....	ESSEX.....	12
13	-----	Wood.....	1858	Navy yard, Boston.....	HARTFORD.....	13
14	-----	Steel.....	1891	Fleming & Ferguson, Paisley, Scotland.	HAWK..... <i>ex-PY2</i>	14
15	375 4	Steel.....	1901	Newport News S. B. Co.....	ILLINOIS..... <i>ex-BB7</i>	15
16	375 4	Steel.....	1896-99	—do.....	KEARSARGE..... <i>ex-BB5</i>	16
17	199 9	Iron.....	1876	Harlan & Hollingsworth.....	NANTUCKET..... <i>ex-PG23</i>	17
18	204 5	Composite	1897	Bath Iron Works.....	NEWPORT..... <i>ex-PG12</i>	18
19	-----	Wood.....	1919	L. H. Shattuck (Inc.), Portsmouth, N. H.	NEWTON.....	19
20	518 9	Steel.....	1910	Fore River S. B. Co.....	NORTH DAKOTA <i>ex-BB29</i>	20
21	351 2	Steel.....	1890-96	Union Iron Works, San Francisco.....	OREGON..... <i>ex-BB3</i>	21
22	200 5	Composite	1905	Gas Engine & Power Co., Morris Heights, N. Y.	PADUCAH.....	22
23	-----	Iron.....	1887	Cartagena, Spain.....	REINA MERCEDES.....	23
24	-----	Steel.....	1889	R. Thompson Sons & Co., Sunderland, England.	SOUTHERY.....	24
25	259 4	Iron.....	1881	G. Howalt, Kiel, Germany.....	TOPEKA..... <i>ex-PG55</i>	25
26	189 7	Composite	1897	Union Iron Works.....	WHEELING..... <i>ex-PG14</i>	26
27	275 3	Steel.....	1903	Jenks S. B. Co., Port Huron, Mich.....	WILMETTE.....	27
28	251 10	Steel.....	1897	Newport News S. B. Co.....	WILMINGTON.....	28
29	-----	Wood.....	1864	Navy yard, Philadelphia.....	YANTIC.....	29

¹ Registered.

UNCLAS'D

AIRCRAFT

DIST. CR'T

STR. SALE

HIST'L

SUM'S

INDEX

UNCLASSIFIED.

	Name	Number of propellers	Engines				Boilers			Indicated horsepower	
			Type	Cylinder diameters				Number and type	Total grate surface Sq. ft.	Total heating surface Sq. ft.	Main engines Total maximum
				H. P.	I. P.	L. P.	Stroke				
				In.	In.	In.	In.				
1	ALTON.....	2	Horiz., 3-exp.	33½	50½	76	40	4 S. E.	273	8,553	1
2	AMERICA.....										2
3	ANNAPOLIS.....	1	Vert., 3-exp.	15	24½	40	28	2 B. & W.	100	3,814	1,223
4	BOSTON.....	1	Horiz., compd.	54		74	42	8 S. E.	382	8,920	4,300
5	BRIARCLIFF.....										5
6	CHEYENNE.....	2	Vert., 3-exp.	17	26½	40	24	4 B. & W.	216	8,800	2,326
7	COMMODORE.....										7
8	CONSTELLATION.....										8
9	CONSTITUTION.....										9
10	CUMBERLAND.....							2 S. E.	49	1,499	
11	DURUQUE.....	2	Vert., 3-exp.	9	15½	25½	21	2 B. & W.	100	4,159	1,220
12	ESSEX.....	1	do.	20	32½	53	36	do.	39	1,149	1,200
13	HARTFORD.....	1	Horiz., compd.	35		66	48	4 S. E.	186	6,340	2,000
14	HAWK.....	1	Vert., 4-exp.	15	²³ ₃₀	45	30	2 Eagle boat.	(Oil)	3,000	900
15	ILLINOIS.....							8 Mosher.	692	30,000	
16	KEARSARGE.....	2	Vert. 3-exp.	33½	51	78	48	do.	725	31,760	11,674
17	NANTUCKET.....	1	Horiz., compd.	28		42	42	4 S. E.	120	2,945	1,500
18	NEWPORT.....	1	Vert., 3-exp.	15½	23½	36	30	2 S. E.	78	2,524	998
19	NEWTON.....	1	do.	19	32	56	36	2 Adv. W. T.	155	5,036	1,400
20	NORTH DAKOTA.....	2	(?)								20
21	OREGON.....	2	Vert., 3-exp.	34½	48	75	42	4 D. E.	552	16,832	
22	PADUCAH.....	2	do.	9	15½	25½	21	2 B. & W.	100	4,200	1,268
23	REINA MERCEDES.....							2 S. E.	84	2,948	
24	SOUTHERY.....	1	Vert., 3-exp.	21	35	57½	39	2 S. E.; 1 aux.	133	2,831	1,300
25	TOPEKA.....	2	De Laval geared turb.					2 Ward.	112	4,891	2,000
26	WHEELING.....	2	Vert., 3-exp.	12	18	28	18	2 S. E.	60	2,508	1,063
27	WILMETTE.....	2	do.	21	34	56	30	3 S. E.	(Oil)	5,693	4,000
28	WILMINGTON.....	2	do.	15	22½	34½	18	4 B. & W.	(Oil)	5,140	1,868
29	YANTIC.....	1	Comp ⁴					1 S. E.; 1 aux.			310
Total horsepower.....											40,018

¹ Estimated.² Curtis turbine (ex. Nevada) to be installed.³ Shaft horsepower.⁴ Jet condenser.

UNCLASSIFIED.

	Total weight of machinery (wet)	Generating sets				Armament	Rig		Name	
		Number	Kilowatts (each)	Volts	Builders		Number of fun- nels	Masts		
	Tons									
1	922	3	24	80	G. E. Co.....		2	Sch...	ALTON.....	1
2									AMERICA.....	2
3	124	{ 1 12 1 10	120	120	S. K. Westinghouse Sturtevant Co.....	}	1	Sch...	ANNAPOLIS.....	3
4	663	1	7.5	120	G. E. Co.....		2	2.....	BOSTON.....	4
5					(¹)	1 4", 50 cal			BRIARCLIFF.....	5
6	265	4	32	80	Union Iron Works...	4 4", 50 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.	1	1 mil.	CHEYENNE.....	6
7						{1 4", 50 cal.; 1 3-pdr. }			COMMODORE.....	7
8								Ship..	CONSTELLATION.....	8
9								Ship..	CONSTITUTION.....	9
10		2	24	120	G. E. Co.....			Bark..	CUMBERLAND.....	10
11	133	2	24	120	do.....			Sch...	DUBUQUE.....	11
12						24" 50 cal. 63-pdr.		Bark..	ESSEX.....	12
13	290	2	16	80	G. E. Co.....	2 6-pdr.	1	Bark..	HARTFORD.....	13
14		1	1	120	do.....	1 3-pdr.; 2 1-pdr.	1	2.....	HAWK.....	14
15	1,279	8	32	80	do.....				ILLINOIS.....	15
16	1,209	{ 7 50 2 200	80-160	240	Moore-G. E. Co. ¹	}			KEARSARGE.....	16
17		{ 1 7.5 1 10	120	120	Engberg recip. Terry-Diehl ²			1	Bark..	NANTUCKET.....	17
18	138	2	7.5	120	Engberg.....		1	Bark..	NEWPORT.....	18
19		{ 1 10 1 15	120	120	Troy. 7 x 8 Eng. G. E. Co. 8 x 6 Eng.	{1 4", 50 cal.; 4 6-pdr. }			NEWTON.....	19
20							2	2 cage.	NORTH DAKOTA.....	20
21	1,009	3	100	120	Sturtevant Co.....		2	1 cage; 1 mil.	OREGON.....	21
22	133	2	24	120	G. E. Co.....	3 4 4", 50 cal.; 2 6-pdr.; 2 3- pdr.; 2 1-pdr.		Sch...	PADUCAH.....	22
23					(³)	4 6-pdr. ⁴			REINA MERCEDES.....	23
24						2 6-pdr. ⁴			SOUTHERY.....	24
25		2	15	120	G. E. Co.....		2	Brig..	TOPEKA.....	25
26	144	2	8	80	do.....	3 4", 40 cal.; 1 4", 50 cal.; 23-pdr.	1	Sch...	WHEELING.....	26
27		{ 1 35 2 10	120	120	G. E. Co. ⁵ Westinghouse ⁵	{4 4", 50 cal.; 23" 50 cal. A. A.; 2 1-pdr. }			WILMETTE.....	27
28		2	16	120	G. E. Co.....	4 8 4", 50 cal.		1 mil.	WILMINGTON.....	28
29		{ 2 7 2 10	120	120	Am. Blower-Bullock B. F. Sturtevant Co.	{1 4", 40 cal.; 4 3-pdr.; 2 1-pdr. }	1	Bark..	YANTIC.....	29

¹ Uses yard current.² Estimated.³ Ship housed over.⁴ Authorized battery; guns not on board.⁵ Turbo-generator.

AIRCRAFT

DIST. CR'T

STR. SALE

HIST'L

SUM'S

INDEX

NAVAL AIRCRAFT

Aircraft here listed are classified in accordance with the standard nomenclature. Individual identification numbers are assigned only to such large craft as have, or will have, a commissioned status, with a regular complement of officers and men. Others are grouped under the several existing models of each class, as indicated.

The numbers listed are the totals available in good condition, including those in service and those in store. Those under construction are not listed except in the case of large airships so indicated. Special and experimental types of airplanes are omitted where less than five of a given type exist.

Owing to constantly changing conditions and to the grouping of types, the location of the various units is not given.

Dimensions are given to the nearest inch.

257

AIRCRAFT
DIST. CR'T
STR. SALE
HIST'L
SUM'S
INDEX

~~AIRSHIP—LIGHTER-THAN-AIR—~~

NONRIGID AIRSHIPS (ZN).

	Model	Number on hand July 1, 1928	Over-all dimensions			Volume	Engines	R. P. M.	H. P.	
			Length	Height	Diameter (maximum)					
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Cu. ft.</i>				
1	Nonrigid airship.	J.....	2 195 10	58 3	44 7	204,000	2 Wright E-4.	1,800	2×180	1

RIGID AIRSHIPS (ZR).

1	Los Angeles...		1 660 0	91 8	103 4	2,420,000	5 Maybach..	1,400	5×400	1
---	----------------	-------	---------	------	-------	-----------	-------------	-------	-------	---

KITE BALLOONS (ZK).

1	Kite balloon...	F.....	5 94 6	62 0	30 9	50,000	.....	.....	.....	1
2	do.....	M.....	1 82 0	54 0	26 7	32,850	.....	.....	.....	2
3	do.....	R.....	3 88 0	60 0	26 0	37,500	.....	.....	.....	3

~~AIRCRAFT—HEAVIER-THAN-AIR—~~

CLASS VF—FIGHTING PLANES.

	Model description	Number on hand July 1, 1928	Dimensions			Engine	H. P.	R. P. M.	Speed (miles per hour)		
			Span	Length	Height				Maximum	Stalling	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>						
1	FB-1, land plane...	11	32 0	23 6	8 9	Curtis D-12.....	400	2,200	167	58	1
2	FB-5, convertible..	26	32 0	23 6	9 10	Packard 2A-1500..	525	2,100	169	60	2
3	F2B-1, land plane..	33	30 1	23 0	10 1	Pratt & Whitney R-1340.	410	1,900	158	59	3
4	F6C-1, convertible..	3	31 6	22 7	10 0	Curtis D-12.....	400	2,200	164	60	4
5	F6C-2, convertible..	3	31 6	22 7	10 6	do.....	400	2,200	159	60	5
6	F6C-3, convertible..	31	31 6	22 10	10 8	do.....	400	2,200	154	61	6
7	F6C-4, convertible..	28	31 6	22 5	10 10	Pratt & Whitney R-1340.	410	1,900	155	58	7

CLASS VN—TRAINING PLANES.

1	NB-1, convertible..	38	36 10	28 9	11 8	Wright J-4.....	200	1,800	98	48	1
2	NB-2, convertible..	7	36 10	28 9	11 8	Wright E-4.....	180	1,800	96	49	2
3	NY-1, convertible..	49	34 6	31 4	11 9	Wright R-790.....	220	1,800	101	53	3
4	NY-2, convertible..	108	40 0	31 5	11 10	do.....	220	1,800	96	48	4

AIRSHIP—LIGHTER-THAN-AIR—
NONRIGID AIRSHIPS (ZN).

	Speed (miles per hour)		Armament	Crew	Load		Altitude (maximum)	Endurance			
	Maximum	Cruising			Gross	Useful		Full speed		Cruising speed	
								Hours	Miles	Hours	Miles
1	60	40	Two 300-lb. bombs; 1 Lewis gun.	5	Lbs. 12, 200	Lbs. 4, 500	Feet 6, 000	17	1, 000	50	2, 000

RIGID AIRSHIPS (ZR).

1	70	50	-----	35	150, 000	60, 000	10, 000	36	2, 500	96	4, 800	1
---	----	----	-------	----	----------	---------	---------	----	--------	----	--------	---

KITE BALLOONS (ZK).

1	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	1
2	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	2
3	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	3

AIRCRAFT—HEAVIER-THAN-AIR—
CLASS VF—FIGHTING PLANES.

	Armament	Crew	Load		Service ceiling	Climb in 10 minutes	Endurance, full speed	Range, cruising speed	
			Gross	Useful					
			Pounds	Pounds	Feet	Feet	Hours	Miles	
1	2 30-cal. fixed guns.-----	1	2, 949	817	21, 200	13, 200	1. 76	509	1
2	1 30-cal., 1 50-cal. fixed gun	1	3, 196	780	20, 200	12, 100	1. 08	249	2
3	1 30-cal., 1 50-cal. fixed gun, 5 25-pound bombs.	1	2, 814	816	21, 500	12, 700	1. 29	335	3
4	-----do-----	1	2, 802	743	21, 700	13, 400	1. 38	382	4
5	-----do-----	1	2, 868	743	22, 700	13, 400	1. 38	362	5
6	-----do-----	1	2, 963	802	20, 300	11, 100	1. 42	341	6
7	-----do-----	1	2, 785	805	22, 900	14, 700	1. 29	321	7

CLASS VN—TRAINING PLANES.

1	1 30-cal. flexible gun; 1 30-cal. fixed gun.	2	2, 841	701	11, 150	5, 100	2. 26	284	1
2	-----do-----	2	3, 031	701	9, 775	4, 450	2. 50	296	
	-----do-----	2	2, 746	713	9, 300	4, 000	2. 06	257	3
4	-----do-----	2	2, 787	699	12, 300	5, 000	2. 06	246	4

DIST. CR 'T
STR. SALI
HIST'L
SUM
INDE

AIRCRAFT—HEAVIER-THAN-AIR—**CLASS VB-VT-VS—BOMBER—TORPEDO—SCOUT.**

	Model description	Number on hand July 1, 1928	Dimensions			Engine	H. P.	R. P. M.	Speed (miles per hour)		
			Span	Length	Height				Maximum	Stalling	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>						
1	TA-1, land plane (monoplane).	3	63 4	49 1	13 4	3 Wright R-790..	3×220	1,800	116	62	1
2	T2D-1, convertible.	3	57 0	44 11	16 9	2 Wright R-1750.	2×525	1,900	125	58	2
3	T3M-1, convertible.	22	56 7	42 9	16 1	Wright T3B.....	575	1,900	108	57	3
4	T3M-2, convertible.	96	56 7	42 6	15 11	Packard 3A-2500.	730	2,000	106	57	4
5	SC-1, convertible...	20	56 6	40 4	16 1	Wright T2.....	525	1,800	100	55	5
6	SC-2, convertible...	27	56 7	41 9	16 1	Wright T3.....	540	1,800	101	56	6

CLASS VP—PATROL PLANES.

1	PN-7, boat.	1	72 10	49 1	15 4	2 Wright T-2	2×525	1,800	105	55	1
2	PN-10, boat.	2	72 10	49 2	16 9	2 Packard 1A-1500.	2×525	2,100	114	66	2

AIRCRAFT—HEAVIER-THAN-AIR—**CLASS VO—OBSERVATION PLANES.**

1	OD-1, land plane.	2	39 8	28 8	11 2	Liberty.	400	1,700	137	60	1
2	OL-2, amphibian.	3	45 0	33 10	12 1	do.	400	1,700	121	57	2
3	OL-3, amphibian.	4	45 0	35 1	12 9	Packard 1A-1500.	475	2,000	122	60	3
4	OL-4, amphibian.	2	45 0	35 1	12 9	Liberty.	400	1,700	122	60	4
5	OL-6, amphibian.	24	45 0	35 0	12 11	Packard 2A-1500.	525	2,100	122	60	5
6	O2U-1, convertible.	36	34 6	28 7	11 10	Pratt & Whitney R-1340.	450	2,100	148	59	6
7	UO-1, convertible.	68	34 3	28 5	10 2	Wright R-790.	220	1,800	122	56	7
8	UO-5, convertible.	16	34 4	28 5	10 2	do.	220	1,800			8
9	OC-1, land plane.	6	38 0	28 0	11 7	Pratt & Whitney R-1340.	410	1,900	138	59	9
10	OC-2, land plane.	14	38 0	28 0	11 7	do.	410	1,900	138	60	10

¹ Height on wheels.

AIRCRAFT—HEAVIER THAN AIR—
CLASS VB—VT—VS—BOMBER—TORPEDO—SCOUT.

	Armament	Crew	Load		Service ceiling	Climb in 10 minutes	Endurance, full speed	Range, cruising speed	
			Gross	Useful					
			Pounds	Pounds	Feet	Feet	Hours	Miles	
1	2 500-lb. bombs.....	2	9,060	3,600	12,050	5,600	3.30	460	1
2	5 30-cal. flexible guns; 3 500-lb. bombs.	3	10,473	3,987	13,200	6,300	2.33	366	2
3	3 30-cal. flexible guns; 1 torpedo.	2	9,715	3,392	3,600	2,250	3.54	463	3
4	do.....	2	10,213	3,704	5,950	2,550	2.83	363	4
5	2 30-cal. flexible guns; 1 torpedo.	2	9,025	3,415	5,850	2,900	5.02	562	5
6	do.....	2	9,323	3,415	5,430	2,700	4.78	540	6

CLASS VP—PATROL PLANES.

1	4 30-cal. flexible guns, 2 500-lb. bombs.	4	14,203	4,566	9,200	4,900	5.10	655	1
2	do.....	5	18,994	8,934	4,500	2,500	11.05	1,508	2

AIRCRAFT—HEAVIER THAN AIR—
CLASS VO—OBSERVATION PLANES.

1	.....	2	4,253	1,673	16,900	8,100	3.00	643	1
2	2 30-cal. flexible guns.....	2	5,016	1,570	12,100	6,000	2.50	405	2
3	do.....	3	5,316	1,643	13,000	5,500	2.29	358	3
4	do.....	3	5,448	1,643	11,000	4,500	2.72	390	4
5	2 30-cal. flexible guns, 10 25-lb. bombs.	3	5,396	1,679	13,000	5,500	2.06	323	5
6	2 30-cal. flexible guns, 1 30-cal. fixed gun, 10 25-lb. bombs.	2	3,728	1,300	17,600	10,400	2.22	551	6
7	1 30-cal. fixed gun, 2 30-cal. flexible guns, 10 25-lb. bombs.	2	2,773	925	14,900	7,350	2.50	418	7
8	do.....	2		925					8
9	1 30-cal. fixed gun, 2 30-cal. flexible guns, 4 100-lb. bombs.	2	3,956	1,515	17,300	8,500	3.33	675	9
10	3 30-cal. and 1 50-cal. fixed guns, 2 30-cal. flexible guns, 4 100-lb. bombs.	2	4,044	1,563	16,850	8,200	3.33	675	10

DIST. CR'T

STR. SAL

HIST'L

SUM

INDE

DISTRICT CRAFT

SUMMARY

Type	Type designation	Class designation	Number	Page
Ambulance boats.....	Y	YH	3	265
Barges:				
Coal.....	Y	YC	217	265
Fueling.....	Y	YCD	4	272
Fuel-oil.....	Y	YO	25	272
Seaplane.....	Y	YV		
Stevedoring.....	Y	YS	6	273
Torpedo-testing.....	Y	YTT	4	274
Water.....	Y	YW	14	274
Derricks:				
Floating.....	Y	YD	39	275
Seaplane-wrecking.....	Y	YSD	3	278
Dredges.....	Y	YM	4	278
Ferryboats and launches.....	Y	YFB	21	278
Floats, car.....	Y	YCF	8	280
Lighters:				
Ammunition.....	Y	YE	21	280
Ash.....	Y	YA	19	282
Freight.....	Y	YF	88	282
Garbage.....	Y	YG	8	287
Pile drivers, floating.....	Y	YPD	12	288
Scows:				
Heating.....	Y	YHT	3	289
Tugs, harbor.....	Y	YT	51	289
Workshops, floating.....	Y	YR	4	292
Vessels, district patrol.....	Y	YP	4	293
Unclassified.....			11	293
Total.....			569	
Location of all district craft.....				294
Stricken and sale list.....				298

NOTE.—Of the tugs, barges, etc., listed as "District craft," only those marked * are available for service at sea. Steel coal barges, when properly prepared, are also considered suitable for such service. All other barges included in the yard craft section of the Data Book are primarily intended for harbor, bay, or short coastwise service, and while many of them, if specially prepared, might be transported on the high seas when absolutely necessary, such use would involve grave risk.

Action concerning craft that have been dropped from the list since the previous edition of the Data Book is indicated on pages 298 to 300.

AMBULANCE BOATS (YH).

Official No.	Name	Length	Breadth	Displacement	S. H. P.	Allocation	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YH1	NAVY AMBULANCE BOAT No. 1.	65 0	16 2	54	150	12th dist.	Mare Island, 1918	Converted from motor tug No. 97 at M. I., 1919.
YH2	NAVY AMBULANCE BOAT No. 2.	65 0	16 2	54	150	5th dist.	do.....	Converted from motor tug No. 100 at M. I., 1919.
YH3	NAVY AMBULANCE BOAT No. 3.	65 0	16 2	54	150	do.....	do.....	Converted from motor tug No. 101 at M. I., 1919.
	Total S. H. P.....				450			

NOTE.—The above Nos. 1 to 3 built of wood; engine, Union gas motor.

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC55	86 2	29 2	250	Wood	Guantanamo	Navy yard, Pensacola, 1902.	Sheathed; flush deck; flashboards.
YC66 ¹	86 2	29 2	250	do.....	7th district for Cuban survey.	Navy yard, Norfolk, 1902-3.	Copper sheathed; with house used for housing officers and men.
YC87	86 2	29 2	217 ^{1/2}	do.....	7th district	Navy yard, Pensacola, 1903.	Copper sheathed; flush deck; flashboards.
YC90	86 2	29 2	250	do.....	1st district	Navy yard, Boston, 1903-4.	Copper sheathed; flashboards; flush deck.
YC91	86 2	29 2	250	do.....	do.....	do.....	Do.
YC92	86 2	29 2	250	do.....	do.....	do.....	Do.
YC93	86 2	29 2	250	do.....	do.....	do.....	Copper sheathed; flashboards; flush deck and house.
YC94	86 2	29 2	250	do.....	do.....	do.....	Copper sheathed; flashboards; flush deck.
YC95	86 2	29 2	250	do.....	do.....	do.....	Do.
YC102	86 2	29 2	250	do.....	do.....	do.....	Do.
YC111	86 2	29 2	250	do.....	Guantanamo	Navy yard, Pensacola, 1904-5.	Do.
YC112	86 2	29 2	250	do.....	do.....	do.....	Do.
YC113	86 2	29 2	250	do.....	do.....	do.....	Do.
YC131	110 0	30 0	250	do.....	12th district	Mare Island, 1907	Do.
YC145	110 0	30 0	250	do.....	16th district	Naval station, Cavite, 1907-8.	Do
YC147	110 0	30 0	250	do.....	do.....	do.....	Copper sheathed; flashboards.
YC156	110 0	30 0	250	do.....	13th district	Navy yard, Puget Sound, 1907.	Copper sheathed; flush deck; flashboards.

¹ Fitted with quarters for Cape Cruz Casilda survey expedition.

² Use confined to inner harbor work.

YC24—Designation changed to Y D62.

STR. SAL

HIST'L

SUM

INDE

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC158	110 0	30 0	250	Wood	13th district	Navy yard, Puget Sound, 1907.	Wood sheathed; flush deck; flashboards.
YC160	110 0	30 0	250	do.	1st district	Navy yard, New York, 1907.	Copper sheathed; flush deck; flashboards.
YC161	110 0	30 0	250	do.	do	do	Do.
YC162	110 0	30 0	250	do.	Guantanamo	Navy yard, Philadelphia, 1908.	Copper sheathed flashboards.
YC163	110 0	30 0	250	do.	do	do	Do.
YC168	110 0	30 0	250	do.	1st district	Navy yard, New York, 1908.	Copper sheathed flush deck; flashboards.
YC173	110 0	30 0	250	do.	13th district	Navy yard, Puget Sound, 1908	Do.
YC177	110 0	30 0	250	do.	16th district	Navy yard, New York, 1908.	Copper sheathed; flashboards; flush deck.
YC178	110 0	30 0	250	do.	do	do	Sheathed; flashboards.
YC180 ¹	110 0	30 0	50	do.	do	do	Copper sheathed; flashboards.
YC181	110 0	30 0	250	do.	do	do	Do.
YC182 ¹	110 0	30 0	50	do.	do	do	Copper sheathed; flashboards; flush deck.
YC183	110 0	30 0	250	do.	do	do	Copper sheathed; flashboards.
YC185 ¹	110 0	30 0	50	do.	do	do	Copper sheathed; flashboards; flush deck.
YC198	110 0	30 0	250	do.	Guantanamo	Navy yard, Philadelphia, 1908.	Sheathed; flashboards.
YC199	110 0	30 0	250	do.	6th district	do	Copper sheathed; flush deck; flashboards.
YC200	110 0	30 0	250	do.	Guantanamo	do	Do.
YC201	110 0	30 0	250	do.	do	do	Sheathed; flush deck; flashboards.
YC202	110 0	30 0	250	do.	do	do	Do.
YC203	110 0	30 0	250	do.	do	do	Copper sheathed; flush deck; flashboards.
YC204	110 0	30 0	250	do.	do	do	Sheathed; flush deck; flashboards.
YC205	110 0	30 0	250	do.	do	do	Do.
YC207	110 0	30 0	250	do.	do	do	Sheathed; flashboards; flush deck.
YC233	110 0	30 0	250	do.	do	Navy yard, Pensacola, 1910.	Copper sheathed; flashboards.
YC238	110 0	30 0	250	do.	16th district	Naval station, Cavite, 1910.	Do.
YC251	110 0	30 0	260	do.	14th district	Inter-Island Steam Nav. Co. (Ltd.), 1911.	Copper sheathed, flush deck; flashboards.

¹ Surveys covering scrapping approved by Secretary of the Navy June 21, 1927. To operate in reduced capacity until replaced by similar craft.

YC206—Designation changed to YI 61.

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC253 ¹	110 0	30 0	200	Wood...	14th district...	Inter-Island Steam Nav. Co. (Ltd.), 1911.	Copper sheathed, flush deck; flash-boards.
YC254	110 0	30 0	200	do.....	do.....	do.....	Do.
YC255	110 0	34 0	500	Steel....	4th district....	Maryland Steel Co., Sparrows Point, Md., 1911.	Flush deck; flash-boards.
YC256	110 0	34 0	500	do.....	do.....	do.....	Do.
YC258	110 0	34 0	500	do.....	3d district....	do.....	Do.
YC261	110 0	34 0	500	do.....	5th district....	Wm. Cramp & Sons, Philadelphia, 1912.	Do.
YC262	110 0	34 0	500	do.....	do.....	do.....	Do.
YC263	110 0	34 0	500	do.....	11th district....	do.....	Do.
YC264	110 0	34 0	500	do.....	5th district....	do.....	Do.
YC265	110 0	34 0	500	do.....	do.....	do.....	Do.
YC266	110 0	34 0	500	do.....	do.....	do.....	Do.
YC267	110 0	34 0	500	do.....	do.....	Wm. Cramp & Sons, Philadelphia, 1913.	Do.
YC268	110 0	34 0	500	do.....	7th district, for Cuban Survey.	do.....	Do.
YC269	110 0	34 0	500	do.....	11th district....	do.....	Do.
YC270	110 0	34 0	500	do.....	5th district....	do.....	Do.
YC272	110 0	34 0	500	do.....	do.....	do.....	Do.
YC274	110 0	34 0	500	do.....	14th district....	do.....	Do.
YC277	110 0	34 0	500	do.....	11th district....	Seattle Construction Co., Seattle, Wash. 1913.	Do.
YC278	110 0	34 0	500	do.....	13th district....	do.....	Do.
YC279	110 0	34 0	500	do.....	11th district....	do.....	Do.
YC281	110 0	34 0	500	do.....	do.....	do.....	Do.
YC283	110 0	34 0	500	do.....	12th district....	do.....	Do.
YC284	110 0	34 0	500	do.....	11th district....	do.....	Do.
YC285	110 0	34 0	500	do.....	12th district....	do.....	Do.
YC286 ²	110 0	34 0	500	do.....	5th district....	Navy yard, Portsmouth, 1914.	Do.
YC287 ²	110 0	34 0	500	do.....	3d district....	do.....	Do.
YC288	110 0	34 0	500	do.....	1st district....	Navy yard, Boston, 1914.	Do.
YC289	110 0	34 0	500	do.....	do.....	do.....	Do.
YC290 ³	110 0	34 0	500	do.....	4th district....	Navy yard, Philadelphia, 1914.	Do.
YC291 ³	110 0	34 0	500	do.....	15th district....	do.....	Do.
YC293	110 0	34 0	500	do.....	12th district....	do.....	Do.
YC294 ⁴	110 0	34 0	500	do.....	14th district....	Navy yard, Charleston, 1914.	Do.
YC295	110 0	34 0	500	do.....	11th district....	do.....	Do.
YC296	110 0	34 0	500	do.....	14th district....	Navy yard, Mare Island, 1914.	Do.
YC297	110 0	34 0	500	do.....	11th district....	do.....	Do.
YC299	110 0	34 0	500	do.....	1st district....	Navy yard, New York, 1914.	Do.
YC300	110 0	34 0	500	do.....	Guantanamo....	Navy yard, Norfolk, 1914-15.	Do.
YC301	110 0	34 0	500	do.....	4th district....	Navy yard, Norfolk, 1914.	Do.
YC302 ⁴	110 0	34 0	500	do.....	Washington....	Navy yard, Norfolk, 1915.	Do.

¹ Used as workshop at submarine base.² Fitted for laying nets.³ Fitted for laying mines.⁴ Fitted for testing catapults.

YC271 converted to YE39.

YC276 is being converted to freight lighter YF209.

YC275 is being converted to freight lighter YF208.

10895—29—18

STR. SAL

HIST'L

SUM

INDEX

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC304 ¹	110 0	34 0	500	Steel	13th district	Navy yard, Puget Sound, 1915.	Flush deck, house, flashboards.
YC305	110 0	34 0	500	do.	11th district	do.	Do.
YC306 ²	110 0	34 0	500	do.	12th district	do.	Do.
YC307	110 0	34 0	500	do.	do.	do.	Do.
YC308 ³	110 0	34 0	500	do.	11th district	Navy yard, Mare Island, 1915.	Flush deck; flashboards.
YC309	110 0	34 0	500	do.	12th district	do.	Do.
YC310	110 0	34 0	500	do.	6th district	do.	Do.
YC311 ⁴	110 0	34 0	500	do.	12th district	do.	Do.
YC312	110 0	34 0	500	do.	do.	do.	Do.
YC313	110 0	34 0	500	do.	5th district	do.	Do.
YC314	110 0	34 0	500	do.	12th district	do.	Do.
YC315	110 0	34 0	500	do.	13th district	do.	Do.
YC316	110 0	34 0	500	do.	11th district	do.	Do.
YC317	110 0	34 0	500	do.	5th district	do.	Do.
YC318	110 0	34 0	500	do.	do.	do.	Do.
YC319	110 0	34 0	500	do.	do.	do.	Do.
YC320	60 0	20 0	100	Wood	8th district	Naval station, New Orleans, 1915.	Sheathed; flush deck; flashboards.
YC321	110 0	34 0	500	Steel	13th district	Navy yard, Puget Sound, 1916-17.	Flush deck; flashboards.
YC322	110 0	34 0	500	do.	do.	do.	Do.
YC323	110 0	34 0	500	do.	do.	do.	Do.
YC324	110 0	34 0	500	do.	do.	do.	Do.
YC325	50 0	10 0	60	Wood	8th district	Navy yard, New Orleans, 1915.	Well type.
YC340	110 0	30 0	250	do.	6th district	Carpenter-Watkins Co., Brunswick, Ga., 1918.	Sheathed with impregnated wood-tar paper; flush deck; flashboards.
YC341 ⁵	110 0	30 0	250	do.	do.	do.	Sheathed with redwood treated with carbolineum; flush deck; flashboards.
YC345	110 0	30 0	250	do.	1st district	Union Ship & Dock Co., Port Jefferson, N. Y., 1918.	Flush deck; flashboards.
YC346	110 0	30 0	250	do.	do.	do.	Do.
YC347	110 0	30 0	250	do.	do.	do.	Do.
YC348	110 0	30 0	250	do.	do.	do.	Do.
YC354	110 0	32 0	250	do.	5th district	C. L. Rohde & Sons Co., Baltimore, Md., 1918.	Do.
YC358	110 0	30 0	250	do.	13th district	Navy yard, Puget Sound, 1918-19.	Sheathed with redwood; flush deck, house.
YC360	110 0	30 0	250	do.	11th district	do.	Do.
YC362	110 0	30 0	250	do.	do.	do.	Sheathed with redwood; flush deck.
YC365	110 0	30 0	250	do.	do.	do.	Do.
YC366	110 0	30 0	250	do.	do.	do.	Do.
YC367	110 0	30 0	250	do.	do.	do.	Do.

¹ Converted into floating pipe shop in 1918 by temporary installation.² Converted into floating machine shop in 1918. To remain temporarily.³ Coated with bitumastic solution or enamel on flat bottom, ends, and sides to 7' water line.⁴ Authority for conversion to floating derrick canceled September, 1923.⁵ Sheathed with redwood, treated with Navy Special 52C2—Carbolineum (Dec. 11, 1919).

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC368	110 0	30 0	250	Wood...	11th district...	Navy yard, Puget Sound, 1918-1919.	Sheathed with red-wood; flush deck.
YC369	110 0	30 0	250	...do....	13th district...	...do.....	Sheathed with red-wood; flush deck house.
YC370	110 0	30 0	250	...do....	...do.....	...do.....	Sheathed with red-wood; flush deck.
YC371	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC374	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC375	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC376	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC386	110 0	30 0	250	...do....	12th district...	...do.....	Do.
YC389	110 0	30 0	250	...do....	13th district...	...do.....	Do.
YC390	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC392	110 0	30 0	250	...do....	11th district...	...do.....	Do.
YC393	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC394	110 0	30 0	250	...do....	13th district...	...do.....	Do.
YC395	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC396	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC404 ¹	110 0	30 0	250	...do....	14th district...	Pearl Harbor, 1919.	Sheathed with red-wood; flushboards flush deck.
YC405	110 0	30 0	250	...do....	...do.....	Pearl Harbor, 1918-19.	Do.
YC406	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC407 ²	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC427	110 0	30 0	250	...do....	14th district...	Pearl Harbor, Hawaii, 1918.	Sheathed with red-wood; flush deck; flushboards.
YC428	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC429	110 0	34 0	500	Steel...	...do.....	...do..... 1919	Flush deck; flushboards.
YC433	112 0	36 0	500	Concrete	1st district ³ ...	Ambursen Concrete Construction Co., New York, 1918.	Flush deck.
YC445	75 0	21 0	100	Wood...	13th district...	Navy yard, Puget Sound, 1918.	Sheathed with red-wood; flush deck; flushboards.
YC447	75 0	21 0	100	...do....	...do.....	...do.....	Do.
YC448	75 0	21 0	100	...do....	...do.....	...do.....	Do.
YC457	110 0	34 0	500	Steel...	Washington....	Leonard Construction Co., Chicago, Ill., 1918.	Flush deck; flushboards.
YC458	110 0	34 0	500	...do....	6th district...	...do.....	Do.
YC459	110 0	34 0	500	...do....	5th district...	...do.....	Do.
YC461	110 0	34 0	500	...do....	12th district...	...do.....	Do.
YC462 ⁴	110 0	34 0	500	...do....	7th district for Cuban Survey.	...do.....	Do.
YC463	110 0	34 0	500	...do....	12th district...	...do.....	Do.
YC464	110 0	34 0	500	...do....	Washington....	...do.....	Flush deck.
YC465	110 0	34 0	500	...do....	12th district...	...do.....	Do.
YC466	110 0	34 0	500	...do....	11th district...	...do.....	Do.

¹ Conversion to YCD14 canceled.² Used for storage at submarine base.³ Loaned to city of Boston.⁴ Had 9 tanks for carrying water installed 1923, capacity 42,000 gallons.

YC460 converted to dredge YM12.

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC467	110 0	34 0	500	Steel....	13th district....	Leonard Construction Co., Chicago, Ill., 1918.	Flush deck.
YC470	110 0	34 0	500	do....	14th district....	do.....	Do.
YC471	110 0	34 0	500	do....	5th district....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	Do.
YC472	110 0	34 0	500	do....	15th district....	do.....	Do.
YC473	110 0	34 0	500	do....	14th district....	do.....	Do.
YC474	110 0	34 0	500	do....	Washington....	do.....	Do.
YC475	110 0	34 0	500	do....	14th district....	do.....	Do.
YC476	110 0	34 0	500	do....	do.....	do.....	Do.
YC477	110 0	34 0	500	do....	do.....	Imperial S. B. Co., Detroit, Mich., 1918.	Do.
YC479	110 0	34 0	500	do....	do.....	do.....	Do.
YC481	110 0	34 0	500	do....	5th district....	do.....	Do.
YC482	110 0	34 0	500	do....	Guantanamo....	do.....	Flush deck; flashboards.
YC483	110 0	34 0	500	do....	do.....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	Do.
YC486	110 0	34 0	500	do....	5th district....	Interlake Engineering Co., Cleveland, Ohio, 1918.	Do.
YC487	110 0	34 0	500	do....	Washington....	do.....	Do.
YC488	110 0	34 0	500	do....	5th district....	do.....	Do.
YC489	110 0	34 0	500	do....	Guantanamo....	do.....	Do.
YC490	110 0	34 0	500	do....	1st district....	do.....	Do.
YC492	110 0	30 0	250	do....	Guantanamo....	B. Layton Co., Quincy, Ill., 1918.	Sheathed with wood; flush deck; flashboards.
YC495	110 0	30 0	250	do....	do.....	do.....	Do.
YC496	110 0	30 0	250	do....	do.....	do.....	Do.
YC499	110 0	30 0	250	do....	do.....	do.....	Do.
YC501 ¹	110 0	30 0	250	do....	5th district....	J. A. Meadows, New Bern, N. C., 1918.	Sheathed; flush deck; flashboards.
YC504	110 0	30 0	250	do....	1st district....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918-19.	Flush deck.
YC505	110 0	30 0	250	do....	do.....	do.....	Do.
YC507	110 0	30 0	250	do....	do.....	do.....	Do.
YC508	110 0	30 0	250	do....	do.....	do.....	Do.
YC509	110 0	30 0	250	do....	do.....	Thos. O'Connor, New York, 1918.	Do.
YC511	110 0	30 0	250	do....	5th district....	do.....	Do.
YC522	110 0	30 0	250	do....	do.....	Holler-Davis-Flood Co., Hudson Falls, N. Y., 1918.	Do.
YC523	110 0	30 0	250	do....	do.....	do.....	Do.
YC521	110 0	30 0	250	do....	do.....	do.....	Do.
YC525	110 0	30 0	250	do....	do.....	do.....	Do.
YC523	110 0	30 0	250	do....	do.....	do.....	Do.
YC527	110 0	30 0	250	do....	3d district....	do.....	Do.
YC528	110 0	30 0	250	do....	1st district....	do.....	Do.
YC529	110 0	30 0	250	do....	5th district....	do.....	Copper sheathed; flush deck.
YC530	110 0	30 0	250	do....	do.....	do.....	Do.
YC531	110 0	30 0	250	do....	do.....	do.....	Flush deck.

¹ Has catapult.

Construction of YC540 canceled Sept. 8, 1927.

COAL BARGES (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YC532	110 0	30 0	250	Steel.....	5th district.....	Navy yard, New York, 1918.	Flush deck.
YC533	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC537	110 0	34 0	500	Steel.....	16th district....	Cavite, 1920-1926....	Authorized May 21, 1920.
YC538	110 0	34 0	500	...do.....	...do.....	Cavite, 1920-1927....	Do.
YC539	110 0	34 0	500	...do.....	...do.....	...do.....	Do.
YC568	115 0	30 0	1,200	Wood.....	3d district.....	Greenport Basin & Construction Co., Greenport, L. I., 1919.	Deep hold, house aft.
YC570	115 0	30 0	900	...do.....	...do.....	...do.....	Do.
YC571	115 0	30 0	900	...do.....	...do.....	...do.....	Do.
YC577	115 0	30 0	1,200	...do.....	...do.....	Clayton S. B. Co., Clayton, N. Y., 1919.	Do.
YC578	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC594	115 0	30 0	900	...do.....	...do.....	Built by Hutchinson Bros., Alexandria Bay, N. Y., 1918.	Do.
YC595	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC599	115 0	30 0	1,200	...do.....	...do.....	Gildersleeve Shipbuilding Co., Gildersleeve, Conn., 1918.	Do.
YC600	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC601	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC623	125 8	32 1½	500	Steel.....	1st district.....	Purchased from Contractors Service Co., Detroit, Mich., 1918, built 1918.	Ex-barge No. 8-167,023; Id. 3397; flush deck; flashboards.
YC624	125 8	32 1½	500	...do.....	...do.....	...do.....	Ex-barge No. 10-166,160; Id. 3384; flush deck.
YC625	125 8	32 1½	500	...do.....	...do.....	...do.....	Ex-barge No. 11-166,161; Id. 3374; flush deck.
YC626	125 8	32 1½	500	...do.....	...do.....	...do.....	Ex-barge No. 12-167,023; Id. 3398; flush deck.
YC641	110 0	30 0	250	Wood.....	14th district....	Pearl Harbor, Hawaii, 1918-19.	Sheathed; flush deck; flashboards.
YC642	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC643	110 0	30 0	250	...do.....	16th district....	Cavite	Completed Mar. 6, 1929.
YC644	110 0	30 0	250	...do.....	...do.....	Cavite, building	Authorized Sept. 21, 1927.
YC645	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC646	110 0	30 0	250	...do.....	...do.....	...do.....	Do.

STR. SAL

HIST'L

SUM'

INDEX

FUELING BARGES (YCD).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YCD1	122 0	34 0	600	Steel	12th district	American Bridge Co., Pittsburgh, Pa., 1918, for Panama Canal.	
YCD2	122 0	34 0	600	do	do	do	
YCD7	85 0	34 0		do	Annapolis	Chas. L. Rohde & Sons Co., Baltimore, Md., 1918-19.	K-type crane; clamshell bucket. Sheathed with impregnated wood and tar paper.
YCD10 ¹	85 0	34 0		do	Naval Experimental and Research Laboratory, Bellevue, D. C.	Auten Engineering & Construction Co., Albany, N. Y., 1918-19.	K-type crane; clamshell bucket.

FUEL-OIL BARGES (YO).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Barrels</i>					
YO1	87 0	27 0	1,995	Steel		13th district	Navy yard, Puget Sound, 1909.	Flush deck.
YO2	165 9	25 0	3,562	do	160	Guantanamo.	Maryland Steel Co., 1911.	Self-propelled; flush deck, house.
YO3	165 9	25 0	3,562	do	160	1st district	do	Do.
YO4	161 0	25 0	6,183	do		13th district	Navy yard, Puget Sound, 1912-13.	Flush deck.
YO5	166 4	25 0	3,804	do	170	3d district	Newport News S. B. & D. D. Co., 1913-14.	Self-propelled.
YO6	166 4	25 0	3,562	do	170	5th district	do	Do.
YO7	165 9	25 0	3,562	do	200	11th district	Navy yard, Norfolk, 1915.	Do.
YO8	166 4	25 0	4,547	do	200	do	Navy yard, Mare Island, 1915.	Self-propelled; house aft.
YO9	166 4	25 0	4,547	do	200	11th district	do	Do.
YO11	108 0	22 0		do		15th district	Coal barge No. 69, built 1903, converted, Norfolk, 1916.	
YO13	108 0	23 4½	2,090	do		1st district	Coal barge No. 79, built 1903, converted, Portsmouth, 1915.	House.
YO14	108.0	23 4½	2,090	do		do	Coal barge No. 80, built 1903, converted, Portsmouth, 1915.	

¹ All machinery installed on YCD10 for fueling purposes has been removed and shipped to Pearl Harbor to be installed on other craft there. Nothing remains but a wooden pontoon which has been loaned to the Naval Experimental and Research Laboratory, Bellevue, D. C., temporarily, for conducting sound and other experiments.

YCD1 and 2 conversion to YF194 and YF195 canceled.

YCD1 and 13 designations changed to floating derricks YD63 and YD64.

YCD14 conversion from YC404 canceled.

FUEL-OIL BARGES (YO).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YO15	108 0	23 4½	2,090	Steel		1st district	Coal barge No. 81, built 1903, converted, New York, 1915.	Flush deck.
YO17	108 0	23 4½	2,090	do.		Annapolis	Coal barge No. 88, built 1903, converted, New York, 1915.	
*YO20	165 9	25 0	3,563	do.	218	Guantanamo.	Purchased from Tank S. B. Co., Newburgh, N. Y., 1918.	Self-propelled.
*YO21	165 9	25 0	3,563	do.	218	14th district	do.	Do.
*YO22	165 9	25 0	3,563	do.	218	4th district	do.	Do.
*YO23	165 9	25 0	3,563	do.	218	11th district	do.	Do.
*YO24	165 9	25 0	3,563	do.	218	do.	do.	Do.
*YO30	165 9	25 0	3,563	do.	218	do.	Todd S. B. Corp., 1918.	Do.
*YO31	165 9	25 0	3,563	do.	218	5th district	do.	Do.
*YO32	165 9	25 0	3,563	do.	218	12th district	do.	Do.
YO37	100 6	30 0	2,714	do.		Washington, D. C.	Converted at Washington yard.	Ex-ammunition lighter No. 14; ex-ash lighter 18; ex-car float No. 5; flush deck.
YO39	112 0	35 0	2,769	Concrete		1st district	L. L. Brown, N. Y., 1918.	Ex - coal barge No. 443; converted, 1920.
*YO40			7,124	Steel		Building	Navy yard, Charleston.	Authorized May 21, 1920.
Total I. H. P.					3,004			

SEAPLANE BARGES (YV).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				

STEVEDORING BARGES (YS).

YS14	35 4	18 0		Wood	3d district	New York, 1918.	Flush deck; house.
YS39	35 4	18 0		do.	do.	Henry B. Nevins Co., City Island, N. Y.	Small house.
YS42	35 4	18 0		do.	do.	do.	Flush deck; house.
YS47	35 4	18 0		do.	do.	do.	Do.
YS51	35 4	18 0		do.	1st district	do.	Used as landing float, Jamestown R. I.
YS53	35 4	18 0		do.	Naval Experimental and Research Laboratory, Bellevue, D. C.	Gibbs Gas Engine Co., Jacksonville, 1918.	

STR. SALE
HIST'L
SUM'S
INDEX

TORPEDO TESTING BARGES (YTT).

Official No.	Name	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YTT1	TORPEDO TESTING BARGE No. 1.	127 0	148 0	-----	Steel	1st district	Staten Island S. B. Co., 1912.	Wood house.
YTT2	TORPEDO TESTING BARGE No. 2.	127 0	148 0	-----	do	do	Navy yard, Boston, 1916.	Do.
YTT3	TORPEDO TESTING BARGE No. 3.	127 0	148 0	-----	do	14th district	Geo. Lawley & Sons Corp., Neponset, Mass., 1918.	
YTT4	TORPEDO TESTING BARGE No. 4.	127 0	148 0	-----	do	1st district	do	

¹ Molded.**WATER BARGES (YW).**

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Gallons</i>					
YW5	144 0	23 0	171,000	Steel	-----	1st district	Elizabethport, N. J., 1898.	Well type; steam pumps; house.
YW10	142 3	22 6	141,470	do	-----	14th district	Navy yard, Puget Sound, 1905.	Flush deck; house.
YW11	92 0	17 0	50,000	do	-----	6th district	Navy yard, New York, 1904-5.	Well type; 2 houses.
YW12	120 0	23 6	100,000	do	-----	7th district	Navy yard, Norfolk, 1904-5.	
YW15	91 0	17 0	50,000	do	-----	14th district	Navy yard, Mare Island, 1905-6.	Flush deck; house.
YW16	120 0	23 6	100,000	do	125	12th district	do	Self-propelled.
YW19	92 0	30 0	75,000	do	125	16th district	Naval station, Cavite, 1907.	Do.
YW22	112 0	30 0	1100	do	420	Guantanamo.	Navy yard, New York, 1910.	Self-propelled; flush deck.
YW23	161 0	25 0	252,168	do	-----	13th district	Navy yard, Puget Sound, 1915.	Flush deck.
YW25	120 0	23 6	100,000	do	125	Guantanamo.	Navy yard, Mare Island, 1915.	Self-propelled.
YW30	205 4	35 0	1,500	Steel	600	11th district ¹	Converted at New York, 1920.	Ex Rintintin; self-propelled.
YW50	54 6	20 0	94	Wood	-----	Guam	Guam	Authorized April, 1923.
YW51	56 5	14 10	55	Steel	-----	St. Thomas	Taken over with Virgin Islands; converted from YF165 at St. Thomas, 1923.	
YW52 ³	-----	-----	94	-----	-----	Building	Guam	Authorized Nov. 1, 1927.
Total I. H. P.					1,395			

¹ Tons.² Assigned Fleet Base Force.³ Tanks from YW49 to be installed on YW52.

YW49, hull converted to YF210.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YD1	66 9	61 1	75	Steel	6th district	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886.	Revolving pontoon; flush deck; house; steel mast; boom.
YD2 ¹	95 6	33 0	20	Wood	3d district	Purchased from Merritt-Chapman Co., New York, 1898.	Flush deck; house removed.
YD5	62 1½	36 0	10	do	4th district	Navy yard, Philadelphia, 1900.	Steam derrick; flush deck; machinery house.
YD7	68	30 0	10	Steel	5th district	Navy yard, Norfolk, 1903.	Steam revolving derrick.
YD8 ²	134 0	44 0	120	Wood	do	Snare & Triest Co., New York, N. Y., 1903.	Flush deck; "A" frame.
YD9 ³	63 6	35 0	20	do	1st district	Snare & Triest Co., Kennebunk, Me., 1903.	Copper sheathed on bottom; flush deck; has house and steel derrick.
YD11	100 0	70 0	100	Steel	do	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa.; hoisting arm and machinery by Brown Hoisting Machinery Co., Cleveland, Ohio, 1903.	Cantilever pontoon crane; fitted with steel structure and overhead trolley with wire rope tackle; ex-Hercules.
YD13	71 0	40 9	6	Wood	do	Wm. Miller, 1904; new pontoon, 1917-18.	Copper sheathed; fitted with steel "A" frame, stiff leg, and boom.
YD17	69 7	31 5	10	Steel	7th district	Navy yard, Pensacola, 1907.	Rotating jib.
YD19	45 0	15 0	4	Wood	16th district	Naval station, Cavite, 1908.	Copper sheathed; shear legs; flush deck.
YD20	86 2	29 2	20	do	1st district	Navy yard, Boston, 1904; converted 1911 by Newport Shipbuilding Co.	Copper sheathed; house; converted coal barge No. 96; wooden "A" frame.
YD21	125 0	70 0	150	Steel	3d district	Navy yard, Boston, 1912.	Has house; steel bridge; machinery by Wellmann-Seaver-Morgan Co.; pontoon by N. Y. Shipbuilding Co., Camden, N. J.
YD23	68 0	30 0	10	do	1st district	Built Boston, 1904-5.	Locomotive crane.

¹ Derrick removed. Known as Floating Hull No. 3.² Hull rebuilt at Norfolk, 1926.³ Fitted with pile-driving outfit.

STR. SALE

HIST'L

SUM'

INDEX

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YD25	125 0	70 0	150	Steel....	14th district..	Pontoon built by Union Iron Works, San Francisco, 1913; superstructure by Wellman-Seaver-Morgan Co., Cleveland, Ohio; assembled in Honolulu.	
YD26	140 0	85 0	150	...do....	5th district...	Pontoon and crane assembled at Norfolk Navy Yard, 1913, by Wellman-Seaver-Morgan Co.	Electric revolving derrick.
YD27	110 0	30 0	-----	Wood....	12th district..	Coal barge No. 237, built at Mare Island 1909; converted 1915.	Sheathed with redwood; flush deck and house.
YD29	110 0	34 0	75	Steel....	3d district....	Coal barge No. 298, built, New York, 1914; converted 1919.	Has house; shear legs.
YD30	110 0	34 0	-----	...do....	4th district....	Coal barge No. 257, built by Maryland Steel Co., 1911; converted 1919.	Flush deck and house for machinery; revolving crane.
YD33	140 0	85 0	150	...do....	12th district..	Navy yard, Mare Island, 1918, by Wellman-Seaver-Morgan Co.	Electric revolving crane.
YD34	68 0	30 0	10	Wood....	Tutuila, Samoa.	Naval station, Tutuila, Samoa, 1918-1920.	Coppersheathed; derrick.
YD35	108 0	42 0	20	...do....	1st district....	Navy yard, Boston, 1918.	Copper sheathed, house; steel "A" frame and boom.
YD43	90 0	35 0	18	...do....	5th district....	Purchased from Thames Towboat Co., New London, Conn., 1918; built 1914, by S. Flory, Bangor, Pa.	Ex-Captain Dud; Id. No. 3507; pontoon hull; wooden "A" frame; house.
YD45	113 0	33 0	10	...do....	4th district....	Purchased from Coastwise Dredging Co., New York, 1918; built by Jacobson, Peterson & Co., 1913.	Ex-North Pole; Id. No. 2147; flush deck; house for machinery; derrick.
YD47	110 0	30 0	10	...do....	16th district..	Converted from freight lighter No. 28, Cavite, 1919; built, Cavite, 1910.	10-ton steam derrick; steel mast and steel boom; copper sheathed.
YD48	110 0	36 0	8	...do....	3d district....	Commandeered while building from Auten Eng. Co., 1918.	Ex-Auten Co. No. 5; 76' boom; house.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YD49	110 0	35 0	10	Wood...	3d district...	Commandeered while building from Auten Eng. Co., 1918.	Ex-Auten Co. No. 6; gasoline hoisting engines.
YD51	61 0	31 0	15	...do....	Annapolis....	Pontoon built 1916; Continental S. B. Co., New York.	Copper sheathed; machinery from floating derrick No. 10 installed in a new pontoon, 1919; wooden mast and boom.
YD52	100 0	60 0	100	Steel....	13th district..	Puget Sound, 1919-1920.	Formerly 100-ton bridge crane, built 1910, flush deck; house.
YD53	70 0	40 0	15	Wood...	14th district..	Pearl Harbor, 1919..	Wood sheathed on bottom; derrick.
YD55	50 0	18 0	2	...do....	7th district...	Salved, Miami, 1918.	Salvaged barge, fitted with gasoline hoist; sheathed, 2" pine; wooden mast and boom.
YD56	60 0	20 0	6	...do....	16th district..	Converted from freight lighter No. 21, Cavite, 1920; built 1907.	Copper sheathed; house.
YD58 ¹	120 0	60 0	100	...do....	3d district....	Navy yard, New York, 1920.	Two-ton steel crane; steel "A" frame; 98-foot boom; house.
YD59 ²	80 0	40 0	20	...do....	13th district..	Navy yard, Puget Sound, 1921.	Steam derrick; 70-ft.; boom; 3 pumps; sheathed with redwood; flush deck; house.
YD60	80 0	40 0	20	Steel....	16th district..	Naval station, Cavite, 1925.	Machinery from YD16 installed.
YD61	100 0	30 0	250	Wood...	Guantanamo.	Navy yard, Philadelphia, 1908.	Copper sheathed; flush deck; flashboards ex-YC206.
YD62	105 0	31 6	250	...do....	...do....	Navy yard, Pensacola, 1901.	Copper sheathed; house; derrick ex-YC24.
YD63	85 0	34 0		...do....	12th district..	Chas. L. Rohde & Sons Co., Baltimore, Md., 1918-19.	K-type crane; clam-shell bucket ex-YCD4.
YD64	110 0	32 0		...do....	...do....	Puget Sound, 1918...	K-type crane; clam-shell bucket. ex-YCD13.
YD65	50 0	20 0	40	...do....	1st district...	Navy yard, Boston, 1905.	Copper sheathed; flush deck; machinery from YD14 installed—i. e., two propelling engines; wooden "A" frame. 150 H. P.

¹ Material obtained from Army and assembled at New York.² Wrecking barge.

STR. SALE

HIST'L

SUM'S

INDEX

SEAPLANE WRECKING DERRICKS (YSD).

Official No.	Length	Breadth	Crane capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
YSD 1	<i>Ft. in.</i> 60 0	<i>Ft. in.</i> 40 0	<i>Tons.</i> 5	Steel----	100	5th district...	Navy yard Charleston, 1916.	Self-propelled; converted from floating derrick No. 28.
YSD2	76 0	40 0	5	...do....	180	8th district...	Navy yard, New Orleans, 1921.	Self-propelled, twin screws, catamaran hull.
YSD4	86 2½	40 0	5	...do....	80	11th district..	Navy yard, Mare Island, 1920-1922.	Self-propelled, stern wheel.

Total I. H. P., 360.

DREDGES (YM).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YM4	<i>Ft. in.</i> 60 9½	<i>Ft. in.</i> 20 6	<i>Tons</i> 1 106	Wood...	16th district..	Naval station, Olongapo, 1908.	Copper sheathed; dipper type; no hopper; ¾ cubic yard orange-peel bucket.
YM9	90 8	28 8	265	...do....	6th district...	Charleston, 1913; material by Alex. Miller, Jersey City.	Electric dredge housed over; sheathed, creosoted pine; well 20' x 10'.
YM12 (Endicott.)	110 0	34 0	500	Steel....	12th district..	Leonard Construction Co., Chicago, Ill., 1918.	Flush deck; flash-boards.
YM13	60 0	20 0		...do....	Guam.....	Guam, 1925.....	Machinery from YM 5 installed; ¾ cubic yard orange-peel bucket.

¹ Displacement.

YM5—Wooden hull converted to YF205.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name	Length	Breadth	Material and type	Horse-power	Allocation	Where and when built or purchased
YFB3	BERCEAU.....	<i>Ft. in.</i> 99 6	<i>Ft. in.</i> 12 6	Steel....	850	Indianhead..	Herreshoff Mfg. Co., Bristol, R. I., ex-torpedo boat Talbot.
YFB13	CHRISTINE.....	86 6	13 0	Comp...	183	16th district..	Whompoo Dock Co., Hong Kong, China, 1902. Formerly YT106.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name	Length	Breadth	Material and type	Horse-power	Allocation	Where and when built or purchased
		<i>Ft. In.</i>	<i>Ft. In.</i>				
YFB308	DART.....	71 10	16 7	Steel str.	100	12th district.	Navy yard, Mare Island, 1900, wooden deck, pilot house.
YFB5	FAITHFUL.....	80 0	24 0	...do....	75	1st district...	Herreshoff Mfg. Co., Bristol, R. I., 1907, ex-Ripple.
YFB280	INCA.....	100 0	28 0	...do....	150	5th district...	Herreshoff Mfg. Co., Bristol, R. I., 1911.
YFB1048	LAUNCH No. 1048...	77 14	19 6	...do....	285	1st district...	Navy yard, Portsmouth, 1919.
YFB1059	LAUNCH No. 1059...	60 0	10 0	Wood...		3d district...	New York, 1911.
YFB7	LESLIE.....	75 0	18 0	Wooden fire tug	128	12th district...	Navy yard, Mare Island, 1902, copper sheathed.
YFB15	MERCEDES.....	53 6	9 2	Wood...	270	16th district...	Captured with Cavite, 1898. Formerly YT108.
YFB1163	NARRAGANSETT.....	117 0	43 0	Wooden str.	100	1st district...	M. H. Saunders & Sons, Saunderson, R. I., 1905.
YFB663	OTTER.....	77 0	20 0	Comp. str.	300	6th district...	Navy yard, Portsmouth, 1906, ex-Kite.
YFB2047	PORPOISE.....	185 2	35 9	Steel str.	2,400	Wash. yard...	Bath Iron Works, Bath, Me., 1911, ex-Moosehead.
YFB12	SAN FELIPE.....	106 0	20 0	Steel....	500	16th district...	Hong Kong, 1907. Taken over from Engineer Corps, U. S. Army, 1922; (ex-Engineer.)
YFB10	WAVE.....	105 0	30 0	Steel str.	230	1st district...	Navy yard, Charleston, 1916.
YFB681	WORKING LAUNCH No. 681, SANTA RITA.	65 0	13 0	Wood...	150	16th district...	Naval station, Cavite, 1908, copper sheathed.
YFB682	WORKING LAUNCH No. 682, ROSAL.	65 0	13 0	...do....	150	...do....	Do.
YFB683	WORKING LAUNCH No. 683, CAMIA.	65 0	13 0	...do....	150	...do....	Do.
YFB684	WORKING LAUNCH No. 684, DAPDAP.	65 0	13 0	...do....	150	...do....	Do.
YFB685	WORKING LAUNCH No. 685, RIVERA.	65 0	13 0	...do....	150	...do....	Do.
YFB687	WORKING LAUNCH No. 687, MAGDALENA.	65 0	13 0	...do....	150	...do....	Do.

Total 1. H. P., 6,596.

NOTE.—YFB numbers above 15 are identical with S. P. and launch numbers originally assigned.

STR. SALE

HIST'L
SUM'S

EX

CAR FLOATS (YCF).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YCF1	103 ½	31 6%	¹ 100	Steel	Washington	Navy yard, Norfolk, 1903-4.	Was ammunition lighter No. 6.
YCF2	103 ½	31 6%	¹ 100	do	do	Navy yard, Norfolk, 1904.	Was ammunition lighter No. 9.
YCF3	103 ½	31 6%	¹ 100	do	do	Navy yard, Norfolk, 1907.	Was ammunition lighter No. 12.
YCF4	128 0½	31 6%	100	do	do	Fore River S. B. Co., Quincy, Mass., 1909.	Was ammunition lighter No. 13.
YCF6	128 0½	31 6%		do	do	Newport News, Va., 1912.	Was ammunition lighter No. 24.
YCF7	90 0	31 5½		do	do	Pusey & Jones Wilmington, Del., as ammunition lighter No. 21, converted 1913.	
YCF8	128 ½	31 6%		do	do	Edward P. Farley Co., Chicago, Ill., 1918.	
YCF9	128 ½	31 6%		do	do	do	

¹ Estimated.

Note.—YCF 10 and 11 transferred to War Department; YCF 12, authorization canceled.

AMMUNITION LIGHTERS (YE).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YE1	61 0	21 0	84	Steel		12th district	Navy yard, Mare Island, 1899.	Well deck and house.
YE2	61 0	21 0	84	do		do	do	Do.
YE3	61 0	21 0	100	do		13th district	Navy Yard, Puget Sound, 1901.	Flush deck.
YE4	61 0	21 0	100	do		do	do	Flush deck house.
YE7 ¹	90 0	24 0	² 135	do		16th district	Mare Island, 1902; shipped knocked down, to Cavite.	Mast and steam hoisting gear; flush deck and house.
YE8	110 0	28 0	200	do	200	do	Naval Station, Cavite, 1907.	Self-propelled; flush deck and house.
YE11	122 0	30 0	600	do		1st district	Navy yard, New York, 1905.	Mast and steam hoisting gear.
YE15	90 0	28 0	250	Wood		13th district	Navy yard, Puget Sound, 1910.	Sheathed with yellow metal; house; flush deck.
YE16	90 0	28 0	250	do		do	do	Do.
YE17	80 0	21 0	³ 125	do		1st district	Navy yard, Boston, 1910.	Copper sheathed; flush deck.
YE23	107 0	31 9	300	do		do	Navy yard, Boston, 1911.	Copper sheathed; flush deck and house.

¹ Hold fitted to carry water.² Estimated.³ Deck load.

AMMUNITION LIGHTERS (YE.)

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YE28	108 0	31 0	700	Wood...	300	Washington...	Taken over at Weehawken, N. J., 1918.	Ex Weehawken (Id. No. 882); self-propelled.
YE29	107 9	31 0	300	...do.....	200	3d district....	Purchased from Waterfront Contracting & Lighterage Co., New York, 1918.	Ex Lawrence M. Sullivan (Id. No. 1933); self-propelled.
YE32	110 0	34 0	500	Steel.....		...do.....	Built Interlake Engine Works, Cleveland, Ohio, 1918; converted at navy yard, New York, 1920-22.	Formerly coal barge YC484.
YE33	110 0	34 0	500	...do.....		...do.....	Built Interlake Engine Works, Cleveland, Ohio, 1918; converted at New York, 1920-22.	Formerly coal barge YC485.
YE34	110 0	34 0	500	...do.....		4th district....	Built, Philadelphia, 1914; converted at navy yard, Philadelphia, 1920-22.	Formerly coal barge YC292.
YE35	110 0	34 0	500	...do.....		12th district...	Built, Seattle, Wash., 1913; converted at navy yard, Mare Island, 1920-21.	Formerly coal barge YC280; sheathed.
YE36	110 0	34 0	500	...do.....		14th district...	Built Leonard Construction Co., Chicago, 1918; converted at Pearl Harbor, 1920-22.	Formerly coal barge YC468. Sale approved Nov. 10, 1923.
YE37	110 0	34 0	500	...do.....		...do.....	Converted at Pearl Harbor, 1923; built Leonard Construction Co., Chicago, 1918.	Converted from coal barge YC469.
YE38	110 0	34 0	500	...do.....		12th district...	Built, Seattle, 1913, as YC282; converted, 1924.	
YE39	110 0	34 0	500	...do.....		5th district....	Wm. Cramp & Sons, Philadelphia, Pa., 1913.	Flush deck, flashboards; converted from YC271.

Total indicated horsepower, 700.

STR. SALE

HIST'L

SUM'S

INDEX

ASH LIGHTERS (YA).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YA13	50 0	20 0	40	Wood	1st district	Navy yard, Boston, 1905.	Copper sheathed.
YA25	40 0	20 0	30	do	Guantanamo.	Naval station, Guantanamo, 1909.	Do.
YA26	40 0	20 0	30	do	do	do	Do.
YA27	40 0	20 0	30	do	do	do	Do.
YA28	40 0	20 0	30	do	do	do	Do.
YA29	50 0	20 0	65	do	6th district	Navy yard, Charleston, 1910.	Copper sheathed; flush deck.
YA31	50 0	15 0	63	do	12th district	Navy yard, Mare Island, 1910.	Flush deck, sheathed with redwood.
YA32 ¹	50 0	15 0	63	do	do	do	Do.
YA35	50 0	15 0	20	do	13th district	Navy yard, Puget Sound, 1907.	Copper sheathed; flush deck.
YA36	50 0	15 0	20	do	do	do	Do.
YA46	50 0	20 0	50	do	11th district	Mare Island, 1916	Converted freight lighter No. 26.
YA47	50 8	20 8	50	do	Annapolis	do	Flush deck, flashboards.
YA48	45 0	18 0	25	do	14th district	Naval station, Pearl Harbor, 1917.	Sheathed with redwood; flush deck.
YA49	45 0	18 0	25	do	do	do	Flush deck, sheathed with redwood.
YA52 ²	50 0	20 0	50	do	16th district	Cavite, 1919-20	Copper sheathed.
YA59	50 0	20 0	50	do	do	do	Do.
YA62	30 0	20 0	40	do	Annapolis	Norfolk, 1924	Do.
YA63	30 0	20 0	40	do	do	do	Do.
YA64	36 0	15 0	15	do	do	do	Do.

¹ Temporary house for mechanics.² Fitted with 8,000-gallon fuel oil tank.

YA14—Conversion to YD65 authorized 1928.

FREIGHT LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF1	83 0	30 6	250	Wood		3d district	Perth Amboy, N. J., 1898.	Covered.
YF2	80 0	28 0	250	Steel		do	Navy yard, New York, 1898.	Do.
YF5	85 9	18 0	165	Wood		16th district	Captured with naval station, Cavite, 1898.	Coppered; converted from casco No. 16, 1907; covered.
YF6	80 5	18 0	165	do		do	Naval station, Cavite, 1899.	Coppered; converted from casco No. 22; covered.
YF10	50 0	30 0	65	do		Annapolis	Navy yard, Norfolk, 1903.	Copper sheathed; swimming house; flush deck.
YF12 ¹	86 2	29 2		do		1st district	New York, 1904	Covered; flush deck.

¹ Built as transportation barge for use at Naval Training Station, Newport, R. I., to transport boys and men from the island to the railroad station or vessels in the harbor. Vessel is very shallow draft.

FREIGHT LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF14	40 0	20 0	30	Wood	-----	Guantanamo.	Naval station, Guantanamo, 1906.	Copper sheathed.
YF15	40 0	20 0	30	do	-----	do	do	Do.
YF34	50 0	20 0	40	do	-----	16th district..	Naval station, Cavite, 1908.	Copper sheathed; converted ash lighter No. 20 covered; flush deck.
YF35	60 0	20 0	60	do	-----	do	do	Coppered; covered; flush deck.
YF36	50 0	20 0	40	do	-----	do	J. G. White & Co., New York.	Do.
YF37	50 0	20 0	40	do	-----	do	Naval station, Cavite, 1915.	Do.
YF38	101 7	25 6	200	do	-----	do	Hongkong, 1906..	Coppers sheathed; house.
YF41	110 0	30 0	250	do	-----	1st district..	Norfolk, 1906....	Coppers sheathed; covered.
YF42	45 0	20 0	50	do	-----	Guam.....	Guam, 1914.....	Copper sheathed; flush deck.
YF43	45 0	20 0	50	do	-----	do	Guam, 1914-15....	Do.
YF45	90 0	28 0	250	do	-----	13th district..	Navy yard, Puget Sound, 1914.	Coppers sheathed; flush deck; house.
YF46	90 0	28 0	250	do	-----	do	do	Do.
YF47	90 0	28 0	250	do	-----	do	do	Do.
YF49	115 0	25 0	250	Composite.	136	1st district..	Navy yard, Portsmouth, 1915-16.	Covered; self propelled.
YF50	36 0	12 0	12	Wood	-----	13th district..	Navy yard, Puget Sound, 1915.	Copper sheathed; flush deck.
YF51	36 0	12 0	12	do	-----	do	do	Do.
YF52	60 0	19 0	75	do	-----	do	do	Do.
YF53	110 0	30 0	250	do	-----	5th district..	Converted coal barge No. 210, Norfolk, 1915.	Sheathed; covered.
YF54 ¹	112 0	30 0	250	Steel	275	11th district..	Built 1915. Converted ash lighter No. 44, Norfolk, 1916.	Self-propelled; covered.
YF56 ²	112 0	30 0	250	do	275	5th district..	Built 1914. Converted ash lighter No. 43, Norfolk, 1916.	Do.
YF64	85 0	30 0	250	Wood	-----	Indianhead..	Carpenter-Watkins, Co., Brunswick, Ga., 1918.	Id. No. 2552; flush deck and house.
YF73	85 0	35 0	300	do	-----	do	do	Id. No. 2390; ice sheathed; flush deck and house.
YF77	110 0	30 0	250	do	-----	1st district..	Navy Yard, Boston, 1918.	Coppers sheathed; flush deck with house.

¹ Capacity 175 tons freight and 30,000 gallons water. Boom lifting capacity 3 tons.² Carries 120 tons water.

10895—29—19

STR. SALE

HIST'L

SUM

INDEX

FREIGHT LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF79	110 0	30 0	250	Wood		1st district	Boston, 1918-19	Copper sheathed house.
YF80	110 0	30 0	250	do		do	do	Flush deck, house.
YF81	110 0	30 0	250	do		do	do	Copper sheathed, flush deck, house.
YF82	110 0	30 0	250	do		do	do	Do.
YF84	110 0	30 0	250	do		6th district	Chas. Rohde & Sons, Baltimore, Md. Converted coal barge No. 352; Norfolk, 1918.	Sheathed, yellow pine; flush deck, with house.
YF85	110 0	30 0	250	do		Annapolis	Built Chas. Rohde & Sons, Baltimore, Md., 1918. Converted coal barge No. 353; Norfolk, 1918.	Covered.
YF86	110 0	30 0	250	do		16th district	Converted coal barge No. 174; Built N. Y., and shipped knocked down to Cavite, 1918.	Copper sheathed; housed over.
YF87	75 0	21 0	100	do		13th district	Converted coal barge No. 446; navy yard, Puget Sound, 1918, built at Puget Sound, 1918.	Copper sheathed; flush deck; house.
YF88	110 0	30 0	250	do		do	Converted coal barge No. 363; navy yard, Puget Sound, 1918, built Puget Sound, 1918.	Do.
YF89	110 0	30 0	250	do		do	Converted coal barge No. 364; navy yard, Puget Sound, 1918, built Puget Sound, 1918.	Do.
YF92	100 0	32 0		do		3d district	Harry Cossey, Tottenville, N. Y., 1918.	Moran Towing & Inspection Co. No. 66; covered.
YF93	100 0	32 0		do		do	do	Moran Towing & Inspection Co. No. 70; covered.
YF94	100 6	32 8		do		do	do	Moran Towing & Inspection Co. No. 72; covered.

FREIGHT LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF95	100 6	32 8		Wood		3rd district	Harry Cossey, Tottenville, N. Y., 1918.	Moran Towing & Inspection Co. No. 76; covered.
YF96	100 6	32 8		do		do	do	Moran Towing & Inspection Co. No. 84; covered.
YF98 ¹	110 0	30 0	250	do		1st district	Ira Bushey & Sons Co., 1918. Converted New York 1918.	Flush deck and house.
YF101 ¹	110 0	30 0	250	do		5th district	do	Covered.
YF107	110 0	30 0	250	do		3d district	do	House.
YF112	162 3	31 11	1,200	Composite.		3d district	Purchased P. le Claire Sorrel, Que. 1916; converted 1919, New York.	Ex McMath; Id. No. 3303.
YF140	54 6	20 0	94	Wood		Guam	Guam, 1914	Flush deck.
YF141	54 6	20 0	94	do		do	do	Do.
YF153	45 0	18 0	25	do		14th district	Pearl Harbor naval station, 1917.	Sheathed 1-inch redwood; ex-marine lighter No. 1; flush deck.
YF158	84 0	23 0		do		Indianhead	Purchased from J. C. White Eng. Corp., 1919.	Ex Fearless; flush deck and house, ice sheathed.
YF159	50 0	20 0	50	do		Annapolis	Norfolk, 1911	Ex farm scow No. 3; copper sheathed.
YF161	110 0	30 0	250	do	250	3d district		Ex Catherine Johnson; Id. No. 390; self-propelled; covered.
YF162	110 0	30 0	250	do		16th district	Navy yard, N. Y., 1908, converted Cavite.	Ex coal barge 179; covered.
YF163	74 6	27 8	125	Steel		St. Thomas	Taken over with Virgin Islands.	Converted derrick lighter No. 5.
YF166	56 6	14 10	60	do		do	do	Converted cargo lighter No. 4.
YF177	110 0	30 0	250	Wood		16th district	Cavite, 1920-1922.	Authorized May 21, 1920; completed Aug. 8, 1922.
YF178	110 0	30 0	250	do		do	Cavite	Authorized May 21, 1920; completed 1923.
YF179	110 0	30 0	250	do		do	do	Authorized May 21, 1920; completed Feb. 25, 1925.

¹ Contracted for by Ira Bushey & Sons as coal barge; afterwards finished as freight lighter by New York Navy Yard.

STR. SALE

HIST'L

SUM'

INDEX

FREIGHT LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF180	110 0	30 0	250	Wood		16th district	Cavite, 1920-1922	Authorized May 21, 1920; completed Jan. 30, 1926.
YF181	110 0	34 0	250	do		do	do	Refrigerator; completed 1922.
YF182	35 4	18 0	25	do		Guantanamo	Built as YS72 in 1918; converted Guantanamo, 1920.	
YF184	35 4	18 0	25	do		do	Built Madisonville, La., 1918; converted Guantanamo, 1924.	Converted from YS75.
YF185	85 0	34 0		do		12th district	Built 1918; converted from YCD6 at Mare Island, 1922.	
YF186	110 0	34 0	500	Steel		5th district	Built as YC350 by Imperial Shipbuilding Co., Detroit, Mich., 1918; converted Norfolk, 1923.	Flush deck, flashboards.
YF187	110 0	34 0	500	do		do	Built as YC303 at Norfolk, 1915; converted Norfolk, 1923.	Do.
YF188	22 0	14 0	10	Wood		Guantanamo	Philadelphia, converted 1923 for Marine Corps.	Flush deck; house.
YF189	54 6	20 0	94	do		Guam	Guam	Authorized Apr. 30, 1923.
YF190	54 6	20 0	94	do		do	do	Do.
YF191	54 6	20 0	94	do		do	do	Do.
YF192	54 6	20 0	94	do		do	do	Do.
YF196	120 0	36 0		do		3d district	Reclassified from YD37, 1924.	82' steel boom.
YF197	125 0	38 0		do		do	Reclassified from YD39, 1924.	Ex derrick barge 62; ID No. 2729; steel "A" frame.
YF198	110 0	30 0	250	do		12th district	Being converted from YC239 at Mare Island; built Puget Sound, 1918.	Flush deck, flashboards.
YF199	110 0	30 0	250	do		11th district	Converted from YC283 at Mare Island; built Puget Sound, 1918.	Do.
YF200	110 0	30 0	250	do		12th district	Converted from YC384 at Mare Island; built Puget Sound, 1918.	Do.

YF194 and YF195—conversion canceled.

FREIGHT LIGHTERS (YF).

Official No.	Lenth	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF201	110 0	30 0	250	Wood	-----	12th district	Being converted from YC246 at Mare Island; built Puget Sound, 1918.	Flush deck, flashboards.
YF202	54 6	20 0	94	do	-----	Guam	Guam, 1925.	Do.
YF203	60 8	20 0	75	do	-----	16th district	Cavite, 1925.	
YF204	60 0	20 0		do	-----	Guam	Guam, 1926.	
YF205	54 6	20 0	94	do	-----	do	Converted from YM5 at Guam, 1928.	Copper sheathed flush - deck type.
YF206	45 0	20 0	62	do	-----	do	Guam, 1927.	
YF207	60 0	20 0		do	-----	16th district	Cavite, 1927.	
YF208	110 0	34 0	500	Steel	-----	11th district	Converted from YC275 at San Diego, 1928.	
YF209	110 0	34 0	500	do	-----	5th district	Converted from YC276 at Norfolk, 1928.	
YF210	54 6	20 0	94	Wood	-----	Guam	Built Guam, 1923-24, Ex-YW49.	
YF211					-----	Guantanamo	Being converted from coal barge 203 at Guantanamo, 1929.	
Total I. H. P.					936			

GARBAGE LIGHTERS (YG).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Cu. ft.</i>				
YG1	110 0	29 0	11,000	Wood	3d district	Unknown, 1899	8-pocket, side dumping; well deck.
YG5	110 0	29 8	11,536	do	1st district	Navy yard, Boston, 1905.	Do.
YG7	62 0	20 8	2,300	do	11th district	Navy yard, Puget Sound, 1909.	Side - dumping; well deck.
YG9	110 0	29 0	11,000	do	3d district	Navy yard, New York 1918	Do.
YG10	110 0	29 0	11,000	do	do	do	Do.
YG11	45 0	20 0	1,650	do	14th district	Acquired from Marine Corps.	Ex-YF154; copper sheathed; flush deck; sway-backed scow.
YG12	35 4	18 0	360	do	7th district	Built at Tarpon Springs, Fla., 1918-19. Converted, Key West, 1923, from YS67.	Sheathed with 1" pine.
YG13	65 0	20 6	2,448	do	Guantanamo	Building at navy yard, Charleston, S. C.	Sheathed with galvanized metal.

STR. SAL
HIST'L
SUM'S
INDEX

FLOATING PILE DRIVERS (YPD).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YPD1	70 0	24 0	20,000	Wood	3d district	Purchased of T. A. Crane & Sons, New York, 1893.	4,250-lb. hammer.
YPD2	65 0	24 0	175	do	13th district	Navy yard, Puget Sound, 1901.	Copper sheathed; 3,700-lb. hammer; flush deck; house.
YPD4	60 0	28 0	32	Steel	12th district	Navy yard, Maro Island, 1904.	Wood house; converted derrick; flush deck; 3,250-lb. hammer.
YPD10	55 0	27 0	45	Wood	4th district	Navy yard, Philadelphia.	Flush deck and house; sheathed with wood; 3,000-lb. hammer.
YPD13	54 0	20 0	20	do	Guantanamo	Build by Snare & Triest Co., naval station, Guantanamo, Cuba, 1905.	Copper sheathed; 3,000-lb. hammer.
YPD14	50 5	24 4		do	5th district	Navy yard, Norfolk, 1911.	Sheathed with creosoted pine; 3,375-lb. hammer.
YPD15	65 0	30 0	100	do	6th district	Navy yard, Norfolk, 1908, assembled 1922 by installing machinery from YPD18 on YC150.	Sheathed.
YPD16	65 3	26 0	50	do	14th district	John A. Hughes, Honolulu, 1913.	Copper sheathed; copper at turn of bilge; 10,000-lb. hammer.
YPD17	55 9	25 6	78	do	16th district	Olongapo, 1916	Copper sheathed; flush deck; 3,528-lb. hammer.
YPD19	45 0	30 0	80	do	7th district	Built Pensacola, 1908; converted Key West, 1918, from YD18.	Copper sheathed, flash-boards; 2,000-lb. hammer.
YPD20	60 0	20 0	100	do	1st district	Navy yard, Boston, 1908; converted at Newport, R. I., 1913.	Converted from coal barge No. 227; 2,780-lb. hammer.
YPD21	63 9	25 9		do	11th district	Built, San Diego; completed May 28, 1926.	8-inch sand pump.

¹ Pounds.

NOTE.—YPD6, condemned and used as landing float.

HEATING SCOWS (YHT).

Official No.	Name	Length	Breadth	Material	I. H. P.	Allocation	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>					
YHT4	HEATING SCOW No. 4.	88 0	20 0	Steel.	300	3d. dist...	Clayton S. B. Co., Clayton, N. Y., 1919.	Harbor tug, ex. No. 54.
YHT5	HEATING SCOW No. 5.	88 0	20 0	do..	300	do.....	Greenport B. & C. Co., Greenport, L. I., 1918	Harbor tug, ex. No. 61.
YHT6	HEATING SCOW No. 6.	88 0	20 0	do..	300	do.....	Robert Jacob, City Island, N. Y., 1918.	Harbor tug, ex. No. 67.
	Total I. H. P.				900			

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Horse-power	Allocation	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>				
YT2	IWANA.....	92 6	20 11½	10 0	350	1st district.	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	
*YT4	UNADILLA.....	110 0	25 0	19 11	469	12th district.	Navy yard, Mare Island; authorized July 28, 1894.	
YT5	SAMOSET.....	92 6	21 0	19 7	450	4th district.	Navy yard, Norfolk; authorized Mar. 2, 1895.	
YT6	PENACOOK.....	92 6	21 1	19 11	450	1st district.	Navy yard, New York; authorized Mar. 3, 1897.	
YT7	PAWTUCKET.....	92 6	21 1	19 11	500	13th district.	Navy yard, Mare Island; authorized Mar. 3, 1897.	
YT8	PENTUCKET.....	92 6	21 1	19 2	500	3d district.	Navy yard, Boston; authorized July 1, 1902.	
YT9	SOTOYOMO.....	92 6	21 1	-----	466	13th district.	Navy yard, Mare Island; authorized July 1, 1902.	
YT10	TRITON.....	96 9	20 9	18 11	250	1st district.	J. H. Dialogue & Sons, Camden, N. J.; built, 1888.	
YT13	HERCULES ¹	101 6	20 6	110 5	350	5th district..	J. H. Dialogue & Sons, Camden, N. J.; purchased 1898.	
YT14	LIVELY.....	107 0	22 6	10 0	600	12th district.	Union Iron Works, San Francisco; purchased, 1898.	Ex-Active.

¹ Full-load mean draft.¹ Built of iron.

STR. SALI

HIST'L

SUM'S

INDEX

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Horse-power	Allocation	Where and when built or purchased	Remarks	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>					
YT15	MASSASOIT.....	89 5	19 0	8 6	200	5th district.	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-A. W. Booth.	
YT16	MODOC ¹	96 9	20 10	2 9	7	175	4th district.	Built by J. H. Dialogue & Sons, Camden, N. J., 1890; purchased, 1898, from American Towing Co.	Ex-Enterprise.
YT17	MOHAWK.....	103 10	24 0	2 10	9	400	5th district.	Built by T. S. Marvel & Co., Newburgh, N. Y., 1893; purchased, 1898, of Cornell Steamboat Co.	Ex-T. P. Fowler.
YT18	NOTTOWAY ¹	81 5	18 10 1/2	2 9	1	320	1st district.	Newport News S. B. & D. D. Co.; purchased, 1898; ex-Accomac.	Ex-El Toro; ex-Accomac.
YT22	ROCKET.....	93 0	28 0	2 6	11	308	5th district.	Pusey & Jones Co., Wilmington, Del., 1899.	
YT23	SEBAGO.....	99 0	21 0	2 8	0	450	6th district.	J. H. Dialogue & Sons, Camden, N. J., 1893.	
YT24	TECUMSEH.....	100 9	21 9	2 8	2	540	Washington Yard.	Built by J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898, from Luckenbach & Co.	Ex-Edward Luckenbach.
YT26	WICOMICO ¹	100 9	21 0	2 9	5	550	5th district.	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-Choctaw; ex-C. G. Coyle.
*YT27	WOMPATUCK.....	130 0	25 0	12 0		650	16th district.	Built by Harlan & Hollingsworth, Wilmington, Del.; purchased, 1898, from Standard Oil Co.	Ex-Atlas.
YT28	ADVANCE ³ . (3057)	107 6	22 8	11 5		600	5th district.	Built by M. M. Davis, Solomons Island, Md., 1912; purchased, 1919, from A. S. Taylor & Bros.	
YT29	BARNETT... (1149)	111 0	21 7	9 3		500	Guatana-mo.	J. H. Dialogue & Sons, Camden, N. J., 1911; purchased, 1918, from Steel Towing & Wrecking Co.	
YT32	CATAWBA... (2200)	92 0	22 0	9 10		600	5th district.	Baltimore D. D. & S. B. Co., 1917.	Ex-Howard Greene.

¹ Built of iron.² Full load mean draft.³ Built of wood.

(HARBOR TUGS (YT)).

Official No.	Name	Length	Breadth	Draft	Horse-power	Allocation	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>				
YT33	MENDOTA... (773)	140 0	26 0	11 6	750	Washing- ton Yard.	Chas. H. Hillman, Philadelphia, 1898.	Ex-Concord.
*YT34	DREADNAUGHT... (1951).	135 0	28 0	14 10	1,000	12th dist- rict.	Union Iron Works, San Francisco, 1917.	Oil burning.
YT35	NAUSETT... (2671)	88 0	22 6	9 6	700	4th dist- rict.	Chas. Rhodes & Sons, Baltimore, Md., 1918.	Ex-Carl R. Gray.
YT36	CHOPTANK.....	2108 0	24 3	13 4	800	Washing- ton Yard.	Johnston Bros., Ferrysburg, Mich., 1909.	Ex-Francis B. Hackett; ex- Shenandoah.
*YT39	NAVIGATOR. (2225)	134 4	26 0	13 9	1,000	12th dist- rict.	J. H. Dialogue & Sons, Camden, N. J., 1898.	
*YT42	PENOBSCOT... (982)	121 6	24 6	13 6	700	3d district.	Risdon Iron Works, San Fran- cisco, 1904.	Ex-Luckenbach No. 5.
YT45	WOOLEY, JAMES...	80 9	21 0	8 6½	300	1st district.	Lockwood Mfg. Co., East Bos- ton, Mass., 1899; acquired 1918.	
YT55	HARBOR TUG NO. 55.	88 0	20 0	19 8	300	6th dist- rict.	Clayton S. B. Co., Clayton, N. Y., 1919.	Ice sheathed.
YT56	HARBOR TUG NO. 56.	88 0	20 0	19 8	300	Naval Proving Ground, Dahl- gren, Va.	Eastern Shipyard Co., Greenport, Long Island, 1918.	
YT70	HARBOR TUG NO. 70.	88 0	20 0	19 8	300	1st district.	Robert Jacob, City Island, N. Y., 1918.	
YT72	HARBOR TUG NO. 72.	88 0	20 0	19 8	300	3d district.	Luders Marine Construction Co., Stamford, Conn., 1918.	Galvanized-iron ice sheathing.
YT73	HARBOR TUG NO. 73.	88 0	20 0	19 8	300	1st district.	do.....	14" oak ice sheathing.
YT86	MOTOR TUG NO. 86.	65 0	16 2	6 2	150	11th dist- rict.	Navy yard, Mare Island, 1918.	Copper sheathed.
YT87	MOTOR TUG NO. 87.	65 0	16 2	6 2	150	12th dist- rict.	do.....	Do.
YT88	MOTOR TUG NO. 88.	65 0	16 2	6 2	150	11th dist- rict.	do.....	Do.
YT89	MOTOR TUG NO. 89.	65 0	16 2	6 2	150	12th dist- rict.	do.....	Do.
YT90	MOTOR TUG NO. 90.	65 0	16 2	6 2	150	14th dist- rict.	Naval station, Pearl Harbor, H. I., 1919.	
YT92	MOTOR TUG NO. 92.	65 0	16 2	6 2	150	16th dist- rict.	Navy yard, Mare Island, 1919.	U. S. S. Tama- rao, copper sheathed.
YT93	MOTOR TUG NO. 93.	65 0	16 2	6 2	150	14th dist- rict.	do.....	Copper sheathed.
YT94	MOTOR TUG NO. 94.	65 0	16 2	6 2	150	12th dist- rict.	do.....	

¹ Built of iron.

² Over all.

³ Full load mean draft.

YT54, YT61, and YT67 to be used as heating scows; designations changed to YHT4, YHT5, and YHT6.

STR. SALE

HIST.

SUM.

INDEX

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Horse-power	Allocation	Where and when built or purchased	Remarks
		<i>Ft.in.</i>	<i>Ft.in.</i>	<i>Ft.in.</i>				
YT95	MOTOR TUG No. 95.	65 0	16 2	6 2	150	12th district.	Navy yard, Mare Island, 1919.	Copper sheathed.
YT96	MOTOR TUG No. 96.	65 0	16 2	6 2	150	do.	do.	Do.
YT98	MOTOR TUG No. 98.	65 0	16 2	6 2	150	13th district.	do.	
YT99	MOTOR TUG No. 99.	65 0	16 2	6 2	150	11th district.	do.	Do.
YT104	BANAAG ¹	96 0	16 0	7 6½	100	16th district.	Whompoo Dock Co., Hong Kong, China, 1910.	Do.
YT106	CHRISTINE	86 6	13 0	6 6	183	do.	Whompoo Dock Co. Hong Kong China 1902.	
YT107	IONA	56 6	10 3	comp.	125	16th district.	Captured with Cavite, 1898.	
YT111	DELAWARE (S. P. 467).	140 0	22 6		400	14th district ² .	Pocomoke City, Md., 1913; purchased 1917.	Redwood sheathing.
YT112	ACTIVE	94 10	24 0	10 9	450	3d district.	Taken over from Shipping Board Apr. 20, 1925.	
YT113	DILIGENT	94 10	24 0	10 9	450	do.	Taken over from Shipping Board May 2, 1925.	
YT114	CHOCTAW	100 8	24 8	12 7	450	Naval Research Laboratory, Bellevue, D. C.	Taken over from Shipping Board June 22, 1926.	Ex-Sampson.
					Total I. H. P., 20,078			

¹ Composite.² Temporarily with Submarine Division, No. 14.

NOTE.—Harbor and motor tugs 46 to 101 built of wood. YT48 to YT50, with Wickes boilers; YT71 to YT74, with Marine leg. boilers; YT53 to YT56, YT61, YT66 to YT70, with Mod. Heine boilers; YT77 to YT81 with Seabury boilers. Harbor tugs YT46 to YT50, YT53 to YT56, YT71 to YT76, built with one single noncondensing engine each, cylinder diameter 18 inches, stroke 22 inches. Harbor tugs YT57 to YT70, YT77 to YT81, built with one single noncondensing engine each, cylinder diameter 18 inches, stroke 24 inches. Motor tugs 86 to 101 have one union 4-cycle, 4-cylinder engine, cylinder diameter 12 inches, stroke 15 inches.

FLOATING WORKSHOPS (YR).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YR5	110 0	30 0	-----	Wood	12th district.	Converted from coal barge No. 164, Mare Island, 1915.	Sheathed with redwood; flush deck; house.
YR12	105 0	24 2	-----	do.	3d district.	Purchased from G. E. Huntley, 1918.	Sale recommended.
YR15	124 6	33 4	-----	do.	1st district.	Purchased from Emergency Fleet Corp., 1919.	Ex-repair barge No. 3; flush deck and house.
YR18	51 8	21 2	-----	do.	3d district.		Deck house; equipped for light repair work.

¹ To be transferred to Coast Guard.

DISTRICT PATROL VESSELS (YP).

Official No.	Name	Type	Length	Breadth	Material	Horsepower	Allocation	Built by—
YP185	CLARINDA...	Motor boat.	<i>Ft. in.</i> 92 6	<i>Ft. in.</i> 17 2	Wood...	300	6th district.	Matthews Boat Co., Port Clinton, Ohio.
YP214	EDITHIA ¹	do.....	96 0	14 0	do.....	350	3d district.	Gas Engine & Power Co., Morris Heights, N. Y., 1909.
YP179	PRIVATEER.....	do.....	106 3	13 0	do.....	500	do.....	Do.
YP3	SANDA ²	do.....	36 2		do.....		do.....	W. E. Haff, N. Y., 1917.
Total indicated horsepower.....						1,150		

¹ Transferred as a loan to the State of New Jersey for use of the State Board of Commerce and Navigation.
² Loaned to Dock Department, city of New York.

NOTE.—All of the above were purchased during the World War. YP numbers are identical with S. P. numbers originally assigned.

UNCLASSIFIED.

The following list includes small craft formerly in naval districts now under loan, as indicated, together with those which can not be classified under the standard nomenclature.

Name and No.	Type	Length	Material	Horsepower	Where and when built or purchased	Status July 1, 1928
		<i>Ft. in.</i>				
ADVANCE-BASE LIGHTER No. 5.	Lighter.....	24 0	Wood.....		Olongapo Station, 1927.	16th district.
ANDEEK (2589).....	Motor boat..	36 3	do.....	125	Chas. L. Seabury, Morris Heights, N. Y., 1916.	Loaned to Culver Military Academy.
ARAMIS ¹	Converted yacht.	153 6	Steel..	700	Robert Jacob, City Island, N. Y., 1916.	7th district, surveying and house boat.
ARGO.....	Yawl.....	57 0	Wood.....		Essex, Mass., 1892.	Naval Academy. Presented by C. G. Fitzgerald, Baltimore, Md., 1906.
ESTELLE (747).....	Motor boat..	40 0	do.....	45	Purchased from J. M. Hayden, 1917.	Loaned to Culver Military Academy.
FAVORITE (1385).....	Salvage tug..	180 8	Steel..	1,200	Buffalo S. B. Co., Buffalo, N. Y., 1907.	Loaned to Panama Canal.
GRAMFUS (1708).....	Freight and passenger steamer.	126 0	do.....	700	Neafie & Levy, Philadelphia, 1907.	Navy yard, Washington. Ex Boothbay.
POWER FLOAT No. 24.		60 0	do.....		Naval station, Cavite, 1908.	16th district.
POWER FLOAT No. 25.		90 0	do.....		do.....	Do.
ROBERT CENTER.....	Sloop.....	66 0	Wood.....		Lawley & Son, Naponset, Mass.	Naval Academy.
TRANSFER.....	Freight steamer.	110 0	Steel..	500	Navy yard, New York, 1904.	3d district.
Total indicated horsepower.....				3,270		

¹ 2 Craig-Diesel (4-cycle) 6 cyl. 12½ by 15.

STR. SALE

HIST'L

SUM'S

INDEX

ALLOCATION OF DISTRICT CRAFT.**First Naval District**

Coal barges: YC 90, 91, 92, 93, 94, 95, 102, 160, 161, 168, 288, 289, 299, 345, 346, 347, 348, 433, 490, 504, 505, 507, 508, 509, 522, 523, 524, 525, 526, 528, 530, 531, 532, 623, 624, 625, 626.
 Fuel-oil barges: YO 3, 13, 14, 15, 39.
 Stevedoring barge: YS51.
 Torpedo-testing barges: YTT 1, 2, 4.
 Water barges: YW 5.
 Floating derricks: YD 9, 11, 13, 20, 23, 35, 65.
 Ferryboats and launches: Narrangansett, Faithful, Launch No. 1048, Wave.
 Ammunition lighters: YE 11, 17, 23.
 Ash lighter: YA13.
 Freight lighters: YF 12, 41, 49, 63, 77, 79, 80, 81, 82, 98.
 Garbage lighter: YG5.
 Pile driver: YPD20.
 District tugs: Iwana, Penacock, Nottaway, Triton, James Wooley; harbor tugs, YT 70, 73.
 Floating workshop: YR15.

Third Naval District

Coal barges: YC 258, 287, 527, 568, 570, 571, 577, 578, 594, 595, 599, 600, 601.
 Fuel-oil barge: YO5.
 Stevedoring barges: YS 14, 39, 42, 47.
 Floating derricks: YD 3, 21, 29, 48, 49, 58.
 Ferryboats and launches: Launch No. 1059.
 Ammunition lighters: YE 29, 32, 33.
 Freight lighters: YF 1, 2, 92, 93, 94, 95, 96, 107, 112, 161, 196, 197.
 Garbage lighters: YG 1, 9, 10.
 Pile driver: YPD1.
 Heating scows: YHT 4, 5, 6.
 District tugs: Active, Diligent, Penobscot, Pentucket; harbor tugs, 72.
 Floating workshops: YR 12, 18.
 District patrol vessels: Privateer, Sanda, Edithia.
 Unclassified: Transfer.

Fourth Naval District

Coal barges: YC 255, 256, 290, 301.
 Fuel-oil barge: YO22.
 Floating derricks: YD 5, 30, 45.
 Ammunition lighter: YE34.
 Pile driver: YPD10.
 District tugs: Modoc, Nausett, Samoset.

Fifth Naval District

Ambulance boats: YH 2, 3.
 Coal barges: YC 261, 262, 264, 265, 266, 267, 270, 272, 286, 313, 317, 318, 319, 354, 459, 471, 481, 486, 488, 501, 511, 529, 533.
 Fuel-oil barges: YO 6, 31.
 Floating derricks: YD 7, 8, 26, 43.
 Seaplane wrecking derrick: YSD1.
 Ferryboat and launch: Inca.
 Ammunition Lighter: YE39.

ALLOCATION OF DISTRICT CRAFT.

Freight lighters: YF 53, 56, 101, 186, 187, 209.

Pile driver: YPD14.

District tugs: Advance, Hercules, Massasoit, Mohawk, Catawba, Rocket.
Wicomico.

Sixth Naval District

Coal barges: YC 199, 310, 340, 341, 458.

Water barge: YW11.

Floating derrick: YD1.

Dredge: YM9.

Ferryboat and launch: Otter.

Ash lighter: YA29.

Freight lighter: YF84.

Floating pile driver: YPD15.

District tugs: Sebago, YT55.

District patrol vessel: Clarinda.

Seventh Naval District

Coal barges: YC 66, 87, 268, 462.

Water barge: YW12.

Floating derricks: YD 17, 55.

Garbage lighter: YG12.

Floating pile driver: YPD19.

Unclassified: Aramis, surveying and houseboat.

Eighth Naval District

Coal barges: YC 320, 325.

Seaplane wrecking derrick: YSD2.

Ninth Naval District

Unclassified Ahdeek, Estelle.

Eleventh Naval District

Coal barges: YC 263, 269, 277, 279, 281, 284, 295, 297, 305, 308, 316, 360, 362
365, 366, 367, 368, 392, 393, 461, 466.

Fuel-oil barges: YO 7, 8, 9, 23, 24, 30.

Water barges: YW30.

Seaplane wrecking derrick: YSD4.

Ash lighters: YA46.

Freight lighters: YF 54, 199, 208.

Garbage lighter: YG7.

Floating pile driver: YPD21.

District tugs: YT 86, 88, 99.

Twelfth Naval District

Ambulance boat, YH1.

Coal barges: YC 131, 283, 285, 293, 307, 309, 311, 312, 314, 386, 463, 465.

Fueling barges: YCD 1, 2.

Fuel-oil barges: YO 8, 32.

Water barge: YW16.

Floating derricks: YD 27, 33, 63, 64.

Ferryboats and launches: Dart, Leslie.

Dredge: YM 12 (Endicott).

STR. SALE

HIST'L

SUM'S

INDEX

ALLOCATION OF DISTRICT CRAFT.

Ammunition lighters: YE 1, 2, 35, 38.

Ash lighters: YA 31, 32.

Freight lighters: YF 185, 198, 200, 201.

Floating pile driver: YPD4.

District tugs: Unadilla, Lively, Dreadnaught, Navigator, motor tugs, YT 87, 89
 94, 95, 96.

Floating workshop: YR5.

Thirteenth Naval District

Coal barges: YC 156, 158, 173, 278, 304, 306, 315, 321, 322, 323, 324, 358, 369
 370, 371, 374, 375, 376, 389, 390, 394, 395, 396, 445, 447, 448, 467.

Fuel-oil barges: YO 1 4.

Water barge: YW23.

Floating derricks: YD 52, 59.

Ammunition lighters: YE 3, 4, 15, 16.

Ash lighters: YA 35, 36.

Freight lighters: YF 45, 46, 47, 50, 51, 52, 87, 88, 89.

Floating pile driver: YPD2.

District tugs: Pawtucket, Sotoyomo; motor tug YT98.

Fourteenth Naval District

Coal barges: YC 251, 253, 254, 274, 294, 296, 404, 405, 406, 407, 427, 428, 429,
 470, 473, 475, 476, 477, 479, 641, 642.

Fuel-oil barge: YO21.

Torpedo testing barge: YTT3.

Water barges: YW 10, 15.

Floating derricks: YD 25, 53.

Ammunition lighters: YE 36, 37.

Ash lighters: YA 48, 49.

Freight lighter: YF153.

Garbage lighter: YG11.

Floating pile driver: YPD16.

District tug: Delaware; motor tugs, YT 90, 93.

Fifteenth Naval District

Coal barges: YC 291, 472.

Fuel-oil barge: YO11.

Unclassified: Favorite.

Sixteenth Naval District

Coal barges: YC 145, 147, 177, 178, 180, 181, 182, 183, 185, 238, 537, 538, 539, 643.

Water barge: YW19.

Floating derricks: YD 19, 47, 56, 60.

Dredge: YM4.

Ferryboats and launches: San Felipe; working launches Nos. 681, 682, 683, 684,
 685, 687, Christine.

Ammunition lighters: YE 7, 8.

Ash lighters: YA 52, 59.

Freight lighters: YF 5, 6, 34, 35, 36, 37, 38, 86, 162, 177, 178, 179, 180, 181, 203, 207.

Floating pile driver: YPD17.

District tugs: Wompatuck; Banaag, Iona, Mercedes, motor tug YT92.

Unclassified: Advance base lighters No. 5; power floats Nos. 24, 25.

ALLOCATION OF DISTRICT CRAFT.**Annapolis**

Fueling barge: YCD7.
 Fuel-oil barge: YO17.
 Floating derrick: YD51.
 Ash lighters: YA 47, 62, 63, 64.
 Freight lighters: YF 10, 85, 159.
 Unclassified: Argo, Robert Center.

Guam

Water barges: YW 50.
 Dredge: YM13.
 Freight lighters: YF 42, 43, 140, 141, 189, 190, 191, 192, 202, 204, 205, 206, 210.

Guantanamo

Coal barges: YC 55, 111, 112, 113, 162, 163, 198, 200, 201, 202, 203, 204, 205, 207, 233, 300, 482, 483, 489, 492, 495, 496, 499.
 Fuel-oil barges: YO 2, 20.
 Water barges: YW 22, 25.
 Floating derricks: YO 61, 62.
 Ash lighters: YA 25, 26, 27, 28.
 Freight lighters: YF 14, 15, 182, 184, 188.
 Floating pile driver: YPD13.
 District tug: Barnett (1149).

Indianhead

Ferryboats and launches: Berceau.
 Freight lighters: YF 64, 73, 158.
 Harbor tug: 56.

St. Thomas

Water barge: YW51.
 Freight lighters: YF 163, 166.

Tutuila, Samoa

Floating derrick 34.

Washington, D. C.

Coal barges: YC 302, 457, 464, 474, 487.
 Fuel-oil barge: YO37.
 Ferryboats and launches: Porpoise.
 Ammunition lighter: YE28.
 Car floats: YCF 1, 2, 3, 4, 6, 7, 8, 9.
 District tugs: Tecumseh, Mendota, Choptank.
 Unclassified: Grampus.

Naval Research and Experimental Laboratory

Fueling barge: YCD10.
 Stevedoring barge: YS53.
 Harbor tug: Choctaw.

Building

Cavite: Coal barges: YC 644, 645, 646.
 Charleston: Fuel-oil barge: YO40; garbage lighter YG 13.
 Guam: Water barge: YW52.

STR. SALE

HIST'L

SUM'S

INDEX

STRICKEN AND SALE LIST OF DISTRICT CRAFT.

This list covers district craft disposed of or ordered disposed of either by sale or otherwise since July 1, 1924. Where no definite stricken date has been furnished, the date of actual sale or other disposition marks the separation of the vessel from the naval service.

Vessels loaned, remaining the property of the Navy Department, are continued on the district craft list.

Name and official No.	Allocation	Status July 1, 1929
Coal barges:		
YC50	1st district	Sold July 1, 1926.
YC72	12th district	Sold May 27, 1927.
YC101	1st district	Sold Dec. 3, 1924.
YC104	do	Do.
YC105	do	Do.
YC132	12th district	Sold May 27, 1927.
YC136	4th district	Sold Apr. 5, 1927.
YC146	16th district	On sale.
YC151	7th district	Sold Mar. 31, 1927.
YC152	12th district	Sold Sept. 6, 1928.
YC154	do	Do.
YC157	13th district	Sold Jan. 4, 1928.
YC159	do	Do.
YC169	6th district	Sold June 5, 1929.
YC170	do	Sold Jan. 4, 1928.
YC171	do	Do.
YC172	do	Do.
YC175	16th district	Scrapped June, 1927.
YC187	12th district	Transferred to War Department Apr. 27, 1927.
YC190	13th district	Sold Jan. 4, 1928.
YC191	do	Do.
YC192	do	Do.
YC193	do	Do.
YC209	7th district	Sold Mar. 31, 1927.
YC213	6th district	Sunk September, 1924.
YC231	11th district	Sold May 27, 1924.
YC232	7th district	Sold Mar. 31, 1927.
YC235	11th district	Sold May 27, 1924.
YC252	14th district	Survey approved Nov. 5, 1925.
YC273	Washington	Transferred to Marine Corps, Quantico, December, 1924.
YC335	6th district	Sold Dec. 18, 1926.
YC243	12th district	Sold Sept. 6, 1928.
YC244	11th district	Sold May 27, 1924.
YC245	12th district	Transferred to War Department June 26, 1928.
YC349	7th district	Lost at sea en route to Key West Apr. 24, 1927.
YC359	11th district	Sold Jan. 4, 1928.
YC361	13th district	Do.
YC372	13th district	Sold May 15, 1929.
YC373	do	Do.
YC377	12th district	Transferred to War Department, Nov. 9, 1928.
YC378	do	Do.
YC379	11th district	Sold January, 1928.
YC381	12th district	Transferred to War Department, Aug. 8, 1928.
YC382	11th district	Do.
YC385	12th district	Transferred to War Department, Feb. 11, 1929.
YC387	11th district	Sank en route to San Diego, 1925.
YC388	do	Do.
YC391	13th district	Sold May 15, 1929.
YC408	8th district	Sold May 22, 1929.
YC434	5th district	Disposed of about October, 1924.
YC441	6th district	Sold Sept. 22, 1926.
YC491	Guantanamo	Scrapped December, 1924.
YC494	7th district	Disposed of June, 1927.
YC497	do	Lost at sea; stricken Sept. 2, 1924.
YC506	4th district	Sold Nov. 17, 1928.
YC510	1st district	Sold Apr. 20, 1927.
YC535	6th district	Sold Sept. 24, 1924.
YC536	Guantanamo	Sold Dec. 30, 1927.
YC541	4th district	Sold Nov. 17, 1928.
YC542	4th district	Sold Apr. 5, 1927.
YC543	6th district	Sold June 23, 1927.
YC544	4th district	Sold to Shipping Board July 19, 1926.
YC545	do	Do.
YC546	6th district	Sank November, 1925.
YC547	4th district	Sold Nov. 11, 1928.
YC548	do	Sold to Shipping Board, July 9, 1926.
YC551	do	Do.
YC552	do	Sold Nov. 11, 1928.
YC572	do	Sold Dec. 23, 1924.
YC579	do	Do.
YC602	do	Do.
Fueling barges:		
YCD13	5th district	Sold Oct. 13, 1926.
YCD15	do	Sold June 30, 1925.
YCD19	do	Transferred to Shipping Board, December, 1925.
YCD11	4th district	Hull sold Apr. 5, 1927.
YCD12	do	Do.

STRICKEN AND SALE LIST OF DISTRICT CRAFT.

Name and official No.	Allocation	Status July 1, 1929
Fuel-oil barges:		
YO38.....	6th district.....	Sold July 11, 1925.
Seaplane barges:		
YV21.....	14th district.....	Scrapped December, 1924.
YV59.....	3d district.....	Sunk 1924.
Stevedoring barges:		
YS12.....	5th district.....	Reported scrapped, Feb. 14, 1925.
YS50.....	3d district.....	On sale.
YS34.....	6th district.....	Sold Mar. 10, 1927.
Water barges:		
YW13.....	Guantanamo.....	Scrapped Nov. 30, 1928.
YW14.....	do.....	Survey approved May 14, 1926; to be sunk at sea
YW18.....	do.....	Scraping approved May, 1927.
YW20.....	Guantanamo.....	Scraping approved May, 1927.
YW21.....	do.....	Sank en route Guantanamo June, 1926.
YW26.....	Guam.....	Scrapped April, 1925.
YW28.....	8th district.....	Sold May 22, 1929.
YW45.....	3d district.....	Transferred to Shipping Board.
YW47.....	11th district.....	Sank at sea March, 1925.
YW48.....	do.....	Sold January, 1928.
Floating derricks:		
YD14.....	1st district.....	Stricken Nov. 12, 1928.
YD16.....	16th district.....	Machinery removed; hull sold as a hulk.
YD38.....	1st district.....	Sold Oct. 8, 1926.
YD44.....	3d district.....	Sold Dec. 4, 1928.
Dredges:		
YM11.....	12th district.....	Sold Sept. 6, 1928.
Ferryboats and launches:		
YFB2, Admiral Glass.....	12th district.....	Sold May 27, 1927.
YFB4, Cyane.....	1st district.....	Sold Sept. 17, 1925.
YFB8, Navy Yard.....	5th district.....	Stricken July 12, 1929.
YFB11, Callao.....	16th district.....	Sold Sept. 11, 1923.
YFB132.....	1st district.....	Transferred to Department of Commerce Oct. 22, 1928.
YFB621, Castro.....	12th district.....	Sold May 27, 1927.
YFB2079, Shadyside.....	Annapolis.....	Sold Sept. 17, 1925.
Ammunition lighters:		
YE27.....	12th district.....	Sold Sept. 6, 1928.
YE31.....	6th district.....	Sold June 1, 1926.
Ash lighters:		
YA16.....	Annapolis.....	Broken up December, 1924.
YA22.....	do.....	Surveyed and sunk September, 1926.
YA38.....	12th district.....	Turned over to public works department, Mare Island, for use as a float January, 1925
YA41.....	4th district.....	Burned Sept. 12, 1928.
YA42.....	11th district.....	Survey covering burning approved November, 1925.
YA60.....	do.....	Survey approved Feb. 5, 1925.
YA61.....	St. Thomas.....	Sunk August, 1924.
Freight lighters:		
YF9.....	4th district.....	Sold December, 1924.
YF17.....	16th district.....	Survey approved May, 1925.
YF24.....	do.....	Scrapped December, 1924.
YF32.....	Annapolis.....	Scrapped June, 1923.
YF63.....	1st district.....	Sold May 8, 1928.
YF65.....	Indianhead.....	Survey approved Jan. 29, 1929.
YF66.....	do.....	Scrapped Jan. 11, 1929.
YF67.....	5th district.....	Sold June 18, 1924.
YF111.....	11th district.....	Sold Oct. 15, 1925.
YF118.....	5th district.....	Sold Feb. 18, 1926.
YF121.....	do.....	Sold Nov. 29, 1927.
YF149.....	Guam.....	Scrapped.
YF150.....	do.....	Do.
YF151.....	do.....	Do.
YF152.....	do.....	Do.
YF156.....	Indianhead.....	Sold December, 1924.
YF157.....	do.....	Beached and burned November, 1927.
YF164.....	St. Thomas.....	Sold Feb. 18, 1928.
YF172.....	Annapolis.....	Broken up December, 1924.
YF174.....	Indianhead.....	Beached and burned November, 1927.
YF175.....	do.....	Do.
YF176.....	6th district.....	Sold September, 1925.
Garbage lighters:		
YG6.....	13th district.....	Sold Jan. 4, 1928.
Mud scows:		
YMD4.....	16th district.....	To be scrapped and replaced when funds are available.
YMD8.....	12th district.....	Scraping approved by Yards and Docks Oct. 18, 1927.
YMD9.....	do.....	Do.

STRICKEN AND SALE LIST OF DISTRICT CRAFT.

Name and official No.	Allocation	Status July 1, 1929
Heating scows:		
YHT1.....	3d district.....	Scrapped May, 1926.
YHT2.....	do.....	Do.
YHT3.....	do.....	Do.
Harbor tugs:		
YT3 Narkeeta.....	do.....	Sold Oct. 28, 1926.
YT12 Cayuga.....	do.....	Sold June 6, 1928.
YT25 Vigilant.....	12th district.....	Sold Apr. 25, 1928.
YT31 Saco, E. x. A1ex. Brown.	7th district.....	Sold May 3, 1927.
YT49.....	14th district.....	Sold Sept. 17, 1925.
YT50.....	do.....	Do.
YT69.....	5th district.....	Sold Apr. 30, 1925.
YT71.....	1st district.....	Stricken Mar. 27, 1929.
YT77.....	Washington.....	Sold May 3, 1927.
YT81.....	3d district.....	Sold Oct. 28, 1925.
YT105 Barcelo.....	16th district.....	Sold Sept. 11, 1923.
Floating workshops:		
YR2.....	5th district.....	Transferred to Coast Guard Aug. 3, 1928.
YR10.....	4th district.....	Sold Sept. 17, 1924.
YR13.....	3d district.....	Transferred to Treasury Department December, 1925.
YR14.....	6th district.....	Sold October, 1924.
YR16.....	do.....	Do.
District patrol vessels:		
Zumbrot, YP93.....	7th district.....	Sold May 3, 1927.
Helori, YP181.....	13th district.....	Sold Sept. 17, 1925.
Herreshoff No. 323, SP 2840.	1st district.....	Sold May 3, 1927.
Unclassified:		
Advance base lighter No. 1.	16th district.....	Scrapped November, 1926.
Advance base lighter No. 2.	do.....	Scrapped June, 1927.
Advance base lighter No. 3.	do.....	Damaged beyond repair in typhoon May 25, 1927.
Advance base lighter No. 4.	do.....	Do.
Coast torpedo boat No. 6.	4th district.....	Sold Oct. 10, 1924.
Hermes.....	14th district.....	Sold Oct. 21, 1926.
Nahant.....	3d district.....	Stricken Sept. 27, 1928.

STRICKEN FROM NAVY LIST.

This list covers vessels of the Navy which have been disposed of since June 30, 1924, or which were ordered disposed of as indicated during that period.

Where no definite stricken date has been furnished the date of actual sale or other disposition marks the separation of the vessel from the naval service.

Name and official No.	Type	Status July 1, 1929
ABARENDA.....EX-AG14	Auxiliary — miscellaneous.	Sold Feb. 28, 1926.
AJAX.....EX-AG15	do.	Sold Aug. 14, 1925.
ARETHUSA.....EX-AO7	Oiler.	Sold July 19, 1927.
BATH.....EX-AK4	Cargo ship.	Sold Jan. 2, 1926.
BEAUFORT.....EX-AK6	do.	Sold Oct. 22, 1926.
BUFFALO.....EX-AD8	Destroyer tender.	On sale.
CARRABASSET.....EX-AT35	Ocean tug.	Transferred to Coast Guard May 24, 1924.
CURLEW.....EX-AM8	Mine sweeper.	Stricken June 4, 1926.
DAVIS.....EX-DD65	Destroyer, 1st line.	Transferred to Coast Guard Mar. 25, 1926.
DESPATCH.....EX-PY8	Converted yacht.	On sale.
ELCANO.....EX-PG38	Gunboat.	Sunk by gunfire Oct. 4, 1928.
HANCOCK.....EX-AP3	Unclassified.	Sold May 21, 1926.
HENLEY.....EX-DD39	Destroyer, 2d line.	Transferred to Coast Guard May 16, 1924.
IROQUOIS.....EX-AT46	Ocean tug.	Sold May 15, 1928.
L-5.....EX-SS44	Submarine, 2d line.	Sold Dec. 21, 1925; scrapped.
L-6.....EX-SS45	do.	Do.
L-7.....EX-SS46	do.	Do.
L-8.....EX-SS48	do.	Do.
MOHAVE.....EX-AT15	Ocean tug.	Wrecked; on sale.
NEWPORT NEWS.....EX-AK3	Cargo ship.	Sold Apr. 4, 1925.
PAMPANGA.....EX-PG39	Gunboat.	Sunk by gunfire Nov. 21, 1928.
PENSACOLA.....EX-AG13	Auxiliary — miscellaneous.	Sold Aug. 5, 1925.
PHILADELPHIA.....EX- C-4	Old cruiser.	Sold June 1, 1927.
RAINBOW.....EX-AS7	Submarine tender.	Stricken June 26, 1928.
REDWING.....EX-AM48	Mine sweeper.	Transferred to Coast Guard May 24, 1924.
SC154.....EX-PC154	Submarine chaser.	Sold Nov. 16, 1926.
SC159.....EX-PC159	do.	Sold Aug. 21, 1926.
SC186.....EX-PC186	do.	Sold Oct. 28, 1926.
SC188.....EX-PC188	do.	Scrapped July 2, 1924.
SC214.....EX-PC214	do.	Sold Feb. 24, 1927.
SC285.....EX-PC285	do.	Sold Mar. 25, 1927.
SC320.....EX-PC320	do.	Sold July 19, 1927.
SC341.....EX-PC341	do.	Sold Apr. 5, 1927.
SC419.....EX-PC419	do.	Sold Apr. 27, 1927.
SCORPION.....EX-PY3	Converted yacht.	Stricken Mar. 23, 1929.
SHAW.....EX-DD68	Destroyer, 1st line.	Transferred to Coast Guard Mar. 25, 1926.
STURGEON BAY.....EX-PY5	Freighter.	Sold Mar. 5, 1928.
SYLPH.....EX-DD57	Converted yacht.	Stricken Apr. 29, 1929.
TUCKER.....EX-DD57	Destroyer, 1st line.	Transferred to Coast Guard Mar. 25, 1926.
VILLALOROS.....EX-PG42	Gunboat.	Sunk by gunfire Oct. 4, 1928.
WAINWRIGHT.....EX-DD62	do.	Transferred to Coast Guard Apr. 2, 1926.
WENONAH.....EX-PY11	Converted yacht.	On sale.
WILKES.....EX-DD67	Destroyer, 1st line.	Transferred to Coast Guard Mar. 25, 1926.
WOLVERINE.....EX. MICHIGAN	Old gunboat.	Turned over to city of Erie, Pa., July 19, 1927, in accordance with the act approved Dec. 21, 1926.

HIST'L
SUM'S
INDEX

**U. S. NAVAL VESSELS DISPOSED OF IN ACCORDANCE WITH THE
TREATY LIMITING NAVAL ARMAMENTS, EFFECTIVE FROM
AUGUST 17, 1923**

Name	No.	Type	Disposition
DELAWARE.....	BB28	Battleship, 1st line.	Replaced by U. S. S. Colorado Aug. 30, 1923; rendered incapable of further warlike service Nov. 19, 1923; sold Feb. 5, 1924; broken up and scrapped.
INDIANA.....	BB50	do.....	Construction stopped Feb. 8, 1922; 34.7 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
IOWA.....	BB53	do.....	Construction stopped Feb. 8, 1922; 31.8 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
MASSACHUSETTS.....	BB54	do.....	Construction stopped Feb. 8, 1922; 11 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
MONTANA.....	BB51	do.....	Construction stopped Feb. 8, 1922; 27.6 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
NORTH CAROLINA.....	BB52	do.....	Construction stopped Feb. 8, 1922; 36.7 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
NORTH DAKOTA ¹	BB29	do.....	Replaced by U. S. S. West Virginia Dec. 1, 1923; rendered incapable of further warlike service May 29, 1924; transferred to unclassified as a mobile target.
SOUTH DAKOTA.....	BB49	do.....	Construction stopped Feb. 8, 1922; 38.5 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
WASHINGTON.....	BB47	do.....	Construction stopped Feb. 8, 1922; 75.9 per cent completed; sunk by submarine explosions and gunfire Nov. 25, 1924.
CONNECTICUT.....	BB18	Battleship, 2d line.	Rendered incapable of further warlike service Oct. 12, 1923; sold Nov. 1, 1923; broken up and scrapped.
GEORGIA.....	BB15	do.....	Rendered incapable of further warlike service Oct. 4, 1923; sold Nov. 1, 1923; broken up and scrapped.
ILLINOIS ¹	BB7	do.....	Rendered incapable of further warlike service Feb. 14, 1924; transferred to unclassified.
KANSAS.....	BB21	do.....	Rendered incapable of further warlike service Oct. 9, 1923; sold Jan. 23, 1924; broken up and scrapped.
LOUISIANA.....	BB19	do.....	Rendered incapable of further warlike service Sept. 25, 1923; sold Nov. 1, 1923; broken up and scrapped.
MAINE.....	BB10	do.....	Sold Jan. 26, 1922; rendered incapable of further warlike service Dec. 17, 1923; broken up and scrapped.
MICHIGAN.....	BB27	do.....	Rendered incapable of further warlike service Oct. 17, 1923; sold Jan. 23, 1924; broken up and scrapped.
MINNESOTA.....	BB22	do.....	Rendered incapable of further warlike service Oct. 9, 1923; sold Jan. 23, 1924; broken up and scrapped.
MISSOURI.....	BB11	do.....	Sold Jan. 26, 1922; rendered incapable of further warlike service Dec. 17, 1923; broken up and scrapped.
NEBRASKA.....	BB14	do.....	Rendered incapable of further warlike service Nov. 9, 1923; sold Nov. 30, 1923; broken up and scrapped.
NEW HAMPSHIRE.....	BB25	do.....	Rendered incapable of further warlike service Sept. 18, 1923; sold Nov. 1, 1923; broken up and scrapped.
NEW JERSEY.....	BB16	do.....	Used as target by War Department; sunk Sept. 5, 1923.
OHIO.....	BB12	do.....	Rendered incapable of further warlike service; sold Mar. 24, 1923.
OREGON ¹	BB3	do.....	Retained in unclassified section as a naval relic; rendered incapable of further warlike service Jan. 4, 1924.
RHODE ISLAND.....	BB17	do.....	Rendered incapable of further warlike service Oct. 4, 1923; sold Nov. 1, 1923; broken up and scrapped.
SOUTH CAROLINA.....	BB26	do.....	Rendered incapable of further warlike service Jan. 12, 1924; partly sold Apr. 24, 1924; balance sold July 21, 1924; broken up and scrapped.
VERMONT.....	BB20	do.....	Rendered incapable of further warlike service Nov. 9, 1923; sold Nov. 30, 1923; broken up and scrapped.
VIRGINIA.....	BB13	do.....	Used as target by War Department; sunk Sept. 5, 1923.
CONSTELLATION.....	CC2	Battle cruiser, 1st line.	Construction stopped Feb. 8, 1922; 22.7 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
CONSTITUTION.....	CC5	do.....	Construction stopped Feb. 8, 1922; 13.4 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
LEXINGTON.....	CC1	do.....	Converted to aircraft carrier No. 2.
RANGER.....	CC4	do.....	Construction stopped Feb. 8, 1922; 4 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
SARATOGA.....	CC3	do.....	Converted to aircraft carrier No. 3.
UNITED STATES.....	CC6	do.....	Construction stopped Feb. 8, 1922; 12.1 per cent completed; sold Oct. 25, 1923; broken up and scrapped.

¹ Retained, in accordance with the terms of the treaty, for noncombatant purposes.

HISTORICAL DATA

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY

The following list covers vessels of various types constructed under appropriations made by Congress in the acts of March 3, 1883, and subsequent thereto, and also vessels acquired by purchase, transfer, and otherwise which have been assigned numbers under the standard nomenclature approved by the Secretary of the Navy June 6, 1928. The list is arranged in accordance with the standard nomenclature.

Where the name of a vessel has been changed *after* having been acquired by the Navy, the original name, borne as a naval vessel, is given in italics in the column under "Name." Brief historical data, together with the latest classification and status, is given in the last column.

Group designs under the several classes are indicated by braces.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Battleships</i>				
	<i>Ex-Texas</i> SAN MARCOS.	1886	Navy yard, Norfolk.	Armored vessel.....	Name changed to SAN MARCOS Feb. 16, 1911; used as target; stricken Oct. 11, 1911.
	MAINE.....	1886	Navy yard, New York.	Armored cruiser No. 1.	Reclassified as a battleship when commissioned; sunk by explosion in Havana Harbor, Feb. 15, 1898.
BB1	<i>Ex-Indiana</i> C. B. S. No. 1.	1890	Wm. Cramp & Sons, Philadelphia, Pa.	Coast battleship No. 1.	Name changed to C. B. S. No. 1 Mar. 29, 1919; sunk Nov. 1, 1920, in underwater bombing experiments; hulk sold Mar. 19, 1924.
BB2	<i>Ex-Massachusetts</i> C. B. S. No. 2.	1890	do.....	Coast battleship No. 2.	Name changed to C. B. S. No. 2 Mar. 29, 1919; stricken Nov. 22, 1920; battleship, 2d line; used as target by War Department.
BB3	OREGON.....	1890	Union Iron Works, San Francisco, Calif.	Coast battleship No. 3.	Rendered incapable of further warlike service; retained as naval relic; unclassified, ex-BB3.
BB4	<i>Ex-Iowa</i> C. B. S. No. 4.	1892	Wm. Cramp & Sons.	Coast battleship No. 4.	Name changed to C. B. S. No. 4 Mar. 29, 1919; unclassified, ex-BB4; used as target; sunk Mar. 22, 1923.
BB5	<i>Ex-Kearsarge</i> KEARSARGE, CRANE SHIP NO. 1.	1895-1920	Newport News S. B. Co. (under conversion at navy yard, Philadelphia, Pa.).	Coast battleship No. 5.	Changed to KEARSARGE, crane ship No. 1 Aug. 5, 1920; conversion at navy yard Philadelphia; unclassified, ex-BB5.
BB6	KENTUCKY.....	1895	Newport News S. B. Co.	Coast battleship No. 6.	Battleship, 2d line; sold Mar. 24, 1923.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Battleships—Con.</i>				
BB7	ILLINOIS.....	1896	Newport News S. B. Co.	Coast battleship No. 7.	Battleship, 2d line; rendered incapable of further warlike service; transferred to unclassified, ex-BB7; loaned to New York State Naval Militia Oct. 25, 1921.
BB8	ALABAMA.....	1896	Wm. Cramp & Sons.	Coast battleship No. 8.	Transferred to War Department Sept. 15, 1921, used as target; sunk Sept. 27, 1921; hulk sold Mar. 19, 1924.
BB9	WISCONSIN.....	1896	Union Iron Works..	Coast battleship No. 9.	Battleship, 2d line; sold Jan. 26, 1922.
BB10	MAINE.....	1898	Wm. Cramp & Sons.	Coast battleship No. 10.	Battleship, 2d line; rendered incapable of further warlike service; sold Jan. 26, 1922; broken up and scrapped.
BB11	MISSOURI.....	1898	Newport News S. B. Co.	Coast battleship No. 11.	Do.
BB12	OHIO.....	1898	Union Iron Works..	Coast battleship No. 12.	Battleship, 2d line; rendered incapable of further warlike service; sold as scrap Mar. 24, 1923.
BB13	VIRGINIA.....	1899	Newport News S. B. Co.	Coast battleship No. 13.	Battleship, 2d line; stricken July 12, 1922; used as target by War Department; sunk Sept. 5, 1923.
BB14	NEBRASKA.....	1899	Moran Bros., Seattle, Wash.	Coast battleship No. 14.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 30, 1923; broken up and scrapped.
BB15	GEORGIA.....	1899	Bath Iron Works....	Coast battleship No. 15.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; broken up and scrapped.
BB16	NEW JERSEY.....	1900	Fore River S. & E. Co.	Coast battleship No. 16.	Battleship, 2d line; stricken July 12, 1922; used as target by War Department; sunk Sept. 5, 1923.
BB17	RHODE ISLAND....	1900	do.....	Coast battleship No. 17.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; broken up and scrapped.
BB18	CONNECTICUT.....	1902	Navy yard, New York.	First-class battleship No. 18.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; broken up and scrapped.
BB19	LOUISIANA.....	1902	Newport News S. B. Co.	First-class battleship No. 19.	Do.
BB20	VERMONT.....	1903	Fore River S. & E. Co.	First-class battleship No. 20.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 30, 1923; broken up and scrapped.
BB21	KANSAS.....	1903	New York S. B. Co..	First-class battleship No. 21.	Battleship, 2d line; rendered incapable of further warlike service; sold Jan. 23, 1924, Oct. 10, 1924, and Jan. 2, 1925; broken up and scrapped.
BB22	MINNESOTA.....	1903	Newport News S. B. Co.	First-class battleship No. 22.	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Battleships—Con.</i>				
	MISSISSIPPI.....	1903	Wm. Cramp & Sons.	Coast battleship No. 23.	Battleship, 2d line; stricken July 21, 1914; sold to Greece July 30, 1914.
	IDAHO.....	1903	do.....	Coast battleship No. 24.	Do.
BB25	NEW HAMPSHIRE.....	1904	New York S. B. Co.	First-class battleship No. 25.	Battleship, 2d line; rendered incapable of further warlike service; sold Nov. 1, 1923; broken up and scrapped.
BB26	SOUTH CAROLINA.....	1905	Wm. Cramp & Sons.	First-class battleship No. 26.	Battleship, 2d line; rendered incapable of further warlike service; partly sold as scrap Apr. 24, 1924; balance sold July 21, 1924; broken up and scrapped.
BB27	MICHIGAN.....	1905	New York S. B. Co.	First-class battleship No. 27.	Battleship, 2d line; rendered incapable of further warlike service; sold Jan. 23, 1924; Oct. 10, 1924; and Jan. 2, 1925; broken up and scrapped.
BB28	DELAWARE.....	1906	Newport News S. B. Co.	First-class battleship No. 28.	Battleship, 1st line; rendered incapable of further warlike service; sold Feb. 2, 1924; sold Feb. 5, 1924; broken up and scrapped.
BB29	NORTH DAKOTA.....	1907	Fore River S. B. Co.	First-class battleship No. 29.	Battleship, 1st line; rendered incapable of further warlike service; unclassified, ex-BB29; Mobile target.
BB30	FLORIDA.....	1908	Navy yard, New York.	First-class battleship No. 30.	Battleship, 1st line.
BB31	UTAH.....	1908	New York S. B. Co.	First-class battleship No. 31.	Do.
BB32	WYOMING.....	1909	Wm. Cramp & Sons.	First-class battleship No. 32.	Do.
BB33	ARKANSAS.....	1909	New York S. B. Co.	First-class battleship No. 33.	Do.
BB34	NEW YORK.....	1910	Navy yard, New York.	First-class battleship No. 34.	Do.
BB35	TEXAS.....	1910	Newport News S. B. Co.	First-class battleship No. 35.	Do.
BB36	NEVADA.....	1911	Fore River S. B. Co.	First-class battleship No. 36.	Do.
BB37	OKLAHOMA.....	1911	New York S. B. Co.	First-class battleship No. 37.	Do.
BB38	PENNSYLVANIA.....	1912	Newport News S. B. Co.	First-class battleship No. 38.	Do.
BB39	ARIZONA.....	1913	Navy yard, New York.	First-class battleship No. 39.	Do.
BB40	<i>Ex-California</i> NEW MEXICO.	1914	Navy yard, New York.	First-class battleship No. 40.	Name changed Mar. 22, 1916. Battleship, 1st line.
BB41	MISSISSIPPI.....	1914	Newport News S. B. Co.	First-class battleship No. 41.	Battleship, 1st line.
BB42	IDAHO.....	1914	New York S. B. Co.	First-class battleship No. 42.	Do.
BB43	TENNESSEE.....	1915	Navy yard, New York.	First-class battleship No. 43.	Do.
BB44	CALIFORNIA.....	1915	Navy yard, Mare Island.	First-class battleship No. 44.	Do.
BB45	COLORADO.....	1916	New York S. B. Co.	First-class battleship No. 45.	Do.
BB46	MARYLAND.....	1916	Newport News S. B. Co.	First-class battleship No. 46.	Do.
BB47	WASHINGTON.....	1916	New York S. B. Co.	First-class battleship No. 47.	Battleship, 1st line; construction stopped Feb. 8, 1922; 75.9 per cent completed; target; sunk Nov. 25, 1924.
BB48	WEST VIRGINIA.....	1916	Newport News S. B. Co.	First-class battleship No. 48.	Battleship, 1st line.

SUM

INDI

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Battleships—Con.</i>					
BB49	SOUTH DAKOTA...	1916-17	Navy yard, New York.	First-class battleship No. 49.	Battleship, 1st line; construction stopped Feb. 8, 1922; 38.5 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
BB50	INDIANA.....	1916-17	do.....	First-class battleship No. 50.	Battleship, 1st line; construction stopped Feb. 8, 1922; 34.7 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
BB51	MONTANA.....	1916-17	Navy yard, Mare Island.	First-class battleship No. 51.	Battleship, 1st line; construction stopped Feb. 8, 1922; 27.6 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
BB52	NORTH CAROLINA.	1916-18	Navy yard, Norfolk, Va.	First-class battleship No. 52.	Battleship, 1st line; construction stopped Feb. 8, 1922; 36.7 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
BB53	IOWA.....	1916-18	Newport News S. B. Co.	First-class battleship No. 53.	Battleship, 1st line; construction stopped Feb. 8, 1922; 31.8 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
BB54	MASSACHUSETTS...	1916-18	Bethlehem S. B. Co., Quincy, Mass.	First-class battleship No. 54.	Battleship, 1st line; construction stopped Feb. 8, 1922; 11 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
<i>Monitors</i>					
-----	PURITAN.....	1883-87	John Roach & Sons, Chester, Pa., and navy yard, New York.	Monitor No. 1....	Stricken Feb. 27, 1913; used as target B; sold Jan. 26, 1922.
-----	AMPHITRITE.....	1883-87	Harlan & Hollingworth, Wilmington, Del., and navy yard, Norfolk.	Monitor No. 2....	Originally the <i>Tenawanda</i> ; stricken July 24, 1919; sold Jan. 3, 1920.
BM3	MONADNOCK.....	1883-87	Continental Iron Works, Vallejo, Calif., and navy yard, Mare Island.	Monitor No. 3....	Unclassified (ex-BM3); sold Aug. 24, 1923.
-----	TERROR.....	1883-87	Wm. Cramp & Sons and navy yard, New York.	Monitor No. 4....	Originally <i>Agamenticus</i> ; stricken Dec. 15, 1915; used as target D; sold Mar. 10, 1921.
-----	MIANTONOMOH....	1883-87	John Roach & Sons and navy yard, New York.	Monitor No. 5....	Stricken Dec. 15, 1915; used as target C; sold Jan. 26, 1922.
BM6	MONTEREY.....	1887	Union Iron Works...	Monitor No. 6....	Monitor, 2d line; sold Feb. 25, 1922.
BM7	<i>Ex-Arkansas</i> OZARK.	1898	Newport News S. B. Co.	Monitor No. 7....	Name changed to OZARK Mar. 2, 1909; monitor 2d line; sold Jan. 26, 1922.
BM8	<i>Ex-Nevada</i> TONOPAH.	1898	Bath Iron Works...	Monitor No. 8....	Name changed to TONOPAH Mar. 2, 1909; sold Jan. 26, 1922.
BM9	<i>Ex-Florida</i> TALLAHASSEE.	1898	Lewis Nixon, Elizabethport, N. J.	Monitor No. 9....	Name changed to TALLAHASSEE June 20, 1908; unclassified (ex-BM9); sold July 25, 1922.
BM10	<i>Ex-Wyoming</i> CHEYENNE.	1898	Union Iron Works...	Monitor No. 10...	Name changed to CHEYENNE Jan. 1, 1909; unclassified (ex-BM10).

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Battle cruisers</i>					
CC1	<i>Ex-Constitution</i> LEXINGTON.	1916	Bethlehem S. B. Corp., Quincy.	Battle cruiser No. 1	Name changed to LEXINGTON Dec. 10, 1917; converted to aircraft carrier July 1, 1922; aircraft carrier, 1st line.
CC2	CONSTELLATION....	1916	Newport News S. B. Co.	Battle cruiser No. 2	Battle cruiser; construction stopped Feb. 8, 1922; 22.7 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
CC3	SARATOGA.....	1916	New York S. B. Co.	Battle cruiser No. 3	Converted to aircraft carrier July 1, 1922; aircraft carrier 1st line.
CC4	<i>Ex-Lexington</i> RANGER.	1916	Newport News S. B. Co.	Battle cruiser No. 4	Name changed to RANGER Dec. 10, 1917; battle cruiser; construction stopped Feb. 8, 1922; 4 per cent completed; sold Nov. 8, 1923; broken up and scrapped.
CC5	<i>Ex-Ranger</i> CONSTITUTION.	1916-17	Navy yard, Philadelphia.	Battle cruiser No. 5	Name changed to CONSTITUTION Dec. 10, 1917; battle cruiser; construction stopped Feb. 8, 1922; 13.4 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
CC6	UNITED STATES....	1916-18	do.....	Battle cruiser No. 6	Battle cruiser; construction stopped Feb. 8, 1922; 12.1 per cent completed; sold Oct. 25, 1923; broken up and scrapped.
<i>Cruisers</i>					
	<i>Ex-Chicago</i> ALTON.	1883	John Roach & Sons.	Cruiser.....	Cruiser, 2d line, CA14. Name changed to ALTON July 16, 1928.
	ATLANTA.....	1883	do.....	do.....	Stricken Apr. 24, 1912; sold 1912.
	BOSTON.....	1883	do.....	do.....	Unclassified.
	NEWARK.....	1885	Wm. Cramp & Sons.	Cruiser No. 1.....	Stricken June 26, 1913; transferred to Public Health Service; returned to Navy July 7, 1926; sold Sept. 7, 1926.
	CHARLESTON.....	1885	Union Iron Works.	Cruiser No. 2.....	Wrecked Nov. 2, 1899.
	BALTIMORE.....	1886	Wm. Cramp & Sons.	Cruiser No. 3.....	Mine layer, 2d line, CM1.
	MAINE.....	1886	Navy yard, New York.	Armored cruiser No. 1.	Classification changed to battleship at commissioning, destroyed by explosion in Havana Harbor Feb. 15, 1898.
	PHILADELPHIA.....	1887	Wm. Cramp & Sons.	Cruiser No. 4.....	Unclassified. Stricken Nov. 24, 1926; sold July 1, 1927.
	SAN FRANCISCO.....	1887	Union Iron Works.	Cruiser No. 5.....	Mine layer, 2d line, CM2.
	OLYMPIA.....	1888	do.....	Cruiser No. 6.....	Cruiser, 2d line, CA15; then to light cruiser, 2d line, CL15.
	CINCINNATI.....	1888	Navy yard, New York.	Cruiser No. 7.....	Sold Aug. 5, 1921.
	RALEIGH.....	1888	Navy yard, Norfolk.	Cruiser No. 8.....	Do.
	<i>Ex-Montgomery</i> ANNISTON.	1888	Columbian Iron Works, Baltimore, Md.	Cruiser No. 9.....	Name changed to ANNISTON, Mar. 14, 1918; sold Nov. 3, 1919.
	DETROIT.....	1888	do.....	Cruiser No. 10.....	Stricken July 12, 1910; sold 1911.
	MARBLEHEAD.....	1888	City Point Iron Works, Boston, Mass.	Cruiser No. 11.....	Gunboat, PG27.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Cruisers—Con.</i>					
CA2	<i>Ex-New York</i> <i>Ex-Saratoga.</i> ROCHESTER.	1888	Wm. Cramp & Sons.	Armored cruiser No. 2.	Name changed to SARA-TOGA Feb. 16, 1911; to ROCHESTER Dec. 1, 1917; cruiser, 2d line.
	COLUMBIA.	1890	do	Cruiser No. 12.	Cruiser, 2d line, CA16. Name changed to OLD COLUMBIA Nov. 17, 1921; sold Jan. 26, 1922.
	MINNEAPOLIS.	1891	do	Cruiser No. 13.	Cruiser, 2d line, CA17. sold Aug. 5, 1921.
CA3	BROOKLYN.	1892	do	Armored cruiser No. 3.	Cruiser, 2d line; sold Dec. 20, 1921.
	DENVER.	1899	Neafie & Levy, Philadelphia, Pa.	Cruiser No. 14.	Gunboat, PG28; then to light cruiser, 2d line, CL16.
	DES MOINES.	1899	Fore River S. & E. Co.	Cruiser No. 15.	Gunboat, PG29; then to light cruiser, CL17.
	CHATTANOOGA.	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.	Gunboat, PG30; then to light cruiser, 2d line, CL18.
	GALVESTON.	1899	Wm. R. Trigg, Richmond, Va.	Cruiser No. 17.	Gunboat, PG31; then to light cruiser, CL19.
	TACOMA.	1899	Union Iron Works.	Cruiser No. 18.	Gunboat, PG32; then to light cruiser, 2d line, CL20; wrecked Jan. 16, 1924; sold Sept. 5, 1924.
	CLEVELAND.	1899	Bath Iron Works.	Cruiser No. 19.	Gunboat, PG33; then to light cruiser, 2d line, CL21.
CA4	<i>Ex-Pennsylvania</i> PITTSBURGH.	1899	Wm. Cramp & Sons.	Armored cruiser No. 4.	Name changed to PITTSBURGH Aug. 27, 1912; cruiser, 2d line, CA4.
CA5	<i>Ex-West Virginia</i> HUNTINGTON.	1899	Newport News S. B. Co.	Armored cruiser No. 5.	Name changed to HUNTINGTON Nov. 11, 1916; cruiser, 2d line, CA5.
	<i>Ex-California</i> SAN DIEGO.	1899	Union Iron Works.	Armored cruiser No. 6.	Name changed to SAN DIEGO Sept. 1, 1914; sunk July 19, 1918; stricken Aug. 26, 1918.
CA7	<i>Ex-Colorado</i> PUEBLO.	1900	Wm. Cramp & Sons.	Armored cruiser No. 7.	Name changed to PUEBLO Nov. 9, 1916; cruiser, 2d line.
CA8	<i>Ex-Maryland</i> FREDERICK.	1900	Newport News S. B. Co.	Armored cruiser No. 8.	Name changed to FREDERICK Nov. 9, 1916; cruiser, 2d line.
CA9	<i>Ex-South Dakota</i> HURON.	1900	Union Iron Works.	Armored cruiser No. 9.	Name changed to HURON June 7, 1920; cruiser, 2d line.
	<i>Ex-Tennessee</i> MEMPHIS.	1902	Wm. Cramp & Sons.	Armored cruiser No. 10.	Name changed to MEMPHIS May 25, 1916; stranded Aug. 29, 1916; stricken Dec. 17, 1917; sold Jan. 17, 1922.
CA11	<i>Ex-Washington</i> SEATTLE.	1902	New York S. B. Co.	Armored cruiser No. 11.	Name changed to SEATTLE Nov. 9, 1916; cruiser, 2d line.
CA12	<i>Ex-North Carolina</i> CHARLOTTE.	1904	Newport News S. B. Co.	Armored cruiser No. 12.	Name changed to CHARLOTTE June 7, 1920; cruiser, 2d line.
CA13	<i>Ex-Montana</i> MISSOULA.	1904	do	Armored cruiser No. 13.	Name changed to MISSOULA June 7, 1920; cruiser, 2d line.
CA14	CHICAGO.	1883	John Roach & Sons.	Cruiser.	Cruiser, 2d line; changed to light cruiser, 2d line, CL 14; then to unclassified (ex-CL 14).
CA15	OLYMPIA.	1888	Union Iron Works.	Cruiser No. 6.	Cruiser, 2d line; changed to light cruiser, 2d line, CL15.
CA16	<i>Ex-Columbia</i> OLD COLUMBIA.	1890	Wm. Cramp & Sons.	Cruiser No. 12.	Cruiser, 2d line; name changed to OLD COLUMBIA Nov. 17, 1921; sold Jan. 26, 1922.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Cruisers—Con.</i>					
CA17	MINNEAPOLIS.....	1891	Wm. Cramp & Sons.	Cruiser No. 13....	Cruiser, 2d line; sold Aug. 5, 1921.
{	CA18 ST. LOUIS.....	1900	Neafie & Levy.....	Cruiser No. 20....	Cruiser, 2d line.
	MILWAUKEE.....	1900	Union Iron Works....	Cruiser No. 21....	Stranded Jan. 13, 1917; stricken June 23, 1919; sold August, 1919.
{	CA19 CHARLESTON.....	1900	Newport News S. B. Co.	Cruiser No. 22....	Cruiser, 2d line.
<i>Light cruisers</i>					
{	CL1 <i>Ex-Chester</i>	1904	Bath Iron Works....	Scout cruiser No. 1	Light cruiser, 2d line; name changed to YORK July 16, 1928.
	CL2 BIRMINGHAM.....	1904	Fore River S. B. Co.	Scout cruiser No. 2	Light cruiser, 2d line.
	CL3 SALEM.....	1904	do.....	Scout cruiser No. 3	Do.
{	CL4 OMAHA.....	1916	Todd D. D. & C. Co.	Scout cruiser No. 4	Light cruiser, 1st line.
	CL5 MILWAUKEE.....	1916	do.....	Scout cruiser No. 5	Do.
	CL6 CINCINNATI.....	1916	do.....	Scout cruiser No. 6	Do.
	CL7 RALEIGH.....	1916	Bethlehem S. B. Corp., Quincy.	Scout cruiser No. 7	Do.
{	CL8 DETROIT.....	1916-17	do.....	Scout cruiser No. 8	Do.
	CL9 RICHMOND.....	1916-17	Wm. Cramp & Sons.	Scout cruiser No. 9	Do.
{	CL10 CONCORD.....	1916-17	do.....	Scout cruiser No. 10	Do.
	CL11 TRENTON.....	1916-18	do.....	Scout cruiser No. 11	Do.
{	CL12 MARBLEHEAD.....	1916-18	do.....	Scout cruiser No. 12	Light cruiser, 1st line.
	CL13 MEMPHIS.....	1916-18	do.....	Scout cruiser No. 13	Do.
{	CL14 <i>Ex-Chicago</i>	1883	John Roach & Sons.	Cruiser.....	Cruiser, 2d line, CA14; changed to light cruiser, 2d line, CL14; then to unclassified (ex-CL14); name changed to ALTON July 16, 1928.
	ALTON.....				
	CL15 OLYMPIA.....	1888	Union Iron Works..	Cruiser No. 6....	Cruiser, 2d line, CA15; changed to light cruiser, 2d line.
{	CL16 DENVER.....	1899	Neafie & Levy, Philadelphia, Pa.	Cruiser No. 14....	Gunboat, PG 28; changed to light cruiser, 2d line.
	CL17 DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15....	Gunboat, PG 29; changed to light cruiser, 2d line.
	CL18 CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16....	Gunboat, PG 30; changed to light cruiser, 2d line.
{	CL19 GALVESTON.....	1899	Wm. R. Trigg Co., Richmond, Va.	Cruiser No. 17....	Gunboat, PG 31; changed to light cruiser, 2d line.
	CL20 TACOMA.....	1899	Union Iron Works..	Cruiser No. 18....	Gunboat, PG 32; changed to light cruiser, 2d line; wrecked Jan. 16, 1924; first sale canceled, resold Sept. 5, 1924.
{	CL21 CLEVELAND.....	1899	Bath Iron Works....	Cruiser No. 19....	Gunboat PG 33; changed to light cruiser, 2d line.
	CL22 NEW ORLEANS.....	1896	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1898; originally named <i>Amazonas</i> ; gunboat PG 34; changed to light cruiser, 2d line.
	CL23 ALBANY.....	1899	do.....	do.....	Purchased from Brazilian Government Mar. 16, 1898; originally named <i>Almirante Abreu</i> ; gunboat PG 36; changed to light cruiser, 2d line.
{	CL24 PENSACOLA.....	1924	Navy yard, New York.	Light cruiser, 1st line.	Light cruiser, 1st line.
	CL25 SALT LAKE CITY	1924	American Brown Boveri Elec. Corp., Camden, N. J.	do.....	Do.

SUM

INDE

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Light cruisers—Con.</i>					
CL26	NORTHAMPTON.....	1924	Bethlehem S. B. Corp., Quincy.	Light cruiser, 1st line.	Building.
CL27	CHESTER.....	1924	American Brown Boveri El. Corp., Camden, N. J.	do.....	Do.
CL28	LOUISVILLE.....	1924	Navy yard, Puget Sound.	do.....	Do.
CL29	CHICAGO.....	1924	Navy yard, Mare Island.	do.....	Do.
CL30	HOUSTON.....	1924	Newport News S. B. Co.	do.....	Do.
CL31	AUGUSTA.....	1924	do.....	do.....	Do.
<i>Aircraft carriers</i>					
CV1	<i>Ex-Jupiter</i> LANGLEY.	1908-11 1919	Navy yard, Mare Island; converted at navy yard, Norfolk.	Fleet collier No. 3.	Conversion to aircraft carrier authorized July 11, 1919; name changed from <i>Jupiter</i> Apr. 21, 1920; aircraft carrier, 1st line.
CV2	LEXINGTON.....	1916 1922	Fore River S. B. Corp.	Battle cruiser No. 1.	Conversion to aircraft carrier authorized July 1, 1922; aircraft carrier, 1st line.
CV3	SARATOGA.....	1916 1922	New York S. B. Corp.	Battle cruiser No. 3.	Do.
<i>Mine layers</i>					
CM1	BALTIMORE.....	1886	Wm. Cramp & Sons.	Cruiser No. 3.....	Mine layer, 2d line.
CM2	SAN FRANCISCO.....	1887	Union Iron Works.	Cruiser No. 5.....	Do.
CM3	AROOSTOOK.....	1917	Wm. Cramp & Sons.	Mine planter (Id. No. 1256.)	Purchased 1917; formerly named <i>Bunker Hill</i> ; mine layer, 2d line.
CM4	<i>Ex-Shawmut</i> OGLALA.	1917	do.....	Mine planter (Id. No. 1255)	Purchased 1917; formerly named <i>Massachusetts</i> ; mine layer, 2d line; name changed to OGLALA Jan. 1, 1928.
<i>Wood torpedo boats</i>					
-----	STILETTO.....	1887	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat.....	Purchased as authorized by act of Mar. 3, 1887; sold July 18, 1911.
<i>Torpedo boats</i>					
-----	CUSHING.....	1886	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 1.	Stricken Apr. 6, 1912; used as target.
-----	ERICSSON.....	1890	Iowa Iron Works, Dubuque, Iowa.	Torpedo boat No. 2.	Do.
-----	<i>Ex-Foote</i> C. T. B. No. 1.	1894	Columbian Iron Works, Baltimore, Md.	Torpedo boat No. 3.	Changed to Coast Torpedo Boat No. 1, Aug. 1, 1918; sold July 19, 1920.
-----	<i>Ex-Rodgers</i> C. T. B. No. 2.	1894	do.....	Torpedo boat No. 4.	Changed to Coast Torpedo Boat No. 2, Aug. 1, 1918; sold July 19, 1920.
-----	WINSLOW.....	1894	do.....	Torpedo boat No. 5.	Sold Jan., 1911.
-----	PORTER.....	1895	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 6.	Sold Nov. 7, 1912.
-----	<i>Ex-Dupont</i> C. T. B. No. 3.	1895	do.....	Torpedo boat No. 7.	Changed to Coast Torpedo Boat No. 3, Aug. 1, 1918; sold July 19, 1920.
-----	ROWAN.....	1895	Moran Bros., Seattle, Wash.	Torpedo boat No. 8.	Stricken Oct. 29, 1912; used as target; sold June 3, 1918.
-----	<i>Ex-Dahlgren</i> C. T. B. No. 4.	1896	Bath Iron Works.....	Torpedo boat No. 9.	Changed to Coast Torpedo Boat No. 4, Aug. 1, 1918; sold July 19, 1920.
-----	CRAVEN.....	1896	do.....	Torpedo boat No. 10.	Stricken Nov. 15, 1913; used as target.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Torpedo boats—Con.</i>				
-----	<i>Ex-Farragut</i> C. T. B. No. 5.	1896	Union Iron Works, San Francisco, Calif.	Torpedo boat No. 11.	Changed to Coast Torpedo Boat No. 5, Aug. 1, 1918; sold Sept. 9, 1919.
{-----	DAVIS-----	1896	Wolf & Zwicker, Portland, Oreg.	Torpedo boat No. 12.	Sold Apr. 21, 1920.
{-----	FOX-----	1896	do-----	Torpedo boat No. 13.	Sold Aug. 31, 1916.
-----	<i>Ex-Morris</i> C. T. B. No. 6.	1896	Herreshoff Manufacturing Co.	Torpedo boat No. 14.	Changed to Coast Torpedo Boat No. 6, Aug. 1, 1918; District Craft, unclassified; stricken Jan. 24, 1924; sold Oct. 10, 1924.
{-----	<i>Ex-Talbot</i> BERCEAU.	1896	do-----	Torpedo boat No. 15.	Name changed to BERCEAU Apr. 11, 1918; District Craft YFB3.
{-----	<i>Ex-Gwin</i> CYANE.	1896	do-----	Torpedo boat No. 16.	Name changed to CYANE Apr. 11, 1918; District Craft YFB4; stricken Apr. 30, 1925; sold Sept. 24, 1925.
{-----	MACKENZIE-----	1896	The Charles Hillman Co., Philadelphia, Pa.	Torpedo boat No. 17.	Stricken Mar. 10, 1916.
{-----	McKEE-----	1896	Columbian Iron Works.	Torpedo boat No. 18.	Stricken Apr. 6, 1912; used as target.
-----	STRINGHAM-----	1897	Harlan & Hollingsworth.	Torpedo boat No. 19.	Stricken Nov. 26, 1915; used as target; hulk sold Mar. 18, 1923.
-----	<i>Ex-Goldsborough</i> C. T. B. No. 7.	1897	Wolf & Zwicker, Portland, Oreg.	Torpedo boat No. 20.	Changed to Coast Torpedo Boat No. 7, Aug. 1, 1918; sold Sept. 8, 1919.
-----	<i>Ex-Bailey</i> C. T. B. No. 8.	1897	Gas Engine & Power Co., Morris Heights, N. Y.	Torpedo boat No. 21.	Changed to Coast Torpedo Boat No. 8, Aug. 1, 1918; sold Mar. 10, 1920.
-----	<i>Ex-Somers</i> C. T. B. No. 9.	1898	Schichau Works, Elbing, Germany.	Torpedo boat No. 22.	Purchased during war with Spain, 1898; changed to Coast Torpedo Boat No. 9, Aug. 1, 1918; sold July 19, 1920.
-----	<i>Ex-Manley</i> LEVANT.	1898	Yarrow & Co-----	Torpedo boat No. 23.	Purchased during war with Spain, 1898; name changed to LEVANT Apr. 11, 1918; sold Apr. 21, 1920.
{-----	<i>Ex-Bagley</i> C. T. B. No. 10.	1898	Bath Iron Works.	Torpedo boat No. 24.	Changed to Coast Torpedo Boat No. 10, Aug. 1, 1918; sold Apr. 9, 1919.
{-----	<i>Ex-Barney</i> C. T. B. No. 11.	1898	do-----	Torpedo boat No. 25.	Changed to Coast Torpedo Boat No. 11, Aug. 1, 1918; sold July 19, 1920.
{-----	<i>Ex-Biddle</i> C. T. B. No. 12.	1898	do-----	Torpedo boat No. 26.	Changed to Coast Torpedo Boat No. 12, Aug. 1, 1918; sold July 19, 1920.
{-----	<i>Ex-Blakely</i> C. T. B. No. 13.	1898	Geo. Lawley & Sons, South Boston, Mass.	Torpedo boat No. 27.	Changed to Coast Torpedo Boat No. 13, Aug. 1, 1918; sold Mar. 10, 1920.
{-----	<i>Ex-De Long</i> C. T. B. No. 14.	1898	do-----	Torpedo boat No. 28.	Changed to Coast Torpedo Boat No. 14, Aug. 1, 1918; sold July 19, 1920.
{-----	NICHOLSON-----	1898	Lewis Nixon, Elizabethport, N. J.	Torpedo boat No. 29.	Stricken Mar. 3, 1909; used as target.
{-----	O'BRIEN-----	1898	do-----	Torpedo boat No. 30.	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	Torpedo boats—Con.				
	<i>Ex-Shubrick</i> C. T. B. No. 15.	1898	Wm. R. Trigg Co., Richmond, Va.	Torpedo boat No. 31.	Changed to Coast Torpedo Boat No. 15, Aug. 1, 1918; sold Mar. 10, 1920.
	STOCKTON	1898	do.	Torpedo boat No. 32.	Stricken Nov. 15, 1913; used as target.
	<i>Ex-Thornton</i> C. T. B. No. 16.	1898	do.	Torpedo boat No. 33.	Changed to Coast Torpedo Boat No. 16, Aug. 1, 1918; sold Aug. 28, 1920.
	<i>Ex-Tingey</i> C. T. B. No. 17.	1898	Columbian Iron Works.	Torpedo boat No. 34.	Changed to Coast Torpedo Boat No. 17, Aug. 1, 1918; sold Mar. 10, 1920.
	WILKES	1898	Gas Engine & Power Co.	Torpedo boat No. 35.	Stricken Nov. 15, 1913; used as target.
	Destroyers				
	BAINBRIDGE	1898	Neafie & Levy	Destroyer No. 1.	Sold Jan. 3, 1920.
	BARRY	1898	do.	Destroyer No. 2.	Do.
	CHAUNCEY	1898	do.	Destroyer No. 3.	Sunk Nov. 19, 1917; stricken Dec. 17, 1917.
	DALE	1898	Wm. R. Trigg Co.	Destroyer No. 4.	Sold Jan. 3, 1920.
	DECATUR	1898	do.	Destroyer No. 5.	Do.
	HOPKINS	1898	Harlan & Hollingsworth.	Destroyer No. 6.	Sold Sept. 7, 1920.
	HULL	1898	do.	Destroyer No. 7.	Sold Jan. 3, 1920.
	LAWRENCE	1898	Fore River Engine Co.	Destroyer No. 8.	Do.
	MACDONOUGH	1898	do.	Destroyer No. 9.	Sold Mar. 10, 1920.
	PAUL JONES	1898	Union Iron Works	Destroyer No. 10.	Sold Jan. 3, 1920.
	PERRY	1898	do.	Destroyer No. 11.	Do.
	PREBLE	1898	do.	Destroyer No. 12.	Do.
	STEWART	1898	Gas Engine & Power Co.	Destroyer No. 13.	Do.
	TRUXTUN	1898	Maryland Steel Co.	Destroyer No. 14.	Do.
	WHIPPLE	1898	do.	Destroyer No. 15.	Do.
	WORDEN	1898	do.	Destroyer No. 16.	Do.
	SMITH	1907	Wm. Cramp & Sons	Destroyer No. 17.	Sold Dec. 20, 1921.
	LAMSON	1907	do.	Destroyer No. 18.	Sold Nov. 21, 1919.
	PRESTON	1907	New York S. B. Co.	Destroyer No. 19.	Do.
	FLUSSER	1907	Bath Iron Works	Destroyer No. 20.	Do.
	REID	1907	do.	Destroyer No. 21.	Do.
DD22	PAULDING	1908	do.	Destroyer No. 22.	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD23	DRAYTON	1908	do.	Destroyer No. 23.	Destroyer, 2d line.
DD24	ROE	1908	Newport News S. B. Co.	Destroyer No. 24.	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD25	TERRY	1908	do.	Destroyer No. 25.	Do.
DD26	PERKINS	1908	Fore River S. B. Co.	Destroyer No. 26.	Destroyer, 2d line.
DD27	STERETT	1908	do.	Destroyer No. 27.	Do.
DD28	MCCALL	1908	New York S. B. Co.	Destroyer No. 28.	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD29	BURROWS	1908	do.	Destroyer No. 29.	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD30	WARRINGTON	1908	Wm. Cramp & Sons.	Destroyer No. 30.	Destroyer, 2d line.
DD31	MAYRANT	1908	do.	Destroyer No. 31.	Do.
DD32	MONAGHAN	1909	Newport News S. B. Co.	Destroyer No. 32.	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD33	TRIPPE	1909	Bath Iron Works	Destroyer No. 33.	Do.
DD34	WALKE	1909	Fore River S. B. Co.	Destroyer No. 34.	Destroyer, 2d line.
DD35	AMMEN	1909	New York S. B. Co.	Destroyer No. 35.	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD36	PATTERSON	1909	Wm. Cramp & Sons.	Destroyer No. 36.	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Destroyers—Con.</i>					
DD37	FANNING.....	1910	Newport News S. B. Co.	Destroyer No. 37..	Destroyer, 2d line; transferred to U. S. Coast Guard June 7, 1924.
DD38	JARVIS.....	1910	New York S. B. Co.	Destroyer No. 38..	Destroyer, 2d line.
DD39	HENLEY.....	1910	Fore River S. B. Co.	Destroyer No. 39..	Destroyer, 2d line; transferred to Coast Guard May 16, 1924.
DD40	BEALE.....	1910	Wm. Cramp & Sons.	Destroyer No. 40..	Destroyer, 2d line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD41	JOUETT.....	1910	Bath Iron Works....	Destroyer No. 41..	Do.
DD42	JENKINS.....	1910	do.	Destroyer No. 42..	Destroyer, 2d line.
DD43	CASSIN.....	1911	do.	Destroyer No. 43..	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD44	CUMMINGS.....	1911	do.	Destroyer No. 44..	Do.
DD45	DOWNES.....	1911	New York S. B. Co.	Destroyer No. 45..	Destroyer, 1st line; transferred to U. S. Coast Guard Apr. 28, 1924.
DD46	DUNCAN.....	1911	Fore River S. B. Co.	Destroyer No. 46..	Destroyer, 1st line.
DD47	AYLWIN.....	1911	Wm. Cramp & Sons.	Destroyer No. 47..	Do.
DD48	PARKER.....	1911	do.	Destroyer No. 48..	Destroyer, 2nd line.
DD49	BENHAM.....	1911	do.	Destroyer No. 49..	Destroyer, 1st line.
DD50	BALCH.....	1911	do.	Destroyer No. 50..	Do.
DD51	O'BRIEN.....	1912	do.	Destroyer No. 51..	Do.
DD52	NICHOLSON.....	1912	do.	Destroyer No. 52..	Do.
DD53	WINSLOW.....	1912	do.	Destroyer No. 53..	Do.
DD54	MCDUGAL.....	1912	Bath Iron Works....	Destroyer No. 54..	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD55	CUSHING.....	1912	Fore River S. B. Co.	Destroyer No. 55..	Destroyer, 1st line.
DD56	ERICSSON.....	1912	New York S. B. Co.	Destroyer No. 56..	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD57	TUCKER.....	1913	Fore River S. B. Co.	Destroyer No. 57..	Destroyer, 1st line; transferred to U. S. Coast Guard Mar. 25, 1926.
DD58	CONYNGHAM.....	1913	Wm. Cramp & Sons.	Destroyer No. 58..	Destroyer, 1st line; transferred to U. S. Coast Guard June 7, 1924.
DD59	PORTER.....	1913	do.	Destroyer No. 59..	Do.
DD60	WADSWORTH.....	1913	Bath Iron Works....	Destroyer No. 60..	Destroyer, 1st line.
DD61	JACOB JONES.....	1913	New York S. B. Co.	Destroyer No. 61..	Sunk Dec. 6, 1917; stricken Dec. 17, 1917.
DD62	WAINWRIGHT.....	1913	do.	Destroyer No. 62..	Destroyer, 1st line; transferred to U. S. Coast Guard Apr. 2, 1926.
DD63	SAMPSON.....	1914	Fore River S. B. Co.	Destroyer No. 63..	Destroyer, 1st line.
DD64	ROWAN.....	1914	do.	Destroyer No. 64..	Do.
DD65	DAVIS.....	1914	Bath Iron Works....	Destroyer No. 65..	Destroyer, 1st line; transferred to U. S. Coast Guard Mar. 25, 1926.
DD66	ALLEN.....	1914	do.	Destroyer No. 66..	Destroyer, 1st line.
DD67	WILKES.....	1914	Wm. Cramp & Sons.	Destroyer No. 67..	Destroyer, 1st line; transferred to U. S. Coast Guard Mar. 25, 1925.
DD68	SHAW.....	1914	Navy Yard, Mare Island.	Destroyer No. 68..	Do.
DD69	CALDWELL.....	1915	do.	Destroyer No. 69..	Destroyer 1st line.
DD70	CRAVEN.....	1915	Navy yard, Norfolk	Destroyer No. 70..	Do.
DD71	GWIN.....	1915	Seattle C. & D. D. Co.	Destroyer No. 71..	Do.
DD72	CONNER.....	1915	Wm. Cramp & Sons.	Destroyer No. 72..	Do.
DD73	STOCKTON.....	1915	do.	Destroyer No. 73..	Do.
DD74	MANLEY.....	1915	Bath Iron Works....	Destroyer No. 74..	Do.

SUM
INDE

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
Destroyers—Con.					
NOS. 75 TO 185 CLASS					
DD75	WICKES.....	1916	Bath Iron Works...	Destroyer No. 75..	Destroyer, 1st line.
DD76	PHILIP.....	1916	do.....	Destroyer No. 76..	Do.
DD77	WOOLSEY.....	1916	do.....	Destroyer No. 77..	Destroyer, 1st line; sunk Feb. 26, 1921.
DD78	EVANS.....	1916	do.....	Destroyer No. 78..	Destroyer, 1st line.
DD79	LITTLE.....	1916	Fore River S. B. Co.	Destroyer No. 79..	Do.
DD80	KIMBERLY.....	1916	do.....	Destroyer No. 80..	Do.
DD81	SIGOURNEY.....	1916	do.....	Destroyer No. 81..	Do.
DD82	GREGORY.....	1916	do.....	Destroyer No. 82..	Do.
DD83	STRINGHAM.....	1916	do.....	Destroyer No. 83..	Do.
DD84	DYER.....	1916	do.....	Destroyer No. 84..	Do.
DD85	COLHOUN.....	1916	do.....	Destroyer No. 85..	Do.
DD86	STEVENS.....	1916	do.....	Destroyer No. 86..	Do.
DD87	McKEE.....	1916	Union Iron Works...	Destroyer No. 87..	Do.
DD88	ROBINSON.....	1916	do.....	Destroyer No. 88..	Do.
DD89	RINGGOLD.....	1916	do.....	Destroyer No. 89..	Do.
DD90	McKEAN.....	1916	do.....	Destroyer No. 90..	Do.
DD91	HARDING.....	1916	do.....	Destroyer No. 91..	Do.
DD92	GRIDLEY.....	1916	do.....	Destroyer No. 92..	Do.
DD93	FAIRFAX.....	1916	Navy yard, Mare Island.	Destroyer No. 93..	Do.
DD94	TAYLOR.....	1916	do.....	Destroyer No. 94..	Do.
DD95	BELL.....	1916-17	Fore River S. B. Co.	Destroyer No. 95..	Do.
DD96	STRIBLING.....	1916-17	do.....	Destroyer No. 96..	Light mine layer, DM1.
DD97	MURRAY.....	1916-17	do.....	Destroyer No. 97..	Light mine layer, DM2.
DD98	ISRAEL.....	1916-17	do.....	Destroyer No. 98..	Light mine layer, DM3.
DD99	<i>Ex-Schley</i> LUCE.....	1916-17	do.....	Destroyer No. 99..	Name changed to Luce Sept. 24, 1917; light mine layer, DM4.
DD100	MAURY.....	1916-17	do.....	Destroyer No. 100	Light mine layer, DM5.
DD101	LANSDALE.....	1916-17	do.....	Destroyer No. 101.	Light mine layer, DM6.
DD102	MAHAN.....	1916-17	do.....	Destroyer No. 102.	Light mine layer, DM7.
DD103	SCHLEY.....	1916-17	Union Iron Works...	Destroyer No. 103.	Destroyer, 1st line.
DD104	CHAMPLIN.....	1916-17	do.....	Destroyer No. 104.	Do.
DD105	MUGFORD.....	1916-17	do.....	Destroyer No. 105.	Do.
DD106	CHEW.....	1916-17	do.....	Destroyer No. 106.	Do.
DD107	HAZELWOOD.....	1916-17	do.....	Destroyer No. 107.	Do.
DD108	WILLIAMS.....	1916-17	do.....	Destroyer No. 108.	Do.
DD109	CRANE.....	1916-17	do.....	Destroyer No. 109.	Do.
DD110	HART.....	1917	do.....	Destroyer No. 110.	Light mine layer, DM8.
DD111	INGRAHAM.....	1917	do.....	Destroyer No. 111.	Light mine layer, DM9.
DD112	LUDLOW.....	1917	do.....	Destroyer No. 112.	Light minelayer, DM10.
DD113	RATHBURN.....	1917	Wm. Cramp & Sons.	Destroyer No. 113.	Destroyer, 1st line.
DD114	TALBOT.....	1917	do.....	Destroyer No. 114.	Do.
DD115	WATERS.....	1917	do.....	Destroyer No. 115.	Do.
DD116	DENT.....	1917	do.....	Destroyer No. 116.	Do.
DD117	DORSEY.....	1917	do.....	Destroyer No. 117.	Do.
DD118	LEA.....	1917	do.....	Destroyer No. 118.	Do.
DD119	LAMBERTON.....	1917	Newport News S. B. Co.	Destroyer No. 119.	Do.
DD120	RADFORD.....	1917	do.....	Destroyer No. 120.	Do.
DD121	MONTGOMERY.....	1917	do.....	Destroyer No. 121.	Do.
DD122	BREESE.....	1917	do.....	Destroyer No. 122.	Do.
DD123	GAMBLE.....	1917	do.....	Destroyer No. 123.	Do.
DD124	RAMSAY.....	1917	do.....	Destroyer No. 124.	Do.
DD125	TATNALL.....	1917	New York S. B. Co.	Destroyer No. 125.	Do.
DD126	BADGE.....	1917	do.....	Destroyer No. 126.	Do.
DD127	TWIGGS.....	1917	do.....	Destroyer No. 127.	Do.
DD128	BABBITT.....	1917	do.....	Destroyer No. 128.	Do.
DD129	DE LONG.....	1917	do.....	Destroyer No. 129.	Destroyer, 1st line; wrecked Dec. 1, 1921; sold Sept. 25, 1922.
DD130	JACOB JONES.....	1917	do.....	Destroyer No. 130.	Destroyer, 1st line.
DD131	BUCHANAN.....	1917	Bath Iron Works...	Destroyer No. 131.	Do.
DD132	AARON WARD.....	1917	do.....	Destroyer No. 132.	Do.
DD133	HALE.....	1917	do.....	Destroyer No. 133.	Do.
DD134	CROWNINSHIELD.....	1917	do.....	Destroyer No. 134.	Do.
DD135	TILLMAN.....	1917	Navy yard, Charleston.	Destroyer No. 135.	Do.
DD136	BOGGS.....	1917	Navy yard, Mare Island.	Destroyer No. 136.	Do.
DD137	KILTY.....	1917	do.....	Destroyer No. 137.	Do.
DD138	KENNISON.....	1917	do.....	Destroyer No. 138.	Do.
DD139	<i>Ex-Correll</i> WARD.....	1917	do.....	Destroyer No. 139.	Name changed to WARD May 20, 1918; destroyer, 1st line.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
Destroyers—Con.					
NOS. 75 TO 185 CLASS—Con.					
DD140	CLAXTON.....	1917	Navy yard, Mare Island.	Destroyer No. 140.	Destroyer, 1st line.
DD141	HAMILTON.....	1917	do.....	Destroyer No. 141.	Do.
DD142	TARBELL.....	1917	Wm. Cramp & Sons.	Destroyer No. 142.	Do.
DD143	YARNALL.....	1917	do.....	Destroyer No. 143.	Do.
DD144	UPSHUR.....	1917	do.....	Destroyer No. 144.	Do.
DD145	GREER.....	1917	do.....	Destroyer No. 145.	Do.
DD146	ELLIOT.....	1917	do.....	Destroyer No. 146.	Do.
DD147	ROPER.....	1917	do.....	Destroyer No. 147.	Do.
DD148	BRECKINRIDGE.....	1917	do.....	Destroyer No. 148.	Do.
DD149	BARNEY.....	1917	do.....	Destroyer No. 149.	Do.
DD150	BLAKELEY.....	1917	do.....	Destroyer No. 150.	Do.
DD151	BIDDLE.....	1917	do.....	Destroyer No. 141.	Do.
DD152	DU PONT.....	1917	do.....	Destroyer No. 152.	Do.
DD153	BERNADOU.....	1917	do.....	Destroyer No. 153.	Do.
DD154	ELLIS.....	1917	do.....	Destroyer No. 154.	Do.
DD155	COLE.....	1917	do.....	Destroyer No. 155.	Do.
DD156	J. FRED TALBOTT.....	1917	do.....	Destroyer No. 156.	Do.
DD157	DICKERSON.....	1917	New York S. B. Co.	Destroyer No. 157.	Do.
DD158	LEARY.....	1917	do.....	Destroyer No. 158.	Do.
DD159	SCHENCK.....	1917	do.....	Destroyer No. 159.	Do.
DD160	HERBERT.....	1917	do.....	Destroyer No. 160.	Do.
DD161	PALMER.....	1917	Fore River S. B. Co.	Destroyer No. 161.	Do.
DD162	THATCHER.....	1917	do.....	Destroyer No. 162.	Do.
DD163	WALKER.....	1917	do.....	Destroyer No. 163.	Do.
DD164	CROSBY.....	1917	do.....	Destroyer No. 164.	Do.
DD165	MEREDITH.....	1917	do.....	Destroyer No. 165.	Do.
DD166	BUSH.....	1917	do.....	Destroyer No. 166.	Do.
DD167	COWELL.....	1917	do.....	Destroyer No. 167.	Do.
DD168	MADDOX.....	1917	do.....	Destroyer No. 168.	Do.
DD169	FOOTE.....	1917	do.....	Destroyer No. 169.	Do.
DD170	<i>Ex-Rodgers.</i> KALK.	1917	do.....	Destroyer No. 170.	Name changed to KALK Dec. 23, 1918; destroyer, 1st line.
DD171	BURNS.....	1917	Union Iron Works..	Destroyer No. 171.	Light mine layer, DM11.
DD172	ANTHONY.....	1917	do.....	Destroyer No. 172.	Light mine layer, DM12.
DD173	SPROSTON.....	1917	do.....	Destroyer No. 173.	Light mine layer, DM13.
DD174	RIZAL.....	1917	do.....	Destroyer No. 174.	Light mine layer, DM14.
DD175	MACKENZIE.....	1917	do.....	Destroyer No. 175.	Destroyer, 1st line.
DD176	RENSHAW.....	1917	do.....	Destroyer No. 176.	Do.
DD177	O'BANNON.....	1917	do.....	Destroyer No. 177.	Do.
DD178	HOGAN.....	1917	do.....	Destroyer No. 178.	Do.
DD179	HOWARD.....	1917	do.....	Destroyer No. 179.	Do.
DD180	STANSBURY.....	1917	do.....	Destroyer No. 180.	Do.
DD181	HOPEWELL.....	1917	Newport News S. B. Co.	Destroyer No. 181.	Do.
DD182	THOMAS.....	1917	do.....	Destroyer No. 182.	Do.
DD183	HARADEN.....	1917	do.....	Destroyer No. 183.	Do.
DD184	ABBOT.....	1917	do.....	Destroyer No. 184.	Do.
DD185	BAGLEY.....	1917	do.....	Destroyer No. 185.	Do.
NOS. 186 TO 347 CLASS					
DD186	CLEMONSON.....	1917	do.....	Destroyer No. 186.	Destroyer, 1st line.
DD187	DAHLGREN.....	1917	do.....	Destroyer No. 187.	Do.
DD188	GOLDSBOROUGH.....	1917	do.....	Destroyer No. 188.	Do.
DD189	SEMMES.....	1917	do.....	Destroyer No. 189.	Do.
DD190	SATTERLEE.....	1917	do.....	Destroyer No. 190.	Do.
DD191	MASON.....	1917	do.....	Destroyer No. 191.	Do.
DD192	GRAHAM.....	1917	do.....	Destroyer No. 192.	Destroyer, 1st line, wrecked in collision Dec. 16, 1921; hulk sold Sept. 19, 1922.
DD193	ABEL P. UPSHUR.....	1917	do.....	Destroyer No. 193.	Destroyer, 1st line.
DD194	HUNT.....	1917	do.....	Destroyer No. 194.	Do.
DD195	WELBORN C. WOOD.	1917	do.....	Destroyer No. 195.	Do.

10895—29—21

SUM

INDE

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
Destroyers—Con.					
NOS. 186 TO 347 CLASS—Con.					
DD196	GEORGE E. BADGER.	1917	Newport News S. B. Co.	Destroyer No. 196.	Destroyer, 1st line.
DD197	BRANCH.....	1917	do.	Destroyer No. 197.	Do.
DD198	HERNDON.....	1917	do.	Destroyer No. 198.	Do.
DD199	DALLAS.....	1917	do.	Destroyer No. 199.	Do.
	Destroyer No. 200.	1917	do.	Destroyer No. 200.	Contract canceled.
	Destroyer No. 201.	1917	do.	Destroyer No. 201.	Do.
	Destroyer No. 202.	1917	do.	Destroyer No. 202.	Do.
	Destroyer No. 203.	1917	do.	Destroyer No. 203.	Do.
	Destroyer No. 204.	1917	do.	Destroyer No. 204.	Do.
	Destroyer No. 205.	1917	do.	Destroyer No. 205.	Do.
DD206	CHANDLER.....	1917	Wm. Cramp & Sons.	Destroyer No. 206.	Destroyer, 1st line.
DD207	SOUTHARD.....	1917	do.	Destroyer No. 207.	Do.
DD208	HOVEY.....	1917	do.	Destroyer No. 208.	Do.
DD209	LONG.....	1917	do.	Destroyer No. 209.	Do.
DD210	BROOME.....	1917	do.	Destroyer No. 210.	Do.
DD211	ALDEN.....	1917	do.	Destroyer No. 211.	Do.
DD212	SMITH THOMPSON.	1917	do.	Destroyer No. 212.	Do.
DD213	BARKER.....	1917	do.	Destroyer No. 213.	Do.
DD214	TRACEY.....	1917	do.	Destroyer No. 214.	Do.
DD215	BORIE.....	1917	do.	Destroyer No. 215.	Do.
DD216	JOHN D. EDWARDS.	1917	do.	Destroyer No. 216.	Do.
DD217	WHIPPLE.....	1917	do.	Destroyer No. 217.	Do.
DD218	PARROTT.....	1917	do.	Destroyer No. 218.	Do.
DD219	EDSALL.....	1917	do.	Destroyer No. 219.	Do.
DD220	MACLEISH.....	1917	do.	Destroyer No. 220.	Do.
DD221	SIMPSON.....	1917	do.	Destroyer No. 221.	Do.
DD222	BULMER.....	1917	do.	Destroyer No. 222.	Do.
DD223	McCORMICK.....	1917	do.	Destroyer No. 223.	Do.
DD224	STEWART.....	1917	do.	Destroyer No. 224.	Do.
DD225	POPE.....	1917	do.	Destroyer No. 225.	Do.
DD226	PEARY.....	1917	do.	Destroyer No. 226.	Do.
DD227	PILLSBURY.....	1917	do.	Destroyer No. 227.	Do.
DD228	JOHN D. FORD.....	1917	do.	Destroyer No. 228.	Do.
DD229	TRUXTUN.....	1917	do.	Destroyer No. 229.	Do.
DD230	PAUL JONES.....	1917	do.	Destroyer No. 230.	Do.
DD231	HATFIELD.....	1917	New York S. B. Co.	Destroyer No. 231.	Do.
DD232	BROOKS.....	1917	do.	Destroyer No. 232.	Do.
DD233	GILMER.....	1917	do.	Destroyer No. 233.	Do.
DD234	FOX.....	1917	do.	Destroyer No. 234.	Do.
DD235	KANE.....	1917	do.	Destroyer No. 235.	Do.
DD236	HUMPHREYS.....	1917	do.	Destroyer No. 236.	Do.
DD237	McFARLAND.....	1917	do.	Destroyer No. 237.	Do.
DD238	JAMES K. PAULDING.	1917	do.	Destroyer No. 238.	Do.
DD239	OVERTON.....	1917	do.	Destroyer No. 239.	Do.
DD240	STURTEVANT.....	1917	do.	Destroyer No. 240.	Do.
DD241	CHILDS.....	1917	do.	Destroyer No. 241.	Do.
DD242	KING.....	1917	do.	Destroyer No. 242.	Do.
DD243	SANDS.....	1917	do.	Destroyer No. 243.	Do.
DD244	WILLIAMSON.....	1917	do.	Destroyer No. 244.	Do.
DD245	REUBEN JAMES.....	1917	do.	Destroyer No. 245.	Do.
DD246	BAINBRIDGE.....	1917	do.	Destroyer No. 246.	Do.
DD247	GOFF.....	1917	do.	Destroyer No. 247.	Do.
DD248	BARRY.....	1917	do.	Destroyer No. 248.	Do.
DD249	HOPKINS.....	1917	do.	Destroyer No. 249.	Do.
DD250	LAWRENCE.....	1917	do.	Destroyer No. 250.	Do.
DD251	BELKNAP.....	1917	Bethlehem S. B. Corp., Quincy.	Destroyer No. 251.	Do.
DD252	McCook.....	1917	do.	Destroyer No. 252.	Do.
DD253	McCalla.....	1917	do.	Destroyer No. 253.	Do.
DD254	Ex-Kalk Rodgers.	1917	do.	Destroyer No. 254.	Name changed to RODGERS Dec. 23, 1918; destroyer, 1st line.
DD255	OSMOND INGRAM.....	1917	do.	Destroyer No. 255.	Destroyer, 1st line.
DD256	BANCROFT.....	1917	do.	Destroyer No. 256.	Do.
DD257	WELLES.....	1917	do.	Destroyer No. 257.	Do.
DD258	AULICK.....	1917	do.	Destroyer No. 258.	Do.
DD259	TURNER.....	1917	do.	Destroyer No. 259.	Do.
DD260	GILLIS.....	1917	do.	Destroyer No. 260.	Do.
DD261	DELPHY.....	1917	Bethlehem S. B. Corp., Squantum.	Destroyer No. 261.	Destroyer, 1st line; wrecked Sept. 8, 1923; sold Oct. 19, 1925.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Destroyers—Con.</i>					
NOS. 186 TO 347					
CLASS—Con.					
DD262	McDERMUT.....	1917	Bethlehem S. B. Corp., Squantum.	Destroyer No. 262.	Destroyer, 1st line.
DD263	LAUB.....	1917	do.	Destroyer No. 263.	Do.
DD264	McLANAHAN.....	1917	do.	Destroyer No. 264.	Do.
DD265	EDWARDS.....	1917	do.	Destroyer No. 265.	Do.
DD266	<i>Ex-Anthony</i> GREENE.	1917	do.	Destroyer No. 266.	Name changed to GREENE Apr. 13, 1918; destroyer, 1st line.
DD267	BALLARD.....	1917	do.	Destroyer No. 267.	Destroyer, 1st line.
DD268	SHUBRICK.....	1917	do.	Destroyer No. 268.	Do.
DD269	BAILEY.....	1917	do.	Destroyer No. 269.	Do.
DD270	THORNTON.....	1917	do.	Destroyer No. 270.	Do.
DD271	MORRIS.....	1917	do.	Destroyer No. 271.	Do.
DD272	TINGEY.....	1917	do.	Destroyer No. 272.	Do.
DD273	SWASEY.....	1917	do.	Destroyer No. 273.	Do.
DD274	MEADE.....	1917	do.	Destroyer No. 274.	Do.
DD275	SINCLAIR.....	1917	do.	Destroyer No. 275.	Do.
DD276	McCRAWLEY.....	1917	do.	Destroyer No. 276.	Do.
DD277	MOODY.....	1917	do.	Destroyer No. 277.	Do.
DD278	HENSHAW.....	1917	do.	Destroyer No. 278.	Do.
DD279	MEYER.....	1917	do.	Destroyer No. 279.	Do.
DD280	DOYEN.....	1917	do.	Destroyer No. 280.	Do.
DD281	SHARKEY.....	1917	do.	Destroyer No. 281.	Do.
DD282	TOUCEY.....	1917	do.	Destroyer No. 282.	Do.
DD283	BRECK.....	1917	do.	Destroyer No. 283.	Do.
DD284	ISHERWOOD.....	1917	do.	Destroyer No. 284.	Do.
DD285	CASE.....	1917	do.	Destroyer No. 285.	Do.
DD286	LARDNER.....	1917	do.	Destroyer No. 286.	Do.
DD287	PUTNAM.....	1917	do.	Destroyer No. 287.	Do.
DD288	WORDEN.....	1917	do.	Destroyer No. 288.	Do.
DD289	FLUSSER.....	1917	do.	Destroyer No. 289.	Do.
DD290	DALE.....	1917	do.	Destroyer No. 290.	Do.
DD291	CONVERSE.....	1917	do.	Destroyer No. 291.	Do.
DD292	REID.....	1917	do.	Destroyer No. 292.	Do.
DD293	BILLINGSLEY.....	1917	do.	Destroyer No. 293.	Do.
DD294	CHARLES AUSBURN.....	1917	do.	Destroyer No. 294.	Do.
DD295	OSBORNE.....	1917	do.	Destroyer No. 295.	Do.
DD296	CHAUNCEY.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 296.	Destroyer, 1st line; wrecked Sept. 8, 1923; sold Oct. 19, 1925.
DD297	FULLER.....	1917	do.	Destroyer No. 297.	Do.
DD298	PERCIVAL.....	1917	do.	Destroyer No. 298.	Destroyer, 1st line.
DD299	<i>Ex-Swasey</i> JOHN FRANCIS BURNES.	1917	do.	Destroyer No. 299.	Name changed to JOHN FRANCIS BURNES Oct. 18, 1918. Destroyer, 1st line.
DD300	FARRAGUT.....	1917	do.	Destroyer No. 300.	Destroyer, 1st line.
DD301	SOMERS.....	1917	do.	Destroyer No. 301.	Do.
DD302	STODDERT.....	1917	do.	Destroyer No. 302.	Do.
DD303	RENO.....	1917	do.	Destroyer No. 303.	Do.
DD304	FARQUHAR.....	1917	do.	Destroyer No. 304.	Do.
DD305	THOMPSON.....	1917	do.	Destroyer No. 305.	Do.
DD306	KENNEDY.....	1917	do.	Destroyer No. 306.	Do.
DD307	<i>Ex-Hamilton</i> PAUL HAMILTON.	1917	do.	Destroyer No. 307.	Name changed to PAUL HAMILTON Apr. 1, 1917. Destroyer, 1st line.
DD308	WILLIAM JONES.....	1917	do.	Destroyer No. 308.	Destroyer, 1st line.
DD309	WOODBURY.....	1917	do.	Destroyer No. 309.	Destroyer, 1st line; wrecked Sept. 8, 1923; sold Oct. 19, 1925.
DD310	S. P. LEE.....	1917	do.	Destroyer No. 310.	Do.
DD311	NICHOLAS.....	1917	do.	Destroyer No. 311.	Do.
DD312	YOUNG.....	1917	do.	Destroyer No. 312.	Do.
DD313	ZEILIN.....	1917	do.	Destroyer No. 313.	Destroyer, 1st line.
DD314	YARBOROUGH.....	1917	do.	Destroyer No. 314.	Do.
DD315	LAVALLETTE.....	1917	do.	Destroyer No. 315.	Do.
DD316	SLOAT.....	1917	do.	Destroyer No. 316.	Do.
DD317	WOOD.....	1917	do.	Destroyer No. 317.	Do.
DD318	SHIRK.....	1917	do.	Destroyer No. 318.	Do.
DD319	KIDDER.....	1917	do.	Destroyer No. 319.	Do.
DD320	SELFDRIDGE.....	1917	do.	Destroyer No. 320.	Do.
DD321	MARCUS.....	1917	do.	Destroyer No. 321.	Do.
DD322	MERVINE.....	1917	do.	Destroyer No. 322.	Do.

SUM'S

INDEX

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Destroyers—Con.</i>					
NOS. 186 TO 347 CLASS—Con.					
DD323	CHASE.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 323.	Destroyer, 1st line.
DD324	ROBERT SMITH.....	1917	do.....	Destroyer No. 324.	Do.
DD325	MULLANY.....	1917	do.....	Destroyer No. 325.	Do.
DD326	COGHLAN.....	1917	do.....	Destroyer No. 326.	Do.
DD327	PRESTON.....	1917	do.....	Destroyer No. 327.	Do.
DD328	LAMSON.....	1917	do.....	Destroyer No. 328.	Do.
DD329	BRUCE.....	1917	do.....	Destroyer No. 329.	Do.
DD330	HULL.....	1917	do.....	Destroyer No. 330.	Do.
DD331	MACDONOUGH.....	1917	do.....	Destroyer No. 331.	Do.
DD332	FARENHOLT.....	1917	do.....	Destroyer No. 332.	Do.
DD333	SUMNER.....	1917	do.....	Destroyer No. 333.	Do.
DD334	CORRY.....	1917	do.....	Destroyer No. 334.	Do.
DD335	MELVIN.....	1917	do.....	Destroyer No. 335.	Do.
DD336	LITCHFIELD.....	1917	Navy yard, Mare Island, Calif.	Destroyer No. 336.	Do.
DD337	ZANE.....	1917	do.....	Destroyer No. 337.	Do.
DD338	WASMUTH.....	1917	do.....	Destroyer No. 338.	Do.
DD339	TREVER.....	1917	do.....	Destroyer No. 339.	Do.
DD340	PERRY.....	1917	do.....	Destroyer No. 340.	Do.
DD341	DECATUR.....	1917	do.....	Destroyer No. 341.	Do.
DD342	HULBERT.....	1917	Navy yard, Norfolk.	Destroyer No. 342.	Do.
DD343	NOA.....	1917	do.....	Destroyer No. 343.	Do.
DD344	WILLIAM B. PRESTON.	1917	do.....	Destroyer No. 344.	Do.
DD345	PREBLE.....	1916-18	Bath Iron Works.....	Destroyer No. 345.	Do.
DD346	SICARD.....	1916-18	do.....	Destroyer No. 346.	Do.
DD347	PRUITT.....	1916-18	do.....	Destroyer No. 347.	Do.
	No. 348 to 359.....	1916-18	Authorized by act of Aug. 29, 1916, but no appropriation provided.	-----	
<i>Light Mine Layers</i>					
DM1	STRIBLING.....	1917	Fore River S. B. Co.	Destroyer No. 96.	Light mine layer.
DM2	MURRAY.....	1917	do.....	Destroyer No. 97.	Do.
DM3	ISRAEL.....	1917	do.....	Destroyer No. 98.	Do.
DM4	LUCE.....	1917	do.....	Destroyer No. 99.	Do.
DM5	MAURY.....	1917	do.....	Destroyer No. 100.	Do.
DM6	LANSDALE.....	1917	do.....	Destroyer No. 101.	Do.
DM7	MAHAN.....	1917	do.....	Destroyer No. 102.	Do.
DM8	HART.....	1917	Union Iron Works.....	Destroyer No. 110.	Do.
DM9	INGRAHAM.....	1917	do.....	Destroyer No. 111.	Do.
DM10	LUDLOW.....	1917	do.....	Destroyer No. 112.	Do.
DM11	BURNS.....	1917	do.....	Destroyer No. 171.	Do.
DM12	ANTHONY.....	1917	do.....	Destroyer No. 172.	Do.
DM13	SPROSTON.....	1917	do.....	Destroyer No. 173.	Do.
DM14	RIZAL.....	1917	do.....	Destroyer No. 174.	Do.
<i>Submarines</i>					
-----	Holland.....	1896-99	Crescent Shipyard, Elizabethport, N. J. (For J. P. Holland, T. B. Co.)	Submarine No. 1..	Stricken Nov. 21, 1910; sold Nov., 1910; resold 1913.
-----	Ex-Plunger A-1.	1896-99	do.....	Submarine No. 2..	Name changed to A-1 Nov. 17, 1911; target E; stricken Feb. 24, 1913; sold with ex-Puritan Jan. 26, 1922.
-----	Ex-Adder A-2.	1896-99	do.....	Submarine No. 3..	Name changed to A-2 Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS4	Ex-Grampus A-3.	1896-99	Union Iron Works. (For J. P. Holland, T. B. Co.)	Submarine No. 4..	Name changed to A-3 Nov. 17, 1911; submarine 2d line; stricken Jan. 16, 1922; target.
-----	Ex-Moccasin A-4.	1896-99	Crescent Shipyard. (For J. P. Holland, T. B. Co.)	Submarine No. 5..	Name changed to A-4 Nov. 17, 1911; stricken Jan. 16, 1922; target.
-----	Ex-Pike A-5.	1896-99	Union Iron Works. (For J. P. Holland, T. B. Co.)	Submarine No. 6..	Name changed to A-5 Nov. 17, 1911; stricken Jan. 16, 1922; target.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Submarines—Con.</i>				
{	<i>Ex-Porpoise</i> A-6.	1896-99	Crescent Shipyard. (For J. P. Holland, T. B. Co.)	Submarine No. 7.	Name changed to A-6 Nov. 17, 1911; stricken Jan. 16, 1922; target.
	<i>Ex-Shark</i> A-7.	1896-99	do.	Submarine No. 8.	Name changed to A-7 Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS10	<i>Ex-Viper</i> B-1.	1904	Fore River S. B. Co. (For Electric Boat Co.)	Submarine No. 10.	Name changed to B-1 Nov. 17, 1911; submarine 2d line; stricken Jan. 16, 1922; target.
	<i>Ex-Cuttlefish</i> B-2.	1904	do.	Submarine No. 11.	Name changed to B-2 Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS12	<i>Ex-Tarantula</i> B-3.	1904	do.	Submarine No. 12.	Name changed to B-3 Nov. 17, 1911; submarine 2d line; stricken Jan. 16, 1922; target.
{	<i>Ex-Octopus</i> C-1.	1896-99	do.	Submarine No. 9.	Name changed to C-1 Nov. 17, 1911; sold Apr. 4, 1920.
	<i>Ex-Stingray</i> C-2.	1906	do.	Submarine No. 13.	Name changed to C-2 Nov. 17, 1911; sold Apr. 12, 1920.
	<i>Ex-Tarpon</i> C-3.	1906	do.	Submarine No. 14.	Name changed to C-3 Nov. 17, 1911; sold Apr. 12, 1920.
	<i>Ex-Bonita</i> C-4.	1906	do.	Submarine No. 15.	Name changed to C-4 Nov. 17, 1911; sold Apr. 12, 1920.
	<i>Ex-Snapper</i> C-5.	1906	do.	Submarine No. 16.	Name changed to C-5 Nov. 17, 1911; sold Apr. 12, 1920.
SS17	<i>Ex-Narwhal</i> D-1.	1906	do.	Submarine No. 17.	Name changed to D-1 Nov. 17, 1911; submarine 2d line; sold June 5, 1922.
SS18	<i>Ex-Grayling</i> D-2.	1906	do.	Submarine No. 18.	Name changed to D-2 Nov. 17, 1911; submarine 2d line; sold Sept. 25, 1922.
SS19	<i>Ex-Salmon</i> D-3.	1906	do.	Submarine No. 19.	Name changed to D-3 Nov. 17, 1911; submarine 2d line; sold July 31, 1922.
SS20	<i>Ex-Seal</i> G-1.	1906-7	Lake Torpedo Boat Co.	Submarine No. 19½.	Name changed to G-1 Nov. 17, 1911; submarine 2d line; stricken Aug. 29, 1921; target; sold Aug. 17, 1922.
{	<i>Ex-Carp</i> F-1.	1908	Union Iron Works (for Electric Boat Co.)	Submarine No. 20.	Name changed to F-1 Nov. 17, 1911; sunk Dec. 17, 1917.
SS21	<i>Ex-Barracuda</i> F-2.	1908	do.	Submarine No. 21.	Name changed to F-2 Nov. 17, 1911; submarine 2d line; sold Aug. 17, 1922.
SS22	<i>Ex-Pickrel</i> F-3.	1908	The Moran Co. (for Electric Boat Co.)	Submarine No. 22.	Name changed to F-3 Nov. 17, 1911; submarine 2d line; sold Aug. 17, 1922.
	<i>Ex-Skate</i> F-4.	1908	do.	Submarine No. 23.	Name changed to F-4 Nov. 17, 1911; sunk Mar. 25, 1915.
SS24	<i>Ex-Skipjack</i> E-1.	1908	Fore River S. B. Co. (for Electric Boat Co.)	Submarine No. 24.	Name changed to E-1 Nov. 17, 1911; submarine 2d line; sold Apr. 19, 1922.
SS25	<i>Ex-Sturgeon</i> E-2.	1908	do.	Submarine No. 25.	Name changed to E-2 Nov. 17, 1911; submarine 2d line; sold Apr. 19, 1922.
{	<i>Ex-Thrasher</i> G-4. ¹	1908	Wm. Cramp & Sons (for American Laurenti Co.)	Submarine No. 26.	Name changed to G-4 Nov. 17, 1911; sold Apr. 15, 1920.
	<i>Ex-Tuna</i> G-2. ¹	1908	Lake Torpedo Boat Co.	Submarine No. 27.	Name changed to G-2 Nov. 17, 1911; sunk July 30, 1919; stricken Sept. 11, 1919.

¹ Nos. 26, 27, and 31 class (G-2, G-4, and G-3.)

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Submarines—Con.</i>				
	<i>Ex-Seawolf</i> H-1.	1909	Union Iron Works (for Electric Boat Co.).	Submarine No. 28.	Name changed to H-1 Nov. 17, 1911; stranded Mar. 12, 1920; sold June, 1920.
SS29	<i>Ex-Nautilus</i> H-2.	1909	do.....	Submarine No. 29.	Name changed to H-2 Nov. 17, 1911; submarine 2d line.
SS30	<i>Ex-Garfish</i> H-3.	1909	The Moran Co. (for Electric Boat Co.).	Submarine No. 30.	Name changed to H-3 Nov. 17, 1911; submarine 2d line.
SS31	<i>Ex-Turbot</i> G-3. ¹	1909	Lake Torpedo Boat Co.	Submarine No. 31.	Name changed to G-3 Nov. 17, 1911; submarine 2d line; sold Apr. 19, 1922.
SS32	<i>Ex-Haddock</i> K-1.	1909	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 32.	Name changed to K-1 Nov. 17, 1911; submarine 2d line.
SS33	<i>Ex-Cachalot</i> K-2.	1909	do.....	Submarine No. 33.	Name changed to K-2 Nov. 17, 1911; submarine 2d line.
SS34	<i>Ex-Orca</i> K-3.	1909	Union Iron Works (for Electric Boat Co.).	Submarine No. 34.	Name changed to K-3 Nov. 17, 1911; submarine 2d line.
SS35	<i>Ex-Walrus</i> K-4.	1909	The Moran Co. (for Electric Boat Co.).	Submarine No. 35.	Name changed to K-4 Nov. 17, 1911; submarine 2d line.
SS36	K-5.....	1911	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 36.	Submarine 2d line.
SS37	K-6.....	1911	do.....	Submarine No. 37.	Do.
SS38	K-7.....	1911	Union Iron Works (for Electric Boat Co.).	Submarine No. 38.	Do.
SS39	K-8.....	1911	do.....	Submarine No. 39.	Do.
SS40	L-1 ²	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 40.	Submarine 2d line; sold July 31, 1922.
SS41	L-2.....	1912	do.....	Submarine No. 41.	Submarine 2d line.
SS42	L-3.....	1912	do.....	Submarine No. 42.	Do.
SS43	L-4.....	1912	do.....	Submarine No. 43.	Submarine 2d line; sold July 31, 1922.
SS44	L-5.....	1912	Lake Torpedo Boat Co.	Submarine No. 44.	Submarine 2d line; stricken Mar. 20, 1925; scrap sold Dec. 21, 1925.
SS45	L-6.....	1912	Craig S. B. Co. (for Lake Torpedo Boat Co.).	Submarine No. 45.	Do.
SS46	L-7.....	1912	do.....	Submarine No. 46.	Do.
SS47	M-1.....	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 47.	Submarine 2d line; sold Sept. 25, 1922.
SS48	L-8 ²	1913	Navy yard, Portsmouth.	Submarine No. 48.	Submarine 2d line; stricken Mar. 20, 1925; scrap sold Dec. 21, 1925.
SS49	L-9.....	1913	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 49.	Submarine 2d line.
SS50	L-10.....	1913	do.....	Submarine No. 50.	Submarine 2d line; sold July 31, 1922.
SS51	L-11.....	1913	do.....	Submarine No. 51.	Submarine 2d line.
	<i>Ex-Schley</i>	1914	do.....	Submarine No. 52.	Name changed to AA-1 Aug. 23, 1917, then to T-1 Sept. 22, 1920; fleet submarine, SF 1.
	<i>Ex-AA-1</i> T-1.				

¹ Nos. 26, 27, and 31 class (G-2, G-4, and G-3).² No. 40 to 46 and 48 to 52 class (LI to LIH).

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Submarines—Con.</i>					
SS53	N-1-----	1914	Seattle Con. & D. D. Co. (for Electric Boat Co.).	Submarine No. 53.	Submarine 1st line.
SS54	N-2-----	1914	do.	Submarine No. 54.	Do.
SS55	N-3-----	1914	do.	Submarine No. 55.	Do.
SS56	N-4-----	1914	Lake Torpedo Boat Co.	Submarine No. 56.	Submarine 2d line; sold Sept. 25, 1922.
SS57	N-5-----	1914	do.	Submarine No. 57.	Do.
SS58	N-6-----	1914	do.	Submarine No. 58.	Submarine 2d line; sold July 31, 1922.
SS59	N-7-----	1914	do.	Submarine No. 59.	Submarine 2d line; sold June 5, 1922.
	<i>Ex-AA-2.</i> T-2.	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 60.	Name changed to T-2 Sept. 22, 1920; fleet submarine, SF 2.
	<i>Ex-AA-3.</i> T-3.	1915	do.	Submarine No. 61.	Name changed to T-3 Sept. 22, 1920; fleet submarine, SF 3.
SS62	O-1-----	1915	Navy yards, Portsmouth.	Submarine No. 62.	Submarine, 1st line.
SS63	O-2-----	1915	Navy yard, Puget Sound.	Submarine No. 63.	Do.
SS64	O-3-----	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 64.	Do.
SS65	O-4-----	1915	do.	Submarine No. 65.	Do.
SS66	O-5-----	1915	do.	Submarine No. 66.	Submarine, 1st line; wrecked Oct. 28, 1923; sold Dec. 12, 1924.
SS67	O-6-----	1915	do.	Submarine No. 67.	Submarine, 1st line.
SS68	O-7-----	1915	do.	Submarine No. 68.	Do.
SS69	O-8-----	1915	do.	Submarine No. 69.	Do.
SS70	O-9-----	1915	do.	Submarine No. 70.	Do.
SS71	O-10-----	1915	do.	Submarine No. 71.	Do.
SS72	O-11-----	1915	Lake Torpedo Boat Co.	Submarine No. 72.	Do.
SS73	O-12-----	1915	do.	Submarine No. 73.	Do.
SS74	O-13-----	1915	do.	Submarine No. 74.	Do.
SS75	O-14-----	1915	California S. B. Co. (Lake type; completed at Mare Island).	Submarine No. 75.	Do.
SS76	O-15-----	1915	do.	Submarine No. 76.	Do.
SS77	O-16-----	1915	do.	Submarine No. 77.	Do.
SS78	R-1-----	1916	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 78.	Do.
SS79	R-2-----	1916	do.	Submarine No. 79.	Do.
SS80	R-3-----	1916	do.	Submarine No. 80.	Do.
SS81	R-4-----	1916	do.	Submarine No. 81.	Do.
SS82	R-5-----	1916	do.	Submarine No. 82.	Do.
SS83	R-6-----	1916	do.	Submarine No. 83.	Do.
SS84	R-7-----	1916	do.	Submarine No. 84.	Do.
SS85	R-8-----	1916	do.	Submarine No. 85.	Do.
SS86	R-9-----	1916	do.	Submarine No. 86.	Do.
SS87	R-10-----	1916	do.	Submarine No. 87.	Do.
SS88	R-11-----	1916	do.	Submarine No. 88.	Do.
SS89	R-12-----	1916	do.	Submarine No. 89.	Do.
SS90	R-13-----	1916	do.	Submarine No. 90.	Do.
SS91	R-14-----	1916	do.	Submarine No. 91.	Do.
SS92	R-15-----	1916	Union Iron Works (for Electric Boat Co.).	Submarine No. 92.	Do.
SS93	R-16-----	1916	do.	Submarine No. 93.	Do.
SS94	R-17-----	1916	do.	Submarine No. 94.	Do.
SS95	R-18-----	1916	do.	Submarine No. 95.	Do.
SS96	R-19-----	1916	do.	Submarine No. 96.	Do.
SS97	R-20-----	1916	do.	Submarine No. 97.	Do.
SS98	R-21-----	1916	Lake Torpedo Boat Co.	Submarine No. 98.	Do.
SS99	R-22-----	1916	do.	Submarine No. 99.	Do.
SS100	R-23-----	1916	do.	Submarine No. 100.	Do.
SS101	R-24-----	1916	do.	Submarine No. 101.	Do.
SS102	R-25-----	1916	do.	Submarine No. 102.	Do.
SS103	R-26-----	1916	do.	Submarine No. 103.	Do.
SS104	R-27-----	1916	do.	Submarine No. 104.	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Submarines—Con.</i>				
SS105	S-1.....	1916	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 105.	Submarine, 1st line.
SS106	S-2.....	1916	Lake Torpedo Boat Co.	Submarine No. 106.	Do.
	<i>Submarine No. 108 (Neff propulsion).</i>	1916	Not built.....	Submarine No. 108.	To have been equipped with Neff system of propulsion. Special conditions required were never met by the designer.
SS107	S-3.....	1916	Navy Yard, Portsmouth.	Submarine No. 107.	Submarine, 1st line.
SS109	S-4.....	1916-17	do.....	Submarine No. 109.	Submarine, 2d line; sunk Dec. 17, 1927; raised Mar. 17, 1928.
SS110	S-5.....	1916-17	do.....	Submarine No. 110.	Submarine, 1st line; sunk Sept. 1, 1920; stricken Aug. 29, 1921.
SS111	S-6.....	1916-17	do.....	Submarine No. 111.	Submarine, 1st line.
SS112	S-7.....	1916-17	do.....	Submarine No. 112.	Do.
SS113	S-8.....	1916-17	do.....	Submarine No. 113.	Do.
SS114	S-9.....	1916-17	do.....	Submarine No. 114.	Do.
SS115	S-10.....	1916-17	do.....	Submarine No. 115.	Do.
SS116	S-11.....	1916-17	do.....	Submarine No. 116.	Do.
SS117	S-12.....	1916-17	do.....	Submarine No. 117.	Do.
SS118	S-13.....	1916-17	do.....	Submarine No. 118.	Do.
SS119	S-14.....	1916-17	Lake Torpedo Boat Co.	Submarine No. 119.	Do.
SS120	S-15.....	1916-17	do.....	Submarine No. 120.	Do.
SS121	S-16.....	1916-17	do.....	Submarine No. 121.	Do.
SS122	S-17.....	1916-17	do.....	Submarine No. 122.	Do.
SS123	S-18.....	1916-17	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 123.	Do.
SS124	S-19.....	1916-17	do.....	Submarine No. 124.	Do.
SS125	S-20.....	1916-17	do.....	Submarine No. 125.	Do.
SS126	S-21.....	1916-17	do.....	Submarine No. 126.	Do.
SS127	S-22.....	1917	do.....	Submarine No. 127.	Do.
SS128	S-23.....	1917	do.....	Submarine No. 128.	Do.
SS129	S-24.....	1917	do.....	Submarine No. 129.	Do.
SS130	S-25.....	1917	do.....	Submarine No. 130.	Do.
SS131	S-26.....	1917	do.....	Submarine No. 131.	Do.
SS132	S-27.....	1917	do.....	Submarine No. 132.	Do.
SS133	S-28.....	1917	do.....	Submarine No. 133.	Do.
SS134	S-29.....	1917	do.....	Submarine No. 134.	Do.
SS135	S-30.....	1917	Bethlehem S. B. Corp., San Francisco, Calif. (for Electric Boat Co.).	Submarine No. 135.	Do.
SS136	S-31.....	1917	do.....	Submarine No. 136.	Do.
SS137	S-32.....	1917	do.....	Submarine No. 137.	Do.
SS138	S-33.....	1917	do.....	Submarine No. 138.	Do.
SS139	S-34.....	1917	do.....	Submarine No. 139.	Do.
SS140	S-35.....	1917	do.....	Submarine No. 140.	Do.
SS141	S-36.....	1917	do.....	Submarine No. 141.	Do.
SS142	S-37.....	1917	do.....	Submarine No. 142.	Do.
SS143	S-38.....	1917	do.....	Submarine No. 143.	Do.
SS144	S-39.....	1917	do.....	Submarine No. 144.	Do.
SS145	S-40.....	1917	do.....	Submarine No. 145.	Do.
SS146	S-41.....	1917	do.....	Submarine No. 146.	Do.
SS147	H-4.....	1917	Purchased in knock-down condition from Electric Boat Co., and assembled at navy yard, Puget Sound.	Submarine No. 147.	Do.
SS148	H-5.....	1917	do.....	Submarine No. 148.	Do.
SS149	H-6.....	1917	do.....	Submarine No. 149.	Do.
SS150	H-7.....	1917	do.....	Submarine No. 150.	Do.
SS151	H-8.....	1917	do.....	Submarine No. 151.	Do.
SS152	H-9.....	1917	do.....	Submarine No. 152.	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Submarines—Con.</i>					
SS153	S-42.....	1916-18	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 153.	Submarine, 1st line.
SS154	S-43.....	1916-18	do.....	Submarine No. 154.	Do.
SS155	S-44.....	1916-18	do.....	Submarine No. 155.	Do.
SS156	S-45.....	1916-18	do.....	Submarine No. 156.	Do.
SS157	S-46.....	1916-18	do.....	Submarine No. 157.	Do.
SS158	S-47.....	1916-18	do.....	Submarine No. 158.	Do.
SS159	S-48.....	1916-18	Lake Torpedo Boat Co.	Submarine No. 159.	Do.
SS160	S-49.....	1916-18	do.....	Submarine No. 160.	Do.
SS161	S-50.....	1916-18	do.....	Submarine No. 161.	Do.
SS162	S-51.....	1916-18	do.....	Submarine No. 162.	Submarine, 1st line; sunk Sept. 25, 1925; raised July 5, 1926.
<i>Fleet submarines</i>					
SF1	<i>Ex-Schley</i> <i>Ex-AA-1.</i> T-1.	1914	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 52.	Name changed to AA-1 Aug. 23, 1917, then to T-1 Sept. 22, 1920; fleet submarine, 1st line.
SF2	<i>Ex-AA-2.</i> T-2.	1915	do.....	Submarine No. 60.	Name changed to T-2 Sept. 22, 1920; fleet submarine, 1st line.
SF3	<i>Ex-AA-3.</i> T-3.	1915	do.....	Submarine No. 61.	Name changed to T-3 Sept. 22, 1920; fleet submarine, 1st line.
SF4	V-1.....	1916-18	Navy yard, Portsmouth.	Submarine No. 163.	Fleet submarine, 1st line.
SF5	V-2.....	1916-18	do.....	Submarine No. 164.	Do.
SF6	V-3.....	1916-18	do.....	Submarine No. 165.	Do.
SF7	V-4.....	1916-24	do.....	Submarine No. 166.	Fleet submarine (mine-laying type); SM1.
SF8	V-5.....	1916-18	Navy yard, Portsmouth, N. H.	Submarine No. 167.	Fleet submarine, cruiser type, SC1.
SF9	V-6.....	1916-18	Navy yard, Mare Island.	Submarine No. 168.	Fleet submarine, cruiser type, SC2.
<i>Dispatch boat</i>					
-----	DOLPHIN.....	1883	John Roach & Sons, Chester, Pa.	Dispatch boat.....	Gunboat; PG24.
<i>Dynamite cruiser</i>					
-----	VESUVIUS.....	1886	William Cramp & Sons.	Dynamite cruiser.	Unclassified; sold Apr. 19, 1922.
<i>Practice vessel (Naval Academy)</i>					
-----	BANCROFT.....	1888	Moore & Sons, Elizabethport, N. J.	Practice vessel.....	Stricken June 30, 1906; transferred to Coast Guard June 30, 1906 (renamed ITASCA).
<i>Ram</i>					
-----	KATARDIN.....	1889	Bath Iron Works...	Ram.....	Stricken July 9, 1909; used as target.
<i>Training vessel</i>					
-----	<i>Ex-Chesapeake</i> SEVERN.	1897	do.....	Training vessel.....	Name changed to SEVERN June 15, 1905; stricken Oct. 12, 1916; sold Dec. 7, 1916.
<i>Steel training ships (sail)</i>					
{-----	CUMBERLAND.....	1903	Navy yard, Boston.	do.....	Unclassified.
-----	INTREPID.....	1903	Navy yard, Mare Island.	do.....	Unclassified; sold Dec. 20, 1921.
<i>Wooden brig</i>					
-----	BOXER.....	1903	Navy yard, Portsmouth.	Training brig.....	Loaned to Interior Department May 7, 1920; District craft unclassified; transferred to Int. Dept. May 14, 1920.

SUM'S

INDEX

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Eagles</i>					
PE1-15	EAGLES 1 to 15	1918	Ford Motor Co., Detroit, Mich.	Patrol vessels, EAGLES 1 to 15.	Patrol vessel; Eagle.
-----	EAGLES 16, 21, 22, and 30.	1918	do	Patrol vessels, EAGLES 16, 21, 22, and 30.	Transferred to U. S. Coast Guard Dec. 19, 1919.
PE17-19	EAGLES 17, 18, 19	1918	do	Patrol vessels, EAGLES 17, 18, 19.	Patrol vessel; Eagle.
-----	EAGLE 20	1918	do	Patrol vessel, EAGLE 20.	Transferred to U. S. Coast Guard, Nov. 26, 1919.
PE22	EAGLE 22	1918-1923	do	Patrol vessel, EAGLE 22.	Returned from Coast Guard May 22, 1923; patrol vessel; Eagle.
PE23	EAGLE 23	1918	do	Patrol vessel, EAGLE 23.	Patrol vessel; Eagle.
PE24	EAGLE 24	1918	do	Patrol vessel, EAGLE 24.	Do.
PE25	EAGLE 25	1918	do	Patrol vessel, EAGLE 25.	Sold Dec. 20, 1921.
PE26-29	EAGLES 26 to 29	1918	do	Patrol vessels, EAGLES 26 to 29.	Patrol vessel; Eagle.
PE31-60	EAGLES 31 to 60	1918	do	Patrol vessels, EAGLES 31 to 60.	Do.
-----	EAGLES 61 to 112	1918	do	Patrol vessels, EAGLES 61 to 112.	Contract canceled Nov. 30, 1918.
<i>Submarine chasers</i>					
PC	341 vessels built for U. S. Navy.	1917-19	See statement herein under "Submarine chasers."	Patrol vessels, submarine chasers	Patrol vessels, submarine chasers; built from special or emergency funds provided by the acts of Mar. 4 and Oct. 6, 1917, supplemented by the act of July 1, 1918.
-----	100 vessels built for French Navy.				
-----	7 vessels not completed.				
<i>Gunboats</i>					
-----	YORKTOWN	1885	Wm. Cramp & Sons.	Gunboat No. 1	Sold Sept. 30, 1921.
-----	PETREL	1885	Columbian Iron Works.	Gunboat No. 2	Sold Nov. 1, 1920.
-----	CONCORD	1887	W. F. Palmer, Jr. & Co., Chester, Pa.	Gunboat No. 3	Transferred to Treasury Dept. Apr. 22, 1915; stricken Dec. 31, 1915.
-----	BENNINGTON	1887	do	Gunboat No. 4	Stricken Sept. 10, 1910; sold 1910.
-----	MACHIAS	1889	Bath Iron Works.	Gunboat No. 5	Sold Oct. 29, 1920.
-----	CASTINE	1889	do	Gunboat No. 6	Sold Aug. 5, 1921.
PG7	NASHVILLE	1893	Newport News S. B. Co.	Gunboat No. 7	Sold Oct. 20, 1921.
PG8	WILMINGTON	1893	do	Gunboat No. 8	Unclassified (ex-PG8).
PG9	HELENA	1893	do	Gunboat No. 9	Gunboat.
PG10	ANNAPOLIS	1895	Lewis Nixon, Elizabethport, N. J.	Gunboat No. 10	Unclassified (ex-PG10).
GP11	VICKSBURG	1895	Bath Iron Works.	Gunboat No. 11	Unclassified (ex-PG11); transferred to Coast Guard, May 2, 1921.
PG12	NEWPORT	1895	do	Gunboat No. 12	Unclassified (ex-PG12).
PG13	PRINCETON	1895	J. H. Dialogue & Son, Camden, N. J.	Gunboat No. 13	Sold Nov. 13, 1919.
PG14	WHEELING	1895	Union Iron Works.	Gunboat No. 14	Unclassified (ex-PG14).
-----	MARIETTA	1895	do	Gunboat No. 15	Sold March 25, 1920.
PG16	PALOS	1898	Navy yard, Mare Island, Calif.	Gunboat No. 16	River gunboat PR1.
-----	DUBUQUE	1902	Gas Engine & Power Co.	Gunboat No. 17	Auxiliary miscellaneous AG6; changed to unclassified (ex-AG6).
-----	PADUCAH	1902	do	Gunboat No. 18	Auxiliary miscellaneous AG7; changed to unclassified (ex-AG7).

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Gunboats—Contd.</i>				
PG19	SACRAMENTO.....	1911	Wm. Cramp & Sons.	Gunboat No. 19...	Gunboat.
PG20	MONOCACY.....	1911	Navy yard, Mare Island.	Gunboat No. 20...	River Gunboat PR2.
PG21	ASHEVILLE.....	1916	Navy yard, Charleston.	Gunboat No. 21...	Gunboat.
PG22	TULSA.....	1916	do.....	Gunboat No. 22...	Do.
PG23	<i>Ex-Ranger</i> <i>Ex-Rockport</i> NANTUCKET.	1873	Harlan & Hollingsworth (built 1876).	Gunboat No. 23...	Originally named RANGER; changed to ROCKPORT Oct. 30, 1917; then to NANTUCKET Feb. 20, 1918; unclassified (ex-PG23).
PG24	DOLPHIN.....	1883	John Roach & Sons.	Gunboat No. 24...	Sold Feb. 25, 1922.
PG27	MARBLEHEAD.....	1888	City Point Works, Boston.	Cruiser No. 11...	Gunboat; sold Aug. 5, 1921.
PG28	DENVER.....	1899	Neafie & Levy.....	Cruiser No. 14...	Light cruiser CL 16.
PG29	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15...	Light cruiser CL17.
PG30	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16...	Light cruiser CL18.
PG31	GALVESTON.....	1899	Wm. R. Trigg, Richmond, Va. (completed at Navy yard, Norfolk).	Cruiser No. 17...	Light cruiser CL19.
PG32	TACOMA.....	1899	Union Iron Works..	Cruiser No. 18...	Light cruiser CL20.
PG33	CLEVELAND.....	1899	Bath Iron Works...	Cruiser No. 19...	Light cruiser CL21.
PG34	NEW ORLEANS.....	1898	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1898; formerly named <i>Amazonas</i> ; light cruiser, 2d line, CL22.
PG35	TOPEKA.....	1898	G. Howalt, Kiel, Germany.	Gunboat.....	Purchased Apr. 2, 1898; formerly named <i>Diogenes</i> ; unclassified (ex-PG35).
PG36	ALBANY.....	1898	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1898; formerly named <i>Almirante Abreu</i> ; light cruiser, 2d line, CL23.
PG37	CALLAO.....	1898	Manila Slip Co., Cavite, P. I.	Gunboat.....	Captured 1898 during war with Spain; district craft YFB11; sold Sept. 11, 1923.
PG38	ELCANO.....	1899	Carraca, Spain.....	do.....	Transferred from Army Nov. 9, 1899; gunboat; stricken and sunk Oct. 4, 1928.
PG39	PAMPANGA.....	1899	Manila Slip Co., Cavite, P. I.	do.....	Transferred from Army Nov. 9, 1899; gunboat; stricken Nov. 22, 1928; sunk by gunfire.
PG40	QUIROS.....	1900	Hongkong & Whampoa Dock Co.	do.....	Transferred from Army Feb. 21, 1900; target; sunk Oct. 16, 1923.
PG41	SAMAR.....	1899	Manila Slip Co., Cavite, P. I.	do.....	Transferred from Army Nov. 9, 1899; sold Jan. 11, 1921.
PG42	VILLALOBOS.....	1900	Hongkong & Whampoa Dock Co.	do.....	Transferred from Army Feb. 21, 1900; gunboat; stricken and sunk Oct. 4, 1928.
PG43	GUAM.....	1924	Kiangnan Dock & Eng. Works, Shanghai, China.	do.....	River gunboat.
PG44	TUTUILA.....	1924	do.....	do.....	Do.
PG45	PANAY.....	1924	do.....	do.....	Do.
PG46	OAHU.....	1924	do.....	do.....	Do.
PG47	LUZON.....	1924	do.....	do.....	Do.
PG48	MINDANAO.....	1924	do.....	do.....	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Converted yachts</i>					
PY1	MAYFLOWER.....	1898	J. & G. Thompson, Clyde Bank, Scotland.	Converted yacht..	Purchased Mar. 19, 1898, converted yacht; stricken July 12, 1929.
PY2	HAWK.....	1898	Fleming & Ferguson, Paisley, Scotland.	do.....	Formerly named <i>Hermione</i> ; purchased Apr. 2, 1898; unclassified (ex-PY2).
PY3	SCORPION.....	1898	John N. Robins, South Brooklyn, N. Y.	do.....	Purchased Apr. 7, 1898; formerly named <i>Sovereign</i> ; converted yacht; stricken Mar. 23, 1929.
PY4	VIXEN.....	1898	Lewis Nixon, Elizabethport, N. J.	do.....	Purchased Apr. 9, 1898, formerly named <i>Josephine</i> ; converted yacht; sold June 22, 1923.
PY5	SLYPH.....	1898	John Roach, Chester, Pa.	do.....	Purchased June, 1898, converted yacht; stricken Apr. 29, 1929; for sale.
PY6	NOKOMIS.....	1917	Pusey & Jones, Wilmington, Del.	Converted yacht (Id. No. 609).	Purchased June 1, 1917, formerly named <i>Nokomis II</i> ; converted yacht.
PY7	ARAMIS.....	1917	Robert Jacob, City Island, N. Y.	Converted yacht (Id. No. 418).	Purchased July 3, 1917; district craft, unclassified.
PY8	DESPATCH.....	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Converted yacht (Id. No. 68).	Purchased Aug. 6, 1917; formerly named <i>Vixen</i> ; converted yacht; stricken June 16, 1927; delivered to State of Florida May 8, 1928.
PY9	NIAGARA.....	1917	James Shewan & Sons, Brooklyn, N. Y.	Converted yacht (Id. No. 136).	Purchased Aug. 10, 1917; converted yacht.
PY10	ISABEL.....	1917	Bath Iron Works, Bath, Me.	Destroyer (Id. No. 521).	Purchased 1917 before completion; converted yacht.
PY11	WENONAH.....	1917-1922	Geo. Lawley & Sons.	Converted yacht (Id. No. 165).	Purchased June 8, 1917; transferred to Coast Guard Apr. 12, 1919; returned to Navy Nov., 1922; converted yacht; stricken Jan. 20, 1928.
<i>Destroyer tenders</i>					
AD1	DIXIE.....	1898	Newport News S. B. & D. D. Co.	Auxiliary cruiser.	Purchased Apr. 15, 1898, formerly S. S. <i>El Rio</i> ; conversion authorized Sept. 30, 1911; destroyer tender; sold Sept. 25, 1922.
AD2	MELVILLE.....	1912	New York S. B. Co.	Destroyer tender No. 2.	Destroyer tender.
AD3	DOBBIN.....	1916-17	Navy yard, Philadelphia, Pa.	Destroyer tender No. 3.	Do.
AD4	WHITNEY.....	1916-18	Navy yard, Boston, Mass.	Destroyer tender No. 4.	Do.
AD5	PRAIRIE.....	1898	Wm. Cramp & Sons.	Auxiliary cruiser..	Purchased Apr. 6, 1898, formerly S. S. <i>El Sol</i> ; conversion authorized Aug. 9, 1917; destroyer tender; sold June 22, 1923.
AD6	PANTHER.....	1898	do.....	do.....	Purchased Apr. 19, 1898, formerly named <i>Venezuela</i> ; destroyer tender; sold Mar. 24, 1923.
AD7	LEONIDAS.....	1898	S. P. Austin & Sons, Ltd., Sunderland, England.	Collier.....	Purchased Apr. 16, 1898, formerly named <i>Elizabeth Holland</i> ; destroyer tender; sold June 5, 1922.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Destroyer tenders—Continued</i>					
AD8	BUFFALO.....	1898	Newport News S. B. & D. D. Co.	Auxiliary cruiser..	Purchased July 11, 1898, from the Brazilian Government; formerly named <i>Nichteroy</i> ; destroyer tender; stricken May 27, 1927.
AD9	BLACK HAWK.....	1917	Wm. Cramp & Sons.	Repair ship (Id. No. 2140).	Purchased Dec. 3, 1917, formerly named <i>Santa Catalina</i> ; destroyer tender.
AD10	BRIDGEPORT.....	1917	Bremer Vulcan, Vegesack, Germany.	Repair ship (Id. No. 3009).	Formerly named <i>Breslau</i> ; taken over 1917 during war with Germany; destroyer tender.
AD11	ALTAIR.....	1921	Skinner & Eddy, Seattle, Wash.	Destroyer tender AD11.	Taken over from Shipping Board, Dec. 5, 1921; formerly named <i>Edisto</i> ; destroyer tender.
AD12	DENEbola.....	1921	do.....	Destroyer tender AD12.	Taken over from Shipping Board, November, 1921; formerly named <i>Edgewood</i> ; destroyer tender.
AD13	RIGEL.....	1921	do.....	Destroyer tender AD13.	Taken over from Shipping Board, Nov. 16, 1921; formerly named <i>Edgcombe</i> ; destroyer tender.
<i>Submarine tenders</i>					
AS1	<i>Ex-Niagara</i> FULTON.	1911	New London S. & E. Co.	Submarine tender No. 1.	Name changed to FULTON Feb. 10, 1913; submarine tender.
AS2	BUSHNELL.....	1912	Seattle Con. & D. D. Co.	Submarine tender No. 2.	Submarine tender.
AS3	HOLLAND.....	1916-17	Navy yard, Puget Sound.	Submarine tender No. 3.	Do.
AS4	ALERT.....	1873	John Roach, Chester, Pa.	Gunboat.....	Do.
AS5	BEAVER.....	1918	Newport News S. B. & D. D. Co.	Submarine tender (Id. No. 2302).	Purchased July 1, 1918, submarine tender.
AS6	CAMDEN.....	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarine tender (Id. No. 3143).	Originally named <i>Kiel</i> ; taken over 1917 during war with Germany; submarine tender.
AS7	RAINBOW.....	1898	James Laing, Sunderland, England.	Distilling ship.....	Purchased June 29, 1898; Originally named <i>Norseking</i> ; submarine tender; stricken June 26, 1928.
AS8	SAVANNAH.....	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarine tender (Id No. 3015).	Formerly named <i>Saxonia</i> ; taken over 1917 during the war with Germany; submarine tender.
AS9	CANOPUS.....	1921	New York S. B. Co.	Submarine tender, AS9.	Taken over from Shipping Board Nov. 22, 1921; formerly named <i>Santa Leonora</i> ; submarine tender.
AS10	ARGONNE.....	1921	American Inter. S. B. Corp., Hog Island, Pa.	Transport, AP4...	Transferred Nov. 3, 1921, as a loan from War Department, and to Navy ownership Aug. 6, 1924; submarine tender.
<i>Aircraft tenders</i>					
AV1	WRIGHT.....	1919	American International S. B. Corp., Hog Island, Pa.; converted by Tietjen & Lang D. D. Co., Hoboken, N. J.	Heavier-than-air aircraft tender, AZ1.	Originally under contract for the United States Shipping Board; assigned to Navy for conversion; changed to heavier-than-air aircraft tender.

SUM
INDE

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Repair ships</i>					
AR1	MEDUSA.....	1916-18	Navy yard, Puget Sound.	Repair ship AR1..	Repair ship.
AR2	BRIDGEPORT.....	1917	Bremer Vulcan, Vegesack, Germany.	Destroyer tender (Id No. 3009).	Formerly named <i>Breslau</i> ; taken over 1917 during war with Germany; destroyer tender AD10.
AR3	<i>Ex-Ontario</i> PROMETHEUS.	1904	Navy yard, Mare Island.	Fleet collier No. 2.	Originally named <i>Ontario</i> ; name changed to PROMETHEUS Oct. 1905; converted 1913; repair ship.
AR4	<i>Ex-Erie</i> VESTAL.	1904	Navy yard, New York.	Fleet collier No. 1.	Originally named <i>Erie</i> ; name changed to VESTAL Oct., 1905; converted 1913; repair ship.
<i>Storeships</i>					
AF1	BRIDGE.....	1913	Navy yard, Boston.	Supply ship No. 1.	Storeship.
AF2	CELTIC.....	1898	Workman Clark & Co., Belfast, Ireland.	Supply ship.....	Purchased May 14, 1898; formerly named <i>Celtic King</i> ; storeship; sold Jan. 17, 1923.
AF3	CULGOA.....	1898	J. L. Thompson & Son, Sunderland, England.	Refrigerator ship..	Purchased June 4, 1898; storeship; sold July 25, 1922.
AF4	GLACIER.....	1898	do.....	do.....	Purchased July, 1898; formerly named <i>Port Chalmers</i> ; storeship; sold Aug. 17, 1922.
AF5	POMPEY.....	1898	S. P. Austin & Sons, Sunderland, England.	Collier.....	Purchased Apr. 19, 1898; storeship; transferred to War Department July 12, 1922.
AF6	RAPPAHANNOCK...	1917	Bremer Vulcan, Vegesack, Germany.	Animal transport (Id No. 1854).	Formerly named <i>Pamerna</i> ; taken over 1917 during war with Germany; storeship.
AF7	ARCTIC.....	1921	Moore S. B. Co., Oakland, Calif.	Storeship AF7.....	Taken over from Shipping Board Nov. 4, 1921; formerly named <i>Yamhill</i> ; storeship.
AF8	BOREAS.....	1921	do.....	Storeship AF8.....	Taken over from Shipping Board Dec. 6, 1921; formerly named <i>Yaquina</i> ; storeship.
AF9	YUKON.....	1921	do.....	Storeship AF9.....	Taken over from Shipping Board Nov. 14, 1921; formerly named <i>Mehanno</i> ; storeship.
<i>Colliers</i>					
	<i>Ex-Erie</i> VESTAL.	1904	Navy yard, New York.	Fleet collier No. 1.	Name changed to VESTAL October, 1905; repair ship, AR4.
	<i>Ex-Ontario</i> PROMETHEUS.	1904	Navy yard, Mare Island.	Fleet collier No. 2.	Name changed to PROMETHEUS October 1905; repair ship, AR3.
	<i>Ex-Jupiter</i> LANGLEY.	1908-11	do.....	Fleet collier No. 3.	Conversion to aircraft carrier authorized; name changed to LANGLEY Apr. 21, 1920; aircraft carrier, CV1.
	CYCLOPS.....	1908	Wm. Cramp & Sons.	Fleet collier No. 4.	Missing since Mar. 3, 1918.
AC5	VULCAN.....	1908	Maryland Steel Co..	Collier No. 5.....	Collier; sold Dec. 12, 1923.
AC6	MARS.....	1908	do.....	Collier No. 6.....	Collier; sold June 22, 1923.
	HECTOR.....	1908	do.....	Collier No. 7.....	Collier; wrecked July 14, 1916; sunk July 17, 1916.
AC8	NEPTUNE.....	1909	do.....	Fleet collier No. 8.	Collier.
AC9	PROTEUS.....	1910	Newport News S. B. Co.	Fleet collier No. 9.	Do.
AC10	NEREUS.....	1910	do.....	Fleet collier No. 10.	Do.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Colliers—Contd.</i>					
{ AC11	ORION.....	1911	Maryland Steel Co..	Fleet collier No. 11.	Collier.
{ AC12	JASON.....	1911	do.....	Fleet collier No. 12.	Do.
AC13	ABARENDA.....	1898	Edwards S. B. Co., Newcastle, Eng- land.	Collier.....	Purchased May 5, 1898, from J. Graham; col- lier; changed to auxil- iary miscellaneous AG14; sold Feb. 28, 1926.
AC14	<i>Ex-Scindia</i> AJAX.....	1898	D. & W. Henderson & Co., Glasgow, Scotland.	do.....	Purchased May 12, 1898; name changed to AJAX Jan. 1, 1901; collier; changed to auxiliary miscellane- ous AG15; sold Aug. 14, 1925.
AC15	BRUTUS.....	1898	J. Redhead & Sons, South Shields, England.	do.....	Purchased June 3, 1898; formerly named <i>Peter Jensen</i> ; collier; sold July 29, 1922.
AC16	CAESAR.....	1898	Ropner & Sons, Stockton-on- Tees, England.	do.....	Purchased Apr. 21, 1898; formerly named <i>Kingsthorpe</i> ; collier; sold Dec. 22, 1922.
AC17	NERO.....	1898	J. L. Thompson & Sons, Sunderland, England.	do.....	Purchased June 30, 1898; formerly named <i>Whit- gift</i> ; collier; sold July 29, 1922.
<i>Oilers</i>					
{ AO1	KANAWHA.....	1912	Navy yard, Mare Island.	Fuel ship No. 13..	Oiler.
{ AO2	MAUMEE.....	1912	do.....	Fuel ship No. 14..	Do.
AO3	CUYAMA.....	1915	do.....	Fuel ship No. 15..	Do.
AO4	BRAZOS.....	1916	Navy yard, Boston..	Fuel ship No. 16..	Do.
{ AO5	NECHES.....	1916-18	do.....	Fuel ship No. 17..	Do.
{ AO6	PECOS.....	1916-18	do.....	Fuel ship No. 18..	Do.
AO7	ARETHUSA.....	1898	Craig Taylor & Co., Stockton, England.	Tanker.....	Purchased Aug. 12, 1898; formerly named <i>Luci- lene</i> ; oiler; stricken Mar. 18, 1927; sold July 19, 1927.
AO8	SARA THOMPSON..	1918	Wm. Armstrong & Co., Newcastle, England.	Tanker (Id No. 3148).	Purchased Aug. 8, 1918; formerly named <i>Gut- heil</i> ; oiler.
AO9	PATOKA ¹	1919	Newport News S. B. & D. D. Co.	Oiler AO9.....	Oiler. Tender for lighter-than-air craft. ³
AO10	ALAMEDA ²	1919	Wm. Cramp & Sons.	Oiler AO10.....	Oiler; sold Aug. 9, 1922. ³
{ AO11	SAPELO.....	1920	Newport S. B. & D. D. Co.	Oiler, AO11.....	Oiler. ³
{ AO12	RAMAPO.....	1919	do.....	Oiler, AO12.....	Do. ³
{ AO13	TRINITY.....	1920	do.....	Oiler, AO13.....	Do. ³
AO14	ROBERT L. BARNES	1918	McDougall Duluth Co., Duluth, Minn.	Cargo ship, AK11 (Id. No. 3088).	Taken over from build- ers by Shipping Board June 29, 1918, and transferred to Navy; oiler.
{ AO15	KAWEAH.....	1921	Wm. Cramp & Sons.	Oiler, AO15.....	Oiler. ³
{ AO16	LARAMIE.....	1921	do.....	Oiler, AO16.....	Do. ³
{ AO17	MATTOLE.....	1922	do.....	Oiler, AO17.....	Do. ³
{ AO18	RAPIDAN.....	1922	Newport News S. B. & D. D. Co.	Oiler, AO18.....	Do. ³
{ AO19	SALINAS.....	1921	do.....	Oiler, AO19.....	Do. ³
{ AO20	SEPULGA.....	1921	do.....	Oiler, AO20.....	Do. ³
{ AO21	TIPPECANOE.....	1922	do.....	Oiler, AO21.....	Do. ³

¹ No. 9, 11 to 13, and 18 to 21 class.² No. 10 and 15 to 17 class.³ Built for account of U. S. Shipping Board under Navy supervision. Transfer to Navy authorized by Executive Order No. 3570, Oct. 29, 1921.

SUM'

INDEX

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Ammunition ships</i>					
AE1	PYRO.....	1916	Navy yard, Puget Sound.	Ammunition ship, AE1.	Ammunition ship.
AE2	NITRO.....	1916-18	do.....	Ammunition ship, AE2.	Do.
<i>Cargo ships</i>					
AK1	HOUSTON.....	1917	Bremer Vulcan, Germany.	Collier.....	Formerly named <i>Liebenfels</i> ; taken over 1917 during the war with Germany; cargo ship; sold Sept. 27, 1922.
AK2	KITTERY.....	1917	G. Seebach Aktien Ges., Germany.	Cargo ship.....	Formerly named <i>Präsident</i> ; taken over 1917 during the war with Germany; cargo ship.
AK3	NEWPORT NEWS..	1917	Flensburger S. B. Co., Germany.	Collier.....	Formerly named <i>Odenwald</i> ; taken over during the war with Germany, 1917; cargo ship; sold Apr. 4, 1925.
AK4	BATH.....	1917	Stettiner Oderwerker, Stettin, Germany.	do.....	Formerly named <i>Andromeda</i> ; taken over 1917, during the war with Germany; cargo ship; stricken Sept. 30, 1925; sold Jan. 2, 1926.
AK5	GULFPORT.....	1917	Rickmers Aktien Ges., Germany.	Collier (Id. No. 2989).	Formerly named <i>Locksun</i> (ex- <i>Andrae Rickmers</i>); taken over 1917 during war with Germany; cargo ship; sold July 25, 1922.
AK6	BEAUFORT.....	1917	H. Koch, Aktien Ges., Germany.	Collier (Id. No. 3008).	Formerly named <i>Rudolf Blumberg</i> (ex- <i>Rhiengraf</i>); taken over 1917 during war with Germany; cargo ship; stricken Dec. 23, 1925; sold Oct. 22, 1926.
AK7	PENSACOLA.....	1917	Aktien Ges., Neptune, Germany.	Collier (Id. No. 2078).	Formerly named <i>Nicarua</i> ; taken over 1917, during war with Germany; cargo ship; changed to auxiliary miscellaneous AG13; sold Aug. 5, 1925.
AK8	ASTORIA.....	1917	J. Blumer & Co., Sunderland, England.	Collier (Id. No. 2005).	Formerly named <i>Frieda Leonhardt</i> ; taken over 1917 during war with Germany; cargo ship; sold Dec. 20, 1921.
AK9	LONG BEACH.....	1917	Wm. Pickersgill & Sons, Sunderland, England.	Collier (Id. No. 2136).	Formerly named <i>Hohenfelde</i> ; taken over 1917 during war with Germany; cargo ship; sold May 24, 1922.
AK10	QUINCY.....	1917	Wm. Doxford & Sons, Sunderland, England.	Collier.....	Formerly named <i>Vogesen</i> ; taken over 1917 during war with Germany; cargo ship; sold Sept. 25, 1922.
AK11	ROBERT L. BARNES	1918	McDougall Duluth Co., Duluth, Minn.	Fuel ship (Id. No. 3088).	Taken over by Shipping Board from builders and transferred to Navy 1918; cargo ship; changed to oiler, AO14.
AK12	<i>Ex-Arcturus</i> GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK12.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Gold Star</i> ; renamed GOLD STAR Feb. 6, 1922; changed to auxiliary miscellaneous, AG12.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Cargo ships—Con.</i>					
AK13	CAPELLA.....	1921	American Inter. S.B. Corp., Hog Island, Pa.	Cargo ship AK13.	Taken over from Shipping Board Nov. 20, 1921; formerly named <i>Comerant</i> ; cargo ship.
AK14	REGULUS.....	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK14.	Taken over from Shipping Board Nov. 7, 1921; formerly named <i>Glenora</i> ; cargo ship.
AK15	SIRIUS.....	1921	American Inter. S.B. Corp., Hog Island, Pa.	Cargo ship AK15.	Taken over from Shipping Board Dec. 10, 1921; formerly named <i>Saluda</i> ; cargo ship.
AK16	SPICA.....	1921	do.....	Cargo ship AK16.	Taken over from Shipping Board Nov. 16, 1921; formerly named <i>Shannock</i> ; cargo ship.
AK17	VEGA.....	1921	do.....	Cargo ship AK17.	Taken over from Shipping Board Dec. 2, 1921; formerly named <i>Lebanon</i> ; cargo ship.
<i>Transports</i>					
AP1	HENDERSON.....	1913	Navy yard, Philadelphia, Pa.	Transport No. 1....	Transport.
AP3	HANCOCK.....	1902	J. Elder & Co., Glasgow, Scotland.	Transport.....	Transferred from War Department Nov. 8, 1902; formerly named <i>Arizona</i> ; unclassified, ex-AP3; sold May 21, 1926.
AP4	ARGONNE.....	1921	American Inter. S.B. Corp., Hog Island, Pa.	Transport AP4....	Transferred Nov. 3, 1921, as a loan from the War Department, and to Navy ownership Aug. 6, 1924; transport; changed to submarine tender, AS10.
AP5	CHAUMONT.....	1921	do.....	Transport AP5....	Transferred Nov. 3, 1921, as a loan from the War Department, and to Navy ownership Aug. 6, 1924; transport.
<i>Hospital ships</i>					
AH1	RELIEF.....	1916	Navy yard, Philadelphia, Pa.	Hospital ship No. 1	Hospital ship AH1.
AH2	SOLACE.....	1898	Newport News S. B. & D. D. Co.	Hospital ship.....	Purchased Apr. 7, 1898; formerly named S. S. <i>Creole</i> ; hospital ship.
AH3	COMFORT.....	1917	Wm. Cramp & Sons.	do.....	Purchased July 19, 1917; formerly named <i>Havana</i> ; hospital ship; sold Apr. 4, 1925.
AH4	MERCY.....	1917	do.....	Hospital ship (Id. No. 1305).	Purchased Sept. 27, 1917; formerly named <i>Saratoga</i> ; hospital ship.
<i>Harbor tugs</i>					
-----	TRITON.....	1889	J. H. Dialogue & Sons, Camden, N. J.	Tug.....	Purchased 1889; harbor tug YT10.
-----	WAHNETA.....	1889	City Point Iron Works, Boston, Mass.	Tug No. 1.....	Harbor tug, YT1; sold Dec. 6, 1922.
-----	IWANA.....	1889	do.....	Tug No. 2.....	Harbor tug, YT2.
-----	NARKEETA.....	1889	do.....	Tug No. 3.....	Harbor tug, YT3.
-----	UNADILLA.....	1894	Navy yard, Mare Island.	Tug No. 4.....	Harbor tug, YT4.
-----	SAMOSET.....	1895	Navy yard, Norfolk.	Tug No. 5.....	Harbor tug, YT5.
-----	PENACOOK.....	1897	Navy yard, New York.	Tug No. 6.....	Harbor tug, YT6.
-----	PAWTUCKET.....	1897	Navy yard, Mare Island.	Tug No. 7.....	Harbor tug, YT7.
-----	PENTUCKET.....	1902	Navy yard, Boston.	Tug No. 8.....	Harbor tug, YT8.
-----	SOTOYOMO.....	1902	Navy yard, Mare Island.	Tug No. 9.....	Harbor tug, YT9.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
<i>Ocean-going tugs</i>					
{ AT10	PATAPSCO.....	1904	Navy yard, Portsmouth.	Tug No. 10.....	Ocean-going tug.
{ AT11	PATUXENT ¹	1904	Navy yard, Norfolk.	Tug No. 11.....	Ocean-going tug, loaned to Bureau of Fisheries Dec. 17, 1925.
{ AT12	SONOMA.....	1911	New York S. B. Co..	Tug No. 12.....	Ocean-going tug.
{ AT13	ONTARIO.....	1911	do.....	Tug No. 13.....	Do.
{ AT14	ARAPAHO.....	1913	Seattle Con. & D. D. Co.	Tug No. 14.....	Built under contract from current appropriations; ocean-going tug.
{ AT15	MOHAVE.....	1913	do.....	Tug No. 15.....	Built under contract from current appropriations; ocean-going tug; stricken Apr. 10, 1928.
{ AT16	TILLAMOOK.....	1913	do.....	Tug No. 16.....	Built under contract from current appropriations, ocean-going tug.
{ AT17	WANDO.....	1914	Navy yard, Charleston.	Tug No. 17.....	Do.
{ AT18	Ex-Pocahontas. CHEMUNG.	1914	Navy yard, Norfolk.	Tug No. 18.....	Built under contract from current appropriations. Name changed Sept. 1, 1917; ocean-going tug.
{ AT19	Ex-Huron..... ALLEGHENY.	1917	American S. B. Co., Buffalo, N. Y.	Tug No. 19.....	Name changed Sept. 1, 1917; ocean-going tug.
{ AT20	Ex-Comanche. SAGAMORE.	1917	do.....	Tug No. 20.....	Name changed Oct. 30, 1917; ocean-going tug.
NOS. 21 TO 39 CLASS					
AT21	Ex-Ammonoosuc. BAGADUCE.	1917	Ferguson Steel & Iron Co., Buffalo, N. Y.	Tug No. 21.....	Name changed Feb. 24, 1919; ocean-going tug.
AT22	Ex-Chimo. TADOUSAC.	1917	do.....	Tug No. 22.....	Do.
AT23	KALMIA.....	1917	do.....	Tug No. 23.....	Ocean-going tug.
AT24	KEWAYDIN.....	1917	do.....	Tug No. 24.....	Do.
AT25	UMPUA.....	1917	do.....	Tug No. 25.....	Do.
AT26	WANDANK.....	1917	do.....	Tug No. 26.....	Do.
AT27	Ex-Iosco. TATNUCK.	1917	Navy yard, Puget Sound.	Tug No. 27.....	Name changed Feb. 24, 1919; ocean-going tug.
AT28	Ex-Katahdin. SUNNADIN.	1917	do.....	Tug No. 28.....	Do.
AT29	Ex-Kickapoo. MAHOPAC.	1917	do.....	Tug No. 29.....	Do.
AT30	Ex-Watauga. SCIOTA.	1917	do.....	Tug No. 30.....	Do.
AT31	Ex-Oconee. KOKA.	1917	do.....	Tug No. 31.....	Do.
AT32	Ex-Yucca. NAPA.	1917	do.....	Tug No. 32.....	Do.
AT33	Ex-Nipsic. PINOLA.	1917	do.....	Tug No. 33.....	Do.
AT34	ALGORMA.....	1917	Staten Island S. B. Corp.	Tug No. 34.....	Ocean-going tug.
AT35	CARRABASSET.....	1917	do.....	Tug No. 35.....	Ocean-going tug; transferred to U. S. Coast Guard May 24, 1924.
AT36	CONTOCOOK.....	1917	do.....	Tug No. 36.....	Ocean-going tug.
AT37	IUKA.....	1917	do.....	Tug No. 37.....	Do.
AT38	KEOSANQUA.....	1917	do.....	Tug No. 38.....	Do.
AT39	Ex-Kinoe. MONTCALM.	1917	do.....	Tug No. 39.....	Name changed Feb. 24, 1919; ocean-going tug.
-----	TUGS NOS. 40 TO 45.	1917	do.....	Tugs Nos. 40 to 45.	Contracts canceled.
AT46	IROQUOIS.....	1898	Union Iron Works..	Tug.....	Purchased Apr. 18, 1898; formerly named <i>Fearless</i> ; ocean-going tug; stricken Oct. 14, 1927; sold May 15, 1928.

¹ Renamed Albatross II on transfer to Bureau of Fisheries.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Ocean-going tugs—Continued</i>				
	NOS. 21 TO 39 CLASS—Con.				
AT47	OSCEOLA.....	1898	Charles Hillman, Philadelphia, Pa.	Tug.....	Purchased Mar. 31, 1898; formerly named <i>Winthrop</i> ; ocean-going tug; sold Mar. 24, 1923.
AT48	PEORIA.....	1898	Neafie & Levy Co., Philadelphia, Pa.	...do.....	Purchased May 23, 1898; formerly named <i>Philadelphia</i> ; changed to harbor tug, YT109; sold June 16, 1922.
AT49	PISCATAQUA.....	1898	F. W. Wheeler & Co., West Bay City, Mich.	...do.....	Purchased May 11, 1898; formerly named <i>W. H. Brown</i> ; ocean-going tug.
AT50	POTOMAC.....	1898	...do.....	...do.....	Purchased Apr. 14, 1898; formerly named <i>Wil-mot</i> ; ocean-going tug; sold Dec. 1, 1922.
AT51	UNCAS.....	1898	J. H. Dialogue & Co., Camden, N. J.	...do.....	Purchased Apr. 2, 1898; formerly named <i>Walter A. Luckenbach</i> ; changed to harbor tug, YT110; sold July 25, 1922.
AT52	NAVAJO.....	1907	Neafie & Levy, Philadelphia, Pa.	...do.....	Purchased Nov. 21, 1907; formerly named <i>General Hubbard</i> ; ocean-going tug.
AT53	DELAWARE.....	1917	E. J. Tull, Pocomoke City, Md.	Tug (Id.No. 467) ..	Purchased Aug. 9, 1917; changed to harbor tug, YT111.
AT54	CONESTOGA.....	1917	Maryland Steel Co., Sparrows Point, Md.	Tug (Id. No.1128) ..	Purchased Sept. 14, 1917; lost at sea; stricken June 30, 1921.
AT55	GENESEE	1917	...do.....	Tug (Id.No.1116) ..	Purchased July 27, 1917; formerly named <i>Monocacy</i> ; ocean-going tug.
AT56	LYKENS.....	1917	Neafie & Levy Co., Philadelphia, Pa.	Tug (Id. No. 876) ..	Purchased 1917; ocean-going tug.
AT57	SEA ROVER.....	1917	Fulton Iron Works, San Francisco, Calif.	Tug (Id. No. 1014) ..	Purchased Dec. 11, 1917; ocean-going tug; sold Feb. 25, 1922.
AT58	UNDAUNTED.....	1917	Union Iron Works..	Tug (Id.No. 1950) ..	Purchased 1917; ocean-going tug.
AT59	CHALLENGE.....	1918	J. H. Dialogue & Sons, Camden, N. J.	Tug (Id. No.1015) ..	Purchased June 24, 1918; formerly named <i>Defiance</i> ; ocean-going tug.
AT60	BAY SPRING.....	1921	Providence Engineering Works, Providence, R. I.	Fleet tug, AT60...	Taken over from Shipping Board, Sept. 28, 1921; ocean-going tug.
	<i>Mine sweepers</i>				
	NOS. 1 TO 54 CLASS				
AM1	LAPWING.....	1917	Todd Shipyard Corp., New York.	Mine sweeper No. 1.	Mine sweeper.
AM2	OWL.....	1917	...do.....	Mine sweeper No. 2.	Do.
AM3	ROBIN.....	1917	...do.....	Mine sweeper No. 3.	Do.
AM4	SWALLOW.....	1917	...do.....	Mine sweeper No. 4.	Do.
AM5	TANAGER.....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 5.	Do.
AM6	CARDINAL.....	1917	...do.....	Mine sweeper No. 6.	Mine sweeper; wrecked June 5, 1923; stricken July 23, 1923.
AM7	ORIOLE.....	1917	...do.....	Mine sweeper No. 7.	Mine sweeper.
AM8	CURLEW.....	1917	...do.....	Mine sweeper No. 8.	Mine sweeper; stricken June 4, 1926.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Mine sweepers—Continued</i>				
	NOS. 1 TO 54 CLASS—Con.				
AM9	FINCH.....	1917	Standard S. B. Corp., New York.	Mine sweeper No. 9.	Mine sweeper.
AM10	HERON.....	1917	do.....	Mine sweeper No. 10.	Do.
	CONDOR.....	1917	Pennsylvania S. B. Co., Philadelphia, Pa. (contract transferred to Gas Engine & Power Co., Morris Heights, N. Y.).	Mine sweeper No. 11.	Contract canceled.
	FLOVER.....	1917	do.....	Mine sweeper No. 12.	Do.
AM13	TURKEY.....	1917	Chester S. B. Co., Chester, Pa.	Mine sweeper No. 13.	Mine sweeper.
AM14	WOODCOCK.....	1917	do.....	Mine sweeper No. 14.	Do.
AM15	QUAIL.....	1917	do.....	Mine sweeper No. 15.	Do.
AM16	PARTRIDGE.....	1917	do.....	Mine sweeper No. 16.	Do.
AM17	EIDER.....	1917	Pusey & Jones Co., Wilmington, Del.	Mine sweeper No. 17.	Do.
AM18	THRUSH.....	1917	do.....	Mine sweeper No. 18.	Do.
AM19	AVOCET.....	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 19.	Do.
AM20	BOBOLINK.....	1917	do.....	Mine sweeper No. 20.	Do.
AM21	LARK.....	1917	do.....	Mine sweeper No. 21.	Do.
AM22	WIDGEON.....	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 22.	Do.
AM23	TEAL.....	1917	do.....	Mine sweeper No. 23.	Do.
AM24	BRANT.....	1917	do.....	Mine sweeper No. 24.	Do.
AM25	KINGFISHER.....	1917	Navy yard, Puget Sound.	Mine sweeper No. 25.	Do.
AM26	RAIL.....	1917	do.....	Mine sweeper No. 26.	Do.
AM27	PELICAN.....	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Mine sweeper No. 27.	Do.
AM28	FALCON.....	1917	do.....	Mine sweeper No. 28.	Do.
AM29	OSPREY.....	1917	do.....	Mine sweeper No. 29.	Mine sweeper; transferred to the Coast and Geodetic Survey Apr. 7, 1922.
AM30	SEA GULL.....	1917	do.....	Mine sweeper No. 30.	Mine sweeper.
AM31	TERN.....	1917	do.....	Mine sweeper No. 31.	Do.
AM32	FLAMINGO.....	1917	New Jersey D. D. & Trans. Co., Elizabethport, N. J.	Mine sweeper No. 32.	Mine sweeper; transferred to Coast and Geodetic Survey Jan. 23, 1923.
AM33	PENGUIN.....	1917	do.....	Mine sweeper No. 33.	Mine sweeper.
AM34	SWAN.....	1917	Alabama D. D. & S. B. Co., Mobile, Ala.	Mine sweeper No. 34.	Do.
AM35	WHIPPOORWILL.....	1917	do.....	Mine sweeper No. 35.	Do.
AM36	BITTERN.....	1917	do.....	Mine sweeper No. 36.	Do.
AM37	SANDERLING.....	1917	Todd Shipyard Corporation, New York.	Mine sweeper No. 37.	Do.
AM38	AUK.....	1917	do.....	Mine sweeper No. 38.	Mine sweeper; transferred to Coast and Geodetic Survey Apr. 7, 1922.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Mine sweepers—Continued</i>				
	NOS. 1 TO 54 CLASS—Con.				
AM39	CHEWINK.....	1917	Todd Shipyard Corporation, New York.	Mine sweeper No. 39.	Mine sweeper.
AM40	CORMORANT.....	1917	do.....	Mine sweeper No. 40.	Do.
AM41	GANNET.....	1917	do.....	Mine sweeper No. 41.	Do.
	GOSHAWK.....	1917	do.....	Mine sweeper No. 42.	Contract canceled.
AM43	GREBE.....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 43.	Mine sweeper.
AM44	MALLARD.....	1917	do.....	Mine sweeper No. 44.	Do.
AM45	ORTOLAN.....	1917	do.....	Mine sweeper No. 45.	Do.
AM46	PEACOCK.....	1917	do.....	Mine sweeper No. 46.	Mine sweeper; loaned to Shipping Board.
AM47	PIGEON.....	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 47.	Mine sweeper.
AM48	REDWING.....	1917	do.....	Mine sweeper No. 48.	Mine sweeper; transferred to U. S. Coast Guard May 24, 1924.
	RAVEN.....	1917	do.....	Mine sweeper No. 49.	Contract canceled.
	SHEKE.....	1917	do.....	Mine sweeper No. 50.	Do.
AM51	SANDPIPER.....	1917	Navy yard, Philadelphia, Pa.	Mine sweeper No. 51.	Mine sweeper.
AM52	VIREO.....	1917	do.....	Mine sweeper No. 52.	Do.
AM53	WARBLER.....	1917	do.....	Mine sweeper No. 53.	Mine sweeper; loaned to Shipping Board.
AM54	WILLET.....	1917	do.....	Mine sweeper No. 54.	Do.
	<i>Auxiliaries, miscellaneous</i>				
AG1	HANNIBAL.....	1898	J. Blumer, Sunderland, England.	Collier.....	Purchased Apr. 16, 1898; formerly named <i>Joseph Holland</i> ; auxiliary miscellaneous.
AG2	LEBANON.....	1898	Wm. Cramp & Sons, Philadelphia, Pa.	do.....	Purchased Apr. 6, 1898; auxiliary miscellaneous; sold June 2, 1922.
AG3	NANSHAW.....	1898	Grangemouth Dockyard Co., Grangemouth, England.	do.....	Purchased Apr. 6, 1898; auxiliary miscellaneous; sold July 29, 1922.
AG4	SATURN.....	1898	Harlan & Hollingsworth, Wilmington, Del.	do.....	Purchased Apr. 2, 1898; auxiliary miscellaneous; sold Sept. 25, 1922.
AG5	GENERAL ALAVA..	1900	A. McMillan & Sons (Dumbarton, Scotland).	Gunboat.....	Transferred from War Department Feb. 21, 1900; auxiliary miscellaneous.
AG6	DUBUQUE.....	1902	Gas Engine & Power Co., Morris Heights, N. Y.	Gunboat No. 17...	Classification changed from gunboat to auxiliary miscellaneous, AG6; then to unclassified, ex-AG6.
AG7	PADUCAH.....	1902	do.....	Gunboat No. 18...	Classification changed from gunboat to auxiliary miscellaneous, AG7; then to unclassified, ex-AG7.
AG8	MAHANNA.....	1920	McEckern & Co., Astoria, Oregon.	Auxiliary miscellaneous, AG8.	Transferred from Shipping Board Sept. 20, 1920; auxiliary miscellaneous, AG8; returned to Shipping Board Dec. 2, 1921.

SUM

PAGE

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Bullder	Original classification	How acquired. Latest classification and status
	<i>Auxiliaries, miscellaneous—Contd.</i>				
AG9	<i>Ex-Great Northern.</i> COLUMBIA.	1921	Wm. Cramp & Sons.	Auxiliary miscellaneous, AG9.	Taken over from War Department Aug. 3, 1921; name changed to COLUMBIA Nov. 17, 1921; transferred to Shipping Board, Mar. 4, 1922.
AG10	ANTARES	1921	American Inter. S. B. Corp., Hog Island, Pa.	Auxiliary miscellaneous, AG10.	Taken over from Shipping Board Nov. 14, 1921; formerly named <i>Nedmac</i> ; auxiliary miscellaneous.
AG11	PROCYON	1921	do.	Auxiliary miscellaneous, AG11.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Shaume</i> ; auxiliary miscellaneous.
AG12	<i>Ex-Arcturus.</i> GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo Ship, AK12.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Gold Star</i> ; renamed GOLD STAR Feb. 6, 1922; auxiliary miscellaneous.
AG13	PENSACOLA	1917	Aktien Ges., Neptune, Germany.	Collier (Id. No. 2078.)	Formerly named <i>Nicarica</i> ; taken over 1917 during war with Germany; changed to cargo ship AK7; then to auxiliary miscellaneous; sold Aug. 5, 1925.
AG14	ABARENDA	1898	Edwards S. B. Co., Newcastle, England.	Collier	Purchased May 5, 1898; changed from collier, AC13; auxiliary miscellaneous; stricken Jan. 21, 1926; sold Feb. 28, 1926.
AG15	<i>Ex-Scindia.</i> AJAX.	1898	D. & W. Henderson & Co., Glasgow, Scotland.	do.	Purchased May 12, 1898; name changed to AJAX Jan. 1, 1901; changed from collier, AC14; auxiliary miscellaneous; sold Aug. 14, 1925.
	<i>Unclassified</i>				
	ANNAPOLIS (ex-PG10).	1895	Lewis Nixon, Elizabethport, N. J.	Gunboat No. 10	Changed to gunboat PG10; then unclassified.
	BOSTON	1883	John Roach & Sons, Chester, Pa.	Cruiser	Unclassified.
	BRIARCLIFF	1922	Russell S. B. Co., Portland, Me.	Unclassified	Taken over from U. S. Shipping Board Jan. 1, 1922; unclassified.
	CHEYENNE (ex-BM10).	1898	Union Iron Works.	Monitor No. 10	Name changed from WYOMING Jan. 1, 1909; changed to monitor, 2d line, BM10; then unclassified.
	<i>Ex-Chicago</i> (ex-CA14). ALTON.	1883	John Roach & Sons, Chester, Pa.	Cruiser	Changed to cruiser, 2d line, CA14; then to light cruiser CL14; then unclassified; name changed to ALTON July 16, 1929.
	COAST B. S. No. 1 (ex-BB1).	1890	Wm. Cramp & Sons.	Coast battleship No. 1.	Name changed from <i>Indiana</i> Mar. 29, 1919; changed to battleship, 2d line, BB1; then unclassified; target in 1920; hulk sold Mar. 19, 1921.
	COAST B. S. No. 4 (ex-BB4).	1892	Wm. Cramp & Sons.	Coast battleship No. 4.	Name changed from <i>Iowa</i> Mar. 29, 1919; changed to battleship 2d line; then unclassified; target; sunk Mar 22, 1923.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Unclassified—Con.</i>				
-----	COAST TORPEDO BOAT No. 6.	1896	Herreshoff Mfg. Co.	Torpedo boat No 14.	Name changed from <i>Morris</i> Aug. 1, 1918; unclassified; then to district craft, unclassified; sold Oct. 10, 1924.
-----	COMMODORE	1918	Cleveland, Ohio	Unclassified	Purchased about Sept. 1, 1918; unclassified.
-----	CUMBERLAND	1903	Navy yard, Boston.	Training vessel	Unclassified.
-----	DUBUCUE (ex-AG6).	1902	Gas Engine & Power Co.	Gunboat No. 17.	Changed to auxiliary miscellaneous AG6; then to unclassified.
-----	ESSEX	1874	Navy yard, Kittery, Me., and Donald Mackay.	Gunboat	Unclassified; loaned to State of Minnesota Aug. 20, 1927.
-----	AMERICA	1921	George Steers (built in 1851).	Unclassified	Famous old yacht; taken over from Eastern Yacht Club, Oct. 1, 1921, as a relic; unclassified.
-----	GOPHER	1871	Delamater & Stack, New York, N. Y.	Steam vessel (old gunboat).	Name changed from <i>Fern</i> Dec. 27, 1905; unclassified; sunk Aug. 21, 1923; stricken Aug. 29, 1923.
-----	GRANITE STATE	1818	Navy yard, Portsmouth, N. H.	Ship of the line	Originally named <i>Alabama</i> ; rebuilt in 1863 and renamed <i>New Hampshire</i> ; renamed <i>Granite State</i> in 1904; unclassified; burned May 23, 1921; sold Aug. 19, 1921.
-----	HANCOCK (ex-AP3).	1902	J. Elder & Co., Glasgow, Scotland.	Transport	Transferred from War Department Nov. 3, 1902; formerly named <i>Arizona</i> ; changed to Transport AP3; then unclassified; stricken Sept. 10, 1925; sold May 21, 1926.
-----	HARTFORD	1858	Navy yard, Boston.	Old corvette	Unclassified.
-----	HAWK (ex-PY2)	1898	Fleming & Ferguson, Paisley, Scotland.	Converted yacht	Purchased Apr. 2, 1898; formerly named <i>Hermione</i> ; changed to converted yacht PY2; then unclassified.
-----	INTREPID	1903	Navy yard, Mare Island.	Training ship	Unclassified; sold Dec. 20, 1921.
-----	ILLINOIS (ex-BB7)	1896	Newport News S. B. Co.	Coast battleship No. 7.	Changed to battleship 2d line BB7; then to unclassified.
-----	KEARSARGE crane ship No. 1 (ex-BB5).	1895 1920	Newport News S. B. Co. (Converted at navy yard, Philadelphia).	Coast battleship No. 5.	Changed to battleship 2d line BB5; then to <i>Kearsarge</i> crane ship No. 1, Aug. 5, 1920; unclassified.
-----	MOHICAN	1872	Navy yard, Mare Island.	Old corvette	Unclassified; sold February, 1922.
-----	MONADNOCK (ex-BM3).	1883 1887	Continental Iron Works and navy yard, Mare Island.	Monitor No. 3	Changed to monitor 2d line BM3; then to unclassified; stricken Feb. 2, 1923; sold Aug. 24, 1923.
-----	NANTUCKET (ex-PG23).	1873	Harlan & Hollingsworth.	Gunboat No. 23	Originally named <i>Ranger</i> ; changed to <i>Rockport</i> Oct. 30, 1917, and to <i>Nantucket</i> Feb. 20, 1918; changed to gunboat PG23; then to unclassified.
-----	NEWPORT (ex-PG12).	1895	Bath Iron Works	Gunboat No. 12	Changed to gunboat PG12; then to unclassified.

LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification and status
	<i>Unclassified—Con.</i>				
-----	<i>Ex-Constellation.</i> <i>Ex-old Constellation.</i> CONSTELLATION.	1797	Baltimore, Md. (U. S. Govt.).	Old sailing frigate.	Name changed from <i>Constellation</i> Dec. 1, 1917; unclassified; renamed <i>CONSTELLATION</i> July 24, 1925.
-----	<i>Ex-Constitution.</i> <i>Ex-old Constitution.</i> CONSTITUTION.	1797	Boston, Mass.	-----do-----	Name changed from <i>Constitution</i> Dec. 1, 1917; unclassified; naval relic; renamed <i>CONSTITUTION</i> July 24, 1925.
-----	OREGON (ex-BB3).	1890	Union Iron Works..	Coast battleship No. 3.	Changed to battleship 2d line BB3; then unclassified; naval relic; loaned to State of Oregon.
-----	NEWTON.	1922	L. H. Shattuck (Inc.), Portsmouth, N. H.	Unclassified.	Taken over from U. S. Shipping Board Oct. 2, 1922; unclassified.
-----	NORTH DAKOTA (ex-BB29).	1907	Fore River S. B. Co.	First-class battleship No. 29.	Changed to battleship 1st line BB29; then to unclassified; mobile target.
-----	PADUCAH (ex-AG7).	1902	Gas Engine & Power Co.	Gunboat No. 18.	Changed to auxiliary miscellaneous AG7; then to unclassified.
-----	PHILADELPHIA.	1887	Wm. Cramp & Sons.	Cruiser No. 4.	Unclassified; sold June 1, 1927.
-----	REINA MERCEDES.	1898	Cartagena, Spain.	Cruiser.	Acquired 1898 during War with Spain; unclassified.
-----	SOUTHERY.	1898	R. Thompson Sons & Co., England.	Collier.	Purchased Apr. 16, 1898; unclassified.
-----	STURGEON BAY.	1921	Lake & Ocean Navigation Co., Sturgeon Bay, Wis.	Unclassified.	Taken over from U. S. Shipping Board Sept. 24, 1921; unclassified; sold Mar. 5, 1928.
-----	SYLVIA.	1898	A. Stephen & Sons, Scotland.	Converted yacht.	Purchased June 13, 1898; unclassified; sold Oct. 20, 1921.
-----	TALLAHASSEE (ex-BM9).	1898	Lewis Nixon, Elizabethport, N. J.	Monitor No. 9.	Name changed from <i>Florida</i> June 20, 1908; changed to monitor 2d line, BM9; then unclassified; sold July 25, 1922.
-----	TOPEKA (ex-PG35).	1898	G. Howalt, Kiel, Germany.	Gunboat.	Purchased Apr. 2, 1898; formerly named <i>Diogenes</i> ; changed to Gunboat PG-35; then unclassified.
-----	VICKSBURG (ex-PG11).	1895	Bath Iron Works.	Gunboat No. 11.	Changed to Gunboat PG11; then unclassified; transferred to Coast Guard May 2, 1921.
-----	VESUVIUS.	1886	Wm. Cramp & Sons.	Dynamite cruiser.	Unclassified; sold Apr. 19, 1922.
-----	WHEELING (ex-PG14).	1895	Union Iron Works..	Gunboat No. 14.	Changed to Gunboat PG-14; then unclassified.
-----	WILMETTE.	1917	Jenks S. B. Co., Port Huron, Mich.	Gunboat.	Purchased Nov. 21, 1917; formerly S. S. <i>Eastland</i> ; unclassified.
-----	WILMINGTON (ex-PG8).	1893	Newport News S. B. & D. D. Co.	Gunboat No. 8.	Changed to Gunboat PG-8; then unclassified.
-----	WOLVERINE.	1841	Stackhouse & Tomlinson (built 1844).	Gunboat.	Name changed from <i>Michigan</i> June 17, 1905; unclassified; loaned to city of Erie, Pa., July 19, 1927, by authority of the act of Congress of Dec. 21, 1926.
-----	YANTIC.	1864	Navy yard, Philadelphia.	-----do-----	Unclassified.

HISTORICAL DATA.

NAMES SELECTED FOR NAVAL VESSELS.

In the following table the available historical or biographical sketches of the names of vessels are given, together with information on previous vessels of the same name.

The vessels are arranged in their original numerical order. Ships prior to about 1885 are not included in the list.

BATTLESHIPS:

Battleship No. 1—INDIANA—Named for the State of Indiana—the first vessel so called.
Battleship No. 2—MASSACHUSETTS—named for the State of Massachusetts—the third vessel so called.
The first was a screw vessel of 765 tons, built in 1848, and transferred from the War Department. She was renamed *Farralones* and sold in 1866.
The second was a screw vessel of 2,107 tons carrying 40 guns, started at the navy yard at Portsmouth, N. H., and broken up in 1884.
Battleship No. 3—OREGON—named for the State of Oregon—the second vessel so called.
The first was a brig of 250 tons, carrying two guns. She was purchased at Fort Vancouver in 1841 and sold in 1845.
Battleship No. 4—IOWA—named for the State of Iowa—the second vessel so called.
The first was a sloop of 3,200 tons carrying 23 guns, originally named *Ammonsooc*. Name changed to IOWA on May 15, 1869.
Battleship No. 5—KEARSARGE—named for Mount Kearsarge in Carroll County, N. H., and the old *Kearsarge*—second vessel so called.
The first was a sloop of 1,031 tons carrying seven guns made famous by sinking the Confederate steamer *Alabama*.
Battleship No. 6—KENTUCKY—named for the State of Kentucky—the first vessel so called.
Battleship No. 7—ILLINOIS—named for the State of Illinois—the second vessel so called.
The first was a sloop of 2,354 tons; broken up in February, 1872.
Battleship No. 8—ALABAMA—named for the State of Alabama—the fifth vessel so called.
The first was a 74-gun ship of 2,633 tons started in 1818 at Portsmouth, N. H. Her name was changed to *New Hampshire*.
The second was a side-wheel steamer of 1,261 tons purchased August 1, 1861, carrying eight guns. She was sold on August 10, 1865.
The third was a schooner of 80 tons carrying two guns. She was purchased on May 6, 1863. Her name was changed to *For*, and she was sold on June 28, 1865.
The fourth was a ship of the line of 2,633 tons carrying 74 guns. Her name was changed to *New Hampshire* on October 28, 1863, and she was sold on August 10, 1865.
Battleship No. 9—WISCONSIN—named for the State of Wisconsin—the first vessel so called.
Battleship No. 10—MAINE—named for the State of Maine and the old battleship *Maine*—the second vessel so called.
The first was an armored cruiser, later called a battleship. She was built in 1888, was of 6,682 tons, and was blown up in the harbor of Habana on February 15, 1898.
Battleship No. 11—MISSOURI—named for the State of Missouri—the second vessel so called.
The first was a steamer of 1,700 tons carrying 10 guns, built in 1841, and burned at Gibraltar in 1843.
Battleship No. 12—OHIO—named for the State of Ohio—the third vessel so called.
The first was a schooner carrying one gun, captured on Lake Ontario August 12, 1814.
The second was a 74-gun ship of 2,757 tons built 1817-1820 in New York.
Battleship No. 13—VIRGINIA—named for the State of Virginia—the fourth vessel so called.
The first was a ship of 28 guns built in 1776. She was captured in Chesapeake Bay.
The second was a schooner of 187 tons taken over from the Revenue Service and turned back in 1801. She was built in 1798 at Norfolk, Va.
The third was a 74-gun ship of 2,633 tons started at Boston, Mass., but never finished.
Battleship No. 14—NEBRASKA—named for the State of Nebraska—the second vessel so called.
The first was a monitor, originally called *Shakamaxon*. Her name was changed to *HECLA* on June 15, 1869, and to NEBRASKA on August 10, 1869. She was broken up in 1874.
Battleship No. 15—GEORGIA—named for the State of Georgia—the first vessel so called.
Battleship No. 16—NEW JERSEY—named for the State of New Jersey—the first vessel so called.
Battleship No. 17—RHODE ISLAND—named for the State of Rhode Island—the second vessel so called.
The first vessel was a side-wheel steamer of 1,517 tons carrying four guns, purchased on July 8, 1861. Originally named *John P. King*, then named *Eagle*, and finally RHODE ISLAND on July 8, 1861.
Battleship No. 18—CONNECTICUT—named for the State of Connecticut—the third vessel so called.
The first was a gondola of three guns and eight swivels which took part in the battle of Lake Champlain in 1776. She was destroyed by her own crew to escape capture by the enemy.
The second was a ship of 24 guns built in 1798.
Battleship No. 19—LOUISIANA—named for the State of Louisiana—the second vessel so called.
The first was a ship of 341 tons carrying 16 guns. She was purchased in New Orleans in 1812 and sold there in 1821.
Battleship No. 20—VERMONT—named for the State of Vermont—the second vessel so called.
The first was a 74-gun ship of 2,633 tons started in Boston, Mass., in 1818, and not launched until 1848.
Battleship No. 21—KANSAS—named for the State of Kansas—the second vessel so called.
The first was a gunboat of 625 tons carrying eight guns. She was built in 1863 and was sold September 27, 1883.

- Battleship No. 22—MINNESOTA—named for the State of Minnesota—the second vessel so called. The first was a frigate of 3,307 tons carrying 40 guns, built in 1855 and sold in 1901.
- Battleship No. 23—MISSISSIPPI—named for the State of Mississippi—the second vessel so called. The first was a side-wheel steamer of 1,732 tons carrying 10 guns. She was built in 1839-1841 at Philadelphia, Pa., and was burned in passing Forts Jackson and St. Philip on March 14, 1863. She was finally blown up.
- Battleship No. 24—IDAHO—named for the State of Idaho—the second vessel so called. The first vessel was a screw sloop of 2,638 tons carrying eight guns. She was built in 1864-65 and was sold in April, 1874.
- Battleship No. 25—NEW HAMPSHIRE—named for the State of New Hampshire—the second vessel so called. The first was a ship of 2,633 tons carrying 74 guns. She was built in 1818 and was named *Alabama*, her name being afterwards changed to NEW HAMPSHIRE.
- Battleship No. 26—SOUTH CAROLINA—named for the State of South Carolina—the third vessel so called. The first was a 40-gun ship presented to Louis XVI in 1777.
- The second was a schooner of 187 tons carrying 12 guns. She was built in Charleston, S. C., in 1798, and was a revenue cutter taken over by the Navy and returned to the Revenue Service in 1801.
- Battleship No. 27—MICHIGAN—named for the State of Michigan—the second vessel so called. The first was a side-wheel gunboat of 685 tons carrying eight guns. She was built at Erie, Pa., in 1842-1844. She is still afloat (1928), being loaned to the city of Erie, Pa. Her present name is *Wolverine*.
- Battleship No. 28—DELAWARE—named for the State of Delaware—the fifth vessel so called. The first was a ship of 24 guns, built in 1776, and was captured in the Delaware in 1777.
- The second was a ship of 321 tons, carrying 20 guns. She was purchased in Philadelphia, Pa., in 1798.
- The third was a 74-gun ship of 2,633 tons built at Gosport, Va., 1817-1820.
- The fourth was a side-wheel steamer of 357 tons, carrying 5 guns. She was built in 1861 and sold September 12, 1865.
- Battleship No. 29—NORTH DAKOTA—named for the State of North Dakota—the first vessel so called.
- Battleship No. 30—FLORIDA—named for the State of Florida—fourth vessel so called. The first vessel named FLORIDA was a side-wheel steamer, of 1,261 tons, carrying 8 guns; purchased August 12, 1861; attached to the North Atlantic Squadron; sold December 5, 1868, at Philadelphia, Pa.
- The second vessel named FLORIDA was a frigate of 3,281 tons, carrying 15 guns; built at the navy yard, New York, N. Y., 1864; launched December 15, 1864, as the *Wampanoag*; name changed May 15, 1869; sold at New York February 27, 1885.
- The third vessel named FLORIDA was monitor No. 9, of 3,225 tons displacement; authorized by act of Congress dated May 4, 1898; built by Lewis Nixon, at Elizabethport, N. J.; launched November 30, 1901; commissioned June 18, 1903; sold July 25, 1922.
- Battleship No. 31—UTAH—named for the State of Utah—first vessel so called.
- Battleship No. 32—WYOMING—named for the State of Wyoming—third vessel so called. The first vessel named WYOMING was a steam screw sloop, of 726 tons, six guns. Built at the navy yard, Philadelphia, in 1858. Launched January 19, 1859. In 1860 attached to the Pacific station. 1861-1864 attached to the Asiatic station. July 16, 1863, under command of Commander David McDougal, U. S. N., had a spirited engagement with forts and Japanese warships in Straits of Shimonoseki, Japan, in consequence of attack made on American merchant ship *Pembroke*. In 1864 attached to the same squadron, actively engaged in search of Confederate cruisers. Sold May 16, 1892.
- The second vessel named WYOMING was monitor No. 10, of 3,225 tons displacement; authorized by act of Congress dated March 4, 1898; built by the Union Iron Works, San Francisco, Calif.; launched September 8, 1900; commissioned December 8, 1902; name changed to *Cheyenne* January 1, 1909; now in the Unclassified Section on the Navy List.
- Battleship No. 33—ARKANSAS—named for the State of Arkansas—third vessel so called. The first vessel named ARKANSAS was a screw steam vessel of 752 tons, carrying six guns; purchased June 27, 1863, at Philadelphia, Pa., as the *Tonawanda*; assigned to service in the West Gulf Squadron for blockade and dispatch duty; captured the schooner *Watchful* which was loaded with arms; sold at Portsmouth July 29, 1865.
- The second vessel named ARKANSAS was monitor No. 7, of 3,225 tons displacement; authorized by act of Congress dated May 4, 1898; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; launched November 10, 1900; commissioned October 28, 1902; name changed to *Ozark* March 2, 1909; sold January 26, 1922.
- Battleship No. 34—NEW YORK—named for the State of New York—sixth vessel so called. The first vessel named NEW YORK was a gondola, of 3 guns, and 45 men; attached to the fleet of Gen. Benedict Arnold, on Lake Champlain. Burned near Crown Point, N. Y., October 13, 1776.
- The second vessel named NEW YORK was a ship of 1,130 tons, 36 guns; built at New York, 1799; cruised in the West Indies; served as flagship of Capt. John Rodgers in the Mediterranean 1802-3; burned at Washington, D. C., in 1814.
- The third vessel named NEW YORK was a ship of the line, of 2,633 tons; commenced at Norfolk 1818; never launched; destroyed in 1861 at Norfolk Navy Yard.
- The fourth vessel named NEW YORK was a screw sloop of 2,490 tons, 21 guns; commenced at navy yard, New York; name changed from *Ontario* May 15, 1869; broken up on the stocks and sold at New York May 31, 1888.
- The fifth vessel named NEW YORK was armored cruiser No. 2, of 8,900 tons displacement; authorized by act of Congress dated September 7, 1888; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched December 2, 1891; flagship of Admiral Sampson during the Spanish-American War. Name changed to *Saratoga* February 16, 1911; name changed to *Rochester* December 1, 1917; now on Navy List as cruiser second line.
- Battleship No. 35—TEXAS—named for the State of Texas—third vessel so called. The first vessel named TEXAS was an ironclad ram; captured at the fall of Richmond, Va., April 4, 1865; used by the United States Navy; sold at Norfolk, Va., October 15, 1867.
- The second vessel named TEXAS was a second-class battleship, which was authorized by act of Congress dated August 3, 1886, as an "armored vessel;" displacement 6,315 tons; built at navy yard, Norfolk, Va.; launched June 28, 1892; commissioned August 15, 1895; attached to the squadron of Admiral Sampson during the Spanish-American War in 1898, and assisted in the destruction of the fort on Cayo del Tora, and also took part in the Battle of Santiago, Cuba; name changed to *San Marcos* February 16, 1911; used as a target; stricken from the Navy List October 11, 1911.
- Battleship No. 36—NEVADA—named for the State of Nevada—third vessel so called. The first vessel named NEVADA was a cruiser of 3,200 tons, 10 guns; built at the navy yard, Philadelphia, Pa., 1863; launched as the *Neshaminy* October 5, 1865; renamed *Arizona* May 15, 1869; name again changed to NEVADA August 10, 1869; never completed; sold at New York in 1874.
- The second vessel named NEVADA was monitor No. 8 of 3,225 tons displacement; authorized by act of Congress dated March 4, 1898; built by the Bath Iron Works, Bath, Me.; launched November 24, 1900; commissioned March 5, 1903; name changed to *Tomopah* March 2, 1904; sold January 26, 1922.
- Battleship No. 37—OKLAHOMA—named for the State of Oklahoma—first vessel so called.
- Battleship No. 38—PENNSYLVANIA—named for the State of Pennsylvania—fourth vessel so called.

The first vessel named **PENNSYLVANIA** was a sailing ship of 3,241 tons, 120 guns; built at Philadelphia in 1822; launched in 1837; used as a receiving ship; destroyed at Norfolk, Va., April 20, 1861.

The second vessel named **PENNSYLVANIA** was a screw sloop, originally named *Kewadin*, of 2,490 tons; commenced at navy yard, Boston, Mass., in 1863; never completed; broken up on the stocks in 1884.

The third vessel named **PENNSYLVANIA** was armored cruiser No. 4, of 13,680 tons displacement; authorized by act of Congress dated March 3, 1899; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched August 22, 1903; commissioned March 9, 1905; name changed to *Pittsburgh* August 27, 1912; now on the Navy List as a cruiser, second line, C.A.

Battleship No. 39—**ARIZONA**—named for the State of Arizona—third vessel so called.

The first vessel named **ARIZONA** was an iron paddle-wheel steamer of 950 tons, carrying six guns; built at Wilmington, Del., in 1858, for merchant service; purchased by the United States Government from the prize court at Philadelphia, Pa., January 7, 1863; originally known as *Caroline*, and was captured October 28, 1862, by the U. S. *Montgomery*; repaired and taken into the United States Navy as the **ARIZONA**; took active part in the operations of the Mississippi Squadron; destroyed by fire February 27, 1865, South West Pass, Mississippi River.

The second vessel named **ARIZONA** was a steam-screw frigate, of 3,200 tons; built at the navy yard, Philadelphia, Pa.; launched as the *Neshaminy* October 5, 1865; name changed again to *Nevada* August 10, 1869; never completed; sold at New York in 1874.

Battleship No. 40—**NEW MEXICO**—named for the State of New Mexico—first vessel so called.

Battleship No. 41—**MISSISSIPPI**—named for the State of Mississippi—third vessel so called.

The first vessel named **MISSISSIPPI** was a paddle-wheel steamer of 1,692 tons, 10 guns; built at the navy yard, Philadelphia, Pa.; launched May 5, 1841; with the Mediterranean Squadron 1849-1851; flagship of Commodore M. C. Perry during the Mexican War; participated in operations against forts below New Orleans, April, 1862; destroyed by fire in battle of Port Hudson March 14-15, 1863.

The second vessel named **MISSISSIPPI** was battleship No. 23, of 13,000 tons displacement; authorized by act of Congress dated March 3, 1903; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched September 30, 1905; commissioned February 1, 1908; sold to Greece July 30, 1914.

Battleship No. 42—**IDAHO**—named for the State of Idaho—third vessel so called.

The first vessel named **IDAHO** was a screw steamer of 1,837 tons, seven guns; built at the navy yard, Brooklyn, N. Y.; launched October 8, 1864; converted into a sailing ship; sold April, 1874.

The second vessel named **IDAHO** was battleship No. 24, of 13,000 tons displacement; authorized by act of Congress dated March 3, 1903; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched December 9, 1905; commissioned April 1, 1908; sold to Greece July 30, 1914.

Battleship No. 43—**TENNESSEE**—named for the State of Tennessee—third vessel so called.

The first vessel named **TENNESSEE** was a screw steamer of 2,135 tons, 23 guns; built at the navy yard, New York; launched July 8, 1865, as the *Madawaska*; name changed to **TENNESSEE** May 15, 1869; sold September, 1887.

The second vessel named **TENNESSEE** was an armored cruiser of 14,500 tons displacement; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; authorized by act of Congress dated July 1, 1902; launched December 3, 1904; commissioned July 16, 1906; name changed to *Memphis* May 25, 1916; wrecked August 29, 1916, in harbor of Santo Domingo; sold January 17, 1922.

Battleship No. 44—**CALIFORNIA**—named for the State of California—third vessel so called.

The first vessel named **CALIFORNIA** was a wooden screw sloop of 2,490 tons, 21 guns; built at Portsmouth, N. H., in 1863; launched under the name *Minnetonka*; made only two cruises, 1871-72, New York to Pacific via Cape Horn; sold May, 1875.

The second vessel named **CALIFORNIA** was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated March 3, 1899; built by Union Iron Works, San Francisco, Calif.; launched April 28, 1904; commissioned August 1, 1907; name changed to *San Diego* September 1, 1914; sunk July 19, 1918, by German mine off Fire Island, N. Y., while attached to cruiser and transport force, Atlantic Fleet.

Battleship No. 45—**COLORADO**—named for State of Colorado—third vessel so called.

The first vessel named **COLORADO** was a steam screw frigate of 3,400 tons, carrying 40 guns; named for the Colorado River; keel laid in May, 1854, at the Gosport (Norfolk) Navy Yard, under act of Congress dated April 6, 1854; launched June 19, 1856. Civil War: 1861, flagship of Flag Officer Wm. Mervine, U. S. Navy; took part in operations at Pensacola and vicinity; destroyed Confederate privateer *Judah*; established the blockade from Key West, Fla., to the Rio Grande, Tex.; 1862, attached to the West Gulf Squadron, commanded by Capt. Theodorius Bailey, U. S. Navy, operating at South West Pass, Mississippi River, and Mobile Bay; 1863, attached to the North Atlantic Blockading Squadron; 1864-65, flagship of First Division, North Atlantic Squadron, Commodore H. K. Thatcher, U. S. Navy; took active part in attacks on Fort Fisher, N. C., December 24-25, and in its capture January 13-15, 1865; 1866-1874, flagship on various stations; 1875-1884, receiving ship, navy yard, New York; sold February 14, 1885.

The second vessel named **COLORADO** was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated June 7, 1900; named for State of Colorado; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia; keel laid April 25, 1901; launched April 25, 1903; commissioned January 19, 1905; from 1906, attached to the Atlantic Fleet; 1915, flagship, commander in chief, Pacific Reserve Fleet; name changed to *Pueblo*, for a city of Colorado, November 9, 1916; served in cruiser and transport force during World War; now on Navy list as cruiser, second line.

Battleship No. 46—**MARYLAND**—named for the State of Maryland—third vessel so called.

The first vessel named **MARYLAND** was a ship of 380 tons, carrying 20 guns and a crew of 180 men; built in Baltimore; purchased for the Navy in 1799; cruised in the West Indies during the naval war with France 1799-1800, as one of Commodore Silas Talbot's squadron; sold in 1801.

The second vessel named **MARYLAND** was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated June 7, 1900; named for State of Maryland; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; keel laid October 29, 1901; launched September 12, 1903; commissioned April 18, 1905; name changed to *Frederick*, for a city of Maryland, November 9, 1916; attached to cruiser and transport force during World War; now on Navy list as cruiser, second line.

Battleship No. 47—**WASHINGTON**—named for Washington—fifth vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was sunk prior to February 17, 1925, in accordance with the terms of the treaty.

The first vessel named **WASHINGTON** was a galley; 8 guns; 80 men. In a running fight to the southward, October 13, 1776, on Lake Champlain, the **WASHINGTON** was captured off Split Rock by the British, after severe losses.

The second vessel named **WASHINGTON** was a ship of 32 guns; built at Philadelphia in 1776; burned in Delaware Bay by the British in 1778; had never received her armament.

The third vessel named **WASHINGTON** was a ship of 2,250 tons, carrying 74 guns and 750 men; laid down at navy yard, Portsmouth, N. H., in 1813; launched July, 1814; cruised in the Mediterranean and various stations; broken up at New York in 1843.

The fourth vessel named **WASHINGTON** was an armored cruiser of 14,500 tons, authorized by act of Congress dated July 1, 1902; named for State of Washington; built by the New York Shipbuilding Co., Cam-

SUM'S

INDEX

den, N. J.; keel laid September 23, 1903; launched March 18, 1905; commissioned August 7, 1906; name changed to *Seattle*, for a city of Washington November 9, 1916; attached to cruiser and transport force as flagship during World War; now on Navy list as cruiser, second line.

Battleship No. 48—WEST VIRGINIA—named for the State of West Virginia—second vessel so called.

The first vessel named WEST VIRGINIA was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated March 3, 1899; named for State of West Virginia; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; keel laid September 16, 1901; launched April 18, 1903; commissioned February 23, 1905; name changed to *Huntington*, for a city of West Virginia, November 9, 1916; attached to cruiser and transport force during World War; now on Navy list as cruiser, second line.

Battleship No. 49—SOUTH DAKOTA—named for State of South Dakota—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named SOUTH DAKOTA was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated June 7, 1900; named for State of South Dakota; built by the Union Iron Works, San Francisco, Calif.; keel laid September 30, 1902; launched July 21, 1904; commissioned January 27, 1906; name changed to *Huron*, for a city of South Dakota, June 7, 1920; now on Navy List as cruiser, second line.

Battleship No. 50—INDIANA—named for State of Indiana—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named INDIANA was coast battleship No. 1, of 10,288 tons displacement, authorized by act of Congress dated June 30, 1890; named for State of Indiana; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; keel laid May 7, 1891; launched February 28, 1893; commissioned November 20, 1895; one of Admiral Sampson's squadron in the Spanish-American War; commanded by Capt. Henry C. Taylor, took part in the battle of Santiago Bay and destruction of Spanish fleet, July 3, 1898; name changed to coast battleship No. 1, March 29, 1919; used as target for experimental firing; hulk was sold March 19, 1924.

Battleship No. 51—MONTANA—named for State of Montana—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named MONTANA was an armored cruiser of 14,500 tons displacement, authorized by act of Congress dated April 27, 1904; named for State of Montana; built by the Newport News Shipbuilding Co., Newport News, Va.; keel laid April 29, 1905; launched December 15, 1906; commissioned July 21, 1908; attached to cruiser and transport force during World War; name changed to *Missoula*, for a city of Montana, June 7, 1920; now on Navy List as cruiser, second line.

Battleship No. 52—NORTH CAROLINA—named for State of North Carolina—third vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named NORTH CAROLINA was a ship of the line of 2,633 tons, carrying 74 guns; launched at Philadelphia, September, 1820; cruised as flagship of the Mediterranean Squadron 1825-1827; last cruise was in the Pacific as flagship of Commodore H. E. Ballard; 1839-1866, receiving ship, navy yard, New York; sold in 1867.

The second vessel named NORTH CAROLINA was an armored cruiser of 14,500 tons displacement, authorized by act of Congress dated April 27, 1904; named for State of North Carolina; built by the Newport News Shipbuilding Co., Newport News, Va.; keel laid March 21, 1905; launched October 6, 1906; commissioned May 7, 1908; attached to cruiser and transport force during World War; name changed to *Charlotte*, for city of North Carolina, June 7, 1920; now on Navy list as cruiser, second line.

Battleship No. 53—IOWA—named for State of Iowa—third vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named IOWA was a wooden screw frigate, of 3,850 tons displacement, carrying 25 guns, built at the navy yard, Boston, Mass., 1862-1866, as the *Ammonoosuc*; renamed IOWA in 1869; sold in 1883.

The second vessel named IOWA was a coast battleship (No. 4) of 11,346 tons displacement, authorized by act of Congress dated July 19, 1892; named for State of Iowa; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia; keel laid August 5, 1893; launched March 28, 1896; commissioned June 16, 1897; one of Admiral Sampson's squadron during Spanish-American War; commanded by Capt. Robley D. Evans, took part in battle of Santiago Bay and destruction of Spanish fleet, July 3, 1898; name changed to coast battleship No. 4, March 29, 1919; used for experimental purposes; sunk by gunfire March 22, 1923.

Battleship No. 54—MASSACHUSETTS—named for State of Massachusetts—fifth vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named MASSACHUSETTS was a screw steamer of 765 tons, carrying four guns, built at Boston, Mass., in 1845, for the Army and transferred to the Navy in 1846; served on coast of California during Mexican War; attached to Pacific Squadron 1849; was in Puget Sound 1856-57, for suppression of hostile Indians; converted into a storeship at navy yard, Mare Island, in 1862; name changed to *Farragut* and served during Civil War; sold at San Francisco, Calif., 1867.

The second vessel named MASSACHUSETTS was a supply ship of 1,155 tons, carrying five guns, purchased at Boston, Mass., May 3, 1861; served during Civil War; sold October 1, 1867.

The third vessel named MASSACHUSETTS was an ironclad monitor of 2,107 tons, carrying four guns, built at the navy yard, Portsmouth, N. H., 1863-1866, and originally known as the *Passaconaway*; broken up, 1884.

The fourth vessel named MASSACHUSETTS was a coast battleship (No. 2) of 10,288 tons displacement, authorized by act of Congress dated June 30, 1890; named for State of Massachusetts; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia; keel laid June 5, 1891; launched June 10, 1893; commissioned June 10, 1896; one of Admiral Sampson's squadron during Spanish-American War; under command of Capt. Francis J. Higginson, took part in bombardment of Santiago, May 31, 1898, June 6, 1898, and other engagements, but was not at battle of Santiago July 3, due to absence while coaling; name changed to coast battleship No. 2, March 29, 1919; stricken from Navy List November 22, 1920; used as target by War Department.

BATTLE CRUISERS.

Battle Cruiser No. 1—**LEXINGTON**—fourth vessel so called. See aircraft carrier No. 2.

Battle Cruiser No. 2—**CONSTELLATION**—the second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named **CONSTELLATION** was a sailing frigate of 1,970 tons displacement carrying 36 guns, authorized by act of Congress dated March 27, 1794; built by the United States Government under supervision of Naval Constructor David Stoddard and Commodore Thomas Truxtun, U. S. Navy, at Baltimore, Md.; keel laid 1795; launched September 7, 1797; celebrated for her fine sailing qualities; flagship of Commodore Truxtun's squadron in West Indies during war with France, 1798-1800; took many prizes; February 9, 1799, off St. Kitts, engaged and captured French frigate *L'Insurgente*; February 2, 1800, received the surrender of French frigate *La Vengeance* after a running fight of five hours; prize escaped in the darkness; War of 1812, blockaded at Norfolk by British fleet; June 20-23, 1813, her boats assisted in capture, off Craney Island, Va., of boats of British squadron; in the engagement 90 British were killed or wounded and 43 taken prisoners; Civil War, 1862-1865, cruised in search of Confederate vessels; 1873-1892, practice ship for midshipmen, Naval Academy, Annapolis, Md.; 1893-1920, training ship for apprentices, Newport, R. I.; name changed to *Old Constellation*, October 30, 1917; renamed *Constellation*, July 24, 1925; now in unclassified section of Navy List.

Battle Cruiser No. 3—**SARATOGA**—fourth vessel so called. See Aircraft carrier No. 3.

Battle Cruiser No. 4—**RANGER**—fifth vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named **RANGER** was a ship of 308 tons, carrying 18 guns, built by order of the Continental Congress; launched May 10, 1777, at Langdon's Shipyard, Portsmouth, N. H., and originally christened *New Hampshire*; commanded by Capt. John Paul Jones, sailed for France early in 1778; April 23, 1778, captured and burned the shipping at St. Mary's Isle, Scotland; the following day engaged and captured H. B. M. S. *Drake*; under command of Lieut. Thos. Simpson, 1779, took many prizes; May 12, 1780, was captured off Charleston, S. C., by the British and taken into the British fleet.

The second vessel named **RANGER** was a small schooner carrying one gun, purchased at Baltimore, Md., 1814; no record of any important service; sold 1816.

The third vessel named **RANGER** was a brig of 14 guns, purchased in 1814; one of Commodore Isaac Chauncey's squadron on Lake Ontario; took active part in engagements; sold May 15, 1821.

The fourth vessel named **RANGER** was an iron gunboat of 1,261 tons displacement carrying 12 guns; built by Harlan & Hollingsworth, Wilmington, Del., 1873-1876; cruised on various stations and on survey duty; transferred July 1, 1909, to Public Marine School, Boston, Mass.; name changed to *Rockport* October 30, 1917, and to *Nantucket* February 20, 1918; now in unclassified section of Navy List.

Battle Cruiser No. 5—**CONSTITUTION**—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named **CONSTITUTION** was a sailing frigate of 2,200 tons displacement carrying 44 guns, authorized by act of Congress dated March 27, 1794; designed by Naval Constructor Joshua Humphreys; built at Hart's Shipyard, Boston, Mass., under supervision of a board of naval captains and Naval Constructor Geo. Claghorne; keel laid November, 1794; launched October 21, 1797; 1798-1801, naval war with France, cruised in West Indies and captured three small vessels; War of 1812, made her reputation and won name of *Old Ironsides*; August 19, 1812, commanded by Capt. Isaac Hull, engaged and captured H. B. M. S. *Guerriere*; December 29, 1812, commanded by Capt. Wm. Bainbridge, fought and captured H. B. M. S. *Juara*; February 15, 1814, commanded by Capt. Charles Stewart, engaged and captured H. B. M. S. *Pictou* and three small vessels; February 20, 1815, commanded by Capt. Charles Stewart, captured in night engagement both H. B. M. S. *Cyane* and *Levant*, fighting both ships at the same time; cruised as flagship on various stations; school ship at Naval Academy during and after Civil War; twice condemned to be broken up, public sentiment secured her rebuilding; \$100,000 provided for such purpose in 1906, following which vessel was restored, and has since been on exhibition at Boston Navy Yard; name changed to *Old Constitution* December 1, 1917; renamed *Constitution* July 24, 1925; now in unclassified section of Navy List.

Battle Cruiser No. 6—**UNITED STATES**—second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named **UNITED STATES** was a sailing frigate of 1,576 tons (old measurement), carrying 44 guns, authorized by act of Congress dated March 27, 1794; launched at Philadelphia May 10, 1797; 1798-1801, naval war with France, one of the squadron of Commodore John Barry, cruising in West Indies with orders to capture French vessels; captured eight French privateers; War of 1812, October 11, 1812, commanded by Capt. Stephen Decatur, captured British ship *Mandarin*; October 25, 1812, under command of Capt. Stephen Decatur, captured H. B. M. S. *Macdonian* and carried her to New London through Long Island Sound; was blockaded in New London from December 4, 1812, until May 12, 1813; 1816, sent to Algiers under Commodore Wm. Bainbridge to negotiate treaty; 1849, laid up in ordinary at Norfolk Navy Yard; set on fire but not destroyed when that yard was abandoned by the Federal forces in 1861; used by Confederates as receiving ship until 1862, when she was sunk but afterwards raised; December, 1865, placed in dry dock and broken up.

MONITORS.

Monitor No. 1—**PURITAN**—named for the New England Puritans. She was commenced in 1862, launched 1864, rebuilding started 1875, completed 1896, and stricken on February 27, 1913—the first vessel so called.

Monitor No. 2—**AMPHITRITE**—named for the wife of Neptune and daughter of Oceanus—the first vessel so called. She was originally called *Tonnawanda*. Her name was changed on June 15, 1869. She was commenced in 1862, launched 1864, rebuilding started 1874, and completed 1895.

Monitor No. 3—**MONADNOCK**—named for Mount Monadnock in New Hampshire—the first vessel so called. She was built in 1863 and was rebuilt in 1883. She was stricken February 2, 1923.

Monitor No. 4—**TERROR**—the first vessel so called. She was built in 1862, rebuilding started 1874, launched 1883, and completed 1895. Originally named *Agamenticus*, which was changed to *Terror* on June 15, 1869. She was stricken on December 31, 1915.

SUM'S

INDEX

Monitor No. 5—**MIANTONOMAH**—named for a chief of the Narragansett Indians—the first vessel so called. She was commenced in 1862, launched 1863, rebuilding started 1874, completed 1891, and was stricken on December 31, 1915.

Monitor No. 6—**MONTEREY**—named for city of Monterey, Calif.—the second vessel so called. Started 1889 and completed 1895. The first was a tug of 87 tons, purchased in 1863, carrying one gun. She was purchased in 1863 and was stricken in 1892. Her original name was *Monitor*, which was changed to **MONTEREY** on May 18, 1863.

Monitor No. 7—**ARKANSAS**. See Battleship **ARKANSAS**.

Monitor No. 8—**NEVADA**. See Battleship **NEVADA**.

Monitor No. 9—**FLORIDA**. See Battleship **FLORIDA**.

Monitor No. 10—**WYOMING**. See Battleship **WYOMING**.

ARMORED CRUISERS.

Armored Cruiser No. 1—**MAINE**—named for State of Maine—first vessel so called. This vessel was later listed as a battleship. See battleship **MAINE**.

Armored Cruiser No. 2—**NEW YORK**—named for the city of New York, N. Y. See Battleship **NEW YORK**.

Armored Cruiser No. 3—**BROOKLYN**—named for city of Brooklyn, N. Y.—the second vessel so called. The first was a screw vessel of 3,000 tons carrying 24 guns. She was built in 1858 and sold on March 25, 1891.

Armored Cruiser No. 4—**PENNSYLVANIA**. See Battleship **PENNSYLVANIA**.

Armored Cruiser No. 5—**WEST VIRGINIA**. See Battleship **WEST VIRGINIA**.

Armored Cruiser No. 6—**CALIFORNIA**. See Battleship **CALIFORNIA**.

Armored Cruiser No. 7—**COLORADO**. See Battleship **COLORADO**.

Armored Cruiser No. 8—**MARYLAND**. See Battleship **MARYLAND**.

Armored Cruiser No. 9—**SOUTH DAKOTA**. See Battleship **SOUTH DAKOTA**.

Armored Cruiser No. 10—**TENNESSEE**. See Battleship **TENNESSEE**.

Armored Cruiser No. 11—**WASHINGTON**. See Battleship **WASHINGTON**.

Armored Cruiser No. 12—**NORTH CAROLINA**. See Battleship **NORTH CAROLINA**.

Armored Cruiser No. 13—**MONTANA**. See Battleship **MONTANA**.

CRUISERS.

Cruiser No. 1—**NEWARK**—named for the city of Newark, N. J.—the first vessel so called.

Cruiser No. 2—**CHARLESTON**—named for the city of Charleston, S. C.—the first vessel so called. See Cruiser No. 22, **CHARLESTON**.

Cruiser No. 3—**BALTIMORE**—named for the city of Baltimore, Md.—the third vessel so called. Now a mine layer.

The first was a ship of 422 tons carrying 20 guns. She was purchased in 1798 and sold in 1801.

The second was a side-wheel vessel of 500 tons carrying one gun. She was transferred from the War Department April 21, 1861, and was sold on June 24, 1865.

Cruiser No. 4—**PHILADELPHIA**—named for the city of Philadelphia, Pa.—the third vessel so called.

The first was a gondola sunk in the battle on Lake Champlain.

The second was a ship of 1,240 tons carrying 36 guns. She was built in Philadelphia, Pa., in 1799, and was wrecked off Tripoli in 1803.

Cruiser No. 5—**SAN FRANCISCO**—named for the city of San Francisco, Calif.—the first vessel so called. Now a mine layer.

Cruiser No. 6—**OLYMPIA**—named for the city of Olympia, Wash.—the first vessel so called.

Cruiser No. 7—**CINCINNATI**. See Light cruiser **CINCINNATI**.

Cruiser No. 8—**RALEIGH**. See Light cruiser **RALEIGH**.

Cruiser No. 9—**MONTGOMERY**—named for the city of Montgomery, Ala.—the third vessel so called.

The first was a ship of 24 guns built in 1776 and destroyed in the North River in 1777.

The second was a sloop purchased in 1813 carrying six guns. She was sold on Lake Champlain in 1815.

Cruiser No. 10—**DETROIT**—named for the city of Detroit, Mich.—the second vessel so called.

The first was a sloop of war of 2,130 tons carrying 10 guns. She was built in 1861. Her original name was *Canandaigua*, which was changed to **DETROIT** on May 15, 1869. She was renamed *Canandaigua* on August 10, 1869, and was broken up in 1884.

Cruiser No. 11—**MARBLEHEAD**—named for the city of Marblehead, Mass.—the second vessel so called.

The first was a gunboat of 507 tons carrying four guns. She was built in 1861 and was sold on September 30, 1898.

Cruiser No. 12—**COLUMBIA**—the fourth vessel so called.

The first was a ship of 1,508 tons carrying 44 guns. She was burned on the stocks in Washington, D. C., in 1814.

The second was a frigate of 1,726 tons carrying 44 guns. She was launched in 1836 and destroyed in Norfolk, Va., in 1861.

The third was a blockade runner of 503 tons purchased from the prize court at Key West in November, 1862. She was an iron screw steamer and was wrecked on January 14, 1863.

Cruiser No. 13—**MINNEAPOLIS**—named for city of Minneapolis, Minn.—the first vessel so called.

Cruiser No. 14—**DENVER**—named for the city of Denver, Colo.—the first vessel so called (ex-gunboat **DENVER**).

Cruiser No. 15—**DES MOINES**—named for the city of Des Moines, Iowa—the first vessel so called (ex-gunboat **DES MOINES**).

Cruiser No. 16—**CHATTANOOGA**—named for the city of Chattanooga, Tenn.—the second vessel so called.

The first was a sloop of war of 3,234 tons carrying eight guns. She was built in 1863 and was sunk by ice at League Island, Pa. She was sold January 27, 1872.

Cruiser No. 17—**GALVESTON**—named for the city of Galveston, Tex.—the first vessel so called.

Cruiser No. 18—**TACOMA**—named for the city of Tacoma, Wash.—the first vessel so called.

Cruiser No. 19—**CLEVELAND**—named for the city of Cleveland, Ohio—the first vessel so called.

Cruiser No. 20—**ST. LOUIS**—named for the city of St. Louis, Mo.—the third vessel so called.

The first vessel was a sloop of 700 tons carrying 18 guns. She was built in 1827-28 at Washington, D. C. The second was an auxiliary cruiser of 14,910 tons chartered during the war of 1898 and returned to the owners.

Cruiser No. 21—**MILWAUKEE**. See Light cruiser, first line, *Milwaukee*.

Cruiser No. 22—**CHARLESTON**—the second vessel so called. See Cruiser No. 2, **CHARLESTON**.

LIGHT CRUISERS.

Light Cruiser No. 1—YORK (ex-CHESTER)—the first vessel so called.

Light Cruiser No. 2—BIRMINGHAM—named for the city of Birmingham, Ala.—the first vessel so called.

Light Cruiser No. 3—SALEM—named for the city of Salem, Mass.—the first vessel so called.

Light Cruiser No. 4—OMAHA—named in honor of the city of Omaha, Nebr.—the second vessel so called.

The first vessel named OMAHA was a sloop of war of 2,400 tons displacement carrying 12 guns; laid down at navy yard, Philadelphia, in 1868; named for the city of Omaha; launched June 10, 1869; placed in commission September 12, 1872; cruised on various stations; attached to the South Pacific station under command of Rear Admiral George H. Preble; made cruises around the coast of South America to Hong Kong, Vladivostok, Yokohama, Honolulu, and Guatemala. On the night of February 8, 1890, during an extensive fire occurring on shore in the native town of Hodogaya, a suburb of Kanagawa, a detachment of officers and men was landed from the OMAHA at the request of the United States consul general and rendered excellent service in checking the flames. The assistance was cordially acknowledged by the governor of Kanagawa. Vessel under command, at different periods, of Capt. John C. Febiger, U. S. Navy, Commander William K. Mayo, U. S. Navy, Capt. P. C. Johnson, and Capt. L. A. Kimberly, U. S. Navy; transferred to Marine Hospital Service, 1895; sold 1915.

Light Cruiser No. 5—MILWAUKEE—named in honor of the city of Milwaukee, Wis.—third vessel so called.

The first vessel named MILWAUKEE was an ironclad monitor of 970 tons, carrying 4 guns, built 1863-64 by James B. Eads, St. Louis, Mo.; Civil War, attached to South Atlantic Blockading Squadron. Sunk by torpedo in Blakely River, Fla., March 28, 1865.

The second vessel named MILWAUKEE was a cruiser of 9,700 tons displacement authorized by act of Congress dated June 7, 1900; named for city of Milwaukee; built by the Union Iron Works, San Francisco, Calif.; keel laid July 30, 1902; launched September 10, 1904; commissioned December 11, 1906; cruised in Pacific waters; ordered to San Salvador to protect the American interests and made trips around California and Mexico under command, at different times, of Commander Charles A. Gove, U. S. Navy, Commander Charles C. Rogers, U. S. Navy, and other officers; ran ashore January 17, 1913; after failure to salvage, was sold August, 1919.

Light Cruiser No. 6—CINCINNATI—named in honor of the city of Cincinnati, Ohio—third vessel so called.

The first vessel named CINCINNATI was an ironclad gunboat of 512 tons, carrying 14 guns, built 1861-62 by James B. Eads, St. Louis, Mo.; Civil War, actively engaged in operation of naval forces on western waters and Mississippi Squadron, 1862-63, under command of Lieut. Commander George M. Bache; sunk by Confederate batteries at Vicksburg, Miss., May 27, 1863; raised and sold at New Orleans March 28, 1866.

The second vessel named CINCINNATI was a protected cruiser of 3,183 tons displacement, authorized by act of Congress dated September 7, 1888; named for city of Cincinnati, Ohio; built at the navy yard, New York; keel laid in January, 1890; launched November 10, 1892; commissioned June 16, 1894; attached to North Atlantic station under command of Rear Admiral R. W. Meade, U. S. Navy, and Rear Admiral F. M. Bunce, U. S. Navy, afterwards assigned to the European station and in 1897 to the South Atlantic station; January 11, 1897, the commander in chief of the South Atlantic station was ordered to proceed with the CINCINNATI from Montevideo to Para on the north coast of Brazil; March 15, 1898, ordered to proceed to Port Antonio, Jamaica; Spanish American War, under fire April 27, 1898, off Matanzas, Cuba; sold August 5, 1921.

Light Cruiser No. 7—RALEIGH—named in honor of city of Raleigh, N. C.—third vessel so called.

The first vessel named RALEIGH was a frigate of 697 tons, carrying 32 guns, authorized by the Continental Congress December 13, 1775; built at Portsmouth, N. H., under direction of John Langdon, continental agent; keel laid March 21, 1775; launched May 21, 1776; commanded by Capt. Thomas Thompson, cruised on coast of United States and made several prizes; August, 1777, sailed for France; September 4, 1777, engaged and captured H. B. M. S. *Druid*; 1778, commanded by Capt. John Barry; captured after an action of 9 hours by H. B. M. S. *Experiment*, *Wallace* and *Unicorn*, off Boston. Captain Barry ran the RALEIGH ashore and escaped capture with 133 of his men, the vessel being afterwards hauled off the rocks and taken into the British service.

The second vessel named RALEIGH was a protected cruiser of 3,183 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Raleigh, N. C.; built at navy yard, Norfolk; keel laid in December, 1889; launched March 31, 1892; commissioned April 17, 1894; attached to the North Atlantic station, European station, Asiatic station; one of Asiatic Squadron, under Commander Dewey, 1898; in battle of Manila Bay May 1, 1898; received surrender of batteries of Corregidor, El Fraile, and Pale Cabello; destroyed munitions of war; paroled garrisons; July 7, 1898, took Grand Island; at capture of Manila August 13, 1898; vessel under command at different periods of Capt. M. Miller, U. S. Navy, Capt. J. C. Barclay, U. S. Navy, Capt. J. B. Coghlan, U. S. Navy, the last named being in command at the battle of Manila Bay; sold August 5, 1921.

Light Cruiser No. 8—DETROIT—named in honor of the city of Detroit, Mich.—fourth vessel so called.

The first vessel named DETROIT was a ship of 400 tons carrying 19 guns, captured from the British September 10, 1813, at the battle of Lake Erie, by Commodore O. H. Perry; taken into the United States Navy, carried to Erie, and sunk in Little Bay; sold 1837.

The second vessel named DETROIT was a screw steamer of 1,380 tons and 12 guns, started about the close of the Civil War; not completed.

The third vessel named DETROIT was a protected cruiser of 2,072 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Detroit, Mich.; built by the Columbian Iron Works, Baltimore, Md.; keel laid in February, 1890; launched October 28, 1891; commissioned July 20, 1893; attached to the Atlantic station under command of Rear Admiral O. F. Stanton, U. S. Navy, commander in chief, attached to the Asiatic station, under command of Rear Admiral John Irwin, U. S. Navy, Rear Admiral James S. Skerrett and Rear Admiral C. C. Carpenter, U. S. Navy, commanders in chief; October 1, 1894, under command of Commander W. H. Brownson, U. S. Navy, the DETROIT weathered an extraordinarily heavy gale that devastated the southern coast en route from Fortress Monroe to St. Thomas; during Spanish-American War was stationed off the Harbor of Habana, under command of Commander J. H. Dayton; engaged May 12, 1898, at San Juan, P. R.; stricken from Navy List July 12, 1910; sold in 1911.

Light Cruiser No. 9—RICHMOND—named in honor of the city of Richmond, Va.—third vessel so called.

The first vessel named RICHMOND was a sloop of war of 200 tons carrying 18 guns, purchased at Norfolk, 1798; 1799-1800, naval war with France, cruised in West Indies, squadrons of Commodores Thos. Truxtun and Silas Talbot; sold at New York, 1801.

The second vessel named RICHMOND was a steam sloop of 2,700 tons displacement; laid down at the navy yard, Norfolk, in 1858; launched January 26, 1860; named for the city of Richmond, Va.; Civil War, November, 1861, commanded by Capt. John Pope, U. S. Navy; took part in operations for defense of Fort Pickens and Pensacola, Fla.; 1862-1864, attached to Admiral Farragut's West Gulf Squadron; April 24-25, 1862, took part in capture of forts below New Orleans; in prominent operations on Mississippi River under command of Commander James Alden, U. S. Navy; October 9-12, 1862, took part in engagement with and destruction of ram *Manassas*; with Admiral Farragut at Battle of Mobile Bay August 5, 1864; April 24, 1865, assisted in capture of Confederate S. S. *Webb*; attached to South Atlantic station 1888-1890 under command of Capt.

SUM'S

INDEX

A. V. Reed, U. S. Navy; for a number of years receiving ship at navy yards, Philadelphia and Norfolk sold in 1919.

Light Cruiser No. 10—CONCORD—named in honor of the city of Concord, Mass.—fourth vessel so called. The first vessel named CONCORD was a sloop of 700 tons carrying 18 guns, built in 1828, at the navy yard, Portsmouth, N. H.; cruised on various stations 1830-1842; October 2, 1842, wrecked in the Mozambique Channel, east coast of Africa; her commander, Lieut. Wm. E. Boerum; the purser, Benjamin F. Hart; and Seaman James Davis were drowned in attempting to cross the bar in captain's gig.

The second vessel named CONCORD was a steel gunboat of 1,700 tons displacement, authorized by act of Congress dated March 3, 1887; built by N. F. Palmer, Jr., & Co., Chester, Pa., named for the city of Concord, Mass.; keel laid in May, 1888; launched March 8, 1890; commissioned February 14, 1891; assigned to North Atlantic Squadron under command of Rear Admiral Bancroft Gherardi; cruised in West Indies and made trip to Venezuela to protect American interests; Spanish-American War, under command of Commander Asa Walker, U. S. Navy, with Commodore Dewey, took part in battle of Manila Bay May 1, 1898; July 7, 1898, with the *Raleigh*, proceeded to Subig Bay and captured Isla Grande, at its entrance, without serious resistance; October 16, 1899, bombarded Bonati; vessel under command at various other periods of Commander O. A. Batcheller, U. S. Navy; Commander Edwin White, U. S. Navy; Commander C. F. Goodrich, U. S. Navy; and Commander J. E. Craig, U. S. Navy; stricken from the Navy List December 31, 1915, and transferred to Treasury Department. For sale.

The third vessel named CONCORD was a tug of 353 gross tons; which was purchased September 22, 1917, during the World War, and given the identification number 773. The name of this vessel was changed November 20, 1920, to *Mendota*, and is now in the naval service as a harbor tug, YT33.

Light Cruiser No. 11—TRENTON—named in honor of the city of Trenton, N. J.—second vessel so called.

The first vessel named TRENTON was a steam frigate of 2,300 tons, carrying 19 guns; laid down at the navy yard, New York, 1875; launched January 1, 1876; named for city of Trenton, N. J.; commissioned February 14, 1877. First cruise as a flagship, European station, 1877-1880, under command of Rear Admiral John C. Howell, U. S. Navy; 1881 participated in Yorktown celebration. Attached to Asiatic station under command of Rear Admiral J. L. Davis; 1883, visited France, Italy, China, Japan, and Egypt; afterwards attached to Pacific station, commanded by Rear Admiral L. A. Kimberly, U. S. Navy, in command of naval forces; March 16, 1889, wrecked in the Harbor of Apia, Samoa; Capt. N. H. Farquhar, in command of the TRENTON at that time, showed great care and good judgment in handling the vessel through the terrific gale, several officers and men being injured, but only one man lost.

Light Cruiser No. 12—MARBLEHEAD—named in honor of the city of Marblehead, Mass.—third vessel so called.

The first vessel named MARBLEHEAD was a gunboat of 570 tons, built at Newburyport, Mass., by G. W. Jackman, Jr.; launched October 16, 1861; named for the city of Marblehead, Mass.; Civil War, 1862-63, actively engaged in operations of North and South Atlantic Blockading Squadrons; 1864, practice ship for midshipmen, U. S. Naval Academy (June 7 to November 5, 1864, cruising in search of Confederate vessels); sold September 30, 1868.

The second vessel named MARBLEHEAD was a protected cruiser of 2,072 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Marblehead, Mass.; built at the City Point Works, Boston, Mass.; keel laid in October, 1890; launched August 11, 1892; commissioned April 2, 1894; attached to the North Atlantic station, Commander Charles O'Neil commanding; attached to European station under the command of Rear Admiral W. A. Kirkland and Rear Admiral T. O. Selfridge, U. S. Navy; Spanish-American War, under command of Commander B. H. McCalla, U. S. Navy, was under fire at Cienfuegos, Cuba, April 29, 1898, other officers in command of the vessel included Commander T. F. Jewell, U. S. Navy; Commander W. W. Mead, U. S. Navy; and Commander H. G. O. Colby, U. S. Navy; sold August 5, 1921.

Light Cruiser No. 13—MEMPHIS—named in honor of the city of Memphis, Tenn.—third vessel so called.

The first vessel named MEMPHIS was a screw steamer of 791 tons, blockade runner, captured July 31, 1862; built in England; purchased from prize court by Government, 1862, and given a battery of 7 guns; 1862-63, attached to South Atlantic Blockading Squadron under command of Lieut. Commander R. G. Watmough; in attack of Confederate ironclads on United States fleet, off Charleston, S. C., January 31, 1863, towed disabled vessel out of action and helped wounded; sold July 9, 1869.

The second vessel named MEMPHIS was an armored cruiser of 14,500 tons displacement, authorized by act of Congress, dated July 1, 1902; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; originally named *Tennessee*, for the State of Tennessee; keel laid June 20, 1903; launched December 3, 1904; commissioned July 17, 1906; 1916, flagship of cruiser force in West Indies; August 29, 1916, while lying off the city of San Domingo, was driven ashore by tidal wave and completely wrecked; stricken from Navy List December 17, 1917; sold in wrecked condition.

Light Cruiser No. 24—PENSACOLA—named in honor of the city of Pensacola, Fla.—third vessel so called.

The first vessel named PENSACOLA was a steam sloop of war which was launched at the Pensacola Navy Yard August 15, 1859. The gangway headboards of the PENSACOLA were decorated with cornucopias—"horns of plenty," Pensacola being the Indian word for "plenty." The U. S. S. PENSACOLA was with Farragut's squadron in the passage of Forts Jackson and St. Philip April, 1864. Took part in Battle of New Orleans and Battle of Mobile Bay. This vessel was stricken from the Navy List December 23, 1911. The second PENSACOLA was taken over from Germany during the World War and was stricken from the Navy List March 14, 1925.

Light Cruiser No. 25—SALT LAKE CITY—named in honor of the city of Salt Lake City, Utah—first vessel so called.

Light Cruiser No. 26—NORTHAMPTON—named in honor of the city of Northampton, Mass., the home of President Coolidge—first vessel so called.

Light Cruiser No. 27—CHESTER—named in honor of the city of Chester, Pa.—second vessel so called. The first vessel named CHESTER was a scout cruiser built by the Bath Iron Works, Bath, Me., and was launched June 26, 1907. Her displacement was 3,750 tons.

Light Cruiser No. 28—LOUISVILLE—named in honor of the city of Louisville, Ky.—second vessel so called. The first was an ironclad of 468 tons carrying 14 guns, built under contract in 1861-62. Sold.

Light Cruiser No. 29—CHICAGO—named in honor of the city of Chicago, Ill.—second vessel so called. The first vessel named CHICAGO, was built by John Roach & Sons, Chester, Pa., and was launched December 5, 1883. Her construction marked the change from the old Navy to steam vessels, and she was the first ship of the "New Navy." Her displacement was 4,500 tons. Her name is now changed to ALTON, in honor to the city of Alton, Ill.

Light Cruiser No. 30—HOUSTON—named in honor of the city of Houston, Tex.—second vessel so called.

The first vessel named HOUSTON was a cargo vessel used by the Naval Overseas Transport Service during the World War. She was originally a German collier, *S. S. Liebenfels*, built in 1903 by Bremen Vulcan, Vegesack, Germany, and owned by the Hansa Line. Her tonnage was 4,500 and her crew was 10 officers and 134 men. She was sold September 27, 1922.

Light Cruiser No. 31—AUGUSTA—named in honor of the city of Augusta, Ga.—third vessel so called.

The first AUGUSTA was a sailing vessel, brig rigged, with 14 guns and a crew of 80 men. She was built or purchased in Baltimore, Md., in 1799 and cost \$16,294. She was commanded by Lieut. Archibold McElroy. She was sold in Norfolk, Va. The second AUGUSTA was a paddle steamer of 1,310 tons, used during the Civil War.

AIRCRAFT CARRIERS.

Aircraft Carrier No. 1—LANGLEY.—The first vessel so called (as the collier *Jupiter* she was the first electrically propelled vessel in the United States Navy)—She was named in memory of Prof. Samuel Pierpont Langley; born in Roxbury, near Boston, Mass., in August, 1834; died in Aiken, S. C., February 27, 1906. Distinguished American astronomer and physicist; received degrees from Oxford, Cambridge, England; Harvard, Princeton, Yale, and many other universities and colleges; 1865 assistant in Harvard Observatory; 1866 assistant professor of mathematics, United States Naval Academy; 1867 director of Allegheny Observatory; founded the system of railway time service from observatories; devised the bolometer and other scientific apparatus; 1881 organized a successful scientific expedition to Mount Whitney, Calif.; made extensive experiments on the problem of mechanical flight, which, though ineffective, made his name widely known. Congress appropriated \$5,000 for carrying out his ideas.

Aircraft Carrier No. 2—LEXINGTON (formerly Battle Cruiser No. 1), fourth vessel so called. Work was ordered suspended on the construction of Battle Cruiser No. 1 February 8, 1922, upon signing of the treaty limiting naval armaments. This vessel was authorized to be converted to an aircraft carrier by act of Congress dated July 1, 1922, in accordance with the terms of the above treaty, and on July 13, 1922, resumption of work was authorized on such parts of the vessel as were common to the plans of the battle cruiser and the proposed plans for the conversion to an aircraft carrier. Under date of November 2, 1922, supplementary contract was entered into for the conversion of Battle Cruiser No. 1 to aircraft carrier No. 2.

The first vessel named LEXINGTON was a brig of 16 guns, purchased and fitted out at Philadelphia as authorized by an act of the Continental Congress dated October 13, 1773; named in commemoration of the first battle of the Revolutionary War; said to have been the first Continental vessel ready for sea, but was prevented by ice from leaving the river until March, 1776; April 6, 1776, commanded by Capt. John Barry, captured armed sloop *Edward*, tender to H. B. M. S. *Liverpool*, and in August of same year captured several other British vessels. While in command of Capt. Wm. Hallock, returning from the West Indies, the LEXINGTON was captured by H. B. M. S. *Pearl*; her crew was not removed and they recaptured the vessel, carrying her into Baltimore, Md., where she was refitted; under command of Capt. Lambert Wickes, in 1777, sailed for European waters, where, from April to June, she harassed British commerce in the English Channel and on the coast of France; in September, 1777, under command of Capt. H. Johnson, was captured off Ushant, France, by H. B. M. S. *Alert*, after an engagement of 3½ hours.

The second vessel named LEXINGTON was a sloop of war, 691 tons, carrying 18 guns, built at the navy yard, New York, 1825; cruised on special service from Labrador to Trinidad, 1827; converted into a store-ship, 1844; transporting troops and on blockading duty Mexican War, 1846-1848; 1853-1855, store-ship of Commodore Perry's expedition to Japan; sold in 1855.

The third vessel named LEXINGTON was a sidewheel ironclad steamer of 500 tons, carrying 7 guns, built at Pittsburgh, Pa., 1860; purchased by the Army; transferred to the Navy, June 1861; rendered valuable service in Civil War, 1861-1863, on western rivers; took prominent part in engagements of Western Flotilla under flag officers A. H. Foote and C. H. Davis; sold August 17, 1865.

Aircraft Carrier No. 3—SARATOGA (formerly Battle Cruiser No. 3), fifth vessel so called.—Work was ordered suspended on the construction of Battle Cruiser No. 3 February 8, 1922, upon signing of the treaty limiting naval armaments. This vessel was authorized to be converted to an aircraft carrier by act of Congress dated July 1, 1922, in accordance with the terms of the above treaty, and on July 13, 1922, resumption of work was authorized on such parts of the vessel as were common to the plans of the battle cruiser and the proposed plans for the conversion to an aircraft carrier. Under date of October 30, 1922, supplementary contract was entered into for the conversion of Battle Cruiser No. 3 to aircraft carrier No. 3.

The first vessel named SARATOGA was a sloop of war of 18 guns, authorized by acts of the Continental Congress dated November 29, 1776, and July 25, 1777; built at Philadelphia; commanded by Capt. John Young, October 9, 1780, captured four British vessels; fought engagements with British armed brig *Elizabeth*; lost at sea March, 1781.

The second vessel named SARATOGA was a ship of 734 tons, carrying 26 guns, built under direction of Commodore Thomas Macdonough at Vergennes, Vt., by the firm of Adam & Noah Brown; launched April 11, 1814, within 40 days after timber was cut from the forest; flagship of Commodore Thomas Macdonough in battle of Lake Champlain, September 11, 1814, and received surrender of the British squadron; sold at Whitehall, New York, 1825.

The third vessel named SARATOGA was a sloop of war of 1,025 tons, carrying 22 guns; laid down at the navy yard, Portsmouth, N. H., 1842; launched July 26, 1842; cruised on various stations 1843-1861 and was with Commodore Perry's expedition to Japan; Civil War, in South Atlantic Blockading Squadron; took part in numerous expeditions and captures of property; was gunnery ship at Annapolis and school ship for naval apprentices; loaned to the State of Pennsylvania for many years as public marine school ship; sold August 14, 1907.

The fourth vessel named SARATOGA was an armored cruiser of 8,150 tons displacement authorized by act of Congress dated September 7, 1898; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; originally named *New York*, for the city of New York; keel laid September 30, 1898; launched December 2, 1891; commissioned August 1, 1893; as the *New York* was flagship of Rear Admiral W. T. Sampson during Spanish-American War; took part in engagements of April 27, May 12, June 6 and 16, and July 3, 1898, the last resulting in the defeat and surrender of Cervera's squadron off Santiago; name changed from *New York* to SARATOGA February 16, 1911, and from SARATOGA to *Rochester* December 1, 1917; now on Navy List as cruiser, second line.

MINE LAYERS.

Mine Layer No. 1—BALTIMORE. See Cruiser BALTIMORE.

Mine Layer No. 2—SAN FRANCISCO. See Cruiser SAN FRANCISCO.

Mine Layer No. 3—AROOSTOOK. Formerly S. S. *Bunker Hill*. Purchased during the war 1917-18.

Mine Layer No. 4—OGLALA. The first vessel so called. Formerly *Shawmut*; name changed January 1, 1928; formerly S. S. *Massachusetts*; purchased during the war, 1917-18.

TORPEDO BOATS.

Torpedo Boat No. 1—CUSHING. See Destroyer No. 55.

Torpedo Boat No. 2—ERICSSON. See Destroyer No. 56.

Torpedo Boat No. 3—FOOTE. See Destroyer No. 169.

Torpedo Boat No. 4—RODGERS. See Destroyer No. 254.

Torpedo Boat No. 5—WINSLOW. See Destroyer No. 53.

Torpedo Boat No. 6—PORTER. See Destroyer No. 59.

Torpedo Boat No. 7—DUPONT. See Destroyer No. 152.

Torpedo Boat No. 8—ROWAN. See Destroyer No. 4.

Torpedo Boat No. 9—DAHLGREEN. See Destroyer No. 187.

10895—29—23

SUM'S

INDEX

Torpedo Boat No. 10—**Craven**. See Destroyer No. 70.
 Torpedo Boat No. 11—**Farragut**. See Destroyer No. 300.
 Torpedo Boat No. 12—**Davis**. See Destroyer No. 65.
 Torpedo Boat No. 13—**Fox**. See Destroyer No. 234.
 Torpedo Boat No. 14—**Morris**. See Destroyer No. 271.
 Torpedo Boat No. 15—**Talbot**—named for Lieut. John Gunnel Talbot, U. S. Navy. He was on board the U. S. S. *Saginnaw* when she was wrecked on Ocean Island in 1870. He, with four men, volunteered to go for help to Honolulu, the nearest port, 1,200 miles away. They started November 18, 1870, in an open boat of their own construction, reaching land on December 19 after great privation and suffering. Exhausted and unable to battle with the surf, Lieutenant Talbot and three of the men were drowned. A tablet has been placed in the chapel of the Naval Academy to commemorate his heroism.
 Torpedo Boat No. 16—**Gwin**. See Destroyer No. 71.
 Torpedo Boat No. 17—**Mackenzie**. See Destroyer No. 175.
 Torpedo Boat No. 18—**McKee**. See Destroyer No. 87.
 Torpedo Boat No. 19—**Stringham**. See Destroyer No. 83.
 Torpedo Boat No. 20—**Goldsborough**. See Destroyer No. 188.
 Torpedo Boat No. 21—**Bailey**. See Destroyer No. 269.
 Torpedo Boat No. 22—**Somers**. See Destroyer No. 301.
 Torpedo Boat No. 23—**Manley**. See Destroyer No. 74.
 Torpedo Boat No. 24—**Bagley**. See Destroyer No. 185.
 Torpedo Boat No. 25—**Barney**. See Destroyer No. 149.
 Torpedo Boat No. 26—**Biddle**. See Destroyer No. 151.
 Torpedo Boat No. 27—**Blakeley**. See Destroyer No. 150.
 Torpedo Boat No. 28—**De Long**. See Destroyer No. 129.
 Torpedo Boat No. 29—**Nicholson**. See Destroyer No. 52.
 Torpedo Boat No. 30—**O'Brien**. See Destroyer No. 51.
 Torpedo Boat No. 31—**Shubrick**. See Destroyer No. 268.
 Torpedo Boat No. 32—**Stockton**. See Destroyer No. 73.
 Torpedo Boat No. 33—**Thornton**. See Destroyer No. 270.
 Torpedo Boat No. 34—**Tingey**. See Destroyer No. 272.
 Torpedo Boat No. 35—**Wilkes**. See Destroyer No. 67.

DESTROYERS.

Destroyer No. 1—**Bainbridge**. See Destroyer No. 246.
 Destroyer No. 2—**Barry**. See Destroyer No. 248.
 Destroyer No. 3—**Chauncey**. See Destroyer No. 296.
 Destroyer No. 4—**Dale**. See Destroyer No. 290.
 Destroyer No. 5—**Decatur**. See Destroyer No. 341.
 Destroyer No. 6—**Hopkins**. See Destroyer No. 249.
 Destroyer No. 7—**Hull**. See Destroyer No. 330.
 Destroyer No. 8—**Lawrence**. See Destroyer No. 250.
 Destroyer No. 9—**MacDonough**. See Destroyer No. 331.
 Destroyer No. 10—**Paul Jones**. See Destroyer No. 230.
 Destroyer No. 11—**Perry**. See Destroyer No. 340.
 Destroyer No. 12—**Preble**. See Destroyer No. 345.
 Destroyer No. 13—**Stewart**. See Destroyer No. 224.
 Destroyer No. 14—**Thruxtun**. See Destroyer No. 229.
 Destroyer No. 15—**Whipple**. See Destroyer No. 217.
 Destroyer No. 16—**Worden**. See Destroyer No. 288.
 Destroyer No. 17—**Smith**—named in memory of Lieut. Joseph Bryant Smith, U. S. Navy. He was born in Maine in 1826; entered the Navy in 1841; commanded the *Congress* in the absence of the captain when she was sunk by the Confederate ram *Merrimack* at Hampton Roads, March 8, 1862; he was killed in the engagement. Lieutenant Smith's father was at that time Chief of the Bureau of Yards and Docks at the Navy Department; while at church the morning after the battle he was called out by the Secretary of the Navy, Gideon Welles, and told that the *Cumberland* had been sunk and that the *Congress* had surrendered to the enemy. The father's reply was: "If that be so, then Joe is dead—he would never have struck his flag."
 Destroyer No. 18—**Lamson**. See Destroyer No. 328.
 Destroyer No. 19—**Preston**. See Destroyer No. 327.
 Destroyer No. 20—**Flusser**. See Destroyer No. 289.
 Destroyer No. 21—**Reid**. See Destroyer No. 292.
 Destroyer No. 22—**Paulding**—named in memory of Rear Admiral Hiram Paulding, U. S. Navy. He was born in New York in 1797. Appointed midshipman in 1811. In the war of 1812, in the *President* and *Ticonderoga*, he took part in the actions with the British fleet on Lake Champlain. In 1815 he served in the *Constellation* in war with Algiers and took part in capture of Algerian cruisers. He held many important commands. In 1861 he was appointed by President Lincoln to assist the Navy Department in putting the Navy afloat and other important operations, which he performed with ability and zealous devotion to duty.
 Destroyer No. 23—**Drayton**—named in memory of Commodore Percival Drayton, U. S. Navy. He was born in Charleston, S. C., in 1810, and died while Chief of the Bureau of Navigation, 1865. He commanded the *Porpoise* at the Battle of Port Royal, S. C., in 1861; was with Dupont at Fort Sumter; commanded the *Hatford* at the Battle of Mobile Bay on August 5, 1864; was Farragut's fleet captain and chief of staff, at which time he rendered gallant service.
 Destroyer No. 24—**Roe**—named in memory of Rear Admiral Francis A. Roe, U. S. Navy. He was born in Elmira, N. Y., October 4, 1823. He graduated from the Naval Academy in 1848. In the *Porpoise*, in 1854, he engaged 13 heavily armored Chinese junks, destroyed 6, and scattered the fleet. In the *Pensacola*, 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip and was commended for gallantry. In the *Sassacus*, May 5, 1864, in Albemarle Sound, engaged the Confederate ram *Albemarle* and 1 gunboat *Bombshell*. He was commended by the Navy Department for gallant and meritorious conduct. He received thanks of the Cabinet for a special mission to Mexico in 1867. He took Santa Anna prisoner from an American ship and sent him out of Mexico. He received the surrender of Vera Cruz and established a provisional government.
 Destroyer No. 25—**Terry**—named in memory of Commander Edward Terry, U. S. Navy. He was born in Connecticut; was appointed acting midshipman in 1853; was attached to the *Richmond* in her engagement with the Confederate ram *Manassas* and steamers in the Mississippi River, and at Fort McRea, 1861. He was at the bombardments and passage of Forts Jackson and St. Philip in 1862, and at the capture of New Orleans; was in the engagements at Vicksburg, Port Hudson, 1863, and the battle of Mobile Bay, 1864.
 Destroyer No. 26—**Perkins**—named in memory of Commodore George Hamilton Perkins, U. S. Navy, who was born at Hopkinton, N. H., October 20, 1835; died in Boston, Mass., October 28, 1899. He entered the Navy as midshipman in 1851 and served his country with honor 48 years. His intrepid conduct at the

passage of the forts below New Orleans in 1862—his heroism, in the surrender of that city—his skill and daring on notable occasions on the Mississippi River and in the Gulf of Mexico—and his achievements in Battle of Mobile Bay August 5, 1864, when as commander of the *Chickasaw* he compelled the surrender of the *Tennessee*—won from the Navy unqualified admiration and from Farragut these words: "The bravest man that ever trod the deck of a ship." He participated in the actions at Ports Jackson and St. Philip, April 24, 1862; capture of the *Governor Moore* and three ships of the Montgomery Flotilla, and the surrender of New Orleans, April 25, 1862; skirmishes on the Mississippi River, July, 1862; Port Hudson and White-halls River, July, 1862; capture of the *Mary Somley* and capture of the *Tennessee*, August 5, 1864; Battle of Mobile Bay, August 5, 1864; Fort Powell, Fort Gaines, and Fort Morgan, August, 1864.

Destroyer No. 27—STEELE—named in memory of Lieut. Andrew Sterett, U. S. Navy, who was appointed a lieutenant in 1798. He commanded the *Enterprise* and captured a Tripolitan cruiser in 1801, after four hours' fight, for which he received the thanks of Congress.

Destroyer No. 28—MC'CALL—named in memory of Lieut. Edward R. McCall, U. S. Navy, who was born in Charleston, S. C., in 1790; appointed midshipman in 1808. In September, 1813, he was on the *Enterprise* in her engagement with the *Boxer*. Lieut. Mc'Call took command after her captain had been killed and gained a victory, for which he received a gold medal from Congress.

Destroyer No. 29—BURROWS—named in memory of Lieut. William Burrows, U. S. Navy, who was a midshipman in 1799. He distinguished himself at Tripoli. He died on the American brig *Enterprise* during the fight with the British brig *Boxer* September 13, 1813. He encouraged his men by calling to them, "Stand fast, and the day will soon be ours."

Destroyer No. 30—WARRINGTON—named in memory of Commodore Lewis Warrington, U. S. Navy, who was born in Williamsburg, Va., November 3, 1782; died October 12, 1851. He served in the war with Tripoli as junior officer. He commanded the U. S. corvette *Peacock* in the fight with H. M. S. *Eperier*, on April 29, 1814; the *Eperier* was captured in an action lasting 42 minutes. For his brilliant achievement Congress passed a vote of thanks to Capt. Warrington, his officers and men, and presented him a gold medal, and his native State, Virginia, presented him a gold-hilted sword. The Secretary of the Navy in announcing his death in general orders, said: "Commodore Warrington stood conspicuous among the distinguished men who have done honor to our country; his devoted patriotism, his great skill and indomitable courage, have won for him its lasting gratitude."

Destroyer No. 31—MAYRANT—named in memory of Capt. John Mayrant, U. S. Navy, who, while a midshipman, led the boarders in the fight between the *Bon Homme Richard* and the *Serapis*, September 23, 1779. Commodore Paul Jones said of him: "It was my good fortune to command many brave men, but I never knew a man so exactly after my own heart, or so near the kind of man I would create, if I could, as John Mayrant."

Destroyer No. 32—MONAGHAN—named in memory of Ensign John R. Monaghan, U. S. Navy, who was appointed a naval cadet in 1891. He distinguished himself in an engagement with the natives of Samoa in 1899. He was killed April 1, 1899, while endeavoring to remove to the rear Lieutenant Lansdale, who had been wounded. Capt. Edwin White said in his report: "He stood steadfast by his wounded superior and friend—one brave man against a score of savages. He died in a heroic performance of duty."

Destroyer No. 33—TRIPPE—named in memory of Lieut. John Trippe, U. S. Navy, who was appointed a midshipman in 1798. He received thanks of Congress and a sword for distinguished services performed with Preble's squadron in engagement before Tripoli in 1804.

Destroyer No. 34—WALKE—named in memory of Rear Admiral Henry Walke, U. S. Navy, who was born in Virginia in 1808. Appointed midshipman in 1827. In the Civil War, in command of the *Carondelet*, he took part in Battles of Belmont, Fort Henry, Fort Donelson, Island No. 10, Fort Pillow, Memphis, and the engagement with the Confederate ram *Arkansas*. For his distinguished services he received the thanks of Congress and the Secretary of the Navy and the commendation of Admiral Foote.

Destroyer No. 35—AMMEN—named in memory of Rear Admiral Daniel Ammen, U. S. Navy, who was born in Ohio in 1820. Appointed midshipman in 1836. In the Civil War he performed conspicuous blockading service as executive officer of the *Roanoke*, and in command of the *Seneca*. He commanded the *Seneca* at the Battle of Port Royal, November 7, 1861. He commanded the *Patapsco* in the attack on Fort McAlister and Fort Sumter, 1863. He commanded the *Mohican* in bombardment of Fort Fisher, 1864 and 1865.

Destroyer No. 36—PATTERSON—named in memory of Commodore Daniel Todd Patterson, U. S. Navy. He entered the Navy in 1900; was captured on U. S. frigate *Philadelphie* by Tripolitans; was a prisoner of war for three years; commanded naval forces at New Orleans, 1813; cooperated with Maj. Gen. Jackson at Battle of New Orleans, and for his splendid services there he received the approval of the United States Congress and thanks of the Legislature of the State of New York. He was one of the naval commissioners during President Jackson's administration. He twice commanded the Mediterranean Fleet, flagships *United States* and *Delaware*.

Destroyer No. 37—FANNING—named in memory of Lieut. Nathaniel Fanning, U. S. Navy, who served in the engagement between the *Bon Homme Richard* and *Serapis*, September 23, 1779. When most of his men had been killed he took a fresh gang into the top and succeeded in clearing the top of the *Serapis* of her men; he passed with his men, when the yards of the ships were locked, from the *Bon Homme Richard* to the *Serapis*, and, directing the fire of his men with hand grenades and other missiles, drove the British seamen from their stations. Paul Jones says: "He was one cause among the prominent in obtaining the victory," when recommending Fanning for promotion.

Destroyer No. 38—JARVIS—named in memory of Midshipman James C. Jarvis, U. S. Navy, who, during the fight between *Constellation* and *Vengeance*, February 2, 1800, was sent aloft in command of the topmen to endeavor to secure the mast, and when warned of his danger, as it was about to fall, refused to leave his post and went over the side with the falling rigging. Only 13 years old when killed. Captain Truxtun commended his devotion to duty in his report to Congress, and his heroism was approved by "A solemn resolution" of that body and his loss mentioned as a "subject of national regret."

Destroyer No. 39—HENLEY—named in memory of Capt. Robert Henley, U. S. Navy, who, in 1812, commanded one of the divisions of gunboats manned from the crew of the *Constellation* in the boat attacks on the British frigates lying in Hampton Roads. September 11, 1814, as master commandant of the *Eagle*, flagship of Captain Macdonough, in the Battle of Lake Champlain, he led the American line. He received the thanks of Congress and a gold medal.

Destroyer No. 40—BEALE—named in memory of Lieut. Edward Fitzgerald Beale, U. S. Navy, afterwards General Beale, U. S. Army, whose father and grandfather served in the United States Navy and were awarded medals of honor by Congress. He was graduated from the Naval Academy in 1842. During the war with Mexico he distinguished himself by carrying dispatches through the enemy's lines, and was presented with a sword by his fellow officers for his gallant services. He was commended for conspicuous bravery by Commodore Stockton. After this war he resigned to become Superintendent of Indian Affairs. He was given rank of major general and detailed to terminate the Indian war in California. He became minister to Austria under President Grant.

Destroyer No. 41—JOUETT—named in memory of Rear Admiral James E. Jouett, U. S. Navy, who was born in Kentucky in 1828. He was appointed a midshipman in 1841. Served in Mexican War. In 1861 Lieut. Jouett, with marines from the *Santee*, boarded and destroyed the Confederate steamer *Royal Yacht* in Galveston Bay, where he had a hand-to-hand conflict with the commander of the vessel. He received severe wounds from a pike in the right arm, side, and lungs. For gallant conduct he received the thanks of

the Navy Department. In 1864 he commanded the *Metacomet* at Battle of Mobile Bay. After the battle he pursued and engaged the gunboats *Gaines*, *Morgan*, and *Selma*. The *Gaines* was crippled and the *Selma* surrendered. Lieut. Commander Jouett received advancement of 30 numbers for heroic conduct.

Destroyer No. 42—JENKINS—named in memory of Rear Admiral Thornton A. Jenkins, U. S. Navy, who was born at Orange Court House, Va., in 1811. In the fall of 1862 commanded the *Oneida*, blockading off Mobile. He was next appointed fleet captain and chief of staff of Farragut's fleet and was present at the passage of Port Hudson and fight with Grand Gulf batteries, Warrenton and Grand Gulf, in March, 1863. On the *Monongahela* he was wounded while in command of three armed vessels on convoy duty. He was in command of the *Richmond*, and senior officer in command of the naval forces below, at the surrender of Port Hudson, July 9, 1863. He was in command of a division on the Mobile blockade from December 1863, to the Battle of Mobile Bay, August 5, 1864, in which and all the subsequent operations he took part.

Destroyer No. 43—CASSIN—named in memory of Capt. Stephen Cassin, who was born in Philadelphia in 1783. He entered the Navy as midshipman in 1800. He served with distinction in Tripoli. In the War of 1812 commanded *Ticonderoga* in Battle of Lake Champlain, and was rewarded by Congress with a gold medal for bravery in that action. Four of the enemy's gunboats united in an attack upon the *Ticonderoga*, again and again coming almost within grappling distance, but were as often repulsed.

Destroyer No. 44—CUMMINGS—named in memory of Lieut. Commander Andrew Boyd Cummings, U. S. Navy, who was born June 22, 1830, Philadelphia, Pa.; died March 18, 1863, New Orleans, La. He was appointed midshipman April 7, 1846; lieutenant commander July 16, 1862; showed conspicuous gallantry at passage of Port Hudson, La., March 14-15, 1863, Civil War; died New Orleans, La., from wounds received in action at Port Hudson, La.

Destroyer No. 45—DOWNES—named in memory of Capt. John Downes, U. S. Navy, who was born 1786, at Canton, Mass.; died August 11, 1854, Charlestown, Mass.; appointed midshipman June 1, 1802; appointed captain March 5, 1817; rendered distinguished service in the war with Tripoli, 1804; was a lieutenant on U. S. S. *Essex* in the action with British vessels March 28, 1814; commanded U. S. S. *Epervier* in the attack on the Algerians, June 17, 1815.

Destroyer No. 46—DUNCAN—named in memory of Commander Silas Duncan, U. S. Navy, who was born in New Jersey. He was appointed midshipman in 1809. As third lieutenant of the *Saratoga* in the Battle of Lake Champlain, he was sent in a gig to order the gunboats to retire. He received the concentrated fire of the enemy but succeeded in delivering the orders to the commander of the *Allen*. He was severely wounded and lost his right arm. He received the thanks of Congress for his gallant conduct. From 1818-1824, he saw active service in the *Independence*, *Hornet*, *Guerriere*, *Cyane*, and *Ferret*.

Destroyer No. 47—AYLWIN—named in memory of Lieut. John Cushing Aylwin, U. S. Navy, who was born in Quebec, Canada. At the commencement of the War of 1812 he was asked by Capt. Isaac Hull to go with him on the *Constitution*, and April 24, 1812, he was appointed sailing master in the United States Navy. He took prominent part in the engagement, August 19, 1812, between the *Constitution* and the *Guerriere*. He was highly commended by Captain Hull for skill in handling and maneuvering the *Constitution* during the fight. He was wounded in the shoulder. He commanded the foremast division in action between the *Constitution* and the *Jawa*, December 29, 1812, and was commended for bravery and coolness in action. He was severely wounded and died from effects of the wound January 28, 1813.

Destroyer No. 48—PARKER—named in memory of Rear Admiral Foxhall Alexander Parker, U. S. Navy, who was born in New York in 1821; appointed midshipman in 1837. In the Civil War he cooperated with the Army of the Potomac; protected Alexandria, Va., after the Battle of Bull Run; was in active service off Charleston, S. C.; commanded naval battery at the bombardment of Fort Sumter; commanded the Potomac Flotilla. He was commissioned as captain for good service in Civil War. In 1872 he drew up a code of signals for steam tactics. He was the author of Fleet Tactics Under Steam, The Naval Howitzer Afloat, and other valuable works. He was one of the founders of the United States Naval Institute.

Destroyer No. 49—BENHAM—named in memory of Rear Admiral Andrew Ellicott Kennedy Benham, U. S. Navy. He was born on Staten Island, N. Y., April 10, 1832; appointed midshipman in 1847; served on the brig *Dolphin* in the East India Squadron, 1847-1850; was wounded during the capture of a piratical Chinese junk near Macao, China; was in the Brazil squadron and Paraguay expeditions 1858-59; was in the South Atlantic Blockading Squadron in 1861-62; took part in the battle of Port Royal; was in the West Gulf Blockading Squadron 1863-1865, when his ship was at sea for 13 months without going into port; was in command of North Atlantic Station 1892-93; was ordered to Brazil in 1893, in chief command during the rebellion. On January 29, 1894, he took action to prevent the insurgent Brazilian Navy from interfering with United States merchant vessels in innocent and regular operations of loading and unloading at the wharves of Rio Janeiro, that city being in the hands of the regular Government. For this action, which set a new precedent in international law, he received the commendation of the United States Government and the approval of his countrymen. He retired in 1894 and died at Lake Mahopac, N. Y., on August 11, 1905.

Destroyer No. 50—BALCH—named in memory of Rear Admiral George Beall Balch, U. S. Navy, who was born in Shelbyville, Tenn., in 1821; was appointed acting midshipman in 1837; was in the Mexican War from May, 1846, to its close. He was in the attack on Alvarado under Commodore Conner and the joint bombardment with the Army at Vera Cruz, the surrender of that city, and San Juan d'Ulloa, March, 1847, and at the capture of Tampico. He was executive officer of the *Plymouth*, 1851-1855, with Commodore Perry in the Japan expedition. He was in command of the advance post at Shanghai, and was wounded in a fight between rebels and Imperialists. In the Civil War he performed many heroic services. In command of the *Pawnee* in 1863, he saved General Terry's command when attacked by Confederate batteries. He was engaged in the joint operations of Rear Admiral Dahlgren's Navy forces and General Foster's Army forces in Stono River, S. C., in 1864, and in bombardment of Battery Pringle. In 1865, among other operations, he successfully engaged Confederate batteries at North Edisto, S. C. In recognition of his efficient services, Commander Balch was advanced one grade, to the rank of captain, 1866; was appointed commodore 1872, and rear admiral 1878.

Destroyer No. 51 and Torpedo Boat No. 30—O'BRIEN—named in memory of Capt. Jeremiah O'Brien, U. S. Navy, and for his four brothers. The five O'Brien brothers were residents of Machias, Me., when the battle of Lexington, April, 1775, was fought. When the news reached Machias the patriotic citizens erected a liberty pole. A British sloop of war, the *Margaretta*, arrived in Machias Harbor under the command of Lieutenant Moore, and the latter declared that unless the pole were cut down he would destroy the town. During the parley that followed, a lumber sloop left Machias and lazily drifted toward the sea as if about to pass near the warship. The sloop, apparently badly handled, fouled the warship, and instantly scores of Yankees boarded the foreign craft armed with pitchforks, axes and muskets. A battle followed, in which the Americans were victorious after losing 6 men and killing 10 of the enemy, including Lieutenant Moore. This was the first naval engagement of the Revolution. The lumber sloop was under the command of Jeremiah O'Brien, and four of his brothers were in the crew. Joseph O'Brien, the youngest brother, was only 16 years old, and his request to form one of the party was refused. He smuggled himself aboard the craft and during the fight proved to be very much of a man. Lieutenant Moore's sword was given to Joseph O'Brien, the baby of the crew.

Destroyer No. 52 and Torpedo Boat No. 29—NICHOLSON—named in memory of Capt. Samuel Nicholson, U. S. Navy, who was a lieutenant on the *Bon Homme Richard*. He was appointed captain in 1794. He commanded the frigate *Deane* and captured three sloops of war. He was the first commander of the frigate *Constitution*. His two brothers, Capt. John Nicholson, U. S. Navy, and Capt. James Nicholson, U. S.

Navy, also served with distinction in the Revolutionary War. Commodore William C. Nicholson, U. S. Navy (son of John), was midshipman under Decatur on the *President*, War of 1812; served also in Civil War. Commodore James W. A. Nicholson, U. S. Navy (grandson of Captain Samuel), was with Perry in the expedition to Japan, 1853-1855.

Destroyer No. 53 and Torpedo Boat No. 5—WINSLOW—named in memory of Rear Admiral John A. Winslow, U. S. Navy, who was born in North Carolina in 1811. Appointed midshipman in 1827, he served gallantly in Mexican War. For gallantry at Tobacco he was commended by Commodore Perry. In the Civil War he was in command of the Mississippi Flotilla, 1861-62. He commanded the *Kearsarge* when she sank the *Alabama*, June 19, 1864, in the famous fight off Cherbourg. For this action Captain Winslow was promoted to the rank of commodore.

Destroyer No. 54—McDUGAL—named in memory of Rear Admiral David McDougal, U. S. Navy, who was born September 27, 1809, Ohio; died August 7, 1882, San Francisco, Calif. Served on the U. S. S. *Mississippi* at Vera Cruz in the Mexican War, and commanded the U. S. S. *Wyoming* at the Battle of Shimonoseki Straits, Japan, July 16, 1863.

Destroyer No. 55 and Torpedo Boat No. 1—CUSHING—named in memory of Commander William Barker Cushing, U. S. Navy, who was born in Delafield, Wis., in 1842. His career was filled with daring planning and clever execution. He was especially distinguished for the destruction of the Confederate ram *Albatross*. He undertook the attack with a steam launch carrying a spar torpedo and towing an armed cutter. When near the *Albatross* he was detected, but pushed forward under a shower of bullets and fire of howitzers. He had time to drive the steam launch over the bows and to explode the torpedo against the *Albatross*, sinking her before his launch was destroyed. Cushing and one other escaped, the rest were captured. For destroying the *Albatross* he received the thanks of Congress and promotion to lieutenant commander.

Destroyer No. 56 and Torpedo Boat No. 2—ERICSSON—named in memory of John Ericsson, inventor, who was born July 31, 1803, Wernland, Sweden; died March 8, 1890, New York, N. Y. Invented and put in use the screw propeller, the calorific engine, the solar engine, and devised and built the U. S. S. *Monitor*, the first vessel of her type. He was the most prolific inventor of his time in regard to naval and marine mechanisms. His body was transported to Sweden and interred in his birthplace, where a huge monument was erected for him.

Destroyer No. 57—TUCKER—named in memory of Commodore Samuel Tucker, U. S. Navy, who was born November 1, 1747, Dorehead, Mass.; died March 10, 1833, Bremen, Me. Commanded the U. S. S. *Franklyn*, *Boston*, *Beane*, and *Thorn*, privateers in the Revolutionary War; was captured in the *Thorn*, but made his escape in an open boat; while commanding the *Boston*, with John Adams, envoy, on board, in August, 1778, he engaged British vessels of war. He was commissioned captain by General Washington January 20, 1776.

Destroyer No. 58—CONYNGHAM—named in memory of Capt. Gustavus Conyngham, U. S. Navy, who was born in 1747, Donegal, Ireland; died November 27, 1819, Philadelphia, Pa. Commanded the U. S. S. *Charming Peggy*, privateer, 1775; was commissioned captain in the Continental Navy March 1, 1777; commanded U. S. S. *Surprise* 1777, U. S. S. *Revenge* 1777, U. S. S. *Experiment* 1779; made many captures of the enemy's vessels in English waters and elsewhere and was twice captured; commanded *Maria* (privateer) in naval war with France.

Destroyer No. 59 and Torpedo Boat No. 6—PORTER—named in memory of Commodore David Porter, U. S. Navy, and his son Admiral David Dixon Porter, U. S. Navy.

Commodore David Porter was born in Boston, Mass., in 1780; appointed midshipman in 1798. In 1799 he took part in the fight between the *Constellation* and *L'Insurgente*. In 1803 he was captured in the *Philadelphia* at Tripoli. In 1812, in command of the frigate *Essex*, he had a most adventurous career, making many captures of British packets and crippling British commerce. In 1813 he cruised in the Pacific and captured many vessels. In 1814, at Valparaiso, he surrendered the *Essex* to a superior force of British frigates, *Phoebe* and *Cerberus*, only when his own ship was too disabled to offer resistance any longer, the contest having been unequal in every way.

Admiral David Dixon Porter, son of Commodore Porter, was born in 1813; appointed midshipman in the U. S. Navy in 1829. He served with distinction on the *Spitfire* in the Mexican War. He engaged in every action on the coast. In the Civil War he rose from lieutenant to admiral in two years. In 1862 Commander Porter commanded the mortar boat flotilla under Farragut at the passage of Forts Jackson and St. Philip. He bombarded forts at Vicksburg; commanded the Mississippi Squadron as acting rear admiral. In 1863 he cooperated with General Sherman in the capture of Arkansas Post, for which he received a vote of thanks from Congress. He cooperated with General Grant in the capture of Vicksburg, received the thanks of Congress, and was promoted to rear admiral. In command of the North Atlantic Blockading Squadron, he bombarded forts at Cape Fear River. He commanded the naval forces at Fort Fisher, and for his brilliant work received the thanks of Congress for the fourth time. In 1866 he was made vice admiral and 1870 Admiral of the Navy.

Destroyer No. 60—WADSWORTH—named in memory of Commodore Alexander Scammel Wadsworth, U. S. Navy, who was born 1790 at Portland, Me.; died April 5, 1851, Washington, D. C. Appointed midshipman April 2, 1804; promoted to lieutenant April 21, 1810; was second lieutenant of the frigate *Constitution* during her escape from the British fleet, and took part in the engagement with the *Guerriere*, August 19, 1812, for which he received a silver medal and the thanks of Congress; was first lieutenant of the corvette *Adams* in 1814; April 27, 1816, he was promoted to master commandant (commander) for gallant service; commanded the *Prometheus* in the Mediterranean 1816-17; on duty at Washington Navy Yard and inspector of ordnance 1823-1829; promoted to captain in 1825; commanded the frigate *Constellation*, Mediterranean Squadron, 1829-1832; commanded the Pacific Squadron 1834-1836; was Navy commissioner 1837-1840 and inspector of ordnance 1841-1850.

Destroyer No. 61—JACOB JONES. See Destroyer No. 130.

Destroyer No. 62—WAINWRIGHT—named jointly in memory of Jonathan Mayhew Wainwright, who was killed on the *Harriet Lane*, near Galveston, in 1862, his son Jonathan Mayhew Wainwright, jr., who was killed on the coast of Mexico in 1870, and Richard Wainwright, who commanded Farragut's flagship, the U. S. S. *Hartford*.

Destroyer No. 63—SAMPSON—named in memory of Rear Admiral William T. Sampson, U. S. Navy, who was born at Palmyra, N. Y., February 9, 1840; died Washington, D. C., May 6, 1902. Appointed to the Naval Academy September 24, 1857; graduated midshipman June 1, 1861; commissioned rear admiral March 3, 1899; was commander in chief, naval forces in West Indies, during war with Spain, which destroyed the Spanish fleet at Battle of Santiago in 1898.

Destroyer No. 64 and Torpedo Boat No. 8—ROWAN—named in memory of Vice Admiral Stephen C. Rowan, U. S. Navy, who was born in Ireland in 1805. Was appointed midshipman in the U. S. Navy in 1826; took active part in the War with Mexico and in the acquisition of California. In 1861 he was in command of the *Pawnee*; took part in the capture of forts at Hatteras Inlet. In 1862 he performed conspicuous service in command of a flotilla in the sounds of North Carolina, and in the attack of the Army and the Navy on Roanoke Island. For his brilliant achievement he was promoted to the rank of commodore. He commanded naval forces at the fall of Newbern and participated at Forts Wagner, Gregg, and Moultrie. He commanded *New Ironsides* off Charleston. In 1870 he was made vice admiral of the Navy in recognition of his distinguished service.

Destroyer No. 65 and Torpedo Boat No. 12—DAVIS—named in memory of Rear Admiral Charles H. Davis, U. S. Navy, who was born in Boston, Mass., in 1807. Was appointed midshipman in 1823. He

SUM'S

INDEX

did valuable coast survey work and wrote valuable works on tides and currents of the ocean; also translated many valuable works. In the Civil War he was fleet captain in Du Pont's expedition against Port Royal, S. C. He was flag officer at naval engagements at Fort Pillow, and at Memphis in 1862, which effected the destruction of the Confederate ironclad fleet. He was with Farragut at Vicksburg and successfully cooperated with General Curtis in the Yazoo in 1862.

Destroyer No. 66—ALLEN—named in memory of Lieut. William Henry Allen and Lieut. William Howard Allen, U. S. Navy. Lieut. William Henry Allen was born in Providence, R. I., October 21, 1784; died Plymouth, England, August 18, 1813; buried St. Andrews Churchyard, Plymouth, England. He was on the *United States* in the engagement with the *Macedonian*, and was placed in command of the captured frigate. He received wounds which brought death in the engagement with the British ship *Pelican* while in command of the *Argus*.

Lieut. William Howard Allen was born in Hudson, N. Y., July 8, 1790; died in action in West Indies, November 9, 1822; buried at Matanzas, but his remains were later removed to Hudson Cemetery, Hudson, N. Y. Appointed midshipman January 1, 1808. Served on the *Argus* during the engagement with the *Pelican*, and assumed command when William Henry Allen was wounded. He was killed while boarding a pirate vessel.

Destroyer No. 67 and Torpedo Boat No. 35—WILKES—named in memory of Rear Admiral Charles Wilkes, U. S. Navy, who was born in New York in 1801. Appointed midshipman in 1818. In 1838-1842 he commanded the wonderfully successful exploring expedition that went around the world. He was author of *Meteorology, Western America, and Theory of the Winds*. In 1861 he was in command of the *San Jacinto*, and took from the English passenger steamer *Trent* the Confederate commissioners to England, Mason and Slidell. He was complimented by the Secretary of the Navy, although the prisoners had to be given up. In 1862 he commanded the James River Flotilla. In 1863 he commanded a special blockade squadron in the West Indies.

Destroyer No. 68—SHAW—named in memory of Capt. John Shaw, U. S. Navy, who was born in Ireland in 1773; died Philadelphia, Pa., September 17, 1823. Was commissioned lieutenant August 3, 1798, and captain August 27, 1807. He distinguished himself while in command of the *Enterprise* during the war with France, 1798-1800. He served through the War of 1812.

Destroyer No. 69—CALDWELL—named in memory of Lieut. James R. Caldwell. He was appointed midshipman May 22, 1798, and commissioned lieutenant November 1, 1800. He was killed in action August 7, 1864, during the war with Tripoli.

Destroyer No. 70 and Torpedo Boat No. 10—CRAVEN—named in memory of Commander Tunis A. M. Craven, who was born at Portsmouth, N. H., January 11, 1813; appointed midshipman February 2, 1829; commissioned commander April 24, 1861; served with distinction in Mexican War and Civil War; in command of *Tecumseh* when sunk by torpedo in Mobile Bay August 5, 1864, and went down with his ship.

Destroyer No. 71 and Torpedo Boat No. 16—GWIN—named in memory of Lieut. Commander William Gwin, who was born at Columbus, Ind., December 5, 1832; appointed midshipman April 7, 1847; commissioned lieutenant commander July 16, 1862; was mortally wounded in attack on Haines Bluff December 27, 1862, while in command of division of vessels, and died January 3, 1863; is buried at Columbus, Ind.; rendered distinguished service in western waters and in the Mississippi Squadron.

Destroyer No. 72—CONNER—named in memory of Commodore David Conner, who was born at Harrisburg, Pa., in 1792, and died at Philadelphia, Pa., March 20, 1856; buried at South Laurel Cemetery. He was appointed midshipman January 16, 1809; commissioned captain March 3, 1835; was Navy commissioner July 10, 1841, to September 1, 1842; served on *Hornet* in chase of British ship *Belvidere* and on *Hornet* in action with British ship *Peacock* February 24, 1813, and action with British ship *Penguin* March 23, 1815, being wounded during the latter action. Commander of home squadron during War with Mexico, 1846-47.

Destroyer No. 73 and Torpedo Boat No. 32—STOCKTON—named in memory of Commodore Robert Field Stockton, who was born in Princeton, N. J., August 20, 1795, and died there October 7, 1866. He was appointed midshipman September 1, 1811, and commissioned captain December 8, 1838. He took part in the defense of Alexandria, Va., and Baltimore, Md., during the War of 1812; served in War with Algiers in 1815; commanded Mexican Squadron 1846-47, Mexican War, and established provisional government of California; designed and superintended the building of the steam frigate *Princeton*, and was wounded by the bursting of one of the large guns of that vessel; resigned from the Navy May 28, 1850; was United States Senator from New Jersey 1851-52; introduced bill abolishing flogging in Navy; was engineer of Delaware & Raritan Canal.

Destroyer No. 74 and Torpedo Boat No. 23—MANLEY—named in memory of Capt. John Manley; was born in Torquay, England, in 1733, and died at Boston, Mass., February 12, 1793. He is buried in King's Chapel burying ground, Boston. He was appointed by General Washington on October 24, 1775, captain of the *Lee*, the first continental ship to get to sea. On April 17, 1776, he was commissioned captain by the Continental Congress, in the Continental Navy; commanded the *Hancock* in 1776; was captured, imprisoned in Old Mill Prison, and escaped; commanded a number of privateers, and made many prizes and captured a number of British transports. In January, 1783, he received the surrender of the last transport captured during the Revolution.

Destroyer No. 75—WICKES—named in memory of Capt. Lambert Wickes, who was born in New England about 1735; lost at sea, off coast of Newfoundland, October, 1777. Appointed by Continental Congress December 22, 1775, and commissioned captain October 10, 1776; commanded *Reprisal* in 1776, taking Benjamin Franklin to France, capturing two brigs on the voyage; June to August, 1777, cruised around Ireland, capturing 15 vessels in five days; on return voyage to the United States the *Reprisal* foundered off the coast of Newfoundland.

Destroyer No. 76—PHILIP—named in memory of Rear Admiral John Woodward Philip, born in Kinderhook, Columbia County, N. Y., August 26, 1840; died in New York, June 30, 1900; buried in Naval Academy Cemetery, Annapolis, Md. Appointed midshipman September 20, 1856; commissioned rear admiral March 3, 1899; served in Civil War, was wounded in operations against Charleston, S. C.; 1865-1867 distinguished in defense of Americans against attacks of Chinese and capture of the rebel Hon; in war with Spain, commanded *Texas* at Battle of Santiago, and advanced five numbers for distinguished service.

Destroyer No. 77—WOOLSEY—named in memory of Capt. Melancthon Taylor Woolsey; born in New York, 1782; died at Utica, N. Y., May 18, 1838. Appointed midshipman April 9, 1800; commissioned captain April 27, 1810; superintended construction of vessels on Great Lakes in 1808; laid keel of *Oneida*, first naval vessel built on the Lakes; in 1809 made first display of American ensign in waters of Niagara River; served under Commodore Chauncey in War of 1812; July 19, 1812, landed part of his battery and repelled a British attack by five vessels; participated in attack on Kingston, November, 1813, and operations off False Rocks; captured, with assistance of Army, 3 gunboats, 2 barges, 1 gig, 6 guns, and 186 men.

Destroyer No. 78—EVANS—named in memory of Rear Admiral Robley Dunglison Evans; born in Floyd County, Va., August 18, 1846; died in Washington, D. C., January 3, 1912. Appointed midshipman September 29, 1860; commissioned rear admiral February 11, 1901; participated in Civil War and severely wounded twice in attack on Fort Fisher, January 13-15, 1865; in 1891-92 commanded the *Yorktown*, Pacific station, where he became known as "Fighting Bob" by his vigorous action in upholding the honor of the United States during strained relations with Chile; commanded *Iowa* during War with Spain, taking prominent part in battle of Santiago; commander in chief of Atlantic Fleet from east to west coast on trip around world in 1937-38.

Destroyer No. 79—**LITTLE**—named in memory of Capt. George Little; born in Marshfield, Mass., April 10, 1754; died at Weymouth, Mass., July 22, 1809. Appointed first lieutenant of the Massachusetts ship *Protector* in 1779; in 1781, after a running fight of several hours, escaped from the British ship *Thames*, but in a later engagement was captured by the same vessel; was made prisoner and escaped; returned to United States and was given command of the Massachusetts ship *Windthrop*, with which he captured two British privateers, the armed brig *Meriam*, and a number of other vessels; commissioned captain March 4, 1799, and given command of the United States frigate *Boston*; during the war with France captured the French ship *Le Berceau* and a number of other vessels.

Destroyer No. 80—**KIMBERLY**—named in memory of Rear Admiral Lewis Ashfield Kimberly; born in Troy, N. Y., April 22, 1830; died at West Newton, Mass., January 28, 1902; buried in Mount Auburn Cemetery, Boston. Appointed midshipman December 8, 1846; commissioned rear admiral July 26, 1887; 1847 to 1860 in the African, Pacific, and East India squadrons; Civil War, served on *Potomac* in west blockading squadrons; took part in operations in Mississippi River at Port Hudson, Grand Gulf, Vicksburg, and other places; executive officer of *Hartford* at Battle of Mobile Bay, and warmly commended for gallant and efficient service; 1866 to 1889 cruised in European, Atlantic, Pacific, and East India stations; commanded land forces in attack on Korean ports, June 10-11, 1871.

Destroyer No. 81—**SIGOURNEY**—named in memory of Midshipman James Butler Sigourney; born in Boston. Appointed midshipman January 16, 1809; served on *Wasp* under Capt. T. Robinson and Capt. James Lawrence; was sailing master of *Nautilus* and was captured in her shortly after commencement of War of 1812; after his exchange, was placed in command of the *Asp*, a schooner fitted out for defense of Chesapeake Bay; July 14, 1813, was attacked by three British barges, but succeeded in driving them off; on a second attack the *Asp* was boarded and Sigourney was killed at his post on deck.

Destroyer No. 82—**GREGORY**—named in memory of Rear Admiral Francis Hoyt Gregory; born in Norwalk, Conn., October 9, 1799; died in Brooklyn, N. Y., October 4, 1866. Appointed midshipman January 16, 1808; commissioned rear admiral July 16, 1862; attached to bomb brig *Vesuvius* in 1810, and while in charge of one of the boats of that vessel captured a British slaver off Belize; 1811, in command of gunboat No. 163; in her, between August 7 and September 7, 1811, he captured five piratical vessels and put to flight a British privateer in the West Indies; served with distinction under Commodore Chauncey in the squadron on Lake Ontario.

Destroyer No. 83 and Torpedo Boat No. 19—**STRINGHAM**—named in memory of Rear Admiral Silas Horton Stringham, who was born in Middletown, Conn., November 7, 1788; died in Brooklyn, N. Y., February 7, 1876. Appointed midshipman November 15, 1831; commissioned rear admiral July 16, 1862; War of 1812; on U. S. S. *President* in engagements with H. B. M. S. *Little Belt* and *Belvidere*; war with Barbary States, attached to the *Spark*, and took part in operations against Algiers and capture of Algerian vessels; captured pirate schooner *Moscow* in the West Indies while attached to *Hornet*; commanded *Ohio* in Mexican War, and took part in attack on Vera Cruz; Civil War, in command of Atlantic squadron.

Destroyer No. 84—**DYER**—named in memory of Capt. N. Mayo Dyer; born in Massachusetts February 19, 1839; died Melrose, Mass., January 28, 1910. Entered volunteer Navy as master's mate; promoted to acting ensign and acting master for gallant service; served in U. S. S. *Metacomb* at Battle of Mobile Bay; entered regular Navy as lieutenant commander December 18, 1868; captain, commanding the *Baltimore* at Battle of Manila Bay.

Destroyer No. 85—**COLHOUN**—named in memory of Rear Admiral Edmund R. Colhoun; born at Chambersburg, Pa., May 6, 1821; died Washington, D. C., February 17, 1897. Appointed midshipman April 1, 1839; read admiral, December 3, 1882; Mexican War, under Commodores Conner and Perry at Alvarado and Tabasco; Civil War, North Atlantic Blockading Squadron; took part in engagements at Roanoke Island, Blackwater River, 1862; commanded monitor *Weehawken*, South Atlantic Blockading Squadron; took part in bombardment and capture of Fort Fisher, N. C., December, 1864-January, 1865; commander in chief of the South Pacific station 1874-75; commanded Mare Island Navy Yard 1877-1881, and inspector of vessel *California*; placed on retired list May 3, 1883.

Destroyer No. 86—**STEVENS**—named in memory of Capt. Thomas Holdup Stevens; born in Charleston, S. C., February, 1795; died Washington, D. C., January 22, 1841. Appointed midshipman January 16, 1809; at beginning of War of 1812 he volunteered for service on the Great Lakes, and was assigned to the Niagara frontier, where he rendered splendid service at the attack on Black Rock; commander of the *Trippe* in the battle of Lake Erie; 1823-24 commanded vessels in the West Indies in the suppression of piracy.

Destroyer No. 87 and torpedo boat No. 18—**McKEE**—named in memory of Lieut. Hugh W. McKee; born in Lexington, Ky.; died on board the *Colorado*, Korea, June 11, 1871. Appointed midshipman September 25, 1861; commissioned lieutenant March 21, 1870; was mortally wounded while leading the attack on the Korean forts on Kango-Hoa Island, June 11, 1871.

Destroyer No. 88—**ROBINSON**—named in memory of Capt. Isaiah Robinson; commissioned captain by Continental Congress October 10, 1776; in command of the *Andrea Doria* in December, 1776; captured off Porto Rico the British ship *Race Horse* and one smaller vessel; November, 1777, took part in the defense of the Delaware River; burned his ship to prevent capture by the British.

Destroyer No. 89—**RINGGOLD**—named in memory of Rear Admiral Cadwallader Ringgold; born in Washington County, Md., August 20, 1802; died at New York April 29, 1867. Appointed midshipman March 4, 1819; commissioned rear admiral July 25, 1866; commanded Ringgold expedition in the Pacific, received the thanks of Congress for daring and skill displayed by him while in command of the sailing ship, *Sabine* in the rescue of a battalion of marines at sea, in a steamer on the lee shore, and the search for and rescue of the line-of-battle ship *Vermont*.

Destroyer No. 90—**McKEAN**—named in memory of Commodore William Wister McKean; born in Huntingdon County, Pa., September 19, 1800; died at Binghamton, N. Y., April 22, 1865. Appointed midshipman November 30, 1814; appointed commodore 1862; rendered valuable service with Commodore David Porter's squadron in the West Indies in suppressing piracy; lieutenant on *Dale* during Mexican War; at the time of his death member of naval board.

Destroyer No. 91—**HARDING**—named in memory of Capt. Seth Harding, of Norwich, Conn.; appointed to command the Connecticut brigantine *Defence*, February 3, 1776; captured a number of British vessels while in command of this ship; September 25, 1778, commissioned captain by Continental Congress, and given command of frigate *Confederacy*; 1779 convoyed the returning minister, M. Gerard, to France, and took Hon. John Jay, United States minister, to Spain.

Destroyer No. 92—**GRIDLEY**—named in memory of Capt. Charles Vernon Gridley; born in Logansport, Ind., November 24, 1844; died at Kobe, Japan, June 5, 1898; buried at Erie, Pa. Appointed midshipman September 26, 1860; captain March 14, 1897; participated in the battle of Mobile Bay August 6, 1864; selected to command the U. S. S. *Olympia*, flagship of the Asiatic Squadron; took command July 28, 1897, though ill at the time, refused to be relieved from duty and directed in person the movement of this vessel in the battle of Manila Bay, May 1, 1898; greatly trusted by Admiral Dewey; recommended to be advanced six numbers, for eminent and conspicuous conduct in battle.

Destroyer No. 93—**FAIRFAX**—named in memory of Rear Admiral Donald McNeill Fairfax; born in Virginia March 10, 1821; died at Hagerstown, Md., January 10, 1894. Appointed midshipman from North Carolina August 12, 1837; rear admiral July 11, 1880; executive officer of the *San Jacinto* November 8, 1861, when the British steamer *Trent* was seized by Capt. Charles Wilkes; boarded that vessel and took off the Confederate commissioners; retired at own request September 30, 1881.

SUM

INDI

Destroyer No. 94—TAYLOR—named in memory of Rear Admiral Henry Clay Taylor; born in Washington, D. C., March 4, 1845; died July 26, 1904, in Ontario, Canada. Appointed midshipman from North Carolina September 28, 1863; rear admiral February 11, 1901; advanced five numbers for eminent and conspicuous conduct in battle during the war with Spain; served in the North Atlantic Blockading Squadron (Civil War) 1864-1865; president Naval War College 1893-1896; commanded battleship *Indiana*, Spanish-American War; chief of Bureau of Navigation from April 29, 1902, until his death, July 26, 1904.

Destroyer No. 95—BELL—named in memory of Rear Admiral Henry H. Bell; born in North Carolina about 1808; drowned in Osaka River, Japan, January 11, 1868; buried at Hiojo, Japan. Appointed midshipman from North Carolina August 4, 1821; rear admiral July 25, 1866; commanded a division in the West Gulf Blockading Squadron at the surrender of New Orleans and Forts Jackson and St. Philip, April, 1862 (Civil War). He was drowned by the capsizing of his barge while crossing the bar at the entrance to Osaka River, January 11, 1868; his body was recovered and buried with full military honors at Hiojo, Japan.

Destroyer No. 96 (now Light Mine Layer No. 1)—STIRLING—named in memory of Rear Admiral Cornelius Kincheloe Stirling; born in Pendleton, S. C., September 22, 1795; died in Winchester, Va., January 17, 1880; buried in Oak Hill Cemetery, Georgetown, D. C. Appointed midshipman January 18, 1812; rear admiral July 25, 1866; served in War of 1812 on U. S. S. *Mohawk*, squadron on Lake Ontario; 1848 commanding ship of the line *Ohio* during Mexican War; superintendent Naval Academy 1851-1853; special examining board 1861; Lighthouse Board 1862; commanded Philadelphia Navy Yard 1863-64; commanding East Gulf Blockading Squadron 1865 (Civil War); Lighthouse Board 1866-1872.

Destroyer No. 97 (now Light Mine Layer No. 2)—MURRAY—named in memory of Capt. Alexander Murray and Rear Admiral Alexander Murray. Capt. Alexander Murray was born in Chestertown, Md., July 12, 1755; commanded *Constellation* 1800-1802 in operations against the Barbary Powers; 1805 commanded the *John Adams*. Last duty was in command of the Philadelphia Navy Yard.

Rear Admiral Alexander Murray was born in Pittsburgh, Pa., January 2, 1816; died in Washington, D. C., November 10, 1884; buried at Pittsburgh, Pa. Served with distinction in the Mexican War; prominently engaged in the North Atlantic Blockading Squadron 1861-1863; included in thanks of Congress for gallantry at Roanoke Island, 1862; special service to Russia 1866-67; member of Lighthouse Board 1873-1876.

Destroyer No. 98 (now Light Mine Layer No. 3)—ISRAEL—named in memory of Midshipman Joseph Israel. Appointed midshipman January 15, 1801; blown up by explosion on the ketch *Intrepid* September 4, 1804, having volunteered his services for expedition against Tripolitan ships in the harbor of Tripoli.

Destroyer No. 99 (now Light Mine Layer No. 4)—LUCE—named in memory of Rear Admiral Stephen B. Luce; born in New York March 25, 1827; died at Newport, R. I., July 28, 1917; buried in St. Mary's Churchyard, Portsmouth, R. I. Appointed midshipman October 19, 1841; commissioned rear admiral October 5, 1885. During the Civil War he took part in the engagements at Hatteras Inlet and Port Royal Ferry 1861; in command of the monitor *Nantuxet* he engaged the batteries in Charleston Harbor in 1863; 1864 in command of the *Canandaigua*, North Atlantic Blockading Squadron; 1865 in command of the *Pontiac*, he cooperated with the Army in the Savannah River; 1865-1868 commandant of midshipmen at the Naval Academy; 1868-69 cruising in the Pacific and Mediterranean Squadrons; 1878-1881 in command of the United States naval training ship *Minnesota*; 1881-1884 in command of the training squadron; 1884-85 president of the Naval War College; and from 1886-1889 he was in command of the naval forces of the North Atlantic Squadron. He was the founder of the Naval War College at Newport, R. I., and was on special duty in connection with it from 1901 to 1910.

Destroyer No. 100 (now Light Mine Layer No. 5)—MAURY—named in memory of Commander Matthew F. Maury; born in Spotsylvania County, Va., January 14, 1806; died in Lexington, Va., February 1, 1873. Appointed midshipman February 1, 1825; commander September 14, 1855. Cruised on the *Brandywine* in European waters 1825-1826, and on the *Vincennes* 1826. He was promoted to passed midshipman June 4, 1831. Cruised in the Pacific 1831-1834. Promoted to lieutenant June 10, 1836. He was appointed superintendent of the department of charts and instruments in 1842, and upon the organization of the Naval Observatory in 1844 he was appointed its superintendent and held that position until his resignation, April, 1861. He published some of the best known scientific works, and his "Wind and Current Charts," "Sailing Directions," and "Physical Geography of the Sea" are the standard works on those subjects for nearly all nations.

Destroyer No. 101 (now Light Mine Layer No. 6)—LANSDALE—named in memory of Lieut. Philip Van Horne Lansdale; born in Washington, D. C., February 15, 1858; killed at Apia, Samoa Island, April 1, 1899; buried in Cypress Lawn Cemetery, San Francisco, Calif. Appointed cadet midshipman June 6, 1873; lieutenant May 15, 1893. Served on the Asiatic, Mediterranean, North Atlantic, and Pacific stations, and held important positions on shore from 1879 to 1898, and on June 29, 1898, was ordered to the *Philadelphia*, flagship of the Pacific station. He commanded the American detachment of joint American and British Expedition against hostile Samoans, and was killed in action with them at Apia, April 1, 1899.

Destroyer No. 102 (now Light Mine Layer No. 7)—MAHAN—named in memory of Rear Admiral Alfred T. Mahan; born September 27, 1840, at West Point, N. Y.; died at Washington, D. C., December 1, 1914. Appointed midshipman September 30, 1856; rear admiral June 29, 1906; Civil War, participated in the operations of the South Atlantic and West Gulf blockading squadrons; president of the Naval War College, 1886-1889; delegate to The Hague Convention 1909. His treatises on naval matters are standard the world over and are translated into many foreign languages.

Destroyer No. 103—SCHLEY—named in memory of Rear Admiral Winfield Scott Schley, U. S. Navy, who was born at Richfields, Frederick, Md., October 9, 1839; died in New York City October 2, 1911. Appointed midshipman September 20, 1856; commissioned rear admiral March 3, 1899; served 1860-61, *Niagara*, East India Squadron; Civil War, 1861-62, West Gulf Squadron, took part in engagements of Admiral Farragut's squadron on the Mississippi River, particularly at Port Hudson and its capture; 1864-1866, Pacific Squadron; took part in quelling insurrection in the Chincha Islands; in 1865 in the North Atlantic Squadron, with those who landed from United States vessels to protect American interests at La Union, San Salvador; 1869-1872, attached to the Asiatic Squadron; took part in the capture of Korean forts on the Salace River; 1876-1879, Brazil station; 1884 commanded expedition sent to relief of Lieutenant Greely; rescued him and his surviving companions near Cape Sabine, Grinnell Land, and brought them to the United States; during this expedition passed through 1,400 miles of ice; personally thanked by President Arthur upon his return and given position of Chief of Bureau of Equipment, 1884-1889; during the Spanish war, with the *Brooklyn* as flagship, commanded the flying squadron until June 21, 1898, and from that date the second squadron of the North Atlantic Fleet, which took a prominent part in the destruction of Cervera's fleet, on July 3, 1898; commanded the South Atlantic Fleet 1899-1901, completing his active service.

Destroyer No. 104—CHAMPLIN—named in memory of Capt. Stephen Champlin; born in Kingston, R. I., November 17, 1789; died in Buffalo, N. Y., February 20, 1870. Appointed sailing master May 22, 1812; captain April 4, 1867. In command of the *Scorpion* he fired the first shot on the American side of the Battle of Lake Erie, and in capturing the *Little Belt* fired the last shot of the battle. He was placed in command of the captured vessels *Queen Charlotte* and *Detroit*. In the spring of 1814 he commanded the *Tigress*, and with Captain Turner on the *Scorpion*, blockaded Mackinac. These vessels cruised on Lake Huron for several months and cut off the supplies of the British garrison. Surprised by a superior force sent out from Mackinac on the night of September 3, 1814, he was dangerously wounded and taken a prisoner and held at

Mackinac for 38 days, all the time suffering intensely. He was finally paroled and sent to Erie and later to his home in Connecticut.

Destroyer No. 105—MUGFORD—named in memory of Capt. James Mugford. Commanding the Continental schooner *Franklin*, he captured the British ship *Hope* with a large cargo of military stores and powder and took his prize into Boston, running past the British fleet lying in the harbor. The *Franklin* was attacked at night, however, by a greatly superior force, in which action Captain Mugford was killed.

Destroyer No. 106—CHEW—named in memory of Capt. Samuel Chew, of Philadelphia. Appointed by the marine committee July 17, 1777, to command the Continental frigate *Resistance*. The *Resistance*, carrying ten 4-pounders, on March 14, 1778, fell in with a British letter of marque of 20 guns, and in a hand-to-hand fight which ensued Captain Chew fell gallantly fighting.

Destroyer No. 107—HAZELWOOD—named in memory of Commodore John Hazelwood; born in England about 1726; died at Philadelphia, Pa., March 1, 1800. Appointed by the Pennsylvania Committee of Safety to superintend the building of fire rafts for the protection of Philadelphia; 1777, placed by the Continental Congress in command of the Continental vessels in the Delaware River, in conjunction with the vessels already under his command. He forced the British fleet below the American defenses in that river to retire, and drove H. B. M. S. *Augusta* and *Merlin* ashore, where they were burned. Congress voted him a handsome sword in recognition of his services in the Delaware River.

Destroyer No. 108—WILLIAMS—named in memory of Capt. John Foster Williams; born in Boston, Mass., October 12, 1743; died there June 24, 1814. Appointed a captain in the Massachusetts State Navy; commanding the *Hazard* in 1779 he captured the *Active*; 1780, commanding the *Protector*, he fought the letter of marque *Admiral Duff*, which blew up after a spirited engagement of an hour and a half.

Destroyer No. 109—CRANE—named in memory of Capt. William M. Crane; born in Elizabethtown, N. J., February 1, 1776; died at Washington, D. C., March 18, 1846; buried in Congressional Cemetery. Appointed midshipman May 23, 1799; captain November 22, 1814. As a lieutenant on the *Congress*, he participated in the operations and attacks on Tripoli, 1804, and was included in the thanks of Congress for his gallantry, and awarded a sword. July 16, 1812, commanding the *Nautilus*, he was captured by H. B. M. S. *Southampton* off New York. In 1827 he commanded the Mediterranean Squadron and acted as one of the commissioners in the negotiations with the Ottoman Empire. 1842-1846, he was the first chief of the Bureau of Ordnance and Hydrography of the Navy Department.

Destroyer No. 110 (now Light Mine Layer No. 8)—HART—named in memory of Capt. Ezekiel B. Hart and Lieut. Commander John E. Hart. Capt. Ezekiel B. Hart entered the Navy as a midshipman April 30, 1814, and was killed in the action of Commodore Chauncey's squadron on Lake Ontario, August 26, 1814.

Lieut. Commander John E. Hart was appointed a midshipman February 23, 1841; lieutenant commander July 16, 1862; distinguished himself in the engagements of the West Gulf blockading squadron; and died of fever contracted on duty in the Mississippi River while in command of the *Albatross*, June 11, 1863.

Destroyer No. 111 (now Light Mine Layer No. 9)—INGRAHAM—named in memory of Capt. Duncan N. Ingraham; born in Charleston, S. C., December 6, 1802; died there October 16, 1891. Appointed midshipman June, 1812; commissioned captain September 14, 1855. While in command of the sloop of war *St. Louis* in the Mediterranean in July, 1853, he interfered at Smyrna with the detention by the Austrian consul of Martin Keszta, a Hungarian, who had declared in New York his intention of becoming an American citizen, and who had been seized and confined on board the Austrian ship *Iussar*. For his conduct in the matter he was voted thanks and a medal by Congress. Chief of the Bureau of Ordnance and Hydrography of the Navy Department from 1856 to 1860.

Destroyer No. 112 (now Light Mine Layer No. 10)—LUDLOW—named in memory of Lieut. Augustus C. Ludlow; born in Newburgh, N. Y., 1792. Appointed a midshipman April 2, 1804; lieutenant June 3, 1810; died of wounds received while directing the fighting in the engagement of the *Chesapeake* and the *Shannon*.

Destroyer No. 113—RATHBURN—named in memory of Capt. John P. Rathburne. Appointed captain in the Continental Navy; January 27, 1778, commanding the *Providence*, landed on the island of New Providence, West Indies, took possession of Fort Nassau, spiked the guns, removed a quantity of ammunition and small arms, beat off the British sloop of war *Graydon* and five other vessels, two of which he burned, and on the 29th of January sailed away with the remainder of his prizes and 20 released American prisoners; July 15, 1779, in company with two other Continental ships, captured 11 large merchant ships with valuable cargoes.

Destroyer No. 114—TALBOT—named in memory of Capt. Silas Talbot; born in Dighton, Mass., 1751; died in New York City June 30, 1813. Commissioned captain by the State of Rhode Island in 1776; assigned to duty in charge of the boats in the Hudson River, and for gallantry in an attempt to destroy vessels of the British fleet in New York Harbor; was promoted by the Continental Congress to major October 10, 1776, and received its thanks. September 17, 1779, he was appointed a captain in the Continental Navy and ordered to command an armed naval force for the protection of the coast of Long Island Sound. Later he was twice made prisoner.

Destroyer No. 115—WATERS—named in memory of Capt. Daniel Waters. Appointed January, 1776, to command the schooner *Lee*, and while in command of that vessel captured several valuable transports. In 1778, commanding the privateer *Thorn*, he engaged the British ship *Governor Tryon* and the *Sir William Erskine*, and after an engagement of two hours captured both, and a few days later captured the *Spartan*. He was appointed by Congress a captain of the Navy March 15, 1777, upon the recommendation of General Washington, by whom he had been employed, and who wrote of him in terms of high approbation.

Destroyer No. 116—DENT—named in memory of Capt. John H. Dent; born in Maryland in 1782; died in St. Bartholomews Parish, Maryland, July 31, 1823. Appointed midshipman March 16, 1798; captain December 29, 1811. Served on board the *Constellation* when she captured the French frigate *Insurgente* February 1, 1799; commanded the schooners *Nautilus* and *Scourge* in Preble's squadron during the Tripolitan War, and took part in the attacks on the city of Tripoli in 1804.

Destroyer No. 117—DORSEY—named in memory of Midshipman John Dorsey, who was appointed a midshipman April 28, 1801, and was killed in the attack on the town of Tripoli when gunboat No. 9 was blown up by a shell from the enemy.

Destroyer No. 118—LEA—named in memory of Lieut. Commander Edward Lea. Appointed a midshipman October 5, 1851; lieutenant commander July 16, 1862; participated in the Civil War, and as executive officer of the *Harriet Lane* was killed in an action with the Confederate batteries at Galveston, Tex., January 1, 1863.

Destroyer No. 119—LAMBERTON—named in memory of Rear Admiral Benjamin P. Lamberton; born in Pennsylvania February 25, 1844; died at Washington, D. C., June 9, 1912. Appointed a midshipman September 21, 1861; commissioned rear admiral September 11, 1903. Served, 1865-1898, on the *Brazil*, *South Atlantic*, *Pacific* and *North Atlantic* stations, and held important positions on shore. In 1898 he commanded the U. S. S. *Boston*, Asiatic Station, and served as chief of staff to Admiral Dewey at the Battle of Manila Bay, May 1, 1898. Went ashore and took possession of the Cavite Arsenal. Later commanded the *Olympia*. He was advanced seven numbers for his conspicuous gallantry during the Battle of Manila Bay.

Destroyer No. 120—RADFORD—named in memory of Rear Admiral William Radford; born in Fincastle, Botetourt County, Va., March 1, 1808; died at Washington, D. C., January 8, 1890; buried in Oak Hill Cemetery. Appointed midshipman March 1, 1825; commissioned rear admiral July 25, 1866. During the Mexican War he commanded the party from the U. S. S. *Warren* that cut out and captured the Mexican

man-of-war *Malek Adhel* at Mazatlan, and took part in the operations at Mazatlan and other places in Lower California, 1846-47. Commanded the U. S. S. *Cumberland* at the time she was sunk by the C. S. S. *Merrimac* in Hampton Roads, but was ashore and unable to get on board before the attack, March 8, 1862. Commanded the *New Ironsides* in attacks on Fort Fisher December 24-25, 1864, and January 13-15, 1865, and was highly praised for the high order of ability displayed on that occasion. He was included in the thanks of Congress to Admiral Porter, his officers, and men for their gallant conduct on those occasions. Commanded the European Squadron 1869-70.

Destroyer No. 121—MONTGOMERY—named in memory of Rear Admiral John Berrien Montgomery; born in Allentown, N. J., November 17, 1794; died at Carlisle, Pa., March 25, 1873. Appointed midshipman June 4, 1812; commissioned rear admiral July 25, 1866. Participated in the attack on Little York, Canada, April 28, 1813, and Fort George May 28, 1813. Volunteered for service with Commodore O. H. Perry and was one of the midshipmen of the *Niagara* in the battle of Lake Erie, September 10, 1813. He received the thanks of Congress and a sword for gallantry on that occasion. Took part in the blockade and attack upon Mackinaw, August, 1814. Served with Commodore Stephen Decatur in operation against Algiers, 1815. Commanded the sloop of war *Portsmouth* 1845-1847 on the Pacific, and took prominent part in operations against the Mexicans on that side of the coast. Captured many vessels and aided the Army in taking possession of prominent Mexican towns. In 1857 sent to Aspinwall in command of the *Roanoke* to bring home 250 survivors of Walker's filibustering expedition.

Destroyer No. 122—BRESE—named in memory of Capt. Kidder Randolph Breese; born in Philadelphia, Pa., April 14, 1831; died September 13, 1881. Appointed midshipman November 6, 1846; commissioned captain August 9, 1874. Commanded the second division in the operations before Vicksburg in the summer of 1862. Commanded the flagship *Black Hawk*, Mississippi Squadron, at Arkansas Post, 1862, and at the siege of Vicksburg, 1863; in charge of mortars a short time during the siege. Commanded the naval forces at feigned attacks on Haines Bluff in cooperation with General Sherman, 1863; Red River Expedition, 1864; fleet captain of North Atlantic Squadron in both attacks on Fort Fisher; commanded the naval forces in assault on Fort Fisher, and was present at subsequent operations on Cape Fear River. Repeatedly received the thanks of Admiral Porter for his efficiency and zeal in the discharge of his important and responsible duties.

Destroyer No. 123—GAMBLE—named in memory of Bvt. Lieut. Col. John M. Gamble, U. S. Marine Corps, and Lieut. Peter Gamble, U. S. Navy. Bvt. Lieut. Col. John M. Gamble was appointed a second lieutenant in the Marine Corps January 16, 1809, was promoted first lieutenant March 5, 1811, captain June 18, 1814, and major July 1, 1834. He was promoted major, by brevet, April 19, 1816, and lieutenant colonel, by brevet, March 3, 1827. He died September 11, 1836. He served during the War of 1812, and while in command of the marine guard of the *Essex* he was temporarily placed in command of three prize vessels, the *Seringapatam*, *Sir Andrew Hammond*, and the *Greenwich*, also a fort at Noocheevah, during the absence of the *Essex*. Despairing of the return of the *Essex*, he rigged up the prize vessels with the intention of quitting the Marquesas. During a fight with mutineers of his command, who took the *Seringapatam*, Lieutenant Gamble was badly wounded in the foot, and later in an engagement with the natives, one officer and three men of his command were killed and one other severely wounded. With but four men on board the *Sir Andrew Hammond* fit for duty Lieutenant Gamble put to sea, and, without a chart, made his way to the Sandwich Islands in 17 days, only to fall into the hands of the enemy, being later released.

Lieut. Peter Gamble, U. S. Navy, was appointed midshipman January 16, 1809; commissioned lieutenant March 17, 1814. Ordered to Lake Champlain May 4, 1814, and killed in action September 11, 1814.

Destroyer No. 124—RAMSAY—named in memory of Rear Admiral Francis M. Ramsay; born in District of Columbia, April 5, 1835; died there July 19, 1914. Appointed midshipman October 5, 1850; commissioned rear admiral April 11, 1894; served on *Preble*, *St. Lawrence*, *Falmouth*, *Merrimac*, and on ordnance duty at Washington Navy Yard, 1850-1860. Sloop *Saratoga*, African Squadron, 1860-1862; commanded the ironclad *Choctaw*, Mississippi Squadron, 1863-64; engagements at Haines Bluff, Yazoo River, April 30 and May 1, 1863; expedition up the Yazoo River to Yazoo City, destroying the Confederate navy yard and vessels, May, 1863; engagement at Liverpool Landing, Yazoo River, May, 1863; engagement at Millkens Bend, Mississippi River, June 7, 1863; siege of Vicksburg, May, June, and July, 1863; commanded a battery of three heavy guns, mounted on scows, in front of Vicksburg, from June 19 to July 4, 1863; commanded the first division, Mississippi Squadron, July, 1863, to September, 1864; several engagements with field batteries and guerrillas, 1863-64; commanded the expedition up the Black and Ouachita Rivers, March, 1864; engagement at Trinity, La., March, 1864; engagement at Harrisonburg, La., Ouachita River, 1864; Red River Expedition, March, April, May, 1864; expedition up the Black and Ouachita Rivers April, 1864; several engagements with guerrillas at Fort De Russy, La., May, 1864; commanded the third and fourth divisions, Mississippi Squadron, May to September, 1864; commanded the expeditions into the Atchafalaya River, June, 1864; commanded the gunboat *Unadilla*, North Atlantic Squadron, 1864-65; engagements with Fort Fisher, N. C., December 24 and 25, 1864; engagement with Fort Fisher, January, 1865; several engagements with Fort Anderson and with other forts on the Cape Fear River, January, February, 1865.

Destroyer No. 125—TATNALL—named in memory of Capt. Josiah Tattnall; born at Bonaventura, near Savannah, Ga., June 14, 1795; died at Savannah, Ga., June 14, 1871; buried in Bonaventura Cemetery. Appointed a midshipman January 1, 1812; commissioned a captain February 5, 1850. August 1, 1812, ordered to the *Constitution*; served in the seamen's battery on Craney Island which drove off the boats of the British Squadron and captured several barges attempting to land June 22, 1813; took part in the sinking of the barge *Centipede*; commanded a force of the employees of the Washington Navy Yard and took part in the Battle of Bladensburg, August 24, 1814; October 10, 1814, ordered to the *Epervier*, fitting out for the Mediterranean Squadron, and took part in the operations against the Algerines; 1822-1824 attached to the Mosquito Fleet, under Commodore David Porter, in the West Indies for the suppression of piracy; 1831 commanded the *Grampus*, West India Squadron; captured the Mexican war schooner *Montezuma*, which had illegally boarded and robbed an American schooner on the high seas, and took his 67 prisoners into Pensacola, Fla.; took prominent part in the attacks on Vera Cruz, San Juan d'Ulloa, Tuxpan, and other Mexican fortresses; covered with his boats the landing of Gen. Scott's army; was presented with a sword by the State of Georgia for gallantry at Vera Cruz; was wounded in the arm at Tuxpan while leading in a division of boats.

Destroyer No. 126—BADGER—named in memory of Commodore Oscar C. Badger. Born in Connecticut; died at Concord, Mass., June 20, 1899; buried in Arlington National Cemetery. Appointed midshipman September 9, 1841; commissioned commodore November 15, 1881; retired August 12, 1885; cruised on the coast of Africa in the *Saratoga*, 1842-44, and took part in the destruction of the Barbary villages. He was on the steam frigate *Mississippi*, Gulf Squadron, Mexican War, and at first attack on Alvarado; subsequently attached to the *Brazil*, Pacific Squadron, until 1856. While attached to the *John Adams*, 1856, he commanded a party sent to attack and destroy the village of Vutia, Fiji Islands, and was engaged with these islands on other occasions. 1858-1860 he was on the *Macedonian*, Mediterranean Squadron. Civil War: 1861-62 commanded the *Anacostia* and other vessels of the Potomac Flotilla in attacks off Cockpit Point battery and other points on the Potomac River, for which he was mentioned in dispatches from the commanding officer of the flotilla; took part also in the siege of Yorktown and defenses of Gloucester Point, Va., 1862-63; ordnance officer in charge of arming gunboats of the western rivers, 1863-64; attached to the South Atlantic Blockading Squadron, commanded the ironclad *Patapsco* in attacks on forts in

Charleston Harbor; commanded the ironclad *Montauk* in a night attack on Fort Sumter, August 22, 1863; flag captain South Atlantic Blockading Squadron and was on the flagship *Weehawken*, in attack of Fort Sumter, night of September 1, 1863, and was severely wounded in the right leg; favorably mentioned by Rear Admiral Dahlgren in dispatches to the department for services during these operations; commanded the *Peoria*, North Atlantic Squadron, 1866-67, and received the thanks of the legislative bodies of Antigua and St. Kitts, West Indies, for services rendered to the sufferers by the great fire that destroyed Basseterre July 4, 1867. His last sea service was performed in the *Ticonderoga* in the South Pacific Squadron in 1873. Later service was at various shore stations until his retirement, August, 1885, at the age of 62.

Destroyer No. 127—TWIGGS—named in memory of Maj. Levi Twiggs, U. S. Marine Corps. Maj. Levi Twiggs was appointed a second lieutenant in the Marine Corps November 10, 1813, was promoted first lieutenant June 18, 1814; captain February 23, 1830; and major November 15, 1840. He was promoted captain, by brevet, March 3, 1825, and was killed in battle September 13, 1847, at the storming of the castle of Chapultepec. He served during the War of 1812, and commanded the Marines on the *President* during the engagement between that vessel and the British ships *Majestic*, *Endymion*, *Pomona*, and *Tenedos*, in January, 1815, and in Commodore Decatur's official report of the battle he stated that "Lieutenant Twiggs displayed great zeal, his men were well supplied, and their fire was incomparable." He served with the Marines, cooperating with the Army in the arduous campaigns against the Indians in Georgia and Florida in 1836 and 1837. During the war with Mexico Major Twiggs was attached to the battalion of Marines dispatched from New York in June, 1847, to join the Army under General Scott. The battalion disembarked at Vera Cruz and joined the main army at Pueblo August 6, 1847. On the 13th of September the volunteer division, under command of Maj. Levi Twiggs, of the Marines, accompanied by a pioneer party of 70 men, under Capt. J. G. Reynolds, also of the Marines, bearing ladders, crows, and pickaxes, were placed at the head of the column of attack upon the fortress of Chapultepec. These storming parties were supported by the battalion of Marines under command of Lieutenant Colonel Watson. The brave and lamented Major Twiggs was killed while leading the assault. Immediately after the capture of the fortress the whole column, under General Quitman, moved directly on the City of Mexico by the Tacubaya Causeway, leading through the Garita Belen into the city. Soiled with dust and smoke and begrimed with blood, the field officers on foot with the men, they moved on to the charge with banners furled, and no music but the roar of cannon and the rattling roll of small arms. The Garita was taken in a charge at full run at 20 minutes past 1 o'clock p. m. At break of day of the 14th a white flag announced the surrender of the enemy's stronghold, the citadel. The division of General Quitman, therefore, was the first to enter the city. The honor of first entering the palace, also, and of hoisting upon it the national flag was accorded to this division, with which the battalion of Marines was connected, thus explaining and justifying the motto afterwards inscribed upon the colors of the corps: "From Tripoli to the halls of the Montezumas."

Destroyer No. 128—BABBITT—named in memory of Lieut. Fitz Henry Babbitt. Appointed a midshipman April 2, 1804; promoted to lieutenant June 5, 1810; served on the *Nautilus* from February 19, 1812, to November 29, 1812; on the *Adams* from November 30, 1812, to April 6, 1813; killed in action between the British ships of war *Endymion* and *Pomona* and the *President* January 15, 1815.

Destroyer No. 129 and Torpedo Boat No. 28—DE LONG—named in memory of Lieut. Commander George W. De Long, U. S. Navy; born in New York City August 22, 1814; died in Siberia October 30, 1881. Appointed midshipman October 1, 1861; selected to command the Arctic expedition fitted out by James Gordon Bennett; sailed from San Francisco on the *Jeanette* on July 8, 1879, for the discovery of the North Pole. The *Jeanette* became embedded in an ice pack, from which she never escaped, and on March 32, 1882, a rescuing party discovered the bodies of De Long and his party and brought them back to the United States. A court of inquiry held in Washington, in its finding says: "Special commendation is due Lieutenant Commander De Long for the high qualities displayed by him in the conduct of the expedition."

Destroyer No. 130 and Destroyer No. 61—JACOB JONES—named in memory of Capt. Jacob Jones, U. S. Navy; born near Smyrna, Del., March, 1768; died at Philadelphia, Pa., August 3, 1850; buried in Brandywine Cemetery, Wilmington, Del. Appointed a midshipman April 10, 1799; commissioned captain March 3, 1813. His first cruise was with Capt. John Barry in the *United States*, carrying Commissioners Ellsworth and Davies to France; 1803 assigned to the *Philadelphia*, commanded by Capt. William Bainbridge. This frigate struck on a rock in the harbor of Tripoli, could not get off, and was taken possession of by the Tripolitans, who held her officers prisoners for 20 months. Upon his release, Jones returned to the United States and was ordered to the *Adams*, 1805-6; then to the New Orleans station, and later to the *Argus* to cruise on the southern coast. June 4, 1810, he was ordered to command the *Wasp*, and was in command of her when the war with England broke out. His first prize in this war was the brig *Dolphin*. October 13, 1812, the *Wasp* sailed from the capes of Delaware, and October 18, 1812, encountered the British ship of war *Frolic*; a severe engagement followed, lasting 43 minutes, when the *Frolic* surrendered. Both vessels were much cut up and were obliged to lay to for repairs sufficient to get into port. In command of the *Macedonian* he was blockaded by the British squadron off New London and obliged to run his ship into the inner harbor to prevent capture. He was ordered to leave his ship and to proceed to Sacketts Harbor to assist Commodore Chauncey on Lake Ontario, where he rendered valuable service until the close of the war. Upon the establishment of peace he again commanded the *Macedonian*, and joined the squadron under Commodore Decatur in the Mediterranean, operating against the Algerines. He captured an Algerine brig and took part in securing the permanent peace with the Barbary powers. In 1821-1824 he commanded the Mediterranean Squadron; 1824-1826 was one of the Board of Navy Commissioners; 1826-1830 he commanded the Pacific Station, and at the time of his death was commandant of the Naval Asylum at Philadelphia.

Destroyer No. 131—BUCHANAN—named in memory of Capt. Franklin Buchanan; born in Baltimore, Md., September 17, 1800; died at his residence, "The Rest," in Talbot County, Md., May 11, 1874. Entered the Navy as midshipman January 28, 1815; commissioned lieutenant January 13, 1825; commander September 8, 1841; captain September 14, 1855; commanded the squadron in the waters of Virginia on board the *Merrimac* in the action in Hampton Roads, Va., March 8, 1862, during which he was severely wounded. After the war he was president of the Maryland Agricultural College. He was the organizer and first superintendent of the United States Naval Academy (1845-1847). He cooperated in the landing of the troops at Vera Cruz under General Scott, and was one of the leading spirits of the Navy there at the capture of San Juan d'Ulloa; was the first officer to step on the soil of Japan in the expedition of Commodore Perry.

Destroyer No. 132—AARON WARD—named in memory of Rear Admiral Aaron Ward; born in Philadelphia, Pa., October 10, 1851; died July 5, 1918. Entered the Navy as midshipman in 1867; ordered to the Pacific Station, serving on the *California* from 1871 to 1873. He then served on the *Brooklyn* in the West Indies until 1874 and on the *Franklin* on the European Station from 1875 to 1876. Then followed a tour of duty at the Naval Academy from 1876 to 1879; service on the *Constitution*, training squadron, from 1879 to 1882; and, from 1882 to 1885, professional duty of various kinds at the torpedo station at Newport and the New York Navy Yard. From 1885 to 1888 he served on the *Harford* and *Monongahela* on the Pacific Station. In 1889-1892, attached at Paris, Berlin, and St. Petersburg; 1893-94 he served on the *New York* in the West Indies and Brazil; and in 1894-1896 on the *San Francisco* in the Mediterranean. During the Spanish-American War he commanded the *Wasp*, and as a result of his gallantry he was recommended for and received promotion for "eminent and conspicuous conduct in battle." Retired 1913.

Destroyer No. 133—HALE—named in memory of the Hon. Eugene Hale, Member of the United States Senate, 1881-1911, who was born in Turner, Me., June 6, 1836; died in Washington, D. C., October 28, 1918. He studied law at Portland, Me., and was admitted to the bar in 1857. Began practice at Ellsworth, Me.

For nine successive years he was attorney for Hancock County. In 1867, 1868, and 1880 he was member of the State (Maine) Legislature, and was elected to Congress from that State in 1869, and served until 1879; elected to the United States Senate March 4, 1881, and served in that body until March, 1911 (longer service than any other Member then in Congress). He declined the position of Postmaster General offered him by President Grant and also declined the portfolio of Secretary of the Navy offered him by President Hayes. He was greatly interested in naval affairs and served for a number of years on the Naval Committee, for some time as its chairman.

Destroyer No. 134—CROWNINSHIELD—named in memory of the Hon. Benjamin Williams Crowninshield, Secretary of the Navy, 1814-1818, who was born in Boston, Mass., December 27, 1772; died there February 3, 1851. He was State senator in 1811, and on December 17, 1814, was appointed Secretary of the Navy by President Madison. He held the same office in the Monroe Cabinet and resigned in November, 1818. He was presidential elector in 1820; was again State senator in 1822-23 and a Member of Congress from 1823 to 1831.

Destroyer No. 135—TILLMAN—named in memory of the late Senator Benjamin Ryan Tillman, United States Senate; born in Edgefield County, S. C., August 11, 1847; died July 3, 1918. Received an academic education under the instruction of George Galpin, at Bethany, in the same county; quit school in July, 1864, to join the Confederate Army, but was stricken with a severe illness, which caused the loss of his left eye and rendered him an invalid for two years; followed farming as a pursuit and took no active part in politics till he began the agitation in 1886 for industrial and technical education, which culminated in the establishment of the Clemson Agricultural and Mechanical College at Calhoun's old home, Fort Hill; the demand for educational reform broadened into a demand for other changes in State affairs, and he was put forward by the farmers as a candidate for governor in 1890; he was reelected in 1892, and United States Senator for four terms—1895-1919. From 1913-1918 he was chairman of the Senate Naval Committee, and was one of the most ardent "big Navy" advocates, being among the first to urge extension of submarine construction and Government manufacture of armor plate. Under his leadership the three-year building program was enacted before America entered the World War.

Destroyer No. 136—BOGGS—named in memory of Rear Admiral Charles S. Boggs; born in New Jersey January 23, 1811; died April 22, 1888. Appointed midshipman November 1, 1826; commissioned rear admiral July 1, 1870; took part in the Mexican War, 1846-47; present at the siege of Vera Cruz; commanded a boat expedition against the Mexicans and retook the brig *Trazulun*, which had been captured by the Mexicans. Civil War, 1861-1865, commanded the sloop of war *Varuna*, of Admiral Farragut's squadron, at the passage of Forts Jackson and St. Philip, April 24, 1862; she was attacked by two Confederate rams and badly damaged; was obliged to run into the bank, and ably fought to the last; 1863, commanded the *Jurata*, and special duty New York 1864-1866; 1867-68, commanded the *De Soto* of the North Atlantic Squadron.

Destroyer No. 137—KILTY—named in memory of Rear Admiral Augustus H. Kilty; born in Maryland, died at Baltimore, Md., November 10, 1879. Appointed midshipman July 4, 1821; commissioned rear admiral July 13, 1870; served on the Pacific, Asiatic, Mediterranean, and African Stations; took part in operations of the squadron under Commodore George Reid against Quallah Battoo, February, 1832; in defense of American merchantmen. During the Civil War was conspicuous for his activity and bravery in the western waters, at Island No. 10 and Fort Pillow; commanded an expedition to White River, Ark., and during an action of June 17, 1862, was severely wounded, causing the loss of his left arm.

Destroyer No. 138—KENNISON—named in memory of Acting Volunteer Lieut. William W. Kennison. Appointed acting master's mate August 28, 1861; acting volunteer lieutenant March 26, 1862; honorably discharged May 4, 1866; reappointed acting master August 20, 1866; mustered out November 16, 1868; promoted for gallant conduct in action between the C. S. S. *Merrimac* and the U. S. S. *Cumberland* March 8, 1862.

Destroyer No. 139—WARD—named in memory of Commander James Harman Ward; born 1806 in Hartford, Conn.; killed in action June 27, 1861, the first officer of the United States Navy killed during the Civil War. Appointed midshipman March 4, 1823; commander September 9, 1853; cruised on the *Constitution*, Mediterranean Squadron, 1824-1828, and from 1830 to 1845 served in the Mediterranean, Pacific, and West India Squadrons. From 1845-1847 he was an instructor in the Naval Academy, Annapolis. In 1849-50 he commanded the *Vixen*, Home Squadron; 1856-57 commanded the *Jamestown*, African Squadron. On April 22, 1861, he proposed to the Navy Department the creation of a "flying flotilla" to operate in the opening of the Potomac River. He was appointed to fit out this flotilla and command it. On May 20, 1861, with the converted steamboat *Thomas Freeborn* and three other improvised gunboats, he attacked and silenced the Confederate batteries at Aquia Creek, Va., the first naval engagement of the Civil War. This engagement was followed by several others which cleared the bank of the river at that time. On June 27, 1861, he planned a landing expedition against Matthias Point, Va., and was killed during the bombardment while in the act of sighting one of the guns.

Destroyer No. 140—CLAXTON—named in memory of Midshipman Thomas Claxton; born in Baltimore, Md. Appointed a midshipman December 17, 1810; died of wounds received on board the *Lawrence* early in the Battle of Lake Erie. Congress awarded a sword to his nearest male relative and expressed deep regret for his loss and commended his name "to the recollection and affection of a grateful country and his conduct as an example to future generations."

Destroyer No. 141—HAMILTON—named in memory of Lieut. Archibald Hamilton. Appointed a midshipman May 18, 1809; acting lieutenant December 21, 1812; lieutenant July 24, 1813. He was attached to the *United States* October 25, 1812, and served gallantly in the engagement and capture of H. B. M. S. *Macedonian* by that vessel. Was chosen to bear the flags captured on that occasion to the Navy Department. Killed, January 15, 1815, on board the *President*, in the action between that vessel and the British ships of war *Endymion* and *Pomona*.

Destroyer No. 142—TARBELL—named in memory of Capt. Joseph Tarbell; born about 1780, and died at Norfolk, Va., November 24, 1815. He was appointed a midshipman December 5, 1798; captain July 24, 1813; served on the *Constitution* and other vessels of the Mediterranean Squadron 1800-1804, in the operations against Tripoli; June 19-23, 1813, commanded boat expedition against ships of the British squadrons off Craney Island and in the James River; commanded a flotilla of 15 boats, which after an action of an hour and a half drove off the enemy, sunk three of his boats, and took 43 prisoners. In these engagements 90 of the British were killed or wounded. The barge *Centipede*, belonging to Admiral Warren's flagship, was captured. Captain Tarbell was highly commended by Commodore Cassin and the officers of the Army commanding forces ashore for his gallantry and assistance in the defense of Craney Island. He was included in the thanks of Congress to the officers and men of Commodore Preble's squadron before Tripoli, 1804, and presented with a sword in recognition of his services.

Destroyer No. 143—YARNALL—named in memory of Lieut. John Joliffe Yarnall, born in Wheeling, W. Va., in 1786. Appointed midshipman January 11, 1809; lieutenant July 24, 1813; cruised in the *Chesapeake* and *Revenge* 1809-1812. He was first lieutenant of the *Lawrence* in the engagement on Lake Erie, September 10, 1813; was wounded several times, but refused to leave the deck. Left in command of the *Lawrence* when Perry went on board the *Niagara*; after the victory he was ordered to take the *Lawrence* with the wounded of Perry's squadron to Erie; commended by Commodore Perry for his ability and bravery, he was included in the thanks of Congress and awarded a medal for his gallantry at the Battle of Lake Erie. He was on the *Guerriere* with Commodore Stephen Decatur in operations before Algiers and took part in the capture of the Algerine cruiser *Mahouda* June 17, 1815, being wounded during the engagement. He

was transferred from the *Guerriere* to the *Epervier* for return to the United States, being the bearer of dispatches. The *Epervier* was lost with all on board, being last heard of in July, 1815.

Destroyer No. 144—UPSHUR—named in memory of Rear Admiral John Henry Upshur, U. S. Navy; born in Northampton County, Va., December 5, 1823; died at Washington, D. C., May 30, 1917; buried in Arlington Cemetery. Appointed a midshipman November 4, 1841; commissioned a rear admiral October 1, 1884. His first service was on the *Congress* in the Mediterranean Squadron. From 1842 to 1847 he was on the *St. Mary's* in the Gulf of Mexico and took part in the expedition against Tampico, and was with the naval battery at the bombardment of Vera Cruz March 10-25, 1847, War with Mexico. He was actively employed in the Mediterranean, East India, and African Squadrons; on ordnance duty Washington Navy Yard and United States Naval Academy from 1848 to 1851; was passed midshipman on the *Supply* with Commodore Perry's expedition to Japan, 1853-1856; during the Civil War took part in the capture of the forts at Hatteras Inlet and operations in the Sounds of North Carolina, 1861; served as executive officer of the frigate *Wabash* at the capture of Port Royal, S. C.; served in the South Atlantic blockading squadron and took part in operations against Charleston, S. C., 1862-63; participated in engagements of December, 1864, and January, 1865, resulting in the capture of Fort Fisher, N. C.; commanded the Pacific Squadron 1882-1884 and actively employed until retired in 1885.

Destroyer No. 145—GREER—named in memory of Rear Admiral James A. Greer, U. S. Navy, born in Ohio, February 28, 1833; died at Washington, D. C., June 17, 1904. Appointed midshipman January 10, 1848; commissioned rear admiral April 3, 1892; 1848-1860 cruised on the home, Pacific, Paraguay expedition and African Squadron; Civil War, 1861-1865, on the *San Jacinto* when the Confederate commissioners were taken off the English steamer *Trent* by direction of Captain Wilkes; special service on the *St. Louis* 1862-63; 1863-1865 attached to the Mississippi Squadron; commanded the ironclads *Carondelet* and *Benton* and a division of the squadron at the passage of Vicksburg, April 16, 1863; fought the batteries at Grand Gulf for five hours April 29, 1863, in which 22 persons were wounded on the *Benton* by one of the enemy's shot; took part in the Red River expedition May, 1863; engaged in the combined attack on Vicksburg May 19, 1863, and almost constantly under fire during the 45 days' siege of Vicksburg; Red River expedition of March and April, 1864; commanded naval station at Mound City October and November, 1864; commanded the flagship *Black Hawk* until February, 1865; had charge of conveying Army transports up the Tennessee River February, 1865; 1866-67 commanded the *Mohongo*, North Pacific station; commanded by State Department for course pursued in defending American interests in Mexico; 1878 commanded *Tigress* on *Polaris* relief expedition; 1874-1877 cruised on the Pacific station; 1878 special service on the *Constitution* to Paris Exposition; 1887-1889 commanding European station; held important shore stations until retired, February 28, 1895.

Destroyer No. 146—ELLIOT—named in memory of Lieut. Commander Richard McCall Elliot, U. S. Navy, who was killed on board the *Manley* March 20, 1918. The *Manley*, while performing escort duty in the war zone, came in contact with one of the convoy. An explosion of depth charges located on the after end of the vessel occurred, causing serious damage and loss of life. Lieut. Commander Elliot, who was on the bridge, immediately started aft to take charge of the situation. He was killed by flying pieces of wreckage as he gained the deck.

Destroyer No. 147—ROPER—named in memory of Lieut. Commander Jesse Mims Roper, U. S. Navy; born in Glasgow, Mo., October 29, 1851; died at Cavite, P. I., March 31, 1901. Appointed a midshipman June 23, 1868; commissioned a lieutenant commander March 3, 1899; saw much sea service from 1872 to 1900, and in 1901, while on the *Petrel*, was the first man to descend into the hold of the vessel when a fire was discovered, and while endeavoring to rescue seaman Patrick Tower he was overcome by suffocation and lost his life.

Destroyer No. 148—BRECKINRIDGE—named in memory of Ensign Joseph Cabell Breckinridge, U. S. Navy; born in Fort Monroe, Va., March 6, 1872. Appointed a midshipman September 28, 1887; ensign July 1, 1897; made his first cruise, after graduation, on the battleship *Texas*, where, on several occasions, he displayed remarkable coolness and ability in time of peril, in storms, and in controlling the turret machinery at the peril of his life, especially on the occasion when the ammunition hoist gave way and the shot was falling into the powder he sprang to the rescue and by his presence of mind saved the ship from probable instant destruction. His rescues of persons from drowning were many; and while serving on the *Cushing* he was washed overboard.

Destroyer No. 149 and Torpedo Boat No. 25—BARNEY—named in memory of Commodore Joshua Barney, U. S. Navy; born in Baltimore, Md., July 6, 1759; died in Pittsburgh, Pa., December 1, 1818. At an early age he went to sea in the merchant service, and at the commencement of the Revolutionary War served as a volunteer on the *Hornet*; was transferred to the *Wasp*, where he saw his first sea fight, and for gallantry on that occasion was promoted to lieutenant; awarded a medal by Congress. Owing to disagreement as to precedence, he declined a commission in the United States Navy in 1794; served in the French Navy 1797-1800. At the outbreak of the War of 1812 he again entered the United States Navy and had command of a fleet of gunboats built for the defense of Chesapeake Bay.

Destroyer No. 150 and Torpedo Boat No. 27—BLAKELEY—named in memory of Capt. Johnston Blakeley, U. S. Navy; born in October, 1781, in County Down, Ireland; lost at sea in 1814. Appointed midshipman February 5, 1800; served during the War of 1812 and captured many vessels, among them the *Reindeer*, for which action he received the thanks of Congress and a gold medal. The *Wasp*, the ship which he commanded, was lost at sea in 1814.

Destroyer No. 151 and Torpedo Boat No. 26—BIDDLE—named in memory of Capt. Nicholas Biddle, U. S. Navy; born in Philadelphia in 1750. In command of the *Andrea Doria* in 1775. He captured so many prizes that he had but five of his original crew when he returned to the Delaware River. In an engagement with the *Yarmouth* in March, 1778, his ship, the *Randolph*, blew up and Captain Biddle and 300 men perished.

Destroyer No. 152 and Torpedo Boat No. 7—DU PONT—named in memory of Rear Admiral Samuel Francis Du Pont; born at Bergen Point, N. J., September 27, 1803; died in Philadelphia June 23, 1865. Appointed midshipman December 19, 1815; rear admiral July 16, 1862; commanded U. S. S. *Cyane* 1846-1848, and rendered conspicuously gallant service at San Diego, Mazatlan, San Jose, and other ports, and was included in the thanks of Congress to officers for service in the war with Mexico.

Destroyer No. 153—BERNADOU—named in memory of the late Commander John Baptiste Bernadou, U. S. Navy, who was born in Philadelphia, Pa., November 14, 1858; died at the naval hospital at New York October 2, 1908. Appointed a cadet midshipman 1876 and graduated from the Naval Academy in 1880; commissioned a commander December 11, 1906; 1884-85 he was attached to the Asiatic Station and rendered most efficient service during the first uprising in Seoul, Korea, taking charge of the Japanese refugees and bringing them safely to the coast. For this service he received the thanks of the Japanese Government. He was promoted to numbers for his gallantry in action off Cardenas, Cuba, in 1898; in command of the torpedo boat *Winslow*, he ran in under the guns of Cardenas in one of the first engagements of the Spanish-American War. During this engagement the *Winslow's* steering gear was damaged by the enemy's fire. The boat became unmanageable and five of her crew, including Ensign Worth Bagley, were killed. Bernadou, then lieutenant, was himself severely wounded. The torpedo boat was under the raking fire of the Spanish guns for an hour, and was finally rescued by the revenue cutter *Hudson*. Bernadou was an expert ordnance officer, especially in regard to explosives, and the discovery of the principles of smokeless powder is credited to him. He was also an accomplished linguist. His last sea duty was as executive officer of the *Kearsarge* and his last shore duty naval attaché at Rome and Vienna.

Destroyer No. 154—**ELLIS**—named in memory of Chief Yeoman George Henry Ellis, U. S. Navy, who was killed in the Battle of Sanitago July 3, 1898, while serving on board the flagship of Commodore Schley, the U. S. S. *Brooklyn*. He was born in Peoria, Ill., October 26, 1875, and enlisted in the Navy as an apprentice seaman February 26, 1892. He served on the *Minnesota*, *Richmond*, *Monongahela*, *Chicago*, *Vermont*, *Dolphin*, *Columbia*, and *Brooklyn*. During the battle he was stationed to give the ranges shown by the stadimeter to the captain, who communicated them from time to time to the different divisions. Ellis went toward the side a second time to verify the range. He had advanced only a few feet when he was struck in the face by a large shell and killed. He was buried with honors at Camp McCalla, Guantanamo, and his remains were laid to rest in Evergreen Cemetery, Brooklyn, N. Y., November 28, 1898.

Destroyer No. 155—**COLE**—named in memory of Maj. Edward B. Cole, U. S. Marine Corps; born in Boston, Mass., September 23, 1879, and died June 18, 1918, from wounds received in action. Appointed from civil life, where he was regarded as one of the leading machine-gun experts in the country. Major Cole was in the first contingent of marines to go to France during the World War. In the Bois de Belleau, on June 10, 1918, he displayed such extraordinary heroism in organizing positions, rallying his men, and disposing of his guns that he was awarded the distinguished-service cross. During this battle he suffered the loss of his right hand and received wounds in the upper arm and both thighs, from which he died on June 18.

Destroyer No. 156—**J. FRED TALBOTT**—named in memory of the late Representative J. Fred C. Talbott; born near Lutherville, Baltimore County, Md., July 29, 1843. Was educated in the public schools, and began the study of law when he was 19 years of age, and admitted to the bar September 6, 1866. In 1871 he was made prosecuting attorney for Baltimore County. In 1877 was first elected to Congress, and served in the Forty-sixth, Forty-seventh, Forty-eighth, Fifty-third, Fifty-eighth, Fifty-ninth, Sixtieth, Sixty-first, Sixty-second, Sixty-third, and Sixty-fourth Congresses. He served 25 years on the Naval Affairs Committee, and worked untiringly in his efforts to secure a greater number of ships and increase in personnel.

Destroyer No. 157—**DICKERSON**—named in memory of former Secretary of the Navy, Mahlon Dickerson; born in Hanover, N. J., April 17, 1770; died in Suckasunny, N. J., October 5, 1853. He was graduated at Princeton in 1789, studied law, was admitted to the bar in 1793, and practiced with success in Philadelphia. In 1805-1808 he was quartermaster general of Pennsylvania, and in 1808-1810 recorder of the city court of Philadelphia. He returned to New Jersey, became judge of the supreme court and chancellor, and was elected a member of the legislature, 1811-1813. In 1815 he was elected Governor of New Jersey, and at the close of his term was sent to the United States Senate. He was repeatedly reelected, serving from December 1, 1817, till March 2, 1833. President Jackson appointed him Secretary of the Navy June 30, 1834, in which post he was continued by President Van Buren, serving till June 30, 1838, when he was succeeded by James K. Paulding. He subsequently served for a few months on the bench of the United States district court for the district of New Jersey, and was a delegate to the State constitutional convention in 1844. In 1846-1848 he was president of the American Institute.

Destroyer No. 158—**LEARY**—named in memory of Lieut. Clarence F. Leary, U. S. Naval Reserve Force; born in Fowey, England, January 11, 1894; died on the *Charlton Hall* July 20, 1918. Commissioned a lieutenant in the Naval Reserves June 12, 1918, and ordered to the U. S. S. *Charlton Hall* as executive officer. On July 10, when the vessel caught fire, he entered the hold in an effort to save the vessel and crew and died as a result of smoke inhalation.

Destroyer No. 159—**SCHENCK**—named in memory of Rear Admiral James Findley Schenck, U. S. Navy; born in Franklin, Warren County, Ohio, June 11, 1807. Commissioned a midshipman March 1, 1825; rear admiral September 21, 1868. He was highly commended for service during the Mexican War, under Commodore Stockton, at Santa Barbara, San Pedro, Los Angeles, Guaymas, and Mazatlan. In 1846, with his own hands, he hoisted at Santa Barbara the first American flag in California. He took command of the *Saginaw* July, 1859, and saw service in Cochin China, silencing the forts at Quim-hon Bay, June, 1861. At the outbreak of the rebellion, being still in command of the *Saginaw*, which had been pronounced too unseaworthy to proceed home, Commander Schenck called all the officers to take the oath of allegiance to the United States, anticipating some disturbance in case there should be any officers not wishing to remain in the United States Navy. The first lieutenant refused to take the oath of allegiance and was sent home under arrest. He then proceeded to Washington without waiting for orders and reported to the Navy Department for duty in order to obtain active service. He was at once given command of the *St. Lawrence*, May 3, 1862, joining the West Gulf Blockading Squadron. He took a prominent part in the two attacks on Fort Fisher, and was mentioned for gallantry in action in the report of Rear Admiral Porter, then commanding the North Atlantic Blockading Squadron. He died at Dayton, Ohio, December 21, 1882.

Destroyer No. 160—**HERBERT**—named in memory of former Secretary of the Navy the honorable Hilary Abner Herbert; born in Laurensville, S. C., March 12, 1834. Educated at the Universities of Alabama and Virginia; studied law and was admitted to the bar, and practiced in Greenville, Ala. Was elected to Congress in 1877 and reelected seven times. He was chairman of the Naval Committee in three Congresses. Appointed Secretary of the Navy on March 5, 1893, and held that office until 1897. Died March 9, 1919.

Destroyer No. 161—**PALMER**—named in memory of Rear Admiral James Shedden Palmer; born in New Jersey, 1810; died of yellow fever at St. Thomas, West Indies, December 7, 1867. Appointed a midshipman January 1, 1825; commissioned a rear admiral July 25, 1896; cruise on the various stations; took part in the attack on Quallah Battoo and Mushi, island of Sumatra, and commanded the *Flirt* in the blockade of the Mexican ports during the War with Mexico; 1861 commanded the U. S. S. *Troquois* during her search for Confederate cruisers; May, 1862, joined the West Gulf Blockading Squadron and took prominent part in the engagements against Baton Rouge, Grand Gulf, Natchez, passage of Vicksburg batteries, June 28, 1862; took part in the attack on the ram *Arkansas*; became Farragut's commander on the *Hartford* when he ran the batteries at Port Hudson March, 1863; 1864 commanded the naval station at New Orleans, from which he was ordered to command the West Gulf Squadron, after the battle of Mobile Bay, until February 21, 1865, when relieved by Admiral Thatcher; 1866 appointed to command the West India Squadron. He was highly commended by Admiral Farragut.

Destroyer No. 162—**THATCHER**—named in memory of Rear Admiral Henry Knox Thatcher; born in Thomaston, Me., May 26, 1807; died at Boston, Mass., April 5, 1880. Appointed a midshipman March 4, 1823; commissioned a rear admiral July 25, 1896; 1823-1862 cruise on the Pacific, Mediterranean, African, and Pacific Stations, and held important positions at various shore stations; 1862-63 commanded the U. S. S. *Constellation* in the Mediterranean, watching for Confederate cruisers; 1864-65 commanded the U. S. S. *Colorado* and a division of the North Atlantic Blockading Squadron in the attacks on Fort Fisher, December 24-25, 1864, and January 13-15, 1865. After the fall of Fort Fisher he was appointed to command the West Gulf Squadron and immediately began active operations in cooperation with the Army against Mobile, which surrendered with the forts and batteries on the 12th of April, 1865. On May 10, 1865, the rebel naval forces in the waters of Alabama surrendered to Admiral Thatcher; the only remaining fortified points on the Gulf coast, Sabine Pass and Galveston, capitulated on the 25th of May and 2d of June, 1865. Admiral Thatcher was relieved of the command of the West Gulf Squadron and ordered north in the early part of 1866. His last duty was that of port admiral, Portsmouth, N. H., 1869-70. He was placed on the retired list May 26, 1868.

Destroyer No. 163—**WALKER**—named in memory of Rear Admiral John Grimes Walker; born in Hillsborough, N. H., March 20, 1835; died at Ogunquit, Me., September 15, 1907; buried at Arlington Cemetery.

Appointed acting midshipman October 5, 1850; commissioned rear admiral January 23, 1894. During the Civil War he served with distinction on board the U. S. S. *Connecticut*, *Winona*, *Baron De Kalb*, and *Saco*, which vessels were engaged in operations on the Mississippi River and along the Atlantic coast. During the summer of 1862 he was present at engagements with Forts Jackson and St. Philip and Chalmette batteries at the capture of New Orleans, and took part in the operations against Vicksburg, including the passage of the batteries both ways. During the winter of 1862-63 participated in the operations against Haines Bluff, Arkansas Post; took part in the Yazoo Pass expedition, the attack on Fort Pemberton, and the capture of Yazoo City. During the siege of Vicksburg was in command of naval battery with Fifteenth Army Corps.

Destroyer No. 164—CROSBY—named in memory of Rear Admiral Peirce Crosby; born in Delaware County, Pa. Appointed midshipman June 5, 1838; commissioned rear admiral March 10, 1872; attached to line of battleship *Ohio* from 1838 until summer of 1841; attached to receiving vessel *Experiment* at Philadelphia; in 1842 was attached to the frigate *Congress* and sailed with her from Portsmouth, N. H., to the Mediterranean; served in her six months; was then transferred to the sloop *Preble*, and returned to the United States in the fall of 1843, and was then attached to the naval school at Philadelphia; served on the sloop *Decatur* six months in the gulf of Mexico during the Mexican War; participated in the attack and capture of Tuxpan and Tobasco; was then transferred to the gunboat *Petrel* and served in her one year, until peace was declared in the summer of 1848. Civil War, 1861, served in the Chesapeake Bay, keeping open communication between Annapolis and Havre de Grace, capturing and destroying rebel vessels in the bay, and cutting off rebel supplies and communications. In the summer of 1861 he received orders and was attached to the frigate *Cumberland*; was detailed for duty on shore at Fortress Monroe; transported the troops across Hampton Creek on the night prior to the Battle of Big Bethel, also transported them on their return after their unsuccessful attempt to take that place; volunteered and took the steamer *Fannie* (a canal boat), secured her boilers temporarily down to the deck with chains, and proceeded with her, in company with the squadron, to the attack on Forts Hatteras and Clarke, in order to have a light-draft vessel to operate in landing troops at that place; superintended the landing of troops until the heavy surf swamped and broke up the boats and dashed them on the beach, when Lieutenant Crosby took a ship's heavy launch and landed two more boatloads of troops, until the sea became so heavy that it threw the launch upon the beach, dashing all the crew out of her onto the shore. After thus having landed 300 men and officers, the squadron and transports, on account of the bad weather, stood off seaward, leaving the troops landed on the shore until the following day, when the squadron returned, opened fire, and captured the forts, which were garrisoned by over 700 men, who had been led to believe, by the display made by the troops landed, that their force was over 2,000 strong, as Lieutenant Crosby succeeded in getting a strong picket thrown across the point in front of the enemy's batteries, thus preventing their making a reconnaissance or ascertaining the condition of and actual force of the Union troops, when the squadron returned on the following day and relieved them from their critical condition. In this way the Confederates were deceived, and our troops were saved from attack and probable capture, as nearly all the ammunition was wet, and the volunteer troops, being in a disorganized state, could not, in all probability, have successfully opposed double their number. In 1863, in command of the *Florida*, he destroyed two blockade runners at Masonboro inlet while attempting to run the blockade, just at the break of day, and in so doing drew the sharp fire of flying batteries on shore; 1864, in command of the *Keystone State*, captured five more blockade runners and caused many others to throw overboard their cargoes in order to escape; 1864-65, commanded the *Mitacomet* and in the attack on Mobile he planned and directed the construction of torpedo nets, and spread them from shore to shore of the Blakely River, which caught all the floating torpedoes sent down to destroy the vessel; also planned torpedo dragnets, superintended the removal of 140 torpedoes, and successfully cleared the track so as to allow the squadron to pass up safely to the city of Mobile. He retired on his own application October, 1883.

Destroyer No. 165—MEREDITH—named in memory of Sergt. Jonathan Meredith, U. S. Marine Corps. Enlisted in the Marine Corps June 6, 1803; promoted to rank of sergeant August 1, 1803. On August 3, 1804, during an engagement in the harbor before Tripoli, he saved the life of Lieut. John Trippe, of the *Vixen*. In close combat with a Tripolitan ship, Lieutenant Tripp and nine men boarded a vessel, and before the rest of the crew could follow the wash of the ship separated the two boats and Trippe and his men found themselves face to face with five times their number of the enemy. Instant offense was their only safety. Without a moment's hesitation the Americans dashed at their antagonists and a conflict of the fiercest description ensued. Trippe singled out the Tripolitan commander and engaged him in a hand-to-hand fight. The Mohammedan was a gigantic man and accustomed to this method of fighting. In the battle that ensued he wounded Trippe no less than 11 times, finally breaking his sword and beating him to his knees. While in that position and before he could be cut down by the man the gallant American, who was a small, slender man, seized a hand pike from the deck and by a desperate upward thrust impaled his huge antagonist, just as Sergeant Meredith, by a vicious bayonet thrust, pinned to the mast another corsair, who was about to finish him. Three days after this Sergeant Meredith was blown up in a gunboat.

Destroyer No. 166—BUSH—named in memory of First Lieut. William S. Bush, U. S. Marine Corps. Appointed a second lieutenant in the United States Marine Corps, July 3, 1809; promoted to first lieutenant March 4, 1811. He served during the War of 1812, and lost his life August 19, 1812, while aboard the *Constitution* during its engagement with the British frigate *Guerriere*. The vessels, after an engagement lasting for some time, were brought together, and Lieutenant Bush fell mortally wounded while attempting to board the British vessel. Captain Hull, who commanded the *Constitution*, said of him in his report to the Secretary of the Navy: "In him our country has lost a valuable and brave officer."

Destroyer 167—COWELL—named in memory of Master John G. Cowell, who was appointed a master in the United States Navy January 21, 1809, and died of wounds, April 18, 1814, received near Valparaiso in the action between the U. S. frigate *Essex* and His British Majesty's frigate *Phoebe* and the sloop of war *Cherub* April 18, 1814. The conduct of this brave and heroic officer, who lost a leg during the action, excited the admiration of every man on the ship. After being wounded he would not consent to be taken below until loss of blood rendered him insensible. He was at the time of the action an acting lieutenant.

Destroyer No. 168—MADDOX—named in memory of Capt. William A. T. Maddox, U. S. Marine Corps; born in Maryland, and appointed from that State a second lieutenant in the Marine Corps October 14, 1837. The previous year he had served in the war with the Creeks and Seminole Indians as first lieutenant, commanding a company of volunteers under General Jessup; 1845-1847, while serving on the sloop *Cyane*, Pacific Squadron, he landed at Monterey July 7, 1846, when the American flag was hoisted, thereby assisting in taking possession of the country, and hoisted the American flag at San Diego July 29, 1846; August 15, 1846, was appointed by Commodore Stockton to take command of two companies of mounted riflemen to proceed against General Alvarado; on this march of 500 miles, near the mission of San Luis Obispo, after a sharp skirmish, made prisoners of a number of men and 15 officers; on September 18, 1846, was appointed for services rendered military commandant of the middle district of California, headquarters at Monterey; in the spring of 1847 he landed with a party of men to intercept a Mexican force expected near the Rio Colorado, arriving May 15 at Monterey; attached to the frigate *Columbus* June 4, 1847, to March 2, 1848; at headquarters, Washington, 1848-1850; brevetted captain, to take rank from January 3, 1847, for gallant and meritorious conduct at the battle of Santa Clara on that date and in suppressing an insurrection at Monterey during the time he was commandant of the middle district of California; commanded the second company of marine battalion who fired on the mob in June, 1857, at Washington, thereby assisting in

SUM'S

INDEX

capturing the cannon used by the "Plug-Ugly" rioters and suppressing the riot; retired in 1880; died at Washington, D. C., January 1, 1889.

Destroyer No. 169 and Torpedo Boat No. 3—FOOTE—named in memory of Rear Admiral Andrew Hull Foote, U. S. Navy; born at New Haven, Conn., September 12, 1806; died in New York June 26, 1863. Distinguished himself in engagements with barrier forts, Canton River, China, finally carrying them by storm; Chief of Bureau of Equipment and Recruiting; received thanks of Congress for gallant service during the Civil War; appointed to command the South Atlantic Blockading Squadron in 1863, but died en route.

Destroyer No. 170—KALK—named in memory of Lieut. Stanton F. Kalk; born in Alabama, October 14, 1894. Appointed a midshipman June 13, 1912; graduated June 2, 1916, and assigned to the battleship *Florida* as junior lieutenant; died December 6, 1917, when the destroyer *Jacob Jones* was torpedoed by a German submarine, from exposure while endeavoring to save the lives of others. He was praised in the official report of the disaster to the *Jacob Jones* for his promptness in measures taken to avoid the enemy's weapon of destruction and for his general ability as an officer.

Destroyer No. 171 (now Light Mine Layer No. 11)—BURNS—named in memory of Capt. Otway Burns, U. S. Navy; born in Queens Creek, N. C., 1775; died at Portsmouth, N. C., August 25, 1850. During the War of 1812 he commanded the letter of marque *Snap Dragon*, and had several encounters with British men-of-war, taking 15 prizes, 1 of which had a cargo valued at \$350,000; from 1821 to 1834 he served in the General Assembly of North Carolina; in 1835 was appointed by President Jackson as keeper of Brant Island Shoal Light, and held the position until his death.

Destroyer No. 172 (now Light Mine Layer No. 12)—ANTHONY—named in memory of Sergt. Maj. William Anthony, U. S. Marine Corps; born in Albany, N. Y. Enlisted in the Marine Corps February 1, 1875, and with short intervals between reenlistments served almost continuously therein until June 26, 1899. Capt. C. D. Sigbee, in a letter of April 8, 1898, called the attention of the Secretary of the Navy to the "soldierly conduct of Pvt. William Anthony on the occasion of the explosion of the *Maine*," and stated as follows: "At the time of the explosion I was in the captain's cabin of the *Maine*. The lights of the vessel were instantly obscured and the compartments were filled with smoke; there was immediate and intense darkness. On leaving my cabin through the usual passage forward, feeling my way along, I was met near the outer door of the superstructure by Private Anthony, who was coming into the cabin to fulfill, on that dangerous occasion, the precise duties of his position by notifying me of the explosion. He ran against me in the darkness, apologized hastily, and reported to me that the ship had been blown up and was sinking. The splendid feature in the case of this service performed by Private Anthony is that on an occasion when a man's instinct would lead him to seek safety outside the ship, he started into the superstructure and toward the cabin, irrespective of the danger. The action was a noble one, and I feel it an honor to call his conduct to the attention of the Navy Department with the recommendation that he be made a sergeant."

Destroyer No. 173 (now Light Mine Layer No. 13)—SPROSTON—named in memory of Lieut. John G. Sproston, U. S. Navy; who was born in Maryland and was killed in action June 8, 1862. Appointed midshipman July 15, 1846; was on the Pacific Station during war with Mexico. On November 1, 1861, at the Battle of Port Royal, S. C., he fired nearly all the 11-inch shells with his own hand. He took active part in operations of the South Atlantic Blockading Squadron on the coast and up the rivers of South Carolina, Georgia, and Florida; was killed while on a boat expedition in St. Johns River, Fla.; was commended in a letter from Rear Admiral S. F. Du Pont as "an able, brave, and devoted officer from the State of Maryland . . . distinguished for gallantry while in command of one of the boats which destroyed the rebel privateer under the guns of Pensacola Navy Yard in September, 1861, and his whole conduct during this war has been gallant and meritorious."

Destroyer No. 174 (now Light Mine Layer No. 14)—RIZAL—named in memory of Jose Rizal; born June 19, 1861, at Calamba, southeast shore of the bay, in Luzon, P. I.; executed December 30, 1896, and buried in cemetery in Manila, P. I.: Filipino doctor of medicine, author, patriot; imprisoned by Spanish Government for "carrying on an antireligious and antipatriotic campaign of education" in the Philippines; tried before a military court, denied the right of counsel, found guilty, and ordered to be shot as "the principal organizer and soul of the insurrection in the Philippines: a founder of societies, newspapers, and books devoted to favoring and making public rebellious and seditious ideas among the people, and the chief of filibusterism in the country."

Destroyer No. 175 and Torpedo Boat No. 17—MACKENZIE—named in memory of Lieut. Commander Alexander Slidell Mackenzie, U. S. Navy. Appointed midshipman in 1855; was killed in Formosa June 13, 1867, while leading a party against the savages who had murdered the whole crew of the American bark *Roter* some time before.

Destroyer No. 176—RENSHAW—named in memory of Commander William B. Renshaw, U. S. Navy; born in Brooklyn, N. Y., October 11, 1816; killed in battle January 1, 1863. Appointed midshipman November, 1831; commander April 26, 1861; saw much sea duty; 1847-48 in the *Warren*, Pacific Squadron. Took part in operations on the Pacific side in the war with Mexico. Civil War, commended by Admiral Farragut for "the handsome manner in which he managed his vessel," the *Westfield*, in operations with the mortar fleet below New Orleans and on the Mississippi River, 1862-63. Refused to surrender to the Confederate forces Galveston Harbor, January 1, 1863, setting fire to his vessel to prevent her falling into their hands, and was killed in the explosion of the vessel which followed.

Destroyer No. 177—O'BANNON—named in memory of First Lieut. Presley N. O'Bannon, U. S. Marine Corps. Appointed second lieutenant in the Marine Corps January 18, 1801. He was promoted first lieutenant October 15, 1802, and resigned March 6, 1807. During the war with Tripoli an expedition was started out from Alexandria, Egypt, to Derne. The force consisted of mercenaries, together with Lieutenant O'Bannon, one sergeant, and six privates of the Marine Corps. A march of 600 miles was made, and the force, which had been augmented by additional marines, arrived before Derne April 26, 1805. The works were shelled by the *Hornet*, *Nautilus*, and *Argus* on April 27, and in the afternoon the principal work was stormed by Lieutenant O'Bannon and Midshipman Mann. The Tripolitan ensign was hauled down, and for the first time in the history of the country the flag of the Republic was hoisted on a fortress of the Old World. The enemy was driven out of the works with so much precipitation that he left his guns loaded and even primed. The guns were immediately turned upon the town. General Eaton was wounded and Lieutenant O'Bannon, with a detachment under his command, took possession of the battery, planted the American flag upon its ramparts, and turned its guns upon the enemy. The attack was made by about 1,200 men, while the place was supposed to be defended by 3,000 or 4,000 men.

Destroyer No. 178—HOGAN—named in memory of Ordinary Seaman Daniel Hogan, U. S. Navy, who entered the United States Navy from Boston, Mass., 1811, on the U. S. schooner *Revenge*, commanded by Lieut. O. H. Perry. January 9, 1811, the *Revenge* was wrecked in Newport Harbor during a heavy fog. Transferred to the U. S. S. *Constitution* February 18, 1811. On the *Constitution* during the engagement with the British frigate *Guerriere*, and when the flag was shot away from the foretop-gallant masthead he climbed up and lashed it in place in the face of the firing. Remained on the *Constitution* and, in the fight between that ship and the *Jara*, January 3, 1813, was severely wounded, losing the fingers of both hands. He died September 1, 1818. His address was given as New York City and it is supposed that he died there.

Destroyer No. 179—HOWARD—named in memory of Acting Ensign Charles W. Howard; appointed acting master's mate October 7, 1862; acting ensign May 1, 1863; and acting master October 6, 1863; died October 6, 1863, of wounds received in action at Charleston, S. C. Served on the ironclad *New Ironsides*, South Atlantic Blockading Squadron, and took part in operations against defenses of Charleston Harbor;

dangerously wounded by rifle shot from the *David* that attacked the *New Ironsides*, and attempted to blow her up in Charleston Harbor on the night of October 5, 1863; promoted October 6, 1863, for his conspicuously brave conduct while in charge of the deck when the *Ironsides* was attacked; department was asked to confirm this appointment by the captain of the *Ironsides*, which was done October 16, 1863, after his death.

Destroyer No. 180—STANSBURY—named in memory of Lieut. John Stansbury; born in Baltimore, Md.; killed in action September 11, 1814. Midshipman with Decatur in the capture of the *Macedonian* by the *United States* October 25, 1812; lieutenant on the *Ticonderoga* at the battle of Lake Champlain, during which battle he was killed.

Destroyer No. 181—HOPEWELL—named in memory of Midshipman Pollard Hopewell. Appointed a midshipman June 4, 1812; served on the *Chesapeake* from August 21, 1812, until killed in action between that vessel and the British frigate *Shannon*, June 1, 1813.

Destroyer No. 182—THOMAS—named in memory of Lieut. C. C. Thomas, U. S. Navy, who was born at Grass Valley, Calif., December 26, 1886; died at sea April 28, 1917. Appointed midshipman in 1904; commissioned lieutenant August 29, 1916; lost his life while in command of the armed guard crew of the steamship *Vacuum* when that vessel was torpedoed by a German submarine on April 28, 1917; was the first United States naval officer to lose his life in the war with Germany.

Destroyer No. 183—HARADEN—named in memory of Capt. Jonathan Haraden, U. S. Navy; born in Gloucester, Mass., 1745; died in Salem, Mass., November 26, 1803. Was in command of the U. S. S. *General Pickering* in 1780, when he met and defeated the English privateer *Achilles*, in an engagement lasting three hours. Farragut said of his fight with the *Achilles*: "I would rather have fought that fight than any ever fought on the ocean." Captured 1,000 guns during the War of 1812.

Destroyer No. 184—ABBOT—named in memory of Commodore Joel Abbot, U. S. Navy, who was born in Westford, Mass., January 18, 1793, and died of malarial fever in Hong Kong, China, December 14, 1855. Was appointed midshipman November 2, 1812; his first cruise was under Commodore Rodgers on the frigate *President*, who recommended him to Commodore Macdonough, then in command of the naval forces on Lake Champlain; he was given a mission to penetrate the British lines and destroy a quantity of masts and spars; this he accomplished, having assumed the disguise of a British officer, for which service he was promoted lieutenant and voted a sword by Congress. From 1839 to 1842 was executive at the Boston Navy Yard; he was commissioned captain in 1848; in 1852 he commanded the frigate *Macedonian* on the Japan expedition, succeeding Commodore Perry as flag officer of the squadron. During this critical period of our relations with China he was often called on to perform delicate diplomatic duties and discharged them to the complete satisfaction of the Government. He shortened his life by devotion to the interest of commerce in personally supervising the placing of buoys and a light-ship in the Yangtze Kiang, which for the first time then had its channels and sailing courses properly defined.

Destroyer No. 185 and Torpedo Boat No. 24—BAGLEY—named in memory of Ensign Worth Bagley, born in Raleigh, N. C., April 6, 1874; appointed naval cadet in September, 1891; was the first naval officer killed in action during the Spanish-American War; served on the U. S. torpedo boat *Winstow*, and lost his life in its attack on batteries at Cardenas, Cuba, May 11, 1898.

Destroyer No. 186—CLEMSON—named in memory of Passed Midshipman Henry A. Clemson, U. S. Navy; born in New Jersey. Appointed midshipman June 9, 1836; passed midshipman July 1, 1846; ordered to the *St. Marys*, Home Squadron; transferred to the brig *Somers*, which capsized in a squall in the Gulf of Mexico, off Vera Cruz. Midshipman Clemson insisted that the men should take the only available boat, and he clung to a spar, which he abandoned when he found it inadequate to support all who were hanging on it.

Destroyer No. 187 and Torpedo Boat No. 9—DAHLGREN—named in memory of Rear Admiral John Adolphus Dahlgren, U. S. Navy; born in Philadelphia, November 19, 1809; died at the navy yard, Washington, July 12, 1870. Appointed midshipman, February 1, 1826; rear admiral, February 7, 1863; was twice Chief of Bureau of Ordnance; perfected invention of the famous Dahlgren gun, and introduced howitzers ashore and aloft.

Destroyer No. 188 and Torpedo Boat No. 20—GOLDSBOROUGH—named in memory of Rear Admiral Louis Malherbes Goldsborough, U. S. Navy; born in Washington, D. C., February 18, 1805; died in Washington February 20, 1877. Warranted midshipman when only a little more than 7 years of age, June 18, 1812; was commissioned rear admiral July 16, 1862. In September, 1827, while convoying a fleet of merchant vessels, one of the convoy, an English vessel named *Comet*, was attacked and carried off by Greek pirates. After a fierce fight, in which 90 of the pirates were killed, the *Comet* was rescued, and he received the thanks of the British Government. He was appointed flag officer at the outbreak of the Civil War, and September, 1861, planned and took part in the joint Army and Navy expedition to the sounds of North Carolina, and participated in the capture of Roanoke Island February 5, 1862.

Destroyer No. 189—SEMMEs—named in memory of Commander Raphael Semmes, U. S. Navy; born in Charles County, Md., September 27, 1809; died in Mobile, Ala., August 30, 1877. Appointed a midshipman April 1, 1826; commissioned commander September 14, 1855. At the beginning of the war with Mexico he was made flag lieutenant under Commodore David Conner, commanding the squadron in the Gulf, and in the siege of Vera Cruz was in charge of a naval battery on shore. April 28, 1847, he was ordered into the interior of Mexico on a special mission, and went to the City of Mexico with the Army as aid to General Worth. He served for several years as inspector of lighthouses on the Gulf coast, and in 1858 became secretary of the Lighthouse Board at Washington.

Destroyer No. 190—SATTERLEE—named in memory of Capt. Charles Satterlee, U. S. Coast Guard; born in Essex, Conn., September 14, 1875. Appointed a cadet in the Revenue Service November 19, 1895; promoted to the grade of captain in the Coast Guard September 1, 1915. In 1908 he was assigned as supervisor of anchorages at Sault Ste. Marie, Mich., which duty included the command of the cutter *Mackinac*. In 1909 he was ordered to the *Tahoma*, then fitting out at Baltimore, Md., for a cruise to the Pacific. From 1910 to 1913 he was assistant inspector of life-saving stations. On September 26, 1918, while in command of the *Tampa*, which was escorting a convoy of vessels in Bristol Channel, England, she was sunk by an enemy torpedo and all hands were lost.

Destroyer No. 191—MASON—named in memory of the Hon. John Young Mason, Secretary of the Navy, 1844-45, 1846-1849; born in Greene County, Va., April 18, 1799; died in Paris, France, October 3, 1859. Graduated from the University of North Carolina in 1816; studied law at Litchfield, Conn.; was admitted to the bar in 1819, and practiced with great success in Southampton County, Va.; he was successively a member of the Legislature of Virginia and of the State constitutional convention of 1829; a Member of Congress from 1831 to 1837 and chairman of Committee on Foreign Affairs, and judge of the United States district court and of the circuit court of Virginia. In 1844 he was appointed Secretary of the Navy by President Tyler, and in 1845 President Polk made him Attorney General of the United States, but in the next year he was again placed at the head of the Navy Department. In 1849 he removed to Richmond, Va., and resumed the practice of law. He was president of the Virginia constitutional convention of 1850. In 1853 he was appointed United States minister to France, and was reappointed by President Buchanan remaining in that post until his death. He was buried at Hollywood, Richmond, Va.

Destroyer No. 192—GRAHAM—named in memory of the Hon. William A. Graham, Secretary of the Navy 1850-1852; born in Lincoln County, N. C., September 5, 1804; died at Saratoga Springs, N. Y.,

August 11, 1875. He was graduated from the University of North Carolina in 1824, was admitted to the bar in 1826, and entered practice at Hillsboro. From 1833 he was repeatedly elected to the House of Commons, of which in 1839-40 he was speaker. In 1840-1843 he was in the United States Senate, in 1844 and 1846 he was elected Whig governor of North Carolina, and declined a third term, and from 1850-1852 was Secretary of the Navy, in which capacity he organized Perry's expedition to Japan.

Destroyer No. 193—ABEL P. URSHUR—named in memory of the former Secretary of the Navy Abel P. Urshur; born in Northampton County, Va., June 17, 1790; killed on the U. S. S. *Princeton* near Alexandria, Va., February 28, 1844. He studied law and was admitted to the bar in 1810; elected to the State Legislature of Virginia in 1826; judge of the general court in 1829. On September 13, 1841, he was appointed Secretary of the Navy and held that position until July 23, 1843, when he became Secretary of State. On February 28, 1844, he accompanied a party of distinguished persons down the Potomac on the U. S. S. *Princeton* to witness some experiments in firing a new iron gun of unusual size. On the return trip the gun was fired a third time and burst, killing six and wounding a number of those on board.

Destroyer No. 194—HUNT—named in memory of former Secretary of the Navy William Henry Hunt, born in Charleston, S. C., in 1821; died in St. Petersburg, Russia, February 27, 1884. Was educated at Yale College and removed to New Orleans, where he was admitted to the bar. In March, 1876, he was appointed attorney general of the State of Louisiana, 1878 judge of the Court of Claims, 1881 Secretary of the Navy; he subsequently served as minister to Russia, where he died.

Destroyer No. 195—WELBORN C. WOOD—named in memory of Cadet Welborn Cicero Wood, U. S. Navy; born in Georgia, January 15, 1876; killed in action September 17, 1899, at Orani, P. I. Appointed naval cadet from Georgia September 6, 1895; graduated from the United States Naval Academy, Annapolis, Md., in January, 1899. Ordered to duty in the Asiatic Station. On September 17, 1899, while commanding the gunboat *Urdaneta*, engaged in patrolling the Orani River, Manila Bay, for the purpose of preventing the introduction of supplies of food and materials of war to the insurgent Filipinos, the vessel went aground in the mud and was attacked by a band of insurgents. In the engagement which followed Cadet Wood was killed and all under his command were either killed or captured.

Destroyer No. 196—GEORGE E. BADGER—named in memory of former Secretary of the Navy George Edmund Badger; born in New Bern, N. C., April 13, 1795; died in Raleigh, N. C., May 11, 1866. He was graduated from Yale University in 1813 and studied law in Raleigh. In 1816 he was elected to the State legislature, 1820-1825 judge of the North Carolina Superior Court at Raleigh. He was appointed Secretary of the Navy in 1841 and subsequently served in the Senate for two terms. He was a vigorous speaker and a man of profound research.

Destroyer No. 197—BIRNCH—named in memory of former Secretary of the Navy the honorable John Branch; born in Halifax, N. C., November 4, 1782. After graduation at the University of North Carolina in 1801 he studied law, became judge of the superior court, and was a State senator from 1811 to 1817, in 1822, and again in 1834. He was elected governor of his State in 1817, and from 1823 to 1829 was United States Senator, resigning in the latter year when he was appointed Secretary of the Navy, which office he held until 1831; 1841-43 was governor of the Territory of Florida. Died in Enfield, N. C., January 4, 1863.

Destroyer No. 198—HERNDON—named in memory of Commander William Lewis Herndon, U. S. Navy; born in Fredericksburg, Va., October 15, 1813. Appointed midshipman 1828; in 1847-48 commanded the *Iris* and was actively employed in the Gulf of Mexico during the war with Mexico. In 1849-50 attached to the *Vandalia*, Pacific squadron. In 1855 he was granted leave by the Navy Department to take command of the Pacific Mail steamer *George Law*, afterwards the *Central America*, running between New York and Aspinwall. This line of steamers at the time was required to be commanded by officers of the Navy. On September 7, 1857, on a return voyage from Aspinwall, when off Cape Hatteras, a heavy gale was encountered, which increased to a violent storm lasting almost a week. The steamer sprung a leak which extinguished the fires and left the vessel at the mercy of the waves. On September 12, the brig *Marine*, of Boston, was sighted; boats were lowered and Captain Herndon remained on board directing the rescue work until the vessel went down. The last order of this gallant officer was to an approaching boat to "keep off"; to have gone nearer would have swamped her.

Destroyer No. 199—DALLAS—named in memory of Capt. Alexander J. Dallas, U. S. Navy; born in Philadelphia, Pa., May 15, 1791; died at Callao, Peru, June 3, 1844. Appointed midshipman, November 22, 1805; captain, April 24, 1828; fired the first shot of the War of 1812 in the engagement between the *President* and the *Belvidere*, June 23, 1812; commanded the *Spitfire* in operations against Algiers, 1815; commanded the *John Adams*, operating against pirates in the West Indies, 1821; from 1832-1834 was employed in laying out the Pensacola Navy Yard, and was commended for the good work accomplished; in 1835-1837 commanded the West Indian Squadron and cooperated with General Scott in suppressing the Seminole Indians. In recognition of this service, Fort Dallas was named for him. In 1843 he was in command of the Pacific Squadron, and died on the *Vandalia* in the harbor of Callao, Peru.

Destroyer No. 200—CHANDLER—named in memory of Hon. William Eaton Chandler, Secretary of the Navy, 1832-1836; born in Concord, N. H., December 28, 1835; died December 1, 1917. He was graduated from the Harvard law school in 1855 and for several years after his admission to the bar practiced in Concord, and in 1859 was appointed reporter of the New Hampshire Supreme Court, and published five volumes of its reports. In 1862 he was elected to the New Hampshire House of Representatives, of which he was speaker for two successive terms in 1863-64. On June 17, 1865, he became First Assistant Secretary of the Treasury. On April 7, 1882, he was appointed Secretary of the Navy. Among the important measures carried out by him were the simplification and reduction of the unwieldy navy-yard establishment; the limitation of the number of annual appointments to the actual wants of the naval service; the discontinuance of the extravagant policy of repairing worthless vessels; and the beginning of a modern Navy in the construction of the four new cruisers recommended by the advisory board. The organization and successful voyage of the Greely relief expedition in 1884 was largely due to his personal efforts.

Destroyer No. 207—SOUTHARD—named in memory of the Hon. Samuel Lewis Southard, Secretary of the Navy, 1823-1829; born in Basking Ridge, N. J., June 9, 1787; died in Fredericksburg, Va., June 26, 1842. He was graduated at Princeton in 1804, taught in his native State, and then went to Virginia as tutor in the family of John Taliaferro. After studying law and being admitted to the bar in that State he returned to New Jersey and settled at Flemington. He was appointed law reporter by the legislature in 1814, became associate justice of the State supreme court in 1815, was a presidential elector in 1820, and was chosen to the United States Senate as a Whig in place of James J. Wilson, who had resigned, serving from February 16, 1821, until March 3, 1823. In 1821 he met his father on a joint committee, and they voted together on the Missouri Compromise. In September, 1823, he became Secretary of the Navy and he served until March 3, 1829, acting also as Secretary of the Treasury from March 7 until July 1, 1825, and taking charge of the portfolio of war for a time. On his retirement from the Secretaryship of the Navy, in 1829, he became attorney general of New Jersey, and in 1832 he was elected governor of the State. He was chosen United States Senator again in 1833, and served until his resignation on May 3, 1842. In 1841, on the death of President Harrison and the consequent accession of John Tyler, he became President of the Senate.

Destroyer No. 208—HOVEY—named in memory of Ensign Charles Emerson Hovey, U. S. Navy; born in Portsmouth, N. H., January 10, 1885; died in the Philippine Islands September 24, 1911, graduated from the United States Naval Academy in 1907. A detachment of men from the U. S. S. *Pampanga*, of which Ensign Hovey was in charge, September 11, 1911, was attacked by hostile natives on the island of Basilan, P. I., and he was shot by one of the natives.

Destroyer No. 209—LONG—named in memory of the late Secretary of the Navy John Davis Long; born in Buckfield, Oxford County, Me., October 27, 1838; died August 28, 1915. Graduated from Harvard in

1857 and admitted to the bar in 1861. He was governor of Massachusetts in 1880-1882. In 1897 he became Secretary of the Navy. He ably administered the affairs of the Navy from 1897 to 1907, which included the period of the Spanish-American War.

Destroyer No. 210—BROOME—named in memory of Lieut. Col. John Lloyd Broome, U. S. Marine Corps; born in New York; died in Binghamton, N. Y., April 12, 1893. Commissioned second lieutenant, United States Marine Corps, January 12, 1848; was made brevet lieutenant colonel for gallant and meritorious services in operations against Vicksburg; promoted lieutenant colonel March 16, 1879; served in the Mexican War and was commended for gallantry; cruised on various stations and was placed in charge of the filibustering steamer *New Orleans* and brought her to New York; 1861 took part in the relief of Fort Pickens; 1862 ordered as fleet marine officer of Admiral Farragut's squadron; brevetted major for gallant service at the capture of New Orleans; took part in all prominent engagements on the Mississippi River of Farragut's squadron from 1862 to May, 1863; held important posts on shore stations until March 8, 1883, when he was retired.

Destroyer No. 211—ALDEN—named in memory of Rear Admiral James Alden, U. S. Navy; born in Portland, Me., March 31, 1819; died at San Francisco, Calif., February 6, 1877. Appointed midshipman April 1, 1823; rear admiral June 13, 1871. He made first cruise in the Mediterranean Squadron. During the Mexican War, 1847-48, he was attached to the home squadron and participated in the capture of Vera Cruz; Civil War, 1861, commanded the U. S. S. *South Carolina*, which reinforced Fort Pickens; April, 1862, was actively engaged in operations on the Mississippi River and at Mobile Bay with Admiral Farragut; 1869-1871, Chief of Bureau of Navigation. He retired in 1871.

Destroyer No. 212—SMITH THOMPSON—named in memory of former Secretary of the Navy Smith Thompson; born in Stamford, Dutchess County, N. Y., January 17, 1768; died in Poughkeepsie, N. Y., December 18, 1843. Was graduated from Princeton College in 1788; associate justice of the Supreme Court of the State of New York 1802-1814; chief justice 1814-1818, when he was made Secretary of the Navy. He was later appointed Associate Justice of the Supreme Court of the United States, which position he held at the time of his death.

Destroyer No. 213—BARKER—named in memory of Rear Admiral Albert S. Barker, U. S. Navy; born in Hanson, Mass., March 31, 1815; died at Washington, D. C., January 30, 1916. Appointed midshipman October 25, 1839; commissioned rear admiral October 10, 1899. After graduating from the Naval Academy, in 1862, he was ordered to the U. S. S. *Mississippi* and took part in the bombardment and passage of forts below New Orleans and the capture of that city; was on the *Mississippi* when she got ashore and was set on fire to prevent her capture; transferred to the *Monongahela* and took part in operations of the West Gulf Blockading Squadron until August 9, 1863, when ordered to the *Niagara* for special service. After the close of the Civil War he held various prominent positions ashore. During the Spanish-American War he commanded the *Newark* and participated in the bombardment of Santiago July 1, 1898; commanded the *Oregon* August 2, 1898, to May 29, 1899, on special service in the Pacific. His last duty afloat was commander in chief of the Atlantic Fleet, 1903-1905.

Destroyer No. 214—TRACY—named in memory of the Hon. Benjamin Franklin Tracy, Secretary of the Navy, 1889-1893; born in Oswego, N. Y., April 26, 1830; died in 1915. He was educated at Oswego Academy, and was admitted to the bar in 1851. In 1861 he was a member of the State assembly; 1862 he recruited the One hundred and ninth and One hundred and thirty-seventh New York Volunteers and became colonel of the former. For his gallantry in the Battle of the Wilderness he received the congressional medal of honor in 1895. At the close of hostilities he was brevetted brigadier general of volunteers. From 1866 to 1873 he was United States district attorney of New York, and from 1881 to 1883 was associate judge of the State court of appeals. As Secretary of the Navy, 1889-1893, he did such important work in increasing the number of battleships and raising the standard of the service to a high level that he has been called the "Father of the Navy."

Destroyer No. 215—BORIE—named in memory of former Secretary of the Navy Adolph Edward Borie; born in Philadelphia, November 25, 1809; died there February 5, 1880. In 1826 he was graduated from the University of Pennsylvania and went to Paris to complete his education. After spending several years abroad he returned to the United States and entered into mercantile pursuits. He gave large sums toward the enlistment and care of soldiers during the Civil War. On March 5, 1869, he became Secretary of the Navy.

Destroyer No. 216—JOHN D. EDWARDS—named in memory of Lieut. John Davis Edwards, U. S. Navy, born in Isle of Wight County, Va., August 2, 1885; died at sea, October 9, 1918. Appointed warrant machinist, December 31, 1908; ensign, July 30, 1914; lieutenant, October 15, 1917; attached to U. S. S. *Shaw*, cruising in British waters; killed when the *Shaw* was rammed in collision with the British troopship *Aquitania*.

Destroyer No. 217 and Destroyer No. 15—WHIPPLE—named in memory of Capt. Abraham Whipple, U. S. Navy; born in Providence, R. I., September 16, 1733; died in Marietta, Ohio, May 29, 1819. He early in life commanded vessels in the West India trade. Toward the close of the French War, 1759-60, he won distinction while in command of the *Gamecock*; captured while on her, 23 prizes. June 18, 1772, he commanded the party of volunteers who captured and burned the British revenue schooner *Gaspee*, which ran ashore while in chase of the Providence packet *Hannah*. This was considered the first overt act of resistance against Great Britain by the Colonies. June, 1775, Rhode Island sent out two vessels under Whipple, who captured and brought in the *Rose*. December 22, 1775, Congress appointed Captain Whipple third on the list of captains in the Continental Navy and gave him command of the *Columbus*. August of this same year, off the northeast coast of America, Captain Whipple captured the *Royal Exchange*, with a valuable cargo. The *Columbus* was chased ashore on Point Judith and burned April 1, 1778. Upon the rearrangement of the officers of the Continental Navy October 10, 1776, Whipple was placed No. 12 on the list and the *Providence* assigned to him. In her he made many prizes and was captured on her at Charleston, S. C., May 12, 1780, and kept a prisoner until the close of the war.

Destroyer No. 218—PARROTT—named in memory of Lieut. George Fountain Parrott, jr., U. S. Navy; born in North Carolina, December 23, 1887; died at sea, October 9, 1918. Appointed midshipman July 3, 1906; lieutenant (junior grade) March 7, 1915; attached to the U. S. S. *Shaw*. Lieutenant Parrott died in the performance of duty.

Destroyer No. 219—EDSALL—named in memory of N. E. Edsall, seaman, U. S. Navy; born in Columbus, Ky., June 3, 1873; killed by hostile natives near Apia, Samoa, April 1, 1899, while attached to the U. S. S. *Philadelphia*. Enlisted in the United States Navy as seaman June 27, 1898. On April 1, 1899, while attached to the U. S. S. *Philadelphia*, he went ashore with a party under command of Lieutenant Lansdale, U. S. Navy, to suppress the hostile natives near Apia, Samoa. The thicket was so dense that when the order to retreat was sounded it was not possible for the different parts of the expedition to render each other mutual support. Lieutenant Lansdale was wounded below the knee and was incapable of marching. Edsall was mortally wounded while assisting Lieutenant Lansdale to a place of safety, showing a spirit of bravery and self-sacrifice in keeping with the standards of the Navy.

Destroyer No. 220—MACLEISH—named in memory of Lieut. Kenneth MacLeish, U. S. Navy Reserve Force; born in Glenoe, Ill., September 19, 1894. After serving in the United States Naval Reserve Force as an enlisted man from March 24, 1917, he was appointed ensign in the Naval Reserve Flying Corps August 31, 1917. On October 13, 1917, he was ordered to aviation duty in France; commissioned lieutenant (junior grade) March 23, 1918; commissioned lieutenant July 1, 1918. Detached from duty at Clermont-Ferrand July 2, 1918, and ordered to Dunkerque on August 18, 1918; ordered to duty with northern bombing group, Paris, France, where he took part in many air raids over the enemy's lines. While on a raid

with the R. A. F. Squadron No. 213 the squadron was attacked by a large number of enemy planes. In the engagement which ensued MacLeish's plane was shot down and he was instantly killed. He was considered one of the best pilots of this group. Reported battle casualty No. 1224 by the Fifth Corps, R. A. F., on October 15, 1918.

Destroyer No. 221—**SIMPSON**—named in memory of Rear Admiral Edward Simpson, U. S. Navy; born in New York City, March 3, 1824; died in Washington, D. C., December 1, 1888. Appointed midshipman February 11, 1840; rear admiral February 9, 1884; 1840-1843 attached to line of battleship *Independence*; 1845 *Congress*, Brazil Station. War with Mexico—1845 attached to the *Vixen* and took part in the attack on forts of Alvarado, Tobasco, and Tuxpan; the *Vixen* covered the landing of our Army at the siege of Vera Cruz and took part with the mosquito fleet in the bombardment of that city. In 1856-57 lieutenant on the *Portsmouth*, East India Station; took part in the bombardment of the barrier forts in Canton River, China. Civil War—commanded monitor *Passaic* 1863-64 in attacks on Forts Wagner, Sumter, Moultrie, and Battery Bee in Charleston Harbor; 1864 commanded *Isnomia*, East Gulf Blockading Squadron; 1865 fleet captain West Gulf Blockading Squadron and engaged in operations against Mobile from March 27 to April 12, 1865, when the city capitulated; 1867-68 commanded the *Mohican*, North Pacific Squadron. He was sent on a special mission to Europe, and was later in charge of the torpedo station, Newport, R. I., and commandant at the naval station, New London. He was considered an authority on naval ordnance and wrote several books on the subject. He was president of the Naval Academy Graduates Association from its organization until his death.

Destroyer No. 222—**BULMER**—named in memory of Capt. Roscoe C. Bulmer, U. S. Navy; born in Virginia City, Nev., November 4, 1874; died August 5, 1919, at Kirkwall, Scotland, from injuries received in an automobile accident. Appointed naval cadet September 26, 1890; ensign July 1, 1896; lieutenant (junior grade) July 1, 1899; lieutenant February 9, 1902; lieutenant commander January 3, 1908; commander July 1, 1913; captain (T) July 1, 1918; in command of the U. S. S. *Black Hawk*, December 18, 1917; was United States naval representative at a conference at the British Admiralty in London, October 31, 1918, which met to consider clearing the seas of mines after the war. Assumed command of mining operations with title of commander, mine sweeping detachment, on January 5, 1919. His zeal and courage, combined with a sound knowledge of his profession, contributed greatly to the success of the mine force.

Destroyer No. 223—**MCCORMICK**—named in memory of Lieut. (Junior Grade) Alexander A. McCormick, U. S. Naval Reserve Force; born in Chicago, Ill., December 15, 1897. Enrolled in the United States Naval Reserve Force as ensign, November 2, 1917; detached from duty at the naval air station, Pensacola, Fla., May 28, 1918, to duty with aviation forces in France; died September 24, 1918, at Calais, France, General Hospital No. 30, from injuries received in battle when acting as an aerial gunner on Handley-Page plane with a British squadron; he had been detailed to that squadron for training over the lines. Buried in Military Cemetery, Calais, France. Posthumously awarded the Navy cross.

Destroyer No. 224 and Destroyer No. 13—**STEWART**—named in memory of Rear Admiral Charles Stewart, U. S. Navy; born in Philadelphia, Pa., July 28, 1778; died Bordentown, N. J., November 6, 1869; buried Woodlawn Cemetery, Philadelphia; lieutenant, March 9, 1798; senior flag officer, active list, April 20, 1859; rear admiral, retired list, July 16, 1862; distinguished in naval war with France, 1798-1801; took part in operations against Tripoli, 1802-1805; commanded the U. S. S. *Constitution* 1813-1815, War of 1812; captured *Pictou* and merchant vessels; February 20, 1815, captured H. B. M. S. *Cyane* and *Lerant*, after spirited engagement; 1820-1824 commanded Pacific Squadron; successfully vindicated rights of American commerce; 1830-1832 Navy commissioner, included in thanks of Congress for gallant conduct in war with Tripoli and awarded sword. Thanks of Congress and gold medal for service in War of 1812. By special act of Congress, in recognition of his distinguished service, he was commissioned senior flag officer of the United States Navy. He received the sobriquet of "Old Ironsides."

Destroyer No. 225—**POPE**—named in memory of Commodore John Pope, U. S. Navy; born in Sandwich, Mass., December 17, 1798; died in Dorchester, Mass., January 14, 1876. Appointed midshipman, United States Navy, from Maine, May 30, 1816; commodore (retired) July 16, 1862; served in the Mediterranean, West Indian, Brazil, African, and East India Squadrons; Civil War—commanded the U. S. S. *Richmond*, Gulf Squadron, from July 1, 1861, to October 24, 1861, when relieved at his own request on account of ill health; took part in the search for the U. S. S. *Sumter* in the West Indies while on the way to join the Gulf Blockading Squadron; assisted in the blockade of the passes of the Mississippi; took part in the engagement with Confederate States vessels at the Head of Passes, October 12, 1861; held position of prize commissioner, Boston, Mass., 1864-65, and lighthouse inspector 1866; detached from this duty in May, 1869, which terminated his active service at the age of 71, and, in the service of his country, 53 years. As an executive officer he had few equals and no superiors. Faithful in every duty, he was known among his associates as "Honest John Pope."

Destroyer No. 226—**PEARY**—named in memory of Rear Admiral Robert Edwin Peary, U. S. N.; born in Cresson, Pa., May 6, 1856; died in Washington, D. C., February 20, 1920. Graduate of Bowdoin, Edinburgh, and Tufts Colleges; promoted to rear admiral and given the thanks of Congress by special act of March 30, 1911; assistant engineer of Nicaragua Ship Canal Co. under Government orders 1884-85; in charge of Nicaragua Canal survey 1887-88; invented rolling lock gates for the canal. His first Arctic expedition was in 1886; chief of the Arctic expedition sent by the Academy of Science, Philadelphia, Pa., 1891; commanded Arctic expedition, 1898-1902; named the most northerly land in the world Cape Morris Jessup; July, 1905, sailed on the U. S. S. *Roosevelt* for the Arctic regions; returned in October, 1906, having reached "highest north." July, 1908, sailed on eighth Arctic expedition. In April, 1909, made his final dash of 130 miles to the North Pole in five days, reaching it April 6, 1909. He received honors from the scientific societies of Europe and America for his distinguished services in Arctic explorations and discoveries; was the author of numerous books on the North Pole and polar travel.

Destroyer No. 227—**PILLSBURY**—named in memory of Rear Admiral John E. Pillsbury, U. S. Navy; born in Lowell, Mass., December 15, 1846; died in Washington, D. C., December 30, 1919; buried at Arlington National Cemetery. Appointed midshipman September 22, 1862; ensign December 18, 1868; master March 21, 1870; lieutenant January 1, 1872; lieutenant commander July 14, 1892; commander August 10, 1898; captain November 21, 1902; rear admiral July 4, 1908, retired in 1909; served on various stations afloat and ashore. From 1884 to 1891 he commanded the coast steamer *Blake* and did excellent scientific work, using in some of his researches instruments of his own invention. In the Spanish-American War he commanded the dynamite cruiser *Vesuvius*, operating around the island of Cuba and in the vicinity of Morro Castle. In 1905 he served as chief of staff of the North Atlantic Fleet; 1908-9 was chief of the Bureau of Navigation. Although Admiral Pillsbury's attainments as a sailor and fighting man were noteworthy, he was perhaps best known as being one of the foremost geographers of the world. He was actively identified with the National Geographic Society for many years, and was president of this society at the time of his death. His best known work was in connection with the investigation of the Gulf Stream, and his writings on that subject are accepted as the most authoritative in the world.

Destroyer No. 228—**FORD**—named in memory of Rear Admiral John Donaldson Ford, U. S. Navy; born in Baltimore, Md., May 19, 1840; died in Baltimore April 8, 1918. Appointed third assistant engineer July 3, 1855; promoted to first assistant engineer June 6, 1868; passed assistant engineer February 27, 1874; chief engineer December 27, 1890; commander March 3, 1899; captain March 5, 1902; rear admiral May 19, 1903; served during the Civil War 1862-1865; attached to the West Gulf Blockading Squadron 1863-1865; took part in operations at the recapture of Baton Rouge, passage of Port Hudson, and engagements at other points on the Mississippi River; second assistant engineer of the U. S. S. *Richmond* at the Battle of Mobile

Bay, August 5, 1864; attached to the *Sacramento* when she was wrecked off the coast of India in June, 1867; cruised on various stations and held important posts on shore. In 1894-1896 attached to the *Brooklyn*; in 1898 fleet engineer of the Pacific Station, on the *Baltimore*, which vessel was later transferred to the Asiatic Station. As fleet engineer he took part in the Battle of Manila Bay, May, 1898, and operations at Cavite, Sangley Point, capture of forts at Corregidor and Manila. He was advanced three numbers for "eminent and conspicuous service in battle." He was retired in May, 1902, but retained on active duty as inspector of machinery and ordnance at Sparrows Point and Baltimore, Md., until December 25, 1908.

Destroyer No. 229 and Destroyer No. 14—**TRUXTUN**—named in memory of Commodore Thomas Truxtun, U. S. Navy; born on Long Island February 17, 1755; died in Philadelphia, Pa., May 5, 1822; buried in Christ Churchyard, Philadelphia. Entered the merchant service at the age of 12, impressed on an English frigate; offered a midshipman's appointment but declined it; returned to America; commanded several privateers during the War of the Revolution; was successful in making prizes; June 4, 1791, commissioned captain in the United States Navy; ordered to the *Constellation*; cruised in her in the West Indies in the war with France, 1798-1800; engaged and captured the French frigate *L'Insurgente* of 50 guns, February 9, 1799, and captured two other vessels. February 2, 1800, he fought to a surrender the French frigate *La Vengeance*, also of 50 guns, but she escaped in the darkness during a heavy squall. The mainmast of the *Constellation* having fallen overboard she could not pursue her prize. For his distinguished service he was awarded a gold medal and received the thanks of Congress.

Destroyer No. 230 and Destroyer No. 10—**PAUL JONES**—named in memory of Commodore John Paul Jones, U. S. Navy; born in Scotland in 1747, appointed first lieutenant of the *Alfred*, the first American flag ship, in 1775. He hoisted the first Continental flag afloat. In the year 1776 and while in command of the *Alfred* and the *Providence*, he captured many prizes. In command of the *Ranger* at Quiberon Bay, February 14, 1778, he received from the French fleet the first salute to the Stars and Stripes. In the *Ranger* he captured the British sloop of war *Drake*. He was the terror of British shipping and seaport towns. While in command of the *Bonhomme Richard*, in 1779, he whipped the *Serapis* after his own ship was practically a wreck. He moved his men to the *Serapis* just before his own ship went down, saying, "I have not yet begun to fight." Commodore Jones was knighted by France and presented with a sword by the King. Congress gave him a vote of thanks and command of the *America*, then building.

Destroyer No. 231—**HATFIELD**—named in memory of Midshipman John Hatfield. Appointed a midshipman June 14, 1812; volunteered for duty on Lake Ontario under Commodore Isaac Chauncey; killed in the attack on York, Canada. He was in the detachment of officers and men from the U. S. S. *Lady of the Lake*.

Destroyer No. 232—**BROOKS**—named in memory of First Lieut. John Brooks, jr., U. S. Marine Corps. Appointed a second lieutenant October 1, 1807; promoted first lieutenant January 30, 1809. He served at various stations of the Marine Corps and was commanding officer of the marine guard aboard the vessel *Lawrence* during the War of 1812 and was killed in the engagement between the American and British fleets on Lake Erie, September 10, 1813.

Destroyer No. 233—**GILMER**—named in memory of former Secretary of the Navy Thomas Walker Gilmer; born in Virginia; died near Washington, D. C., February 28, 1854. Served for many years in the Virginia State Legislature and for two sessions as speaker. In 1840-41 he was Governor of Virginia. On February 15, 1844, he was appointed Secretary of the Navy, and 10 days later he was killed by the bursting of a gun on board the U. S. S. *Princeton*.

Destroyer No. 234 and Torpedo Boat No. 13—**FOX**—named in memory of Hon. Gustavus Vasa Fox, Assistant Secretary of the Navy; born in Saugus, Mass., June 13, 1821; died at Lowell, Mass., October 29, 1883; buried in Rock Creek Cemetery, Washington, D. C. Appointed midshipman, United States Navy, January 12, 1838; was given the rank of lieutenant and resigned July 10, 1852. During the Mexican War he served on the brig *Washington* and took active part in the second expedition against Tobasco, in which the town was captured. At the commencement of the Civil War he volunteered for service and was given a temporary appointment in the Navy. August 1, 1861, he was appointed Assistant Secretary of the Navy by President Lincoln; held the position until the close of the war. In 1866 he was sent on a special mission to Russia on board the monitor *Miantonomoh*, which was the first vessel of this class to cross the Atlantic.

Destroyer No. 235—**KANE**—named in memory of Surg. Elisha Kent Kane, U. S. Navy; born in Philadelphia, Pa., February 20, 1820; died in Havana, Cuba, February 16, 1857; buried in Philadelphia. Appointed assistant surgeon September 14, 1843; served in the East India, African, and Home Squadrons; saw active service with the Marines in the Mexican War and was wounded. On May 22, 1850, on the *Advance*, he went on Arctic expedition in search of Sir John Franklin and companions. In 1853 he sailed on the second Grinnell expedition to the Arctic regions; attained the highest latitude up to that period and made valuable discoveries; was highly honored by many scientific associations. The United States presented him with Arctic medals and the English Government gave him the Queen's medal.

Destroyer No. 236—**HUMPHREYS**—named in memory of Naval Constructor Joshua Humphreys; born in Haverford, Pa., June 17, 1751; died at Reading, Pa., January 12, 1838. In the Revolutionary War he was commissioned by the Pennsylvania Committee of Safety to build a "galley," which is said to have been the first armed vessel built during that war. When the Navy was reorganized by act of Congress, March 27, 1784, he was appointed to prepare plans for six ships to be built for the Government. Was commissioned naval constructor June 28, 1794.

Destroyer No. 237—**McFARLAND**—named in memory of Seaman John McFarland, U. S. Navy. Entered the Navy as seaman December 24, 1861; was attached to the West Gulf Blockading Squadron, on board the U. S. S. *Hartford*; was rated captain of the forecabin; had the station at the wheel in every engagement in which the *Hartford* participated; displayed great coolness and intelligence and was commended by his commanding officers; was awarded the medal of honor for his gallant and meritorious service.

Destroyer No. 238—**JAMES K. PAULDING**—named in memory of former Secretary of the Navy James Kirke Paulding; born in Nine Partners, Dutchess County, N. Y., August 27, 1778; died at Hyde Park in the same county, April 5, 1860. From 1815 to 1823 he was secretary of the first Board of Navy Commissioners. After having filled the office of Navy agent at the port of New York for 12 years, he resigned to become Secretary of the Navy July 1, 1838.

Destroyer No. 239—**OVERTON**—named in memory of Capt. Macon C. Overton, U. S. Marine Corps; born in Union Point, Ga., August 18, 1890; died in France November 1, 1918. On June 13, 1918, he was recommended for reward by his regimental commander for successfully carrying out an assault on a supposedly impregnable machine-gun nest in the Bois de Belleau. This assault was made under heavy fire of machine guns and grenades, and its success against tremendous odds gave the enemy the severest single blow that it suffered throughout the operations in the Bois de Belleau; awarded *croix de guerre* with palm for remarkable bravery and tenacity in an engagement, July 19, 1918, near Vierzy; awarded *croix de guerre* with silver star and palm for brilliantly leading his men on a machine-gun nest; awarded distinguished-service cross for extraordinary heroism in action near Blanc Mount, October 2-10, 1918, where his gallantry was an inspiration to his men; awarded oak-leaf cluster for displaying remarkable courage at St. George November 1, 1918, where he was fatally wounded when guiding a tank forward against an enemy machine-gun position. He was an officer of distinguished ability, great tenacity, and fearless courage.

Destroyer No. 240—**STURTEVANT**—named in memory of Ensign Albert D. Sturtevant, U. S. Naval Reserve Force; born in Washington, D. C., May 2, 1894. Commissioned ensign in the United States

Naval Reserve Force March 26, 1917; naval aviator May 1, 1917; detailed to duty in London, England, November 26, 1917; shot down by an enemy airplane February 20, 1918.

Destroyer No. 241—CHILDS—named in memory of Lieut. Earle W. F. Childs, U. S. Navy; born in Philadelphia, Pa., August 1, 1893. Appointed midshipman July 10, 1911; ensign September 6, 1915; lieutenant (junior grade) July 1, 1917; lieutenant October 15, 1917. While attached to the U. S. S. *L-2* he was selected from her officers for instructional patrol on board the H. M. S. *H-6*, which vessel was sunk in collision with the S. S. *Rutherford* and all on board were lost March 7, 1918.

Destroyer No. 242—KING—named in memory of Commander Frank R. King, U. S. Navy; born at Montevallo, Ala., October 15, 1884; died at sea July 12, 1919. Appointed midshipman from Alabama in 1903; ensign, February 12, 1909; commissioned lieutenant (junior grade) February 12, 1912; commissioned lieutenant August 1, 1915; lieutenant commander August 31, 1917; commander September 21, 1918; placed in command of the trawler *Richard Buckley* July 7, 1919; lost at sea July 12, 1919, when that vessel struck a mine which exploded near the stern, sinking the ship in seven minutes. Commander King exerted himself to see that all were saved, and remained on the bridge until the last, going down with the ship.

Destroyer No. 243—SANDS—named in memory of Rear Admiral Benjamin F. Sands, U. S. Navy, and Rear Admiral James H. Sands, U. S. Navy. Rear Admiral Benjamin F. Sands was born in Baltimore, February 11, 1811; died in Washington, D. C., June 30, 1883. Appointed midshipman April 1, 1828; rear admiral April 27, 1871; 1830-1846 cruised in the Brazil, West India, and Mediterranean Squadrons; 1847 attached to the home squadron, took part in the Mexican War at Tobasco and Tuxpan; 1863 commanded the *Dacotah*, North Atlantic Blockading Squadron, and participated in the engagement with Fort Caswell; in command of Fort Jackson 1864-65 and took part in attacks on Fort Fisher December 24-25 and January 13-15, 1865; commanded division on the blockade of Texas from February to June, 1865, and took formal possession of Galveston and hoisted the United States flag over that city; 1867-1873 superintendent of the Naval Observatory; retired 1874.

Rear Admiral James H. Sands was born in Washington, D. C., July 12, 1845; died there October 27, 1911. Appointed midshipman November 25, 1859; commissioned rear admiral April 11, 1902; cruised on European, Asiatic, and other stations. Civil War, served with North Atlantic Blockading Squadron on the U. S. S. *Tuscarora* and the U. S. S. *Shenandoah*; took part in both attacks on Fort Fisher, December, 1864, and January, 1865, and was recommended for distinguished gallantry. 1865-1868 he was attached to the *Hartford*, East India Squadron; commended for gallantry in skirmishes with savages at Formosa; 1869-1870 European Station; 1871-72 commanded *California*, Pacific Station; 1898 commanded the U. S. ships *Columbia* and *Minneapolis*. Superintendent of the Naval Academy July 1, 1905, to July, 1907.

Destroyer No. 244—WILLIAMSON—named in memory of Lieut. Commander William Price Williamson, U. S. Navy; born in Norfolk, Va., August 10, 1884. Appointed midshipman June 29, 1903; ensign, September 13, 1908; lieutenant (junior grade), September 13, 1910; lieutenant, July 1, 1914; lieutenant commander, August 31, 1917. Served, 1907-1909, battleship *Kansas*, Atlantic Fleet; 1910-11, duty in the Bureau of Ordnance (instruction); 1912-1914, battleship *Utah*, flagship, Atlantic Fleet; 1915-16, inspection duty, Bureau of Ordnance; 1916-17, ordnance duty, Olongapo, P. I.; April 4, 1918, ordered to duty in connection with the fitting out of the *Oriaba*, and when the vessel was commissioned became her executive officer. He was killed instantly by explosion of a depth charge on that vessel August 17, 1918.

Destroyer No. 245—REYBEN JAMES—named in memory of Reuben James, boatswain's mate, U. S. Navy, born in Delaware about 1776; entered the navy as a boy; served under Commodore Truxton on the *Constellation* 1799-1800, and took part in engagements with *L'Insurgente* and *La Vengeance*; saw active service in the operations against Tripoli, 1803-1805; volunteered and was one of the party that boarded the *Philadelphia* in the harbor of Tripoli and assisted in her destruction after capture; was wounded in the fierce fight; took part in the engagement of August 3, 1804, between the Tripolitan boats and the gunboats of the United States; saved the life of Captain Decatur when, in a hand-to-hand fight, he was knocked down by a Tripolitan and the scimitar of another was about to fall upon him, James interposed his own body and received the blow intended for his commander. He recovered from this and other wounds and followed Captain Decatur to other ships; took part in the battle with and capture of the *Macedonian*; was wounded on the *President* in her running fight of six hours with the British squadron, January 15, 1815; made prisoner until close of the war, then returned to the United States.

Destroyer No. 246 and Destroyer No. 1—BAINBRIDGE—named in honor of Commodore William Bainbridge, U. S. Navy; born in Princeton, N. J., May 7, 1774; died in Philadelphia, Pa., July 28, 1833; buried in Christ Churchyard, Philadelphia. Appointed lieutenant, United States Navy, August 3, 1798; promoted to captain May 20, 1800; distinguished service in war with France; March 7, 1803, ordered to command the frigate *Philadelphia*; served in the Tripolitan war; captured on the *Philadelphia* in the harbor of Tripoli December 23, 1803; held prisoner by the Tripolitans until June 3, 1805; War of 1812, commanded the U. S. S. *Constitution*, engaged and captured H. B. M. S. *Java* December 26, 1812; severely wounded in this engagement; awarded gold medal by Congress for gallantry, and received thanks of Congress; held position of navy commissioner 1824-1827.

Destroyer No. 247—GOFF—named in memory of the late ex-Senator Nathan Goff; born in Clarksburg, W. Va., October 9, 1843; died in Clarksburg, W. Va., April 23, 1920. Educated at the Northwestern Virginia Academy, Georgetown College, and the University of New York. In 1861 he enlisted in the National Army in the Third Regiment of Virginia Volunteer Infantry; served as lieutenant and then adjutant of this regiment, and 1863 was promoted to major of the Fourth Virginia Cavalry. In 1865 he was admitted to the bar and elected to the West Virginia Legislature. In 1868 he was appointed district attorney, which office he resigned in 1880 to accept the Secretaryship of the Navy under President Hayes to fill out the unexpired term of Richard W. Thompson, who had vacated it. In March, 1881, he was reappointed district attorney of West Virginia, which office he again resigned July 1, 1882. He was elected to Congress in 1884 and reelected in 1886.

Destroyer No. 248 and Destroyer No. 2—BARRY—named in memory of Commodore John Barry, U. S. Navy; born in Ireland in 1745. Died September 13, 1803, at his country place, "Strawberry Hill," near Philadelphia, Pa. He received one of the first commissions in the Navy. In 1776, in command of the *Lexington*, he captured the British schooner *Edward*, the first Navy prize. In 1781, while returning from conveying to France our minister, Laurens, in the *Alliance*, he captured the *Atlanta* and *Trepassey*, although he was severely wounded. He held many important commands and was one of the bravest and most, daring of officers. He was the third commander in chief of the Navy.

Destroyer No. 249 and Destroyer No. 6—HOPKINS—named in memory of Commodore Essek Hopkins, Continental Navy; born in Scituate, R. I., April 26, 1718; died in Providence, R. I., February 26, 1802; buried in Providence. Appointed commander in chief of the Continental Navy December 22, 1775, the only officer of the Navy to hold that rank; he successfully harassed the enemy; sailed with his fleet for the West Indies; March 3, 1776, landed on the east end of the island of New Providence, captured the forts, secured a quantity of cannon and other supplies, captured the governor and lieutenant governor, and took them to the United States as prisoners. On his voyage home his squadron captured the brig *Bolton* loaded with all sorts of military stores.

Destroyer No. 250 and Destroyer No. 8—LAWRENCE—named in memory of Capt. James Lawrence, U. S. Navy; born in New Jersey in 1787, appointed midshipman in 1798. In 1803, on the *Enterprise*, he distinguished himself in an attack on boats in Tripoli Harbor led by Admiral Porter. In 1804, while on the *Intrepid*, he engaged in the destruction of the *Philadelphia* in the harbor of Tripoli. While in command of the *Hornet* he captured the British ship *Peacock*, in 1813. For this service he was promoted to captain

and awarded a medal and given the command of the frigate *Chesapeake*. He died on board the *Chesapeake* after her memorable fight with the *Shannon*, June 1, 1813. His dying words were: "Don't give up the ship."

Destroyer No. 251—BELKNAP—named in memory of Rear Admiral George Eugene Belknap; born in Newport, N. H., January 22, 1832; died at Key West, Fla., April 7, 1903; buried in Arlington National Cemetery. Appointed midshipman October 7, 1847, commissioned rear admiral February 12, 1889; 1856-57, East Indian squadron; took prominent part in engagements with the Barrier Forts, Canton River, China, November, 1856. Actively engaged in the Civil War, 1861-1865; commanded a division of boats from the U. S. S. *St. Louis*, in reinforcement of Fort Pickens, Fla., April, 1861; participated in the operations in Charleston Harbor; commanded the ironclad *Canonicus* in attacks on Fort Fisher, N. C., December 24-25, 1864, and January 13-15, 1865, resulting in their surrender; after this returned to Charleston, S. C., and fired the last gun against its defenses; in 1867-68 commanded the U. S. S. *Hartford*, Asiatic Station, and was in command of the expedition against Formosa. 1873-74 performed important duty, surveying, in the Pacific; held important positions at sea and ashore from 1875 until retired, January 22, 1894.

Destroyer No. 252—MCCOOK—named in memory of Commander Roderick S. McCook; born in New Lisbon, Ohio, March 10, 1839; died at Vineland, N. J., February 13, 1886. Appointed midshipman September 21, 1854; commander, September 25, 1873; cruised on the coast of Africa, 1859-1861; took part in the capture of slavers; Civil War—on the *Minnesota* at capture of forts at Hatteras Inlet; transferred to the *Stars and Stripes* at battle of Roanoke Island February 7-8, 1862; commanded the naval howitzer battery on shore at the battle of New Bern, N. C.; commanded the *Stars and Stripes* in sounds of North Carolina and Willington 11, 1864; 1861 executive officer of the ironclad *Canonicus* in active operations in the James River, attacks on Howlett's, and other batteries; December 24-25, 1864, and January 13-15, 1865, executive officer of the *Canonicus* at attacks on and surrender of Fort Fisher, and mentioned in reports for gallant service; was at the surrender of Charleston, S. C., February, 1865; cruised, 1866-1878, as executive, and in command of vessels of war on the West India and Asiatic Stations. His last duty was as lighthouse inspector, Ohio River, 1880-1882. Included in the thanks of Congress to Capt. L. M. Goldsborough, his officers, and men for victory at Roanoke Island, February 7, 8, 10, 1861; and thanks to Admiral Porter, officers, and men for victory at Fort Fisher, December 24, 25, 1864, and January 13-15, 1865.

Destroyer No. 253—MCCALLA—named in memory of Rear Admiral Bowman H. McCalla; born in Camden, N. J., June 19, 1844. Appointed midshipman November 30, 1861; rear admiral, October 11, 1903; retired list, June 19, 1903; saw much sea duty from 1866 to 1881; assistant to Chief of Bureau of Navigation from January 12, 1882, until November 2, 1884, and from May 7, 1885, to September 27, 1887; in command of the U. S. S. *Enterprise* from October 3, 1887, to May 15, 1890; in command of the U. S. S. *Marblehead* from September 11, 1897, to September 16, 1898 (advanced six numbers from Aug. 10, 1898, under provisions of section 1506, Revised Statutes, for eminent and conspicuous conduct in battle; restored to original place on the Navy list); commanded the U. S. S. *Newark* from September 1, 1899, to July 5, 1901, and while in command was advanced three numbers for eminent and conspicuous conduct in battle, engaged in the relief column under Vice Admiral Seymour, with meritorious mention for service in Cuban waters during the war with Spain. On May 6, 1910, he died at Santa Barbara, Calif., and was buried at Arlington Cemetery.

Destroyer No. 254 and Torpedo Boat No. 4—RODGERS—named in memory of Commodore John Rodgers, United States Navy; born in Hartford County, Md., July 11, 1771; died in Philadelphia August 1, 1838; entered Navy as a Lieutenant March 9, 1798; during the War of 1812 commanded the *President* and captured 23 vessels.

Destroyer No. 255—OSMOND INGRAM—named in memory of Osmond Kelly Ingram, gunner's mate, first class; born in Pratt City, Ala., August 4, 1887; killed when the destroyer *Cassin* was torpedoed in European waters October 16, 1917. Ingram, who saw a torpedo coming from a German submarine toward the stern of the *Cassin*, realized that, if the torpedo struck that part of the vessel where certain high explosives were placed, the vessel would be blown up, instead of saving himself, deliberately went aft to throw these charges overboard before the torpedo struck, and while doing this was blown overboard and his body was not recovered. He sacrificed his life to save his ship and the lives of the officers and men on board.

Destroyer No. 256—BANCROFT—named in memory of the Hon. George Bancroft, Secretary of the Navy, 1845-46; born at Worcester, Mass., October 3, 1800. In 1823 he published a volume of verse, and with Dr. Joseph G. Cogswell opened a school at Northampton. In the next year he published a translation of his former teacher Heeren's, *Politics of Ancient Greece*; in 1826 an oration advocating universal suffrage as the foundation of true democracy; in 1834 the first volume of his great historical work, the *History of the United States*. In 1830 wrote a political address to the people of his State, at the request of the young men's Democratic convention, and giving up his school moved to Springfield, Mass., where he gave himself up wholly to historical studies until, in 1838, he was made collector of the port of Boston. In 1845 he was appointed Secretary of the Navy, and his management was marked by the establishment of the Naval Academy at Annapolis, which was devised and organized on his sole initiative by an ingenious straining of executive authority. He also fostered the work of the Washington Observatory and raised the standard of professional instruction. From 1846 to 1849 he was minister to Great Britain; 1867, minister to Prussia, to the North German Confederation in 1868, and to the new German Empire in 1871. From this post he was recalled at his own request in 1874. While minister at Berlin he assisted in the settlement of the Northwest boundary dispute between the United States and Great Britain.

Destroyer No. 257—WELLES—named in memory of the Hon. Gideon Welles, Secretary of the Navy, 1861 to 1869; born in Glastonbury, Conn., July 1, 1802; died in Hartford, Conn., February 11, 1878. 1827-1835 was a member of the State legislature; 1835, 1842, and 1843 was State comptroller, serving as postmaster of Hartford in the intervening years. From 1846 until 1849 he was chief of the Bureau of Provisions and Clothing in the Navy Department. In his first report as Secretary of the Navy he announced the increase of the effective naval force from 42 to 82 vessels; this and the subsequent increase in a few months to more than 500 vessels was largely due to his energy.

Destroyer No. 258—AULICK—named in memory of Commodore John H. Aulick, U. S. Navy; born in Winchester, Va., 1787; died in Washington, D. C., April 27, 1873. Appointed midshipman November 15, 1809, and was made commodore on the retired list April 4, 1867; served on the *Enterprise* in her victory over the *Boxer* September 4, 1813, and brought the *Boxer* into port after the engagement; received thanks and a silver medal from Congress; in 1831-1853 commanded the East India Squadron and prepared the way for the treaty with Japan made by Commodore Perry.

Destroyer No. 259—TURNER—named in memory of Capt. Daniel Turner, U. S. Navy; born in New York; died February 4, 1850, at Philadelphia, Pa. Appointed midshipman January 1, 1808; captain March 30, 1835; commanded the *Caledonia* in the Battle of Lake Erie, September 10, 1813, and was commended for the good management of his vessel; in 1815 was with Commodore Perry in the Mediterranean; held various important positions ashore; was included in the thanks of Congress to Commodore Perry, and was awarded a silver medal for distinguished service on the Lakes.

Destroyer No. 260—GILLIS—named in memory of Commodore John P. Gillis, U. S. Navy, and Rear Admiral James H. Gillis, U. S. Navy. Commodore John P. Gillis was born in Wilmington, Del., September 6, 1803; died in Wilmington, Del., February 25, 1873. Appointed midshipman December 12, 1825; commodore, retired list, September 28, 1866; served with distinction during the Mexican War; in 1853-54 was on the Japan expedition under Commodore Perry; commanded the U. S. S. *Monticello* and the U. S. S. *Seminole* during the Civil War and took part in many attacks; held positions of importance on shore.

SUM'S

INDEX

Rear Admiral Gillis was born at Ridgeway, Pa., May 14, 1831; died at Melbourne Beach, Fla., December 6, 1910. Appointed midshipman October 12, 1848; rear admiral (acting) 1888-1890. While attached to the store ship *Supply*, lying in the harbor of Montevideo, he rescued the crew of a foundered vessel and received the thanks of the Argentine minister and a valuable medal. He held a brilliant record during the Civil War. Served in the Pacific Squadron, 1866. He received thanks of the British subjects for services rendered at the time of the tidal wave at Arica. Subsequently he served on various stations ashore and afloat until retired in 1893.

Destroyer No. 261—DELPHY—named in memory of Midshipman Richard Delphy. Appointed a midshipman May 18, 1803; served with ability on the *United States* in the engagement with the *Macedonian* October 25, 1812; killed in the fight between the U. S. S. *Argus* and H. B. M. S. *Pelican*, August 14, 1813.

Destroyer No. 262—McDERMUT—named in memory of Lieut. Commander David A. McDermut; born in New York. Appointed a midshipman November 8, 1841; passed midshipman August 10, 1847; master March 1, 1855; lieutenant September 14, 1855; lieutenant commander July 16, 1862. During the Civil War he served on the receiving ship at New York from January 18, 1861, until May 31, 1861, when he was detached; served on the U. S. S. *Potomac* until June 5, 1861; on the *Marion* until December 1, 1862; in command of the *Cayuga* from December 2, 1862, until killed, April 18, 1863, in boat expedition in Sabine Pass, by the Confederates.

Destroyer No. 263—LAUB—named in memory of Midshipman Henry Laub; born in York, Pa. Appointed a midshipman October 1, 1809, under Commodore O. H. Perry; wounded in the early part of the Battle of Lake Erie September 10, 1813; carried below and struck by a round shot that crashed through the cockpit, killing him instantly. Congress expressed deep regret at his loss, commended his gallantry, and ordered that a sword be presented to his nearest male relative. His remains were buried on South Bass Island, Put in Bay.

Destroyer No. 264—McLANAHAN—named in memory of Passed Midshipman Tenant McLanahan; born in Louisiana. Appointed a midshipman December 12, 1839; passed midshipman July 2, 1845; served on the sloop of war *Preble* in the Mediterranean Squadron; *Delaware*, *Brandywine*, and *Macedonian* in the Brazil, African, and East Indian Squadrons from 1840 to 1845; 1843-1848 attached to the Pacific Squadron; served on the *Cyane*, *Shark*, and *Portsmouth* in operations against Mexico; was attached to the *Cyane* and was of the party that was besieged with the gallant Lieutenant Heywood; was killed by a rifle shot in the neck. Mentioned in the report of Captain Du Pont "as gallant, unflinching, and devoted."

Destroyer No. 265—EDWARDS—named in memory of Midshipman William W. Edwards; born in Petersburg, Va. Appointed a midshipman September 1, 1811; 1813 attached to the *Argus*, on which ship he was killed in action with the *Pelican* August 14, 1813.

Destroyer No. 266—GREENE—named in memory of Commander Samuel Dana Greene, U. S. Navy; born in Cumberland, Md., February 11, 1839; died at Portsmouth, N. H., December 11, 1884; buried in Bristol, R. I. Appointed acting midshipman September 21, 1855; midshipman June 9, 1859; commander December 12, 1872; served 1859-1861 on the *Hartford* in the East Indies; served as executive officer of the *Monitor* during her fight with the Confederate steamship *Merrimack* March 9, 1862; took command after her commander, Worden, was wounded; was executive officer of the *Monitor* in the engagements in the James River, Va., April-May, 1862, and when she foundered in a gale. Particularly commended by Commander Bankhead for his good conduct during the gale, and called to the attention of the admiral commanding the squadron and to the Secretary of the Navy.

Destroyer No. 267—BALLARD—named in memory of Midshipman Edward J. Ballard. Appointed a midshipman February 24, 1803; lieutenant June 2, 1813; ordered to the *Chesapeake* with Capt. James Lawrence; killed in the early part of the engagement between that ship and H. B. M. S. *Shannon*, June 1, 1813; commission as lieutenant was issued before news of the battle had been received by the Navy Department.

Destroyer No. 268 and Torpedo Boat No. 31—SHUBRICK—named in memory of Rear Admiral William Branford Shubrick, U. S. Navy; born in South Carolina October 31, 1790; died at Washington, D. C., May 27, 1874. Appointed midshipman June 20, 1809; rear admiral (retired) July 16, 1862; awarded medal for service in War of 1812; commanded Pacific Squadron in 1847 during the Mexican War.

Destroyer No. 269 and Torpedo Boat No. 21—BAILEY—named in memory of Rear Admiral Theodoros Bailey, U. S. Navy; born at Chateaugay, N. Y., April 12, 1803; died in Washington, D. C., February 10, 1877. Appointed midshipman January 1, 1818; rear admiral July 25, 1866; commended for energy, enterprise, and gallantry in fitting out and leading expeditions against the enemy in the war with Mexico, 1847-48; 1861-1865 second in command and led attack on the forts and the capture of New Orleans; was included in the thanks of Congress to officers for distinguished service and successful operations on the lower Mississippi River.

Destroyer No. 270 and Torpedo Boat No. 33—THORNTON—named in memory of Capt. James Shepard Thornton, U. S. Navy; born in Merrimack, N. H., February 25, 1826; died in Germantown, Pa., May 14, 1875. Appointed midshipman January 15, 1841; commissioned captain May 24, 1872; during the Civil War he served on the *Bainbridge*; was executive officer of the flagship *Hartford* at the passage of the forts and batteries below New Orleans and had charge of the steam gunboat *Winona* in engagements at Mobile, where a reconnaissance of Fort Gaines in sounding approaches under fire was made and several Confederate steamers were destroyed.

Destroyer No. 271 and Torpedo Boat No. 14—MORRIS—named in memory of Commodore Charles Morris, U. S. Navy; born in Woodstock, Conn., July 26, 1784; died in Washington, D. C., January 27, 1856. Appointed midshipman July 1, 1799; captain March 5, 1813; as one of the officers of the *Intrepid* he took part in the recapture and destruction of the *Philadelphia* in the harbor of Tripoli February 17, 1804; took prominent part in the engagement between the *Constitution* and *Guerriere*, being severely wounded while in the act of boarding the latter vessel; for his gallantry on this occasion he was advanced one grade by the President; in 1825 commanded the *Brandywine*, taking General Lafayette back to France after his last visit to the United States; 1851-1856 was Chief of Bureau of Ordnance.

Destroyer No. 272 and Torpedo Boat No. 34—TINGEY—named in memory of Commodore Thomas Tingey, U. S. Navy; born in London, England, September 11, 1750; died in Washington, D. C., February 23, 1829. Upon the reorganization of the Navy in 1794 the President made him a captain, his commission being dated September 3, 1798, and was assigned to the command of the *Ganges*, which, with three other ships, formed a squadron to cruise in the West Indies during the war with France, 1798-99; in 1800 he was called to Washington to establish the Washington Navy Yard, of which he became commandant, holding that position until his death.

Destroyer No. 273—SWASEY—named in memory of Lieut. Charles Swasey, U. S. Navy; born in Massachusetts. Appointed a midshipman September 28, 1854; commissioned lieutenant August 31, 1861; he served on the *Varuna* in the engagement with the steamer *Governor Moore* below New Orleans April 24, 1862, and as executive officer of the *Sciota*, West Gulf Blockading Squadron. He fell mortally wounded during an engagement with the Confederates near Donaldsville, La., October 4, 1862, and died the same day.

Destroyer No. 274—MEADE—named in memory of Rear Admiral Richard W. Meade, U. S. Navy, and Brig. Gen. Robert L. Meade, U. S. Marine Corps. Rear Admiral Richard W. Meade was born in New York City October 9, 1837; died at Washington, D. C., May 4, 1897; buried at Arlington National Cemetery. Appointed midshipman October 2, 1850; rear admiral September 7, 1894; in 1851-1860 cruised in the Mediterranean, West Indian, Pacific, and African Squadrons; Civil War—1862, was commended by Admiral Porter in official dispatches for breaking up guerilla warfare on the Mississippi River; 1863-64 commanded the *Marblehead* and cooperated with the Army in operations in Stono River and Johns Island; thanked in

general orders by Admiral Dahlgren and recommended for promotion by him for "gallant conduct in face of the enemy;" January 22, 1865, destroyed the blockade runner *Delphina* in the face of a greatly superior force; was officially thanked by Commodore Palmer; from 1865 to 1868 on duty at the Naval Academy; held many important shore stations. Retired in 1895.

Brig. Gen. Robert L. Meade was born in the District of Columbia; died February 11, 1910, at Lexington, Mass. Appointed from Tennessee; commissioned second lieutenant June 14, 1862; brevetted first lieutenant for gallant and meritorious service September 7, 1863, during a night attack on Fort Sumter; commissioned first lieutenant April 2, 1864; commissioned captain 1876; fleet marine officer South Atlantic Station 1877-1879; took part in the expedition to Panama 1885; commanded marine barracks, navy yard, Washington, 1890-1892; commissioned major September 6, 1892; commissioned colonel March 3, 1899; retired December 26, 1903; brigadier general 1905.

Destroyer No. 275—SINCLAIR—named in memory of Capt. Arthur Sinclair, U. S. Navy; born in Virginia; died at Norfolk, Va., February 7, 1831; buried at Norfolk in Cedar Grove Cemetery. Appointed midshipman 1798; served on the *Constellation* in 1799; commissioned lieutenant May 18, 1804; took part in many brilliant engagements of the War of 1812; commanded the *Niagara* on Lake Huron in 1814 and captured a number of the enemy's vessels; during 1817-1819 on duty at Norfolk and Washington.

Destroyer No. 276—McCRAWLEY—named in memory of Col. Charles Grymes McCawley, U. S. Marine Corps; born in Philadelphia, Pa., January 29, 1827; died in Philadelphia, October 13, 1891. Appointed second lieutenant in the Marine Corps March 3, 1847; lieutenant colonel December 5, 1867; served with the Army in Mexico and was brevetted first lieutenant September 13, 1847, for gallantry in action during the capture of the City of Mexico; in 1862 was sent to reoccupy the Norfolk Navy Yard with a force of 200 men, and hoisted the national flag in behalf of the Navy; in July, 1863, was brevetted major for bravery in an attack on Fort Sumter; in 1876 became colonel in command of the Marine Corps, with headquarters at Washington.

Destroyer No. 277—MOONY—named in memory of the Hon. William Henry Moody, Secretary of the Navy 1902-1904; born in Newberry, Essex County, Mass., December 23, 1833; died July 2, 1917. He was graduated from Phillips Academy, Andover, Mass., in 1852, and from Harvard University in 1876. In 1895 he was elected to the House of Representatives, and during his three terms there made a reputation by his knowledge of parliamentary procedure and by his perseverance in debate. In 1902 he became Secretary of the Navy and continued in that capacity until 1904, when he was made Attorney General. He subsequently was appointed Associate Justice of the Supreme Court.

Destroyer No. 278—HENSCHAW—named in memory of former Secretary of the Navy David Henshaw; born in Leicester, Mass., April 2, 1791; died there November 11, 1852. He acquired note as a political writer and was elected to the State senate in 1826 and to the House of Representatives in 1839, after holding the post of collector of customs at Boston since 1830. He was very active in promoting the earlier railroad enterprises in Massachusetts. On July 24, 1843, he was appointed Secretary of the Navy.

Destroyer No. 279—MEYER—named in memory of former Secretary of the Navy George von Lengerke Meyer; born in Boston, June 24, 1858; died there March 8, 1918. He was graduated from Harvard University in 1879; served as member of the Massachusetts House of Representatives 1892-1897, being speaker during the last three years; in 1900-1905 was ambassador to Italy, and from 1905-1907 was ambassador to Russia; 1907 Postmaster General; 1909 Secretary of the Navy.

Destroyer No. 280—DOYEN—named in memory of Brig. Gen. Charles A. Doyen, U. S. Marine Corps; born in New Hampshire, September 3, 1859. Awarded the distinguished-service medal posthumously for distinguished services rendered; commander of the Fifth Regiment of Marines from the time of its organization in the United States throughout its period of training in France until the arrival there of the Sixth Regiment of Marines, when he commanded the Fourth Brigade, which consisted of the Fifth and Sixth Regiments and the Sixth Machine Gun Battalion. By his ability and personal effort he brought this brigade to a very high state of efficiency, which enabled it to successfully resist the German Army and be victorious in Chateau-Thierry sector and Belleau Woods. The strong efforts on his part undermined his health and necessitated his being invalided to the United States before having the opportunity to command the brigade in action, but his work was shown by the excellent service rendered by the brigade during the entire campaign. He died October 6, 1918.

Destroyer No. 281—SHARKEY—named in memory of Lieut. (junior grade) (T) William J. Sharkey, U. S. Navy; born in Auburn, N. Y., March 20, 1885. Appointed ensign (T) March 15, 1918; detailed to the U. S. S. *O-5*; appointed lieutenant (junior grade) (T) September 21, 1918; killed by an explosion on the U. S. S. *O-5* October 5, 1918. He was promoted from the ranks, and at the time of the explosion was assisting his commanding officer in averting the danger of an explosion, the imminence of which had been discovered.

Destroyer No. 282—TOUCEY—named in memory of former Secretary of the Navy Isaac Toucey; born in Newton, Fairfield County, Conn., November 5, 1776; died in Hartford, Conn., July 30, 1869. Studied law and was admitted to the bar in 1818 at Hartford, where he afterwards practiced; appointed Attorney General of the United States, serving from June 21, 1848, to March 3, 1849; was also for part of this time Acting Secretary of State. He was a member of the State senate in 1850 and of the State house of representatives in 1852; was elected United States Senator from Connecticut on May 14, 1852, serving until 1857; became Secretary of the Navy on March 6, 1857, and served until March 3, 1861.

Destroyer No. 283—BRECK—named in memory of Acting Volunteer Lieut. Commander Joseph B. Breck, U. S. Navy; born in Maine in 1830; died in San Francisco, Calif., July 26, 1865. Appointed acting ensign February 27, 1863; promoted acting master August 8, 1863; acting lieutenant November 16, 1863; acting volunteer lieutenant commander November 25, 1864; ordered to the U. S. S. *Nippon* for duty in the North Atlantic Blockading Squadron and took part in the capture of six of the largest blockade runners off the New Inlet and Masonboro Inlet, N. C. He was considered an officer of pluck and resource and won a brilliant name for himself by his successes on the Wilmington blockade, although his health was much impaired by his devotion to duty. He died in 1865, a short time after his arrival in California, where he had been taken for his recovery.

Destroyer No. 284—ISHERWOOD—named in memory of Rear Admiral Benjamin Franklin Isherwood, U. S. Navy; born October 6, 1822, New York; died in New York City June 19, 1915. He was appointed a first assistant engineer in the Navy, May 23, 1844; served during the Mexican War on the U. S. S. *Princeton*, and afterwards as senior engineer of the *Spitefire*; later he served as chief engineer of the steam frigate *San Jacinto* during a cruise of over three years on the Asiatic Station. Immediately after the outbreak of the Civil War he was appointed engineer in chief of the Navy, and so important were his services considered that the Bureau of Steam Engineering was created for him. In the production of fast cruisers he was a pioneer, producing this class against most violent opposition. After leaving the Bureau of Steam Engineering he became chief engineer of the Mare Island Navy Yard. Upon the completion of that duty he was sent abroad on a commission to examine the dockyards and vessels of western Europe. Upon his return he became president of the experimental board under the Bureau of Steam Engineering, which position he held up to the time of his retirement on October 6, 1884.

Destroyer No. 285—CASE—named in memory of Rear Admiral Augustus Ludlow Case, U. S. Navy; born in Newburg, N. Y., February 3, 1813; died in Washington, D. C., February 17, 1893. Appointed midshipman April 1, 1828; rear admiral May 24, 1872; served cruising on the various stations from 1828 to 1837, when ordered to the South Sea exploring expedition and was with that expedition until 1842; 1846-1848, Mexican War, took part in captures of Vera Cruz, Alvarado, and Tabasco; after the capture of Laguna sent with 25 men to the Palisada River and held town of that name for two weeks against Mexican cavalry,

on the Paraguay expedition in 1859; Civil War, fleet captain of the North Atlantic Blockading Squadron at capture of Forts Clark and Hatteras, August 28, 29, 1861; specially mentioned by Flag Officers Stringham and Goldsborough for marked ability and efficient service; took part in operations of the North Atlantic Blockading Squadron until 1863, then ordered to command the *Iroquois* in search of the C. S. S. *Alabama*; 1863, in charge of the blockade of New Inlet, N. C., and took part in the cutting out of the steamer *Kate* from under the batteries of Fort Fisher and New Inlet; 1864-65, special duty Washington, D. C., and New York Navy Yard; 1865-66 fleet captain European Squadron; 1869-1873 Chief of Bureau of Ordnance; 1873-1875 commanded European Squadron and combined North and South Atlantic Fleets; 1875 placed on the retired list.

Destroyer No. 286—**LARDNER**—named in memory of Rear Admiral James L. Lardner, U. S. Navy, born in Philadelphia, Pa., November 20, 1802; died in Philadelphia, Pa., April 21, 1881. Appointed midshipman May 10, 1820; rear admiral July 25, 1866; served, 1821-1824, Pacific Squadron; 1825-26 Mediterranean Squadron; joined this squadron after escorting General Lafayette in the *Brandywine* back to France after his last visit to the United States; cruised in the various squadrons and held important positions on shore until 1860; Civil War—September, 1861, ordered to command the frigate *Susquehanna*; took prominent part in the battle of Port Royal and capture of Forts Walker and Beauregard; commended for gallantry in action by Rear Admiral Du Pont and his name sent to Congress for a vote of thanks by President Lincoln; May, 1862, assumed command of the East Gulf Blockading Squadron, with rank of acting rear admiral; May, 1863, to October, 1864, commanded the West India Squadron. After his retirement, on special duty in connection with various boards until 1869, when assigned to position as governor of the Naval Asylum, Philadelphia; held this until 1871.

Destroyer No. 287—**PUTNAM**—named in memory of Master Charles Flint Putnam, U. S. Navy; born in Illinois; died in the Arctic region January 1, 1883. Appointed cadet midshipman June 24, 1869; graduated midshipman May 31, 1873; master March 12, 1880; served, 1874-75, U. S. S. *Kearsarge*, Asiatic Squadron; 1876, stationed at San Francisco, Calif.; 1877-78, U. S. S. schoolship *Jamestown*; 1879-80, U. S. S. *Thasler*, Pacific coast; 1881-82, U. S. S. *Rodgers*, Behring Sea, in search of the *Jeanette*. While in command of a shore depot at Cape Serdze, Master C. F. Putnam learned of the burning of the *Rodgers*. He set out for the relief of her officers and men in St. Lawrence Bay. Returning to Cape Serdze, missed his way in a blinding snowstorm, January 10, 1882, and drifted out to sea on an ice floe. Careful search was made for him by parties from the *Rodgers*, officers and men, and at one time he was seen, but those trying to reach him were cut off by breaking ice. Natives reported that he had reached shore in safety, but in February the truth was learned, and on May 20, 1882, his body was seen by native hunters on a floating ice floe and reported the fact and the impossibility of reaching it to the officers of the United States revenue cutter *Corwin*.

Destroyer No. 288 and Destroyer No. 16—**WORDEN**—named in memory of Rear Admiral John Lorimer Worden, U. S. Navy; born March 12, 1818, Westchester County, N. Y.; died October 18, 1897, Washington, D. C. Appointed midshipman in the Navy January 10, 1834; promoted to lieutenant November 30, 1846, and served in Pacific, Mediterranean, and Home Squadrons; at the outbreak of the Civil War ordered to Washington, D. C., for special duty; January 16, 1862, ordered to command the U. S. S. *Monitor*, and on March 9, 1862, fought the battle with the Confederate ironclad *Merrimack* in Hampton Roads; promoted to the rank of rear admiral November 20, 1872, and received the thanks of Congress for his skill and gallantry.

Destroyer No. 289 and Destroyer No. 20—**FLUSSER**—named in memory of Lieut. Commander Charles W. Flusser, U. S. Navy; born Annapolis, Md., September 27, 1832; died near Plymouth, N. C., April 19, 1864. Appointed midshipman July 19, 1847; lieutenant commander July 16, 1862; cruised on various stations; at the commencement of the Civil War was assigned to the command of the U. S. S. *Commodore Perry*, and took part in the attack on Roanoke Island, February 7, 1862, and other operations in North Carolina waters; served in the North Atlantic Blockading Squadron during 1862, 1863, and 1864. He commanded the U. S. S. *Miami*, operating in the sounds of North Carolina, and was killed in the battle with the Confederate States ironclad *Albatross*, Plymouth, N. C.

Destroyer No. 290 and Destroyer No. 4—**DALE**—named in memory of Capt. Richard Dale, U. S. Navy; born near Norfolk, Va., November 6, 1756; died in Philadelphia, Pa., February 26, 1826. Appointed midshipman 1776; captured on the U. S. S. *Lexington* 1777; imprisoned in Mill Prison, England; escaped to France; appointed master's mate under John Paul Jones, 1778; first lieutenant, *Bonhomme Richard*; engaged and captured of the *Serapis* September 23, 1779; 1781-1782 commanded *Queen of France*; made several captures; on missioned captain No. 4 on list June 4, 1784; commanded the Mediterranean Squadron in operations against Tripoli, 1801; resigned, December 17, 1802.

Destroyer No. 291—**CONVERSE**—named in memory of Rear Admiral George A. Converse, U. S. Navy; born in Norwich, Vt., May 15, 1844; died in Washington, D. C., March 29, 1906. Appointed midshipman November 29, 1861; commissioned rear admiral October 21, 1903. Rear Admiral Converse was one of the first officers connected with the introduction of electricity aboard men-of-war. He was probably the pioneer in the experimentation and introduction of smokeless powder in the Navy; was instrumental in obtaining the first torpedo boat, called *Lightning*, built for the United States Navy in 1876 by the Hirschschiffs; was Chief of Bureaus of Equipment, Ordnance, and Navigation in turn. He was considered one of the ablest officers of the Navy of his time, and was well known as a naval expert on ordnance, especially in regard to torpedoes.

Destroyer No. 292 and Destroyer No. 21—**REID**—named in memory of Capt. Samuel Chester Reid, U. S. Navy; born in Norwich, Conn., August 25, 1783; the second son of Lieut. John Reid, of the British Navy, who, while a prisoner, resigned from the Navy and espoused the American cause. Samuel Chester Reid entered the United States Navy in 1794; served on the *Baltimore* with Commodore Truxton and became master of the brig *Merchant* when 20 years of age; appointed master in the Navy in 1844 from New York and as a citizen of New York. He designed the United States flag in its present form.

Destroyer No. 293—**BILLINGSLEY**—named in memory of Ensign William D. Billingsley, U. S. Navy; born in Winona, Miss., April 24, 1887; killed in an aeroplane accident June 20, 1913, and buried in the Naval Academy Cemetery, Annapolis, Md., June 28, 1913. Appointed midshipman July 5, 1905; graduated in June, 1909; ensign June 5, 1911; cruised on the U. S. S. *Petrel* on special service 1911-12. On June 20, 1913, he started from the aviation station near Annapolis in a Wright biplane which had been converted into a hydroplane. When about 10 miles down the bay a gust of wind struck the hydroplane and caused it to dive. Ensign Billingsley was thrown out and fell into the water. This was the first fatal accident to an aviator of the United States Navy. He was an officer of determination and fearless courage.

Destroyer No. 294—**CHARLES AUSBURN**—named in memory of Charles L. Ausburn, electrician, first class, U. S. Navy; born July 26, 1889, in New Orleans, La.; lost at sea October 17, 1917, when the U. S. S. *Antilles* was torpedoed; entered the United States Navy February 25, 1908, as apprentice seaman; reenlisted as seaman February 26, 1912; reenlisted as quartermaster, third class, March 1, 1916. On October 15, 1917, the U. S. S. *Antilles* left Quiberon Bay, bound for America. Just after daylight on the morning of October 17 she was struck by a torpedo and went down in four and a half minutes. Radio Electrician Ausburn remained at his post in an effort to give warning, regardless of his personal safety, and went down with the ship.

Destroyer No. 295—**OSBORNE**—named in memory of Weeden E. Osborne, dental surgeon, U. S. Navy; born in Chicago, Ill., November 13, 1892; killed in action with the Sixth Regiment Marines June 6, 1918, at Chateau Thierry, France. Appointed dental surgeon in the Navy with the rank of lieutenant (junior grade) May 8, 1917; detailed to duty with the Sixth Regiment Marines March 26, 1918; posthumously awarded the distinguished-service cross and the Navy medal of honor for extraordinary heroism under fire

during the advance on Boursches, France. The nature of his professional duties gave him every justification for remaining in the rear, but he threw himself into the general rescue work and performed heroic deeds in aiding the wounded. While carrying a wounded officer to a place of safety he was struck by a shell and instantly killed. He was the first commissioned officer of the United States Navy to meet death during the land fighting overseas.

Destroyer No. 293 and Destroyer No. 3—CHAUNCEY—named in memory of Capt. Isaac Chauncey, U. S. Navy; born in Black Rock, Conn., February 20, 1772; died at Washington, D. C., January 27, 1840; buried in Congressional Cemetery, Washington, D. C. Commissioned a lieutenant September 17, 1798; captain April 24, 1806; served on the *Constellation*, war with France, 1798-1801; attacks on town and naval force of Tripolitans 1804; commanded the naval forces on Lake Ontario; rendered distinguished service in cooperating with Army defense of the Lakes, War of 1812; served as Navy commissioner 1820-1824 and 1833-1840; was included in the thanks of Congress to officers for service in the war with Tripoli and awarded a sword for his gallantry.

Destroyer No. 297—FULLER—named in memory of the late Capt. Edward C. Fuller, U. S. Marine Corps, born in Hamilton, Va., September 4, 1893. Was graduated from the Naval Academy in 1916, and immediately requested overseas duty in the Marine Corps. He was awarded the distinguished-service cross posthumously for "While fearlessly exposing himself in an artillery barrage for the purpose of getting his men into a position of security in the attack on the Bois de Belleau, on June 12, he was killed, and thereby gave his life in an effort to protect his men."

Destroyer No. 298—PERCIVAL—named in memory of Capt. John Percival, U. S. Navy; born April 3, 1779, in Barnstable, Mass.; died September 17, 1862, in Dorchester, Mass. Appointed a master's mate in 1799 and a midshipman in 1800; discharged under the peace establishment act of 1801; entered the merchant service, and was impressed by a Portuguese press gang for the British service, and sent on H. B. M. S. *Victory*; the *Victory* was chased by a Spanish vessel, which was captured, and Percival was put in command of the prize and took her to Madeira, where he found the U. S. S. *Washington*, and managed to escape with other American impressed seamen to the *Washington*; in 1809 was appointed a sailing master and ordered to duty in the New York Flotilla under Capt. Jacob Lewis; July 4, 1813, he borrowed a fishing smack named the *Yankee*, and manning her with 36 volunteers, well armed he concealed in the cabin all but 3 of the party, filled the deck with produce, and running toward the *Eagle*, tender for the 74-gun line-of-battle ship *Poictiers* at a given signal the concealed crew rose from their hiding, fired upon the *Eagle's* men, who were so taken by surprise that they took refuge below decks, not even waiting to haul down their colors; Percival took possession of the *Eagle* and carried her into New York, where he was received with great demonstrations of joy; April 29, 1814, he again distinguished himself in the action between the *Peacock* and the *Eperrier*, and was promoted by President Madison to lieutenant upon the recommendation of Captain Warrington, his commanding officer in that engagement, and was also awarded a sword by Congress for his gallantry.

Destroyer No. 299—JOHN FRANCIS BURNES—named in memory of the late Capt. John Francis Burnes, U. S. Marine Corps; born in Binghamton, N. Y., July 6, 1883. He enlisted in the Marine Corps in 1904, served four enlistments, and shortly before the war was appointed a machine gunner, and was commissioned in June, 1917. He was sent to France, and while there was awarded the distinguished-service cross posthumously for "In the attack on the Bois de Belleau, June 12, 1918, he was badly wounded, but completed the disposition of his platoon under violent fire. The injuries which he sustained in the performance of this self-sacrificing duty later caused his death."

Destroyer No. 300 and Torpedo Boat No. 11—FARRAGUT—named in memory of Admiral David Glasgow Farragut, U. S. Navy; born at Campbells Station, near Knoxville, Tenn., July 5, 1801; died navy yard, Portsmouth, N. H., August 14, 1870. Appointed midshipman December 17, 1810; vice admiral December 23, 1864; admiral July 25, 1866. Ordered to the *Essex* in 1812, under the command of Capt. David Porter, and was with him in his memorable cruise in the Pacific. When but 12 years of age was given command of a prize and took her safely into Valparaiso. In January, 1862, he was given command of the West Gulf Blockading Squadron. On the flagship *Hartford* he opened up the Mississippi River by taking the forts below New Orleans and receiving the surrender of the city April 24-25, 1862. On August 5, 1864, he attacked and passed the defenses of Mobile Bay and received, after a gallant fight, the surrender of the Confederate fleet in those waters. He received the thanks of Congress. The grade of vice admiral was created for him by President Lincoln and that of admiral by Congress.

Destroyer No. 301 and Torpedo Boat No. 22—SOMERS—named in memory of Lieut. Richard Somers, U. S. Navy; born at Somers Point, N. J., 1778; killed by an explosion on the *Intrepid* in the harbor of Tripoli, September 4, 1804. Appointed midshipman April 30, 1798. On September 4, 1804, he took the bomb vessel *Intrepid* into the harbor of Tripoli to destroy the enemy's fleet. The vessel had a quantity of powder on it and when fired upon it exploded, blowing it to atoms and killing all on board.

Destroyer No. 302—STODDERT—named in memory of the Hon. Benjamin Stoddert, Secretary of the Navy 1798-1801; born in Charles County, Md., 1751; died in Bladensburg, Md., December 18, 1813. In 1776, as captain of cavalry in the Continental Army, he was so severely wounded as to unfit him for active service. In May, 1798, he was appointed Secretary of the Navy, being the first to hold the post, and so remained till March 4, 1801. He was Acting Secretary of War after the resignation of James Henry until his successor, Samuel Dexter, took charge. When the Navy Department was created in 1798 the frigates *Constitution*, *Constellation*, and *United States* constituted the bulk of the American Navy. By the latter part of 1799, 5 frigates and 23 sloops of war were in commission. Mr. Stoddert's experience in the mercantile marine, coupled with his tact, industry, and judgment, were valuable in the formation of this naval force.

Destroyer No. 303—RENO—named in memory of Lieut. Commander Walter E. Reno, U. S. Navy; born in Davis County, Iowa, October 3, 1881. Appointed midshipman July 1, 1902; commissioned lieutenant commander May 23, 1917; drowned while commanding the U. S. S. *Chauncey* on November 19, 1917. The *Chauncey* was rammed by the British merchant ship *Rose*, of Glasgow, while convoying a merchant fleet through the danger zone.

Destroyer No. 304—FARQUHAR—named in memory of Rear Admiral Norman H. Farquhar, U. S. Navy; born at Pottsville, Pa., April 11, 1840; died at Jamestown, N. Y., July 3, 1907. Appointed a midshipman June 9, 1859; commissioned rear admiral March 3, 1899. First cruise on the coast of Africa for the suppression of the slave trade, and brought to the United States (while still a midshipman) the captured slaver *Triton*. During the Civil War he served on the *Mahaska* and other vessels of the North Atlantic Blockading Squadron, and was executive officer of the *Santiago de Cuba* in both attacks on Fort Fisher, December, 1864, and January, 1865. He commanded the *Trenton*, Pacific station, and received commendation for the manner in which he handled his ship during the memorable hurricane at Apia, Samoa, 1889. Served as Chief of the Bureau of Yards and Docks from 1890 to 1894. He held various important shore stations and commanded the North Atlantic Squadron, 1899-1901. He was chairman of the Lighthouse Board, 1901, until he was retired April 11, 1902.

Destroyer No. 305—THOMPSON—named in memory of the Hon. Richard Wigginton Thompson, Secretary of the Navy, 1877-1881; born in Culpeper County, Va., June 9, 1809. He was admitted to the bar in 1834, began to practice in Bedford, Ind., and served in the lower house of the legislature in 1834-1836 and in the upper house 1836-1838. He was for a short time president pro tempore of the State senate, and acting lieutenant governor. He was a presidential elector on the Harrison ticket in 1840, zealously supporting General Harrison in public speeches and by his pen; served in Congress from 1841-1843 and 1847-1849. In 1867-1869 he was judge of the Eighteenth Circuit Court of the State. On March 12, 1877, he became Secretary of the Navy, resigning in 1881 to become chairman of the American committee of the Panama Canal Co.

Destroyer No. 306—KENNEDY—named in memory of the Hon. John Pendleton Kennedy, who was Secretary of the Navy 1852-53, born in Baltimore, Md., October 25, 1795; died in Newport, R. I., August 18, 1870. He was graduated at Baltimore College (now the University of Maryland) in 1812. He studied law and was admitted to the bar in 1816. In 1820 and for two successive years he was elected to the Maryland House of Delegates. In 1838 he was elected to Congress and was a Member of that body during practically all the succeeding years until he was appointed Secretary of the Navy in 1852. It was under his administration that Captain Perry's expedition visited Japan and that Doctor Kane's second Arctic voyage was made.

Destroyer No. 307—PAUL HAMILTON—named in memory of the Hon. Paul Hamilton, who was Secretary of the Navy during the years 1809-1813; born in St. Paul's Parish, S. C., October 16, 1762; died in Beaufort, S. C., June 30, 1816. He rendered important services during the Revolution; was comptroller of South Carolina from 1799 to 1804, improving the financial system of the State; was Governor of South Carolina 1804-1806; Secretary of the Navy 1809-1813.

Destroyer No. 308—WILLIAM JONES—named in memory of the Hon. William Jones, who was Secretary of the Navy during the years 1813-14; born in Philadelphia, Pa., in 1760; died in Bethlehem, Pa., September 5, 1831. He joined a volunteer company at the age of 16 and was present at the Battles of Trenton and Princeton. Afterwards he entered the Continental naval service and served gallantly under Commodore Tuxton on the James River when that officer encountered and beat off a British ship. He then entered the merchant service, but in 1790-1793 lived in Charleston, S. C. He returned to Philadelphia in the latter year and was elected to Congress, serving one term in 1801-1803.

Destroyer No. 309—WOODBURY—named in memory of the Hon. Levi Woodbury, who was Secretary of the Navy 1831-1834; born in Franchestown, N. H., December 22, 1789; died in Portsmouth, N. H., September 4, 1851. After graduation with the highest honors at Dartmouth in 1809 he entered the Litchfield, Conn., law school. He was admitted to the bar in 1812 and practiced in his native town until 1816, when he was chosen clerk of the State senate. In 1817 he was appointed a judge of the supreme court of the State and in 1819 removed to Portsmouth, where he practiced law, after serving as Governor of New Hampshire in 1823-24. He was speaker of the State house of representatives in 1825 and was elected to the United States Senate as a Democrat, serving from December 5, 1825, until March 3, 1831, when he was appointed Secretary of the Navy and held that office until 1834, when he was made Secretary of the Treasury, serving until 1841.

Destroyer No. 310—S. P. LEE—named in memory of Rear Admiral Samuel Phillips Lee, U. S. Navy; born in Fairfax County, Va., February 13, 1812; died at Silver Springs, Md., near Washington, D. C., June 5, 1897. In the Civil War he commanded the *Owida* and took part in the passage of Forts Jackson and St. Philip, April 24, 1862; July 16, 1862, ordered to command the North Atlantic Squadron. He held various prominent positions ashore. He was retired February 13, 1873.

Destroyer No. 311—NICHOLAS—named in memory of Maj. Samuel Nicholas, U. S. Marine Corps. Appointed by the marine committee in 1775. June 6, 1776, appointed major by the Continental Congress and placed at the head of the marines; served with Commodore Esek Hopkins in the fleet that attacked New Providence, West Indies, March 3, 1776. He landed in command of 200 marines and about 50 sailors at Fort Nassau and captured 88 cannon and 15 mortars; the landing party captured the governor, lieutenant governor, and a number of other prominent persons and brought them to the United States. The officials were immediately returned. Major Nicholas remained in the service throughout the War of the Revolution.

Destroyer No. 312—YOUNG—named in memory of Capt. John Young; born in Philadelphia; lost at sea 1781. Commissioned captain October 10, 1776. May 13, 1777, he was ordered to cruise between the Chesapeake and Delaware Bays to warn American vessels. July 5, 1777, he was ordered to proceed to Nantes in the *Independence*. February 15, 1778, Captain Young sailed the *Independence* through the French fleet (having on board John Paul Jones), saluted the French flag with 13 guns, receiving 9 guns in return. May 20, 1781, Captain Young sailed in the *Saratoga* with French and American ships from Cape Francois. Soon separated from her consorts and was never seen again; supposed to have foundered at sea.

Destroyer No. 313—ZEILIN—named in memory of Brig. Gen. Jacob Zeilin, U. S. Marine Corps; born in Philadelphia, Pa., July 16, 1806; died in Washington, D. C., November 18, 1880. Commissioned second lieutenant October 1, 1831; promoted to first lieutenant September 12, 1836; was brevetted major for gallantry in action at crossing San Gabriel River January 9, 1847; was military commandant at San Diego in 1847; was marine officer in the flagship *Mississippi* in Commodore Perry's expedition to Japan in 1852; in 1864 took command of marine barracks at Portsmouth, N. H.; appointed colonel commandant of the Marine Corps in June, 1864; commissioned brigadier general commandant March 2, 1867; retired November 1, 1876.

Destroyer No. 314—YARBOROUGH—named in memory of First Lieut. George H. Yarrowborough, jr., U. S. Marine Corps; born in Roxboro, N. C., October 14, 1895; died in France from wounds received in action June 23, 1918. Served in France with the Fifth Regiment and was posthumously awarded the distinguished-service cross for extraordinary heroism in the Bois de Belleau, France. After being wounded by an exploding shell he refused aid until he saw that the wounded men with him had been treated and removed to shelter. He died 11 days from his wounds.

Destroyer No. 315—LA VALLETTE—named in memory of Rear Admiral Elie A. F. La Vallette, U. S. Navy; born in Alexandria, Va., May 3, 1790; died in Philadelphia, Pa., November 18, 1862; buried in Laurel Hill Cemetery, Philadelphia. Appointed acting lieutenant May 20, 1814, and detailed to the *Saratoga*. While on that vessel he took a conspicuous part in the Battle of Lake Champlain; was awarded a silver medal, included in the thanks of Congress October 20, 1814, and promoted for his gallantry; 1821-22 commanded the *Peacock* and the *Flag* and rendered efficient service in the suppression of piracy in the West Indies; appointed commander March 3, 1831; captain February 23, 1840; rear admiral, retired list, July 16, 1862.

Destroyer No. 316—SLOAT—named in memory of Rear Admiral John Drake Sloat, U. S. Navy; born in Slouthbury, Rockland County, N. Y., July 26, 1781; died at New Brighton, Staten Island, N. Y., November 28, 1867; buried in Greenwood Cemetery, Brooklyn, N. Y. Appointed midshipman February 12, 1800; rear admiral on the retired list July 25, 1866; was sailing master of the *United States* under Commodore Decatur and was promoted to lieutenant for conspicuous gallantry in the engagement with H. B. M. S. *Macedonian* and her capture October 25, 1812; was wounded during the fight but remained on deck; was included in the thanks of Congress to officers who took part in the engagement and awarded a silver medal. Commanded the Pacific Squadron 1844-1846, and rendered efficient services on the coast of California in the early part of the Mexican War. Under his direction the American flag was hoisted July 7, 1846, in Monterey, Calif., and possession of that part of California was taken by the United States. He held many commands on shore and made the plans of Mare Island Navy Yard.

Destroyer No. 317—WOOD—named in memory of Medical Director William Maxwell Wood, U. S. Navy; born in Baltimore, Md., in 1800; died at Owings Mills, Baltimore County, Md., March 1, 1880. Appointed assistant surgeon May 16, 1820; medical director March 3, 1871; retired May 27, 1871; took active part in the Mexican War and received the commendation of Commodore Sloat for bringing him valuable information "at the risk of his life," which induced the commodore to take possession of California; was commended by the chairman of the Naval Committee of the Senate for services rendered on this occasion; Civil War, 1861-1865, served in the North Atlantic Blockading Squadron; held position of Chief of Bureau of Medicine and Surgery 1870-71.

Destroyer No. 318—SHIRK—named in memory of Commander James W. Shirk, U. S. Navy; born in Pennsylvania, July 16, 1832; died in Washington, D. C., February 10, 1873. Appointed midshipman March 26, 1849. During the Civil War he was especially distinguished for service in the Mississippi Squadron. At Shiloh, April 6, 1862, his vessel, the *Lexington*, in company with the *Tyler*, prevented the enemy from crossing and saved the army from defeat. He was later thanked by the Secretary of the Navy for this service. During the siege of Vicksburg, while in command of the *Tusculum*, he was constantly under fire from May 19 to the time of surrender, July 4, 1863. He was appointed commander July 25, 1866; 1866-1872 cruised in the European Squadron on special duty for the Navy Department.

Destroyer No. 319—KIDDER—named in memory of First Lieut. Hugh P. Kidder, U. S. Marine Corps; born in Waukon, Iowa, December 13, 1897; awarded the croix de guerre with palm and star for courage and endurance displayed in carrying orders to advanced positions for a period of nine days under violent machine-gun and artillery fire; awarded distinguished-service cross for extraordinary heroism in action near Blanc Mont, France, October 2-3, 1918, when he led a small patrol into enemy trenches and captured two strong machine-gun positions; killed in action October 3, 1918, while attempting to better his position in the face of a heavy machine-gun and artillery fire.

Destroyer No. 320—SELFIDGE—named in memory of Rear Admiral Thomas O. Selfridge, U. S. Navy; born in Boston, Mass., April 24, 1804; died in Waverly, Mass., October 15, 1902. Appointed midshipman January 1, 1818; rear admiral, retired, July 25, 1866; served on exploring expedition of 1845; commanded the U. S. S. *Columbus*, flagship of the East India Squadron. Early in 1847, the authorities of Matanzas refused to make an apology for an insult to the United States flag, he landed with a force of marines and seamen to enforce his demands. Finding a force of Mexicans hiding in the bushes, he opened fire upon them from the *Dale* and after landing put them to flight. In November, 1847, he landed with about 70 men from the *Dale* and put a force of about 400 Mexicans to flight. During the Civil War, 1861, in command of the *Mississippi*, was actively engaged in blockading off Mobile Bay and Passes of the Mississippi. Subsequently held important positions ashore.

Destroyer No. 321—MARCUS—named in memory of Lieut. (Junior Grade) Arnold Marcus, U. S. Navy; born in Atlantic City, N. J., June 26, 1892. Appointed midshipman May 22, 1909; ensign August 13, 1913; lieutenant (junior grade) June 7, 1916; assumed command of U. S. S. A-7 March 13, 1917; died July 27, 1917, from the effects of an explosion on the U. S. S. A-7 while that vessel was engaged in patrol duty in Manila Bay, P. I. Lieutenant Marcus upheld the best traditions of the Navy in that he was the last man to come up out of the boat and did everything in his power to save his crew and his ship.

Destroyer No. 322—MERVINE—named in memory of Rear Admiral William Mervine, U. S. Navy; born in Pennsylvania in 1790; died in Utica, N. Y., September 15, 1868. Appointed a midshipman January, 1809; captain September 8, 1841; rear admiral (retired) July 25, 1866; served during the War of 1812 on Lake Ontario; cruised 1819-1853 on the coast of Africa, West Indies, Mediterranean, Brazil, and Pacific Stations; Mexican War, 1846-47, commanded the *Savannah* in operations against Mexico; commanded a detachment of 250 sailors and marines, landed at Monterey July 7, 1847, took possession of that place, hoisted the American flag, and erected a block house for its defense, which was named in his honor Fort Mervine; Civil War, May 6, 1861, commanded the Gulf Squadron until obliged to give up the command on account of ill health. Held many important positions on shore between his sea cruises.

Destroyer No. 323—CHASE—named in memory of Reuben Chase, midshipman; born in Nantucket, Mass. Entered the Navy as seaman in 1777. Cruised on the *Ranger* in operations around the British Isles and the capture of H. B. M. S. *Drake* April 24, 1778; transferred to the *Bonhomme Richard* March 18, 1779, as midshipman. His name is listed among those entitled to receive prize money for captures made by the *Bonhomme Richard*, including the *Serapis*.

Destroyer No. 324—ROBERT SMITH—named in memory of former Secretary of the Navy Robert Smith; born in Lancaster, Pa., November, 1757; died in Baltimore, Md., November 26, 1842. He was graduated from Princeton University in 1781; studied law, was admitted to the bar, and settled in Baltimore; 1793 became State senator from Maryland and was a member of the house of delegates from 1796-1800. On January 26, 1802, he became Secretary of the Navy and held that office until he was appointed Secretary of State in 1809.

Destroyer No. 325—MULLANY—named in memory of Rear Admiral J. R. Madison Mullany; born in New York City, October 26, 1818; died at Bryn Mawr, Pa., September 17, 1887. Appointed midshipman January 7, 1832; rear admiral June 5, 1874; served on various stations; 1847-48 attached to the home squadron, and took part in the capture of Tobasco and other engagements of the Mexican War; April-May, 1861, commanded the *Wanderer* at Pensacola; 1862-1864 attached to the *Bienfite* in the North Atlantic and West Gulf Blockading Squadrons; volunteered for service in Mobile Bay; was assigned to the *Onedra*; exposed to the most destructive fire; displayed great heroism; and was wounded. He was obliged to have his arm amputated; received the thanks of Congress for his gallantry; 1874-75 commanded the North Atlantic Station and protected American interests on the Isthmus of Panama.

Destroyer No. 326—COGHLAN—named in memory of Rear Admiral Joseph Bulloch Coghlan, U. S. Navy; born in Frankfort, Ky., December 9, 1844; died at New Rochelle, N. Y., December 5, 1908. Appointed midshipman September 27, 1860; rear admiral April 11, 1902; served during the Civil War, 1863-1865, on the U. S. S. *Sacramento*; 1865-1897 cruised on the Brazil, European, Pacific, North Atlantic, and Asiatic Stations; Spanish-American War, 1898, commanded U. S. S. *Raleigh*; took prominent part in the Battle of Manila Bay, May 1, 1898; commanded expedition for capture of batteries at Manila, May 2, 1898, and capture of Isla Grande, July 7, 1898, Subig Bay; recommended by Admiral Dewey for his gallantry and skill; included in thanks of Congress to Admiral Dewey, officers, and men for victory of May 1, 1898; advanced six numbers by act of Congress for eminent and conspicuous conduct in battle; commanded Caribbean Squadron of North Atlantic Fleet 1902; held many important posts on shore; retired December 5, 1906.

Destroyer No. 327 and destroyer No. 19—PRESTON—named in memory of Lieut. Samuel W. Preston, U. S. Navy; born in Canada and appointed midshipman from the State of Illinois, October 4, 1858; graduated first in his class May 9, 1861; from 1861 to 1865 served on various vessels of the South Atlantic Blockading Squadron. In an assault on Fort Sumter, September 8, 1863, he was made prisoner and sent to Libby Prison, where he was kept until exchanged in the fall of 1864. He took part in the attacks on Fort Fisher, December 24, 25, 1864, and January 15, 1865, when he was killed while leading his men.

Destroyer No. 328 and Destroyer No. 18—LAMSON—named in memory of Lieut. Russell Hawkes Lamson, U. S. Navy; born in Iowa. Appointed from Oregon to the Naval Academy September 20, 1858; graduated in 1862; Civil War, commanded the *Mount Washington* in joint Army and Navy operations in Nansmond River; took prominent part in capture of batteries at Hills Point; while in command of the *Geltsburg* took prominent part in attack on Fort Fisher and gallantly piloted the powder boat *Louisiana* into the fort; resigned from the Navy in 1866. In 1895, in recognition of his splendid services during the Civil War, he was reappointed lieutenant in the Navy and was placed on the retired list. He died in Portland, Oreg., August 14, 1903.

Destroyer No. 329—BRUCE—named in memory of Lieut. Frank Bruce, U. S. Navy; born August 20, 1879, in Grand Island, Nebr. Entered the Navy February 6, 1911, as boatswain; chief boatswain February 6, 1917; ensign (T) July 1, 1917; lieutenant (junior grade) (T) February 1, 1918, lieutenant (T) July 1, 1918, in command of the mine sweeper *Bobolink*; killed May 17, 1919, when a mine, which the *Bobolink* was heaving in, exploded.

Destroyer No. 330 and Destroyer No. 7—**HULL**—named in memory of Commodore Isaac Hull, U. S. Navy; born in Connecticut in 1775. His father was an officer in the Revolutionary Army; was captured and died aboard a British prison ship. Young Hull's first service of note was when he sailed, in a small vessel named the *Salty*, into the harbor of Port-au-Prince, Haiti, in broad daylight, captured the fort, spiked the guns, and succeeded in getting away with a French letter of marque. He served under Commodore Preble during the Tripolitan trouble. His most noted command was the *Constitution* in 1811. He displayed a brilliant seamanship when he escaped from the British squadron under Admiral Blake in 1812. Just one month after the time he escaped from Admiral Blake he met and destroyed the *Guerriere*.

Destroyer No. 331 and Destroyer No. 9—**MACDONOUGH**—named in memory of Commodore Thomas Macdonough, U. S. Navy; born in Middletown, Del., December 31, 1783; died at sea November 10, 1825; buried in Riverside Cemetery, Middletown, Conn. Appointed midshipman February 5, 1800; commissioned captain September 11, 1814; first cruised on the *Ganges* in 1800 during the war with France; in 1803-4 actively engaged in operations before Tripoli; one of the midshipmen selected by Decatur to go on the *Intrepid* for the recapture and destruction of the U. S. S. *Philadelphia* in the harbor of Tripoli, February 16, 1804; during the War of 1812 commanded the United States squadron on Lake Champlain; September 11, 1814, gained a brilliant victory over the British squadron; received the thanks of Congress and a gold medal; during 1818-1820 cruised in the Mediterranean, and again in 1824, in the same squadron, commanding the *Constitution*. Severe illness obliged him to give up the command and return home in the merchant brig *Edward*. He died before reaching the United States.

Destroyer No. 332—**FARENHOLT**—named in memory of Rear Admiral Oscar W. Farenholt, U. S. Navy; born in San Antonio, Tex., May 2, 1843; died at Mare Island, Calif., June 30, 1920. Entered the Navy as a seaman April 24, 1861, and served on flagship *Wabash* under Admiral Dupont in engagements at Fort Hatteras, Port Royal, and Fort Pulaski, 1861-62. Discharged and reenlisted February, 1863; assigned to the monitor *Catskill* and participated in engagements with the defenses of Charleston Harbor and storming of Fort Sumter, 1863-64; appointed acting ensign August 19, 1864; took part in operations of the North Atlantic Blockading Squadron until after the surrender of Fort Fisher, January 15, 1865; March 12, 1870, commissioned ensign in the regular Navy; promoted to master the same year; lieutenant, March 1, 1870; lieutenant commander, May 11, 1882; commander, June 19, 1892; captain, September 25, 1899; rear admiral, September 1, 1901; retired, September 1, 1901. After being commissioned in the regular service he held important positions on shore; his last sea service was in command of the *Monocacy*, Asiatic station.

Destroyer No. 333—**SUMNER**—named in memory of Capt. Allen M. Sumner, U. S. Marine Corps; born in Boston, Mass., October 1, 1882; died in action in France, July 19, 1918; appointed second lieutenant in the Marine Corps, March 15, 1907; served continuously until January 1, 1914, when he resigned; appointed first lieutenant March 22, 1917; sailed for duty in France August 5, 1917; killed in action by enemy shell-fire during the advance on Tigny July 19, 1918; buried on the field; posthumously awarded croix de guerre with gilt star. During the advance from Vercy he accompanied one of his platoons to the front, keeping all his men under cover while he alone watched for signals for the advance. In so doing he saved the lives of many of his men without regard for his own safety.

Destroyer No. 334—**CORRY**—named in memory of Lieut. Commander William Merrill Corry, U. S. Navy; born in Quincy, Fla., October 5, 1889; died in Hartford, Conn., October 7, 1920. Appointed midshipman June 20, 1906; commissioned lieutenant commander July 1, 1918; served on U. S. S. *Kansas*, 1911-1915; March 6, 1916, designated naval aviator for duty in flying craft with the *North Carolina* and *Washington*; August 22, 1917, assigned to duty in Europe with United States Naval Aviation Forces; later ordered to command United States naval air station at Le Croisic, Loire, France, first operating unit from United States during the World War; November 7, 1917, assumed the duty; his success and skill as air pilot on this station won for him the cross of a chevalier of the Legion of Honor from France; June 7, 1918, ordered to command naval air station at Brest, Finisterre; remained there until end of the demobilization; June 5, 1919, assigned to the United States Aeronautical Mission to Europe and represented the United States in Aeronautic Interallied Commission of Control; June 1, 1920, ordered to the United States as aide for aviation staff of Admiral H. B. Wilson, commander in chief of the Atlantic Fleet; held this position at the time of his death, which was occasioned by inhaling flame from a burning airplane after its crash; though badly wounded he was endeavoring to rescue his companion from the burning plane.

Destroyer No. 335—**MELVIN**—named in memory of Lieut. (Junior Grade) John T. Melvin, U. S. Naval Reserve Force; born in Selma, Ala., October 16, 1887; died at sea November 5, 1917. Appointed midshipman, United States Naval Academy, July 6, 1907; graduated June 2, 1911; ensign July 7, 1911; promoted to lieutenant (junior grade) March 22, 1915; resigned August 20, 1915. Appointed lieutenant (junior grade), United States Naval Reserve Force, February 9, 1917, and assigned to duty at New Haven, Conn.; attached to the patrol boat *Alcedo* and lost his life when that vessel was sunk by a German submarine in the war zone. The *Alcedo* was the first American war vessel to go down in the World War.

Destroyer No. 336—**LITCHFIELD**—named in memory of John R. Litchfield, pharmacists' mate third class, U. S. Navy, who gave his life while serving as a member of the hospital Corps of the Sixth Regiment, United States Marine Corps, in France; born in Flanagan, Ill., March 7, 1899; died September 15, 1918. He was awarded the distinguished-service cross posthumously for extraordinary heroism in action. He displayed exceptional bravery in giving first aid to the wounded under shellfire near Thiécourt, France, and was killed while taking a wounded soldier out of a trench to the rear.

Destroyer No. 337—**ZANE**—named in memory of Maj. Randolph T. Zane, U. S. Marine Corps; born in Philadelphia, Pa., August 12, 1887; died from wounds he received in action with the Sixth Regiment in France. He was awarded the distinguished-service cross for conspicuous bravery and coolness, in holding the town of Bouresches, June 7, 1918, where he successfully resisted a heavy attack by machine guns and infantry. He died later from wounds received in this engagement.

Destroyer No. 338—**WASMUTH**—named in memory of Henry Wasmuth, U. S. Marine Corps, who saved the life of "Fighting Bob" Evans at the attack on Fort Fisher at the risk of his own and was killed during the engagement.

Destroyer No. 339—**TREVER**—named in memory of Lieut. Commander (T) George A. Trever, U. S. Navy; born in Waupun, Wis., June 11, 1885. Appointed midshipman May 3, 1905; ensign June 5, 1911; lieutenant (junior grade) June 5, 1914; lieutenant June 5, 1917; lieutenant commander (T) July 1, 1918, in command of the U. S. S. *O-5*; died October 5, 1918, while engaged in preventive measures to avert an explosion.

Destroyer No. 340 and Destroyer No. 11—**PERRY**—named in memory of Commodore Oliver H. Perry, U. S. Navy, and his brother, Capt. Matthew C. Perry, U. S. Navy, sons of Capt. Christopher R. Perry, U. S. Navy, a distinguished officer of the Revolutionary War. Commodore Oliver H. Perry was born in Rhode Island in 1785; appointed midshipman in 1799; served in the Tripolitan War and was promoted to acting lieutenant at the age of 17. His most conspicuous service was in the War of 1812. He led the ships in Commodore Chauncey's attack on Fort George in 1813. Later he commanded the forces on Lake Erie, and defeated the English squadron in the Battle of Lake Erie. For this victory he was awarded a gold medal.

Capt. Matthew C. Perry, U. S. Navy, was born in 1795; appointed midshipman in 1809; served in the War of 1812 and commanded the Gulf Fleet in the Mexican War; in 1853, in command of the East India Squadron, he went to Japan and effected a treaty which opened Japanese ports to American commerce.

Destroyer No. 341 and Destroyer No. 5—**DECATUR**—named in memory of Commodore Stephen Decatur, U. S. Navy; born in Maryland in 1779; died in 1820. Entered the Navy as midshipman in 1798. In 1803

he was in command of the *Enterprise* in Commodore Preble's Mediterranean Squadron, and in 1804 led a daring expedition into the harbor of Tripoli for the purpose of burning the U. S. frigate *Philadelphia*, which had fallen into Tripolitan hands. He succeeded in his purpose and made his escape under the fire of the batteries. This brilliant exploit earned him a captain's commission and a sword of honor from Congress. During the War of 1812 in the *United States* he captured the *Macedonian*. In the *President* he fought a superior fleet until his own decks were covered with the dead and wounded.

Destroyer No. 342—**HULBERT**—named in memory of first Lieut. Henry L. Hulbert, U. S. Marine Corps; born January 12, 1867, in Kingston-upon-Hull, Yorkshire, England; killed in action near Blanc Mount October 5, 1918. Served over 20 years in the Marine Corps; held congressional medal of honor for bravery and distinguished service in Samoa in 1898; awarded the distinguished-service cross for extraordinary heroism displayed at Chateau-Thierry June 6, 1918, where he constantly exposed himself to the enemy's fire without regard for personal danger.

Destroyer No. 343—**NOA**—named in memory of Midshipman Loveman Noa; born in Chattanooga, Tenn., October 5, 1878; killed by natives on the island of Samar, P. I., October 26, 1901. Appointed cadet September 5, 1896; graduated in June, 1900; sent to Asiatic Station on board the *Mariveles*. On October 26, 1901, Midshipman Noa, with an armed crew of six men, put off in a small boat from the *Mariveles* to watch for boats engaged in smuggling contraband of war from the island of Leyte to Samar Island. The wind turning against them, they were obliged to land in a small cove on the island of Samar, and while scouting the near-by woods Midshipman Noa was stabbed by Filipino insurgents and died before aid could reach him.

Destroyer No. 344—**WILLIAM B. PRESTON**—named in memory of former Secretary of the Navy William B. Preston; born in Smithfield, Montgomery County, Va., November 25, 1805; died there November 16, 1862. He was educated at the University of Virginia; adopted law as a profession and achieved signal success in its practice; served several times in the Virginia House of Delegates and Senate; appointed Secretary of the Navy in 1849; was subsequently sent by the Government on a mission to France, 1858-59, the object of which was to establish a line of steamers between that country and Virginia and a more extended commercial relation between the two countries.

Destroyer No. 345 and Destroyer No. 12—**PREBLE**—named in memory of Commodore Edward Preble, U. S. Navy; born in Falmouth, Me., near Portland, August 15, 1761. When about 16 years of age he shipped on a letter of marque and sailed for Europe. Upon his return to America in 1779 he received an appointment in the Provincial Marine of Massachusetts and was attached to the *Protector*. January 17, 1799, he was commissioned lieutenant in the United States Navy and ordered to the *Constitution*; commissioned captain May 15, 1799; ordered to the *Pickering* June 7, 1799. In command of the *Essex* he sailed for the East Indies to convoy to the United States a large fleet of merchantmen and had the honor of being the first naval officer to fly the American flag east of the Cape of Good Hope. Ordered to the *Constitution* in 1808 to command the squadron being fitted out to act against the Barbary powers. He established a treaty of peace with the Emperor of Morocco; had several engagements with the Tripolitan gunboats and forts and endeavored to secure a treaty for the establishment of a permanent peace upon honorable terms with the Bashaw.

Destroyer No. 346—**SICARD**—named in memory of Rear Admiral Montgomery Sicard, U. S. Navy; born in New York September 30, 1836; died in Westerville, near Rome, N. Y., September 14, 1900. Appointed midshipman October 1, 1857; rear admiral April 9, 1897; retired September 30, 1898; served in the Home and East India Squadrons, 1855-1861; Civil War, 1861-1865, in the West Gulf Blockading Squadron; commanded the *Oreida* 1863; 1864-65 commanded the *Ticonderoga*, South Atlantic Blockading Squadron; took part in attacks on Fort Fisher December 24 and 25, 1864, and in the land and naval assault on Fort Fisher January 15, 1865; Chief of Bureau of Ordnance 1881-1891; 1897-98 in command of the North Atlantic Squadron; placed in charge of board of strategy, and while on this board took an important part in the conduct of the war with Spain. He was considered a distinguished ordnance expert.

Destroyer No. 347—**PRUITT**—named in memory of Corp. John H. Pruitt, U. S. Marine Corps; born in Faderville, Ark., October 4, 1896; killed in action October 4, 1918. Posthumously awarded Navy medal of honor for conspicuous gallantry and courage above and beyond the call of duty in action with the enemy at Blanc Mont Ridge, France, October 3, 1918. Single handedly he attacked two machine guns, capturing them and killing two of the enemy. He later captured 40 prisoners in a dugout near by. This gallant soldier was killed soon afterwards by shellfire while he was sniping at the enemy.

SUBMARINES.

Submarine No. 1—**HOLLAND**—named for John P. Holland, the inventor—the first vessel so called. See Submarine No. Ten in **HOLLAND**.

Submarine No. 2—**PLUNGER**—the second vessel so called. Renamed *A-1*. The first was authorized by act of March 3, 1893; contract signed March 13, 1895, with the John P. Holland Torpedo Boat Co.; builder, Columbian Iron Works, Baltimore, Md. She was launched August 7, 1897, but was never finished, the contract being canceled in April, 1900.

Submarine No. 3—**ADDER**—the first vessel so called. Renamed *A-2*.

Submarine No. 4—**GRAMPUS**—the third vessel so called. Renamed *A-3*. The first was a vessel of 184 tons carrying 12 guns. She was built in 1821 and fourtered off Charleston, S. C., in 1843. The second was a side-wheel steamer of 231 tons. She was purchased July 22, 1863, and was sold on September 1, 1868. She was originally named *Ira*.

Submarine No. 5—**MOCCASIN**—the second vessel so called. Renamed *A-4*. The first was a tug of 192 tons carrying three guns. She was purchased July 11, 1864, and was sold on September 18, 1865. Her name when purchased was *Hero* and was changed to Moccasin on July 25, 1861.

Submarine No. 6—**PIKE**—the first vessel so called. Renamed *A-5*.

Submarine No. 7—**PORPOISE**—the third vessel so called. Renamed *A-6*.

The first was a vessel of 198 tons carrying 12 guns. She was built in 1820 and lost in the West Indies in 1833.

The second was a vessel of 224 tons carrying 10 guns. She was built in 1836.

Submarine No. 8—**SHARK**—the third vessel so called. Renamed *A-7*.

The first was a vessel of 177 tons carrying 12 guns. She was built in 1821 and was lost at Columbia River in 1846.

The second was a schooner of 87 tons carrying two guns. She was purchased on September 17, 1863, at New York and was sold on September 8, 1865. Her name was changed to *George W. Rodgers* in honor of Commander George W. Rodgers, U. S. Navy, who was killed before Fort Sumter.

Submarine No. 9—**OCTOPUS**—the first vessel so called. Renamed *C-1*.

Submarine No. 10—**VIPER**—the second vessel so called. Renamed *B-1*.

The first was a vessel carrying 10 guns. She was built in 1804 and was captured at sea in 1813.

Submarine No. 11—**CUTTLEFISH**—the first vessel so called. Renamed *B-2*.

Submarine No. 12—**TARANTULA**—the first vessel so called. Renamed *B-3*.

Submarine No. 13—**STINGRAY**—the first vessel so called. Renamed *C-2*.

Submarine No. 14—**TARPON**—the first vessel so called. Renamed *C-3*.

Submarine No. 15—**BONITA**—the second vessel so called. Renamed *C-4*.

The first was a vessel of 76 tons carrying one gun. She was purchased in 1846 and sold in 1849.

SUM'S

INDEX

Submarine No. 16—**SNAPPER**—the first vessel so called. Renamed *C-5*.
 Submarine No. 17—**NARWHAL**—the first vessel so called. Renamed *D-1*.
 Submarine No. 18—**GRAYLING**—the first vessel so called. Renamed *D-2*.
 Submarine No. 19—**SALMON**—the first vessel so called. Renamed *D-3*.
 Submarine No. 19½—**SEAL**—the first vessel so called. Renamed *G-1*.
 Submarine No. 20—**CARP**—the first vessel so called. Renamed *F-1*.
 Submarine No. 21—**BARRACUDA**—the first vessel so called. Renamed *F-2*.
 Submarine No. 22—**PICKEREL**—the first vessel so called. Renamed *F-3*.
 Submarine No. 23—**SKATE**—the first vessel so called. Renamed *F-4*.
 Submarine No. 24—**SCIPJACK**—the first vessel so called. Renamed *E-1*.
 Submarine No. 25—**STURGEON**—the first vessel so called. Renamed *E-2*.
 Submarine No. 27—**THRASHER**—the first vessel so called. Renamed *G-4*.
 Submarine No. 28—**TUNA**—the first vessel so called. Renamed *G-2*.
 Submarine No. 28—**SEAWOLF**—the first vessel so called. Renamed *H-1*.
 Submarine No. 29—**NAUTILUS**—the second vessel so called. Renamed *H-2*.
 The first was a vessel of 185 tons carrying 12 guns. She was purchased in 1803 and captured off New York in 1812.
 Submarine No. 30—**GARFISH**—the first vessel so called. Renamed *H-3*.
 Submarine No. 31—**TURBOT**—the first vessel so called. Renamed *G-3*.
 Submarine No. 32—**HADDOCK**—the first vessel so called. Renamed *K-1*.
 Submarine No. 33—**CACALOT**—the first vessel so called. Renamed *K-2*.
 Submarine No. 34—**ORCA**—the first vessel so called. Renamed *K-3*.
 Submarine No. 35—**WALRUS**—the first vessel so called. Renamed *K-4*.

NOTE.—With the exception of submarine No. 52, first named *Schley* in honor of Rear Admiral Winfield Scott Schley, U. S. Navy, and No. 108, the *Neff* boat, named after Abner R. Neff, the inventor, the later submarines are lettered and numbered.

GUNBOATS.

Gunboat No. 1—**YORKTOWN**—named for the city of Yorktown, Va.—the second vessel so called. The first was a sloop of 566 tons carrying 16 guns. She was built at Gosport, Va., in 1838-39.
 Gunboat No. 2—**PETREL**—the third vessel so called.
 The first was a vessel of 76 tons carrying one gun. She was purchased in 1846 and transferred to the Coast Survey in 1850.
 The second was a screw steamer of 226 tons carrying six guns.
 She was purchased in 1862-63 and was captured on April 22, 1864.
 Gunboat No. 3—**CONCORD**.—See Light Cruiser, 1st line, *CONCORD*.
 Gunboat No. 4—**BENNINGTON**—named for the city of Bennington, Vt.—the first vessel so called.
 Gunboat No. 5—**MACHIAS**—named for the city of Machias, Me.—the first vessel so called.
 Gunboat No. 6—**CASTINE**—named for the city of Castine, Me.—the first vessel so called.
 Gunboat No. 7—**NASHVILLE**—named for the city of Nashville, Tenn.—the second vessel so called.
 The first was a side-wheel steamer built by the Confederates. She was surrendered to the Federals on the Tombigbee River, Ala., on May 10, 1865.
 Gunboat No. 8—**WILMINGTON**—named for the city of Wilmington, Del.—the first vessel so called.
 Gunboat No. 9—**HELENA**—named for the city of Helena, Mont.—the first vessel so called.
 Gunboat No. 10—**ANNAPOLIS**—named for the city of Annapolis, Md.—the first vessel so called.
 Gunboat No. 11—**VICKSBURG**—named for the city of Vicksburg, Miss., and the U. S. S. *Vicksburg*—the second vessel so called.
 The first was a screw steamer of 886 tons carrying six guns. She was purchased in 1863-64 and was sold on July 12, 1865.
 Gunboat No. 12—**NEWPORT**—named for the city of Newport, R. I.—the first vessel so called.
 Gunboat No. 13—**PRINCETON**—named for the city of Princeton, N. J.—the third vessel so called.
 The first was a steamer of 672 tons carrying nine guns. She was built in Philadelphia, Pa., in 1843, and was the first propeller built for the United States Navy. She was broken up in Boston, Mass., in 1849.
 The second was a screw steamer carrying 10 guns. She was built in 1851 and was sold on October 9, 1866.
 Gunboat No. 14—**WHEELING**—named for the city of Wheeling, W. Va.—the first vessel so called.
 Gunboat No. 15—**MARIETTA**—named for the city of Marietta, Ohio—the second vessel so called.
 The first was an ironclad of 479 tons carrying two guns. She was built in 1861-62 and was sold on April 17, 1873.
 Gunboat No. 16—**PALOS** (now river gunboat)—the second vessel so called.
 The first was a screw steamer of 350 tons carrying two guns. She was built in 1864 and was sold on October 12, 1892.
 Gunboat No. 17—**DUBUQUE**—named for the city of Dubuque, Iowa—the first vessel so called.
 Gunboat No. 18—**PADUCAH**—named for the city of Paducah, Ky.—the first vessel so called.
 Gunboat No. 19—**SACRAMENTO**—the second vessel so called.
 The first was a wooden screw vessel built in 1861. She was wrecked in 1867.
 Gunboat No. 20—**MONOCACY** (now river gunboat)—named for the Monocacy River—the second vessel so called.
 The first was a paddle steamer of 1,370 tons carrying six guns. She was built in 1864-65 and was sold in Japan in 1903.
 Gunboat No. 21—**ASHEVILLE**—named for the city of Asheville, N. C.—the first vessel so called.
 Gunboat No. 22—**TUSA**—the first vessel so called.
 Gunboat No. 23—**NANTUCKET** (ex-*Rockport*, ex-*Ranger*)—named for the island of Nantucket, Mass.—the second vessel so called.
 The first was a monitor of 844 tons carrying two guns. She was built in 1861-62.
 Gunboat No. 24—**DOLPHIN**—the fourth vessel so called.
 The first was a cutter carrying 10 guns. She was built in 1776 and was seized in France in 1777.
 The second was a vessel of 198 tons carrying 12 guns. She was built in 1821 and was sold in the Pacific in 1835.
 The third was a brig of 224 tons carrying 10 guns.
 She was built at New York in 1836.
 Gunboat No. 25.
 Gunboat No. 26.
 Gunboat No. 27—**MARBLEHEAD**—named for the city of Marblehead, Mass.—the second vessel so called.
 The first was a screw steamer of 507 tons carrying four guns. She was built in 1861-62 and was later sold.
 Gunboat No. 28—**DENVER**—named for the city of Denver, Colo.—the first vessel so called.
 Gunboat No. 29—**DES MOINES**.—See Cruiser No. 15—*DES MOINES*.
 Gunboat No. 30—**CHATTANOOGA**.—See Cruiser No. 15—*CHATTANOOGA*, Tenn.—the second vessel so called.
 The first was a screw steamer of 3,233 tons, built in 1863-64, and sold on January 27, 1872.

Gunboat No. 31—**GALVESTON**—named for the city of Galveston, Tex.—the first vessel so called.
 Gunboat No. 32—**TACOMA**—named for the city of Tacoma, Wash.—the first vessel so called.
 Gunboat No. 33—**CLEVELAND**—named for the city of Cleveland, Ohio—the first vessel so called.
 Gunboat No. 34—**NEW ORLEANS**—named for the city of New Orleans, La.—the second vessel so called.
 The first was a ship of 2,805 tons carrying 74 guns. She was started at Sackets Harbor and sold between 1815 and 1824 in an unfinished condition.
 Gunboat No. 35—**TOPEKA**—the first vessel so named.
 Gunboat No. 36—**ALBANY**—named for the city of Albany, N. Y.—the second vessel so called.
 The first was a sloop of 1,064 tons carrying 20 guns. She was built at New York in 1843-1846 and was lost at sea.
 Gunboat No. 37—**CALLAO**—the first vessel so called. She was captured by the United States in the war of 1898.
 Gunboat No. 38—**ELCANO**—the first vessel so called. Captured by the United States in the war of 1898.
 Gunboat No. 39—**PAMPANGA**—the first vessel so called. She was purchased by the War Department and later transferred to the Navy Department.
 Gunboat No. 40—**QUIROS**—the first vessel so called. She was purchased by the United States Army and transferred to the United States Navy.
 Gunboat No. 41—**SAMAR**—the first vessel so called. She was captured by the United States in the war of 1898.
 Gunboat No. 42—**VILLALOBOS**—the first vessel so called. She was purchased by the War Department and later transferred to the Navy Department.

RIVER GUNBOATS.

River Gunboat No. 1—**PALOS**. See Gunboat **PALOS**.
 River Gunboat No. 2—**MONOCACY**. See Gunboat **MONOCACY**.
 River Gunboat No. 3—**GUAM**—The first vessel so called. Named for the island of Guam, largest of the Mariana Islands.
 River Gunboat No. 4—**TUTUILA**—The first vessel so called. Named for the island of Tutuila in the Samoan Islands.
 River Gunboat No. 5—**PANAY**—The second vessel so called. Named for the island of Panay in the Philippine Islands. The first vessel named **PANAY** was a screw vessel of 162 tons purchased by the War Department and transferred to the Navy Department.
 River Gunboat No. 6—**OAHU**—The first vessel so called. Named for the island of Oahu in the Hawaiian Islands.
 River Gunboat No. 7—**LUZON**—The first vessel so called. Named for the island of Luzon in the Philippine Islands.
 River Gunboat No. 8—**MINDANAO**—The second vessel so called. Named for the island of Mindanao in the Philippine Islands.
 The first was a screw vessel of 163 tons. She was purchased by the War Department and transferred to the Navy Department.

CONVERTED YACHTS.

Converted Yacht No. 1—**MAYFLOWER**—the second vessel so called.
 The first was a tug of 350 tons carrying two guns. She was built in 1863-64 and was sold on September 23, 1892.
 Converted Yacht No. 2—**HAWK** (ex-*Hermione*)—the first vessel so called.
 Converted Yacht No. 3—**SCORPION** (ex-*Sovereign*)—the third vessel so called.
 The first was a schooner carrying two guns. She was purchased in 1812 and was captured on Lake Huron on September 5, 1814.
 The second was a steamer of 339 tons carrying three guns. She was purchased in New York in 1846 and was sold there in 1848.
 Converted Yacht No. 4—**VIXEN** (ex-*Josephine*)—the fifth vessel so called. She was sold on June 22, 1923.
 The first was a vessel of 185 tons, carrying 12 guns. She was built in 1803 and was captured at sea in 1812.
 The second was a vessel carrying 14 guns. She was purchased in 1813 and was captured at sea in 1813.
 The third was a side-wheel steamer of 300 tons carrying two guns. She was transferred from the Coast Survey on August 26, 1861, and was later returned.
 The fourth was a monitor of 365 tons carrying three guns. She was built in 1863 and was sold on April 17, 1873, at Mound City, Ill. Her original name was *Neosho* and was changed to **VIXEN** on June 15, 1869, and on August 10, 1889, she was named *Osceola*.
 Converted Yacht No. 5—**SYLPH**—the third vessel so called.
 The first was a schooner of 300 tons carrying 16 guns. She was built in 1813 and was broken up in 1820.
 The second was a schooner carrying one gun. She was purchased in 1831 and was lost in the West Indies the same year.
 Converted Yacht No. 6—**NOKOMIS**—Indian word for grandmother (mother of Wenonah)—the first vessel so called.
 Converted Yacht No. 7—**ARAMIS** (one of the three musketeers in Dumas's novel)—the first vessel so called.
 Converted Yacht No. 8—**DESPATCH**—the first vessel so called.
 Converted Yacht No. 9—**NIAGARA**—the second vessel so called.
 The first was a brig of 20 guns built at Erie, Pa., in 1813.
 Converted Yacht No. 10—**ISABEL**—the first vessel so called.
 Converted Yacht No. 11—**WENONAH** (Indian word meaning the first-born daughter)—the first vessel so called.

DESTROYER TENDERS.

Destroyer Tender No. 1—**DIXIE** (ex-*El Rio*)—the first vessel so called.
 Destroyer Tender No. 2—**MELVILLE**—named in memory of Rear Admiral George Wallace Melville, U. S. Navy; born in New York City January 10, 1841; died in Philadelphia, Pa., March 17, 1912. Appointed third assistant engineer July 19, 1861; commissioned chief engineer March 4, 1881; Chief of Bureau of Steam Engineering, with rank of rear admiral, 1887-1903; served throughout the Civil War, 1861-1865, in different squadrons and commended for his ability and zeal; cruised on various stations from 1866 to 1879, when he was selected as one of the officers to accompany the "Jeannette Arctic Expedition"; advanced 15 numbers for his heroism in endeavoring to rescue Lieutenant Commander De Long and his party, who were lost in the ice in the Lena Delta, Siberia; commanded the party which finally discovered the remains of the unfortunate men; highly honored by scientific societies at home and abroad.
 Destroyer Tender No. 3—**DOBBS**—named in memory of the late Hon. James Cochrane Dobbs, who was Secretary of the Navy from 1833 to 1857. He was born in Fayetteville, N. C., in 1814. In 1832 he was

graduated from the University of North Carolina, and after being admitted to the bar in 1835 he practiced in Fayetteville. He was a member of Congress from 1845 to 1847, and also of the North Carolina legislature from 1848 to 1852. In 1853 he became Secretary of the Navy, and during his administration he set about reform in all its branches. He was a firm believer in a strong Navy, and regarded the increase of naval strength not as a war but as a peace measure, and during his administration there were built 18 of the finest ships of their class that there were in the world. He instituted the present apprentice system, the inauguration of a retired list for officers unable to perform active duty, the law for increased pay to seamen, and honorable discharges for good conduct. When he retired from office he left behind him six first-class steam frigates, authorized upon his suggestion and constructed under his direction, for he gave them his personal attention in every detail. Under his auspices the Perry Expedition was carried to a successful termination and the treaty with Japan made. He died at Fayetteville, August 4, 1857.

Destroyer Tender No. 4—**WHITNEY**—named in memory of the late Hon. William Collins Whitney, who was Secretary of the Navy from 1885 to 1889. He was born in Conway, Mass., July 5, 1841; was educated at Yale and Harvard and settled in New York City, where he was admitted to the bar. As corporation counsel of the city of New York in 1875-1882 he so completely reorganized and simplified the work of this office that thousands of dollars were saved annually. In 1885 he became Secretary of the Navy, and was a powerful advocate of naval expansion. He desired that the warships of the United States should be equal to the best in the world, and under his administration great progress was made in building the "new Navy." Two battleships—the *Maine* and the *Texas*—were authorized; also one armored cruiser, four gunboats, one practice vessel, one ram, one torpedo boat, and one dynamite gun cruiser. Mr. Whitney changed the Washington Navy Yard to the "Naval Gun Factory," confining its duties to the manufacture of ordnance. He died in New York, February 2, 1904.

Destroyer Tender No. 5—**PRAIRIE** (ex-*El Sol*)—the first vessel so called.

Destroyer Tender No. 6—**PANTHER** (ex-*Venezuela*)—the first vessel so called.

Destroyer Tender No. 7—**LEONIDAS** (ex-*Elizabeth Holland*)—named for the heroic King of Sparta—the first vessel so called.

Destroyer Tender No. 8—**BUFFALO** (ex-*Nietheroy*)—the second vessel so called.

The first was a 5-gun sloop purchased in 1814 and sold in Philadelphia in 1820.

Destroyer Tender No. 9—**BLACK HAWK** (ex-*Catalina*)—the second vessel so called.

The first was a paddle steamer of 902 tons carrying eight guns. She was purchased in 1862-63 and burned on April 22, 1865.

Destroyer Tender No. 10—**BRIDGEPORT** (ex-*Breslau*)—the first vessel so called.

Destroyer Tender No. 11—**ALTAIR**—named for the star of the same name—the first vessel so called.

Destroyer Tender No. 12—**DENEbola**—named for the star of the same name—the first vessel so called.

Destroyer Tender No. 13—**RIGEL**—named for the star of the same name—the first vessel so called.

SUBMARINE TENDERS.

Submarine Tender No. 1—**FULTON**—named in memory of Robert Fulton, American inventor; born in Little Britain, Lancaster County, Pa., 1765; died in New York City February 24, 1815. At the age of 13 he constructed paddle wheels, which he applied successfully to propel a fishing boat. Between the years 1797 and 1804 he invented submarine boats, one called the "torpedo," models of which were tried in France and a board appointed by the Emperor Napoleon I to decide upon their merits. The invention was not approved either in France or England. Fulton returned to America and in 1807 proved that steam could be applied to boats for propulsion. His first steamboat, the *Clermont*, launched in the spring of 1807, made her first trip to Albany from New York (159 miles in 33 hours) in August of the same year. Fulton built the first war steamer, *Fulton the First* or *Demologus*.

Submarine Tender No. 2—**BUSHNELL**—named in memory of David Bushnell, American inventor; born in Saybrook, Conn., in 1742; died in Warrenton, Ga., 1824. Called the "Father of the submarine"; graduated from Yale in 1775; made a study of submarine warfare; constructed a diving boat, calling it the *American Turtle*; made a number of unsuccessful attempts to blow up the enemy's ships of war, one the *Eagle*, in New York Harbor, in 1776; another, the *Cerberus*, anchored off New London, in 1777.

Submarine Tender No. 3—**HOLLAND**—named in memory of John Philip Holland, inventor; born at Lisncannon, County Clare, Ireland, in 1842; died August 12, 1914. Educated in Limerick, Ireland; taught school for 15 years, part of this period being after his arrival in America; laid his first plans for a submarine before the United States Navy Department in 1875; received the first contract from the United States for a submarine torpedo boat in 1895, but this vessel, the original *Plunger*, was never finished, and amounts paid toward its construction were credited to a new contract made in 1900, covering the purchase of two submarines built at the Crescent Shipyard, Elizabethport, N. J., and operated with success prior to acceptance. These vessels, known as the *Holland* and *Plunger*, were the first of the type on the Navy List.

Submarine Tender No. 4—**ALERT**—the fifth vessel so called.
The first was a sailing ship of 300 tons carrying 20 guns. She was captured in 1812 and was broken up in 1829.

The second was a screw steamer of 65 tons carrying two guns. She was purchased in 1863-64. Her name was changed to *Watch* on October 1, 1865.

The third was a screw steamer of 831 tons carrying 10 guns. She was built in 1866.

The fourth was a screw steamer of 1,110 tons carrying 11 guns. She was built in 1874 at Mare Island, Calif.

Submarine Tender No. 5—**BEAVER**—the first vessel so called.

Submarine Tender No. 6—**CAMDEN**—the first vessel so called.

Submarine Tender No. 7—**RAINBOW**—the first vessel so called.

Submarine Tender No. 8—**SAVANNAH**—the second vessel so called.

The first was a ship of 1,725 tons carrying 44 guns. She was built at New York, being started in 1820 and launched in 1842.

Submarine Tender No. 9—**CANOPUS**—named for the star of the same name—the first vessel so called.

Submarine Tender No. 10—**ARGONNE**—the first vessel so called. She was loaned to the Navy by the War Department on November 3, 1921, and permanently transferred on August 6, 1924.

AIRCRAFT TENDERS.

Aircraft Tender No. 1—**WRIGHT**—named in memory of Wilbur Wright, American inventor; born in Millville, Ind., April 16, 1867; died in Dayton, Ohio, May 30, 1912. Educated in the high schools of Richmond, Ind., and Dayton, Ohio. From 1903, with his brother Orville, he devoted time to heavier-than-air flying machines, patented by the Wright Bros. in the leading countries of the world. He made numerous flights in the United States and abroad. He was awarded medal by French Academy of Sciences, 1909, also many others. He was member of the Aero Club of America.

REPAIR SHIPS.

Repair Ship No. 1—**MEDUSA**—from Greek mythology (one of the Gorgons)—the second vessel so called. The first was a monitor of 844 tons carrying two guns. She was built in 1861-62 and was originally named *Nantucket*. Her name was changed to *MEDUSA* on June 15, 1869, and she was renamed *Nantucket* on August 10, 1869, and was stricken from the Navy on March 30, 1900.

Repair Ship No. 2—**BRIDGEPORT** (now a destroyer tender)—the first vessel so called.

Repair Ship No. 3—**PROMETHEUS**—from the Greek mythology (a Titan)—the second vessel so called. The first was a brig of 290 tons carrying 12 guns. She was purchased in Philadelphia, Pa., in 1814, and was sold at New Orleans in 1819.

Repair Ship No. 4—**VESTAL**—from the Roman religion (a virgin consecrated to Vesta, goddess of the hearth)—the first vessel so called.

STORESHIPS.

Storeship No. 1—**BRIDGE**—named in memory of Horatio Bridge, who was Chief of the Bureau of Provisions and Clothing (now Supplies and Accounts) of the Navy Department from 1854 to 1869, which included the whole period of the Civil War. He was born April 8, 1806, and appointed paymaster in 1838. He first employed in the Navy the idea of comprehensive fleet supply, and under his direction the systematic supply of the vessels of the Navy on the Atlantic and Gulf coasts during the Civil War was established and carried out with conspicuous success.

Storeship No. 2—**CELTIC**—pertaining to the Celts, who lived in western Europe—the first vessel so called. She was originally named *Celtic King*.

Storeship No. 3—**CULGOA**—the first vessel so named. Her name was *CULGOA* before purchase by the Government.

Storeship No. 4—**GLACIER**—the first vessel so called. She was originally named *Port Chalmers*, and was purchased in July, 1898.

Storeship No. 5—**POMPEY**—named after the great Roman general—the first vessel so called. She was built in 1897 and was originally named *Harlech*. She was purchased on April 19, 1898.

Storeship No. 6—**RAPPAHANNOCK**—the first vessel so called.

Storeship No. 7—**ARCTIC**—the third vessel so called.

The first was a screw vessel of 255 tons. She was purchased in 1855 and was later sold.

The second was a screw vessel of 1,358 tons, and was used as an ice boat. She was built in 1873. She was leased in 1898 and was returned to the city of Philadelphia, Pa.

Storeship No. 8—**BOREAS**—the first vessel so called.

Storeship No. 9—**YUKON**—the first vessel so called.

COLLIERS.

Collier No. 1—**VESTAL**—now repair ship. See Repair Ship *VESTAL*.

Collier No. 2—**PROMETHEUS**—now repair ship. See Repair Ship *PROMETHEUS*.

Collier No. 3—**JUPITER**—named after the Roman god of the heavens—the first vessel so called. See Aircraft Carrier *Langley*.

Collier No. 4—**CYCLOPS**—a mythological race of giants with one eye in the center of the forehead—the second vessel so called. She disappeared at sea March 3, 1918.

The first was an ironclad vessel of 970 tons carrying four guns. She was built in 1861-62 at St. Louis, Mo., and was sold on September 12, 1874, at New Orleans.

Collier No. 5—**VULCAN**—from the Roman god of the fiery element—the first vessel so called. Her original name was *Chatham*, and she was purchased on March 2, 1898. She was sold on July 19, 1899.

Collier No. 6—**MARS**—from the Roman god of war—the first vessel so called.

Collier No. 7—**HECTOR**—named after Hector, the bravest of the Trojan warriors—the first vessel so called. She was built in 1883 and was originally named *Pedro*. She was taken as a prize in the war of 1898 and was sold on October 10, 1899.

Collier No. 8—**NEPTUNE**—named after Neptune, the god of the waters—the third vessel so called.

The first was a screw steamer of 1,243 tons carrying 11 guns. She was built in 1863-64 and was sold on July 12, 1865.

The second was a monitor of 1,034 tons carrying two guns. Her original name was *Manhattan*, which was changed to *NEPTUNE* on June 15, 1869, and she was renamed *Manhattan* on August 10, 1869. She was built in 1863 and was sold on March 24, 1902.

Collier No. 9—**PROTEUS**—named after Proteus, a sea god in the service of Neptune—the second vessel so called.

The first was a screw steamer of 1,254 tons carrying 11 guns. She was purchased on October 5, 1863, and was sold on July 12, 1865.

Collier No. 10—**NEREUS**—named after Nereus, a sea god—the second vessel so called.

The first was a screw steamer of 1,244 tons carrying 11 guns. She was purchased on October 5, 1863, and was sold on July 12, 1865.

Collier No. 11—**ORION**—named after the constellation of the same name—the third vessel so called.

The first was a schooner purchased on August 13, 1861, to be filled with stone and sunk as an obstruction to enemy ships.

The second was a monitor of 614 tons carrying one gun. She was built in 1864 and was broken up in 1874. Her original name was *Chimo* and was named *ORION* on June 15, 1869. On August 10, 1869, she was named *Piscataqua*.

Collier No. 12—**JASON**—from the Greek mythology—the second vessel so called.

The first was a monitor of 844 tons carrying two guns. She was built in 1861-62 and was sold April 15, 1904.

OILERS.

Oiler No. 1—**KANAWHA**—named for the Kanawha River—the third vessel so called.

The first was a gunboat of 507 tons carrying four guns. She was built in 1861 and was sold on June 13, 1866.

The second was an auxiliary gunboat of 175 tons carrying six guns. She was purchased on June 7, 1898, and was later transferred to the War Department.

Oiler No. 2—**MAUMEE**—named for the Maumee River—the second vessel so called.

The first was a gunboat of 593 tons carrying seven guns. She was built in 1863 and was sold on December 15, 1869.

Oiler No. 3—**CUYAMA**—the first vessel so called.

Oiler No. 4—**BRAZOS**—named for the Brazos River in Texas—the first vessel so called.

Oiler No. 5—**NECHES**—named for the Neches River in Texas—the first vessel so called.

Oiler No. 6—**PECOS**—named for the Pecos River in Texas—the first vessel so called.

SUM'S

INDEX

Oiler No. 7—*ARETHUSA*—from mythology a wood nymph who was changed into a fountain—the third vessel so called.

The first was a screw steamer of 195 tons carrying two guns. She was purchased in 1864-65 and was sold on January 3, 1866.

The second vessel was originally named *Luciene*.

Oiler No. 8—*THOMPSON*, *SARA* (ex-*Gutheil*)—the first vessel so called. She was purchased from J. W. Thompson, of New York.

Oiler No. 9—*PATOKA*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 10—*ALAMEDA*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 11—*SAPELO*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 12—*RAMAFO*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 13—*TRINITY*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 14—*BARNES*, *ROBERT L.*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 15—*KAWEAH*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 16—*LARAMIE*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 17—*MATTOLE*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 18—*RAPIDAN*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 19—*SALINAS*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 20—*SIFULGA*—the first vessel so called. Taken over from the Shipping Board.

Oiler No. 21—*TIPPECANOE*—the second vessel so called. Taken over from the Shipping Board.

The first was a monitor of 1,034 tons carrying two guns. She was built in 1862 and was sold in 1899.

AMMUNITION SHIPS.

Ammunition Ship No. 1—*PYRO*—from the Greek, meaning fire—the first vessel so called.

Ammunition Ship No. 2—*NITRO* (indicates presence of nitrogen in ammunition)—the first vessel so called

CARGO SHIPS.

Cargo Ship No. 1—*HOUSTON*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 2—*KITTERY*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 3—*NEWPORT NEWS*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 4—*BATH*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 5—*GULFPORT*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 6—*BEAUFORT*—the second vessel so called. Taken over during the war, 1917.

The first was a tug captured at Richmond, Va., in May, 1865, and sold on September 15, 1865.

Cargo Ship No. 7—*PENSACOLA*. Taken over during the war, 1917. See Light Cruiser *Pensacola*.

Cargo Ship No. 8—*ASTORIA*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 9—*LONG BEACH*—the first vessel so called. Taken over during the war, 1917.

Cargo Ship No. 10—*QUINCY*—the first vessel so called. Taken over during the war, 1918.

Cargo Ship No. 11—*BARNES*, *ROBERT L.* Taken over during the war, 1918. See Oiler *Barnes*, *Robert L.*

Cargo Ship No. 12.

Cargo Ship No. 13—*CAPELLA*—named for the star of the same name—the first vessel so called. Taken over from the Shipping Board, 1921.

Cargo Ship No. 14—*REGULUS*—named for the star of the same name—the first vessel so called. Taken over from the Shipping Board, 1921.

Cargo Ship No. 15—*SIRIUS*—named for the star of the same name—the first vessel so called. Taken over from the Shipping Board, 1921.

Cargo Ship No. 16—*SPICA*—named for the star of the same name—the first vessel so called. Taken over from the Shipping Board, 1921.

Cargo Ship No. 17—*VEGA*—named for the star of the same name—the first vessel so called. Taken over from the Shipping Board, 1921.

TRANSPORTS.

Transport No. 1—*HENDERSON*—named in memory of Brig. Gen. Archibald Henderson, U. S. Marine Corps; born in Colchester, Fairfax County, Va., 1783; died in Washington, D. C., January 6, 1859; buried in the Congressional Cemetery, Washington, D. C. Appointed second lieutenant, U. S. Marine Corps, June 4, 1806; colonel commandant July 1, 1834; brevet brigadier general January 27, 1837; commandant of the Marine Corps from October 17, 1820, to January 6, 1859; served in the War of 1812 on the *Constitution* in the engagement of that vessel with the *Jawa* December 29, 1812, and with the *Cyane* and *Levant* February 20, 1815. Received a silver medal and included in thanks of Congress to officers and men of the *Constitution* for their gallant service. Commanded the marines in the Florida War, 1836-37, and promoted for services in checking Indian hostilities.

Transport No. 2—*HEYWOOD*—named in memory of Maj. Gen. Charles Heywood, U. S. Marine Corps. He was born in Maine on October 3, 1839, and appointed second lieutenant April 5, 1858. At the outbreak of the Civil War he was attached to the U. S. S. *Cumberland* and was commissioned major by brevet for his gallant services during the fight between the *Cumberland* and the *Merrimac*. At the Battle of Mobile Bay, August 5, 1864, he commanded the marine guard of the *Hartford*, and for gallant service during the battle was commissioned lieutenant colonel by brevet. He also took part in the capture of Forts Morgan, Gaines, and Powell, the ram *Tennessee*, steamers *Gaines* and *Selma*, and the destruction of the steamer *Morgan*, and served on the U. S. S. *Sabine* and U. S. S. *Ticonderoga* during the Civil War. He was appointed colonel commandant of the Marine Corps January 30, 1891; brigadier general commandant March 3, 1899; and major general commandant July 1, 1902, being the first commandant to attain the rank of major general. He retired October 3, 1903, at the age of 64 years, and died February 26, 1915.

Transport No. 3—*HANCOCK*—the second vessel so called. Transferred from the United States Army on November 8, 1902.

The first was a ship built in 1776 carrying 32 guns. She was captured at sea in 1777.

Transport No. 4—*ARGONNE* (formerly owned by the Argonne Steamship Co., New York)—the first vessel so called. Taken over in 1918.

Transport No. 5—*CHAUMONT*—the first vessel so called. Taken over from the War Department in 1921.

HOSPITAL SHIPS.

Hospital Ship No. 1—*RELIEF*—the second vessel so called. Built at Philadelphia Navy Yard in 1917-1919.

The first was a vessel of 468 tons carrying four guns. She was built in 1835-36 and was used as a storeship. She was sold in 1863.

Hospital Ship No. 2—*SOLACE*—the first vessel so called. Built at Newport News, Va., in 1896. She was originally named *Creole* and was purchased by the Government on April 7, 1898.

Hospital Ship No. 3—*COMFORT*—the first vessel so called. Built by Wm. Cramp & Sons, Philadelphia, Pa., in 1906. She was originally named *Havana* and was purchased by the Government on July 19, 1917.
 Hospital Ship No. 4—*MERCY*—the first vessel so called. Built by Wm. Cramp & Sons, Philadelphia, Pa., in 1907. She was originally named *Saratoga* and was purchased by the Government on September 27, 1917.

AUXILIARIES—MISCELLANEOUS.

Auxiliary No. 1—*HANNIBAL*—the first vessel so called. She was originally named *Joseph Holland* and was purchased in 1898.

Auxiliary No. 2—*LEBANON*—the first vessel so called. She was purchased in 1898.

Auxiliary No. 3—*NANSHAN*—the first vessel so called. She was purchased in 1898.

Auxiliary No. 4—*SATURN*—the first vessel so called. She was purchased in 1898.

Auxiliary No. 5—*GENERAL ALAVA*—the first vessel so called. She was formerly a gunboat and was transferred from the War Department on February 21, 1900.

Auxiliary No. 6—*DUBUQUE*—named for the city of Dubuque, Iowa—the first vessel so called. Formerly gunboat *DUBUQUE*.

Auxiliary No. 7—*PADUCAH*—named for the city of Paducah, Ky.—the first vessel so called. Formerly gunboat *PADUCAH*.

Auxiliary No. 8—*MAHANNA*—the first vessel so called. Loaned by the Shipping Board and returned December 2, 1921.

Auxiliary No. 9—*GREAT NORTHERN* (name changed to *Columbia*)—the first vessel so called. Transferred from the War Department; delivered to the Shipping Board March 4, 1922.

Auxiliary No. 10—*ANTARES*—the first vessel so called. Transferred from the Shipping Board November 14, 1921.

Auxiliary No. 11—*PROCYON*—the first vessel so called. Transferred from the Shipping Board November 8, 1921.

Auxiliary No. 12—*GOLD STAR*—the first vessel so called. Transferred from the Shipping Board November 8, 1921.

Auxiliary No. 13—*PENSACOLA*. See Light cruiser, first line, *PENSACOLA*.

Auxiliary No. 14—*ABARENDA*—the first vessel so called. Purchased by the Government in 1898.

Auxiliary No. 15—*ALAX*—the first vessel so called. Built in 1890 and originally named *Scindia*. She was purchased by the Government in 1898.

SUM'S

INDEX

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY, JULY 1, 1906 TO 1911¹

Fit for Service, Including Those Under Repair

Type	1906		1907		1908		1909		1910		1911	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
First-class battleships.....	16	198,250	22	292,146	25	334,146	25	334,146	29	406,146	29	406,146
Second-class battleships.....	1	6,315	1	6,315	1	6,315	1	6,315	1	6,315		
Armored cruisers.....	4	54,720	6	83,720	9	125,580	10	140,080	10	140,080	10	140,080
First-class cruisers.....	3	27,065	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Armored ram.....	1	2,183	1	2,183	1	2,183	1	2,183				
Single-turret monitors.....	4	12,900	4	12,900	4	12,900	4	12,900	4	12,900	4	12,900
Double-turret monitors.....	6	26,104	6	26,104	6	26,104	6	26,104	6	26,104	6	26,104
Protected cruisers.....	19	76,070	19	76,070	19	76,070	18	71,987	18	71,987	17	67,574
Unprotected cruisers.....	3	6,216	3	6,216	3	6,216	3	6,216	3	6,216	2	4,144
Scout cruisers.....					2	7,500	3	11,250	3	11,250	3	11,250
Gunboats.....	9	11,564	9	11,564	9	11,564	9	11,564	8	10,387	7	8,677
Light-draft gunboats.....	3	4,155	3	4,155	3	4,155	3	4,155	3	4,155	3	4,155
Composite gunboats.....	8	8,190	8	8,190	8	8,190	8	8,190	8	8,190	8	8,190
Training ship, sheathed.....	1	1,175	1	1,175	1	1,175	1	1,175				
Training ships, steel.....			2	3,600	2	3,600	2	3,600	2	3,600	2	3,600
Training brigantine.....	1	346	1	346	1	346	1	346	1	346	1	346
Special class.....	2	2,416	2	2,416	2	2,416	2	2,416	2	2,416	2	2,416
Gunboats under 500 tons.....	15	3,603	13	3,265	12	3,095	12	3,095	12	3,095	9	2,439
Torpedo-boat destroyers.....	16	6,695	16	6,695	16	6,695	16	6,695	21	10,195	33	19,099
Steel torpedo boats.....	35	5,737	35	5,737	35	5,737	33	5,299	33	5,299	31	5,111
Wooden torpedo boat.....	1	31	1	31	1	31	1	31	1	31		
Submarine torpedo boats.....	8	935	8	935	12	1,719	12	1,719	18	3,485	18	3,748
Iron steam vessels.....	5	5,861	4	3,606	3	3,056	3	3,056	3	3,056	3	3,056
Wooden steam vessels.....	5	8,840	5	8,840	5	8,840	5	8,840	3	5,565	3	5,565
Wooden sailing vessels.....	8	10,045	8	10,045	5	5,895	5	5,895	5	5,895	4	5,620
Tugs.....	41	13,060	40	12,703	41	13,606	42	14,361	43	15,133	44	15,833
Auxiliary cruisers.....	5	28,339	5	28,339	4	24,959	4	24,959	4	24,959	4	24,959
Converted yachts.....	23	11,881	23	11,872	22	11,750	21	11,453	19	10,421	18	10,106
Colliers.....	15	79,504	15	79,504	15	79,504	15	79,504	20	140,067	20	155,112
Submarine tenders.....			1	357	2	807	2	807	4	4,702	5	6,771
Mine-laying ship.....							1	4,083	1	4,083	1	4,083
Repair ship.....					1	3,380	1	3,380	1	3,380	1	3,380
Transports and supply ships.....	11	53,247	10	50,571	9	50,084	8	44,384	8	44,384	8	44,384
Hospital ships.....	1	3,300	1	3,300	1	3,300	2	9,000	2	9,000	2	9,000
Receiving ships.....	4	18,995	5	21,250	5	21,250	4	18,995	4	18,995	5	23,408
Prison ships.....	2	4,850	2	4,850	2	4,850	3	7,105	3	7,105	3	7,105
Total.....	276	692,592	285	835,465	292	923,483	292	941,753	308	1,075,407	311	1,090,826

¹ Taken from the 1911 edition; classification changes in the 1912 edition.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY, JULY 1, 1906 TO 1911¹—
Continued

Under Construction

Type	1906		1907		1908		1909		1910		1911	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
First-class battleships...	9	135,896	5	74,000	4	72,000	6	115,650	4	95,650	6	149,650
Armored cruisers.....	6	85,360	4	56,360	1	14,500						
First-class cruisers.....	2	19,400										
Scout cruisers.....	3	11,250	3	11,250	1	3,750						
Training ships, steel....	2	3,600										
Torpedo-boat destroyers.....					5	3,500	20	14,630	15	11,130	9	6,678
Submarine torpedo boats.....	4	784	4	784	7	2,103	16	5,890	10	4,124	17	7,732
Tugs.....			2	1,510	2	1,510	1	755				
Colliers.....			2	25,170	2	25,170	6	78,220	2	38,735	2	38,735
Total.....	26	256,290	20	169,074	22	122,533	49	215,145	31	149,639	34	262,795

¹ Taken from the 1911 edition; classification changes in the 1912 edition.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY JULY 1, 1912 TO 1916¹**Fit for Service, Including Those Under Repair**

Type	1912		1913		1914		1915		1916	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons		Tons
Battleships, single caliber.....	6	115,650	8	167,650	10	221,650	10	221,650	13	308,050
Battleships, mixed caliber.....	25	334,146	25	334,146	25	334,146	23	308,146	23	308,146
Armored cruisers.....	10	140,080	10	140,080	10	140,080	10	140,080	10	140,080
Cruisers, first class.....	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Cruisers, second class.....	6	33,561	4	25,065	4	25,065	4	25,065	4	25,065
Cruisers, third class.....	15	48,748	15	48,748	15	48,748	15	48,748	16	50,820
Monitors.....	10	39,004	9	32,944	9	32,944	9	32,944	7	24,964
Destroyers.....	23	16,856	26	19,082	34	27,300	37	30,472	47	41,403
Coast torpedo vessels.....	16	6,695	16	6,695	16	6,695	16	6,695	16	6,695
Torpedo boats.....	28	4,821	26	4,446	19	3,365	19	3,365	18	3,300
Submarines.....	22	5,229	24	6,421	30	9,322	36	12,338	38	13,580
Tenders to torpedo vessels.....	7	20,661	7	20,661	6	19,484	7	20,892	8	31,927
Gunboats.....	27	25,078	27	25,078	30	27,890	30	27,890	28	25,937
Transports.....	5	26,595	5	26,595	5	26,595	5	26,595	4	22,235
Supply ships.....	4	25,400	4	25,400	4	25,400	4	25,400	4	25,400
Hospital ships.....	2	9,000	2	9,000	2	9,000	2	9,000	1	5,700
Fuel ships.....	19	160,313	21	205,352	22	237,051	23	251,581	20	239,430
Converted yachts.....	17	9,634	17	9,634	16	9,476	16	9,476	14	8,957
Tugs.....	44	15,884	45	18,024	45	18,024	45	18,024	47	19,431
Special type.....	6	26,335	8	48,333	8	43,333	8	43,333	8	45,904
Unserviceable for war purposes	26	59,421	22	50,771	21	47,501	19	43,976	21	46,291
Total.....	323	1,169,576	326	1,270,590	336	1,359,534	343	1,352,135	352	1,439,780

Under Construction

Battleships, first line.....	6	161,000	5	140,400	4	117,800	7	213,800	6	192,000
Destroyers.....	11	10,496	14	14,580	12	12,992	15	16,442	11	12,093
Submarines.....	17	8,268	22	11,555	20	10,673	22	11,839	35	20,311
Tenders to torpedo vessels.....	1	1,408	1	1,408	3	12,138	2	10,730	-----	-----
Transports.....	-----	-----	-----	-----	1	10,000	1	10,000	1	10,000
Supply ship.....	-----	-----	-----	-----	1	8,500	1	8,500	1	8,500
Gunboats.....	-----	-----	3	1,805	-----	-----	-----	-----	-----	-----
Fuel ships.....	5	95,624	4	67,000	2	29,000	2	29,000	2	29,000
Tugs.....	2	2,240	-----	-----	-----	-----	-----	-----	2	1,150
Total.....	42	279,036	49	236,748	43	201,103	50	300,311	58	273,054

¹ Battleship and destroyer figures adjusted to conform with the 1916 classification.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY

Type	Fit for service, including those under repair ¹						Under construction					
	July 1, 1917		July 1, 1918		July 1, 1919 ²		July 1, 1917		July 1, 1918		July 1, 1919 ³	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons		Tons		Tons
Battleships, single caliber.....	14	339,450	16	403,450	17	435,450	9	291,000	7	227,000	10	367,800
Battleships, mixed caliber.....	23	308,146	23	308,146	23	308,146						
Battle cruisers.....							5	176,500	5	176,500	6	261,000
Armored cruisers.....	9	125,580	9	125,580	8	111,900						
Monitors.....	7	24,964	7	24,964	7	24,964						
Cruisers, first class.....	5	46,465	4	36,765	4	36,765						
Subtotal, armored.....	58	844,605	59	898,905	59	917,225	14	467,500	12	403,500	16	628,800
Cruisers, second class.....	4	25,065	4	25,065	4	25,065	1	7,100	4	28,400	10	71,000
Cruisers, third class.....	15	47,820	15	47,820	15	47,820						
Destroyers.....	52	46,886	65	61,528	159	172,986	62	73,128	263	316,086	166	201,600
Coast torpedo vessels.....	16	6,695	15	6,275	15	6,275						
Torpedo boats.....	17	3,146	17	3,146	12	2,041						
Submarines.....	44	13,602	57	19,231	93	40,554	71	42,041	91	61,340	65	52,476
Gunboats.....	37	34,410	37	34,410	37	34,410	1	1,575	2	3,150	2	3,150
Patrol vessels.....					15	7,500			100	50,000	45	22,500
Submarine chasers.....			304	23,408	321	24,717	305	23,485	42	3,234		
Subtotal, unarmored fighting ships.....	185	177,624	514	220,833	671	361,368	440	147,329	502	462,210	288	350,726
Tenders.....	6	24,717	16	93,990	17	99,960						
Mine sweepers.....			4	3,800	40	38,000	3	2,850	50	47,500	9	8,550
Converted yachts.....	14	8,957	12	8,711	10	8,711						
Transports ¹	5	57,295	5	57,295	3	19,615						
Supply ships.....	5	33,500	5	33,900	6	43,500						
Hospital ships.....	1	5,700	7	37,497	6	36,297	1	9,800	1	9,800	1	9,800
Fuel ships.....	22	268,349	21	248,989	21	248,989	1	14,800	1	14,800	15	236,650
Special service.....	8	45,904	13	83,891	6	29,611	1	10,600	1	10,600	3	31,200
Tugs.....	49	20,758	50	22,572	57	24,922	2	2,000	65	33,600	18	18,000
Unserviceable for war purposes.....	20	45,116	15	43,356	14	41,101						
Subtotal, non-fighting ships.....	130	510,696	148	634,001	180	590,706	8	40,050	118	116,300	46	304,200
Total.....	373	1,532,925	721	1,753,789	910	1,869,299	462	654,879	632	982,010	350	1,283,726

¹ Does not include vessels in temporary war service.² Includes purchased vessels added to Navy List.³ Exclusive of 2 battleships, 12 destroyers, 9 fleet submarines, 1 transport, 1 destroyer tender, and 1 submarine tender in three-year program for which no contracts placed to date.⁴ Estimated.⁵ Design modified, with increased displacement.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY

Class and type	Fit for service, including those under repair				Under construction				Total			
	July 1, 1920		July 1, 1921		July 1, 1920		July 1, 1921		July 1, 1920		July 1, 1921	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
Battleships												
Battleships, 1st line.....	16	435,750	16	435,750	11	421,900	11	421,900	27	857,650	27	857,650
Battleships, 2d line.....	21	296,704	16	238,312					21	296,704	16	238,312
Monitors, 2d line.....	6	20,974							6	20,974		
Subtotal.....	43	753,428	32	674,062	11	421,900	11	421,900	54	1,175,328	43	1,095,962
Cruisers												
Battle cruisers, 1st line.....					6	261,000	6	261,000	6	261,000	6	261,000
Cruisers, 2d line.....	16	173,730	11	139,450					16	173,730	11	139,450
Light cruisers, 1st line.....					10	71,000	10	75,000	10	71,000	10	75,000
Light cruisers, 2d line.....	3	11,250	12	43,175					3	11,250	12	43,175
Aircraft carrier, 2d line.....					1	19,360	1	19,360	1	19,360	1	19,360
Mine layers, 2d line.....	4	16,096	4	16,096					4	16,096	4	16,096
Subtotal.....	23	201,076	27	198,721	17	351,360	17	355,360	40	552,436	44	554,081
Destroyers												
Destroyers, 1st line.....	214	252,578	279	331,483	70	85,009	4	4,860	284	337,587	283	336,343
Destroyers, 2d line.....	21	15,582	21	15,582					21	15,582	21	15,582
Light mine layers.....	14	16,674	14	16,674					14	16,674	14	16,674
Subtotal.....	249	284,834	314	363,739	70	85,009	4	4,860	319	369,843	318	368,599
Submarines												
Submarines, 1st line.....	49	22,961	57	35,017	45		37	32,554	94	22,961	94	67,571
Submarines, 2d line.....	48	17,202	46	16,403					48	17,202	46	16,409
Fleetsubmarines, 1st line.....	1		2		5		4		6		6	
Subtotal.....	98	40,163	105	51,426	50		41	32,554	148	40,163	146	83,980
Patrol vessels												
Eagles.....	55	27,500	54	27,000					55	27,500	54	27,000
Submarine chasers.....	112	8,624	71	5,467					112	8,624	71	5,467
Gunboats.....	28	44,183	11	9,233	2	3,150	1	1,575	30	47,333	12	10,808
Yachts.....	10	10,072	8	8,922					10	10,072	8	8,922
Subtotal.....	205	90,379	144	50,622	2	3,150	1	1,575	207	93,529	145	52,197
Total fighting ships.....	618	1,369,880	622	1,338,570	150	861,419	74	816,249	768	2,231,299	696	2,154,819
Auxiliaries												
Special types.....	46	304,445	49	339,273	28	87,400	5	255,440	54	391,485	54	394,713
Fuel ships.....	22	288,303	25	325,286	3	46,400	1	14,800	25	334,706	26	340,086
Tugs.....	40	33,580	40	34,811	4	4,000			44	37,580	40	34,811
Mine sweepers.....	46	43,700	46	43,700					46	43,700	46	43,700
Subtotal.....	154	670,031	160	743,070	15	137,440	6	70,240	169	807,471	166	813,310
Grand total.....	772	2,039,911	782	2,081,640	165	998,859	80	886,489	937	3,038,770	862	2,968,129

¹ Langley, under conversion; displacement subject to correction.

² Includes aircraft tender Wright, under conversion.

NOTES.—In addition to vessels under construction above, 12 destroyers, 6 fleet submarines, and 1 transport are authorized, but not under construction or contract, further action being suspended under the act of July 12, 1921.

Estimated displacement of light cruisers, first line, increased as indicated for 1921.

Olympia and gunboats of over 3,000 tons reclassified as light cruisers, second line, in 1921.

Displacement of submarines above include only those for which such characteristic data is given in 1920 and 1921 editions, respectively. Summaries are further exclusive of old vessels still listed, but rated as "unclassified," to the number of 23, displacing 71,546 tons in 1920, and 29, displacing 86,140 tons in 1921. District vessels, vessels loaned to other departments, and vessels definitely scheduled for sale or other dispositions are omitted from summaries.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1922

Type	Fit for service, including those under repair		Under con- struction		Authorized but not yet placed		Total	
	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment
Battleships								
Battleships, 1st line.....	18	Tons 500,650	9	Tons 357,000		Tons	27	Tons 857,650
Battleships, 2d line.....	14	215,240					14	215,240
Subtotal.....	32	715,890	9	357,000			41	1,072,890
Cruisers								
Battle cruisers, 1st line.....			6	261,000			6	261,000
Cruisers, 2d line.....	11	139,450					11	139,450
Light cruisers, 1st line.....			10	75,000			10	75,000
Light cruisers, 2d line.....	12	43,175					12	43,175
Aircraft carrier, 2d line.....	1	12,700					1	12,700
Mine layers, 2d line.....	4	16,096					4	16,096
Subtotal.....	28	211,421	16	336,000			44	547,421
Destroyers								
Destroyers, 1st line.....	278	330,272	3	3,645	12	(1)	293	333,917
Destroyers, 2d line.....	21	15,582					21	15,582
Light mine layers.....	14	16,674					14	16,674
Subtotal.....	313	362,528	3	3,645	12	(1)	328	366,173
Submarines								
Submarines, 1st line.....	59	37,120	34	29,575			93	66,695
Submarines, 2d line.....	27	10,645					27	10,645
Fleet submarines, 1st line.....	3	(1)	3	(1)	6	(1)	12	(1)
Subtotal.....	89	47,765	37	29,575	6	(1)	132	77,340
Patrol vessels								
Eagles.....	54	27,000					54	27,000
Submarine chasers.....	43	3,311					43	3,311
Gunboats.....	9	6,355	1	1,575			10	7,930
Yachts.....	9	9,697					9	9,697
Subtotal.....	115	46,363	1	1,575			116	47,938
Total fighting ships.....	577	1,383,967	66	727,795	18	(1)	661	2,111,762
Auxiliaries								
Destroyer tenders.....	8	87,320	2	21,200			10	108,520
Submarine tenders.....	7	44,443	1	10,000			8	54,443
Aircraft tenders.....	1	11,000					1	11,000
Repair ships.....	2	25,170	1	10,000			3	35,170
Storeships.....	6	66,385					6	66,385
Coilers.....	10	140,560					10	140,560
Oilers.....	20	283,026					20	283,026
Ammunition ships.....	2	21,200					2	21,200
Cargo ships.....	9	80,670					9	80,670
Transports.....	3	36,800			1	10,000	4	46,800
Hospital ships.....	4	35,917					4	35,917
Fleet tugs.....	40	34,211					40	34,211
Mine sweepers.....	47	44,650					47	44,650
Miscellaneous.....	6	48,386					6	48,386
Subtotal.....	165	959,738	4	41,200	1	10,000	170	1,010,938
Unclassified.....	32	101,634					32	101,634
Grand total.....	774	2,445,339	70	768,995	19	10,000	863	3,224,334

¹ Displacement of the following vessels not included: 12 destroyers; 12 fleet submarines; 1 tug, BAY SPRING; 3 unclassified, STURGEON BAY, BRIARCLIFFE, COMMODORE.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1923

Type	Total		Under construction		Authorized but not yet placed		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
Battleships, 1st line.....	18	500,650	9	357,000	-----	-----	27	857,650
Battleships, 2d line.....	8	128,000	-----	-----	-----	-----	8	128,000
Total battleship type.....	26	628,650	9	357,000	-----	-----	35	985,650
Battle cruisers, 1st line.....	-----	-----	4	174,000	-----	-----	4	174,000
Cruisers, 2d line.....	11	139,450	-----	-----	-----	-----	11	139,450
Light cruisers, 1st line.....	3	22,500	7	52,500	-----	-----	10	75,000
Light cruisers, 2d line.....	12	43,175	-----	-----	-----	-----	12	43,175
Aircraft carriers, 1st line.....	-----	-----	2	(¹)	-----	-----	2	(¹)
Aircraft carriers, 2d line.....	1	12,700	-----	-----	-----	-----	1	12,700
Mine layers, 2d line.....	4	16,096	-----	-----	-----	-----	4	16,096
Total cruiser type.....	31	233,921	13	226,500	-----	-----	44	460,421
Destroyers, 1st line.....	281	333,917	-----	-----	12	(¹)	293	333,917
Destroyers, 2d line.....	21	15,582	-----	-----	-----	-----	21	15,582
Light mine layers.....	14	16,674	-----	-----	-----	-----	14	16,674
Total destroyer type.....	316	366,173	-----	-----	12	(¹)	328	366,173
Submarines, 1st line.....	72	48,427	21	18,268	1	(¹)	94	66,695
Submarines, 2d line.....	27	10,645	-----	-----	-----	-----	27	10,645
Fleet submarines, 1st line.....	3	(¹)	3	(¹)	6	(¹)	12	(¹)
Total submarines.....	102	59,072	24	18,268	7	(¹)	133	77,340
Eagles.....	54	27,000	-----	-----	-----	-----	54	27,000
Submarine chasers.....	39	3,003	-----	-----	-----	-----	39	3,003
Gunboats.....	9	6,355	1	1,575	-----	-----	10	7,930
Yachts.....	8	8,891	-----	-----	-----	-----	8	8,891
Total patrol vessels.....	110	45,249	1	1,575	-----	-----	111	46,824
Total fighting ships.....	585	1,333,065	47	603,343	19	(¹)	651	1,936,408
Destroyer tenders.....	7	80,700	2	21,200	-----	-----	9	101,900
Submarine tenders.....	7	44,443	1	10,000	-----	-----	8	54,443
Aircraft tender.....	1	11,000	-----	-----	-----	-----	1	11,000
Repair ships.....	2	25,170	1	10,000	-----	-----	3	35,170
Storeships.....	5	63,300	-----	-----	-----	-----	5	63,300
Colliers.....	7	112,070	-----	-----	-----	-----	7	112,070
Oilers.....	20	283,026	-----	-----	-----	-----	20	283,026
Ammunition ships.....	2	21,200	-----	-----	-----	-----	2	21,200
Cargo ships.....	9	80,670	-----	-----	-----	-----	9	80,670
Transports.....	3	36,800	-----	-----	1	10,000	4	46,800
Hospital ships.....	4	35,917	-----	-----	-----	-----	4	35,917
Ocean tugs.....	38	33,630	-----	-----	-----	-----	38	33,630
Mine sweepers.....	46	43,700	-----	-----	-----	-----	46	43,700
Miscellaneous.....	6	48,386	-----	-----	-----	-----	6	48,386
Total auxiliaries.....	157	920,012	4	41,200	1	10,000	162	971,212
Unclassified.....	32	100,533	-----	-----	-----	-----	32	100,533
Total all types.....	774	2,353,610	51	644,543	20	10,000	845	3,008,153

¹ Displacement of the following not included: 2 aircraft carriers (LEXINGTON and SARATOGA); 12 destroyers (Nos. 348 to 359); 1 submarine (Neff boat, No. 108); 12 fleet submarines (T-1 to 3 & V-1 to 9); 2 unclassified (COMMODORE and SURGEON BAY).

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1924

Type	Fit for service, including those under repair		Under construction		Authorized but not yet placed		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
Battleships, 1st line.....	18	525, 850					18	525, 850
Cruisers, 2d line.....	11	139, 450					11	139, 450
Light cruisers, 1st line.....	8	60, 000	2	15, 000			10	75, 000
Light cruisers, 2d line.....	11	39, 975					11	39, 975
Aircraft carriers, 1st line.....			2	(¹)			2	(¹)
Aircraft carriers, 2d line.....	1	12, 700					1	12, 700
Mine layers, 2d line.....	4	16, 096					4	16, 096
Subtotal.....	35	268, 221	4	15, 000			39	283, 221
Destroyers, 1st line.....	267	318, 010			12	(¹)	279	318, 010
Destroyers, 2d line.....	9	6, 678					9	6, 678
Light mine layers.....	14	16, 674					14	16, 674
Subtotal.....	290	341, 362			12	(¹)	302	341, 362
Submarines, 1st line.....	44	38, 386	6	5, 436	1	(¹)	51	43, 822
Submarines, 2d line.....	69	33, 086					69	33, 086
Fleet submarines, 1st line.....	3	(¹)	3	(¹)	6	(¹)	12	(¹)
Subtotal.....	116	71, 472	9	5, 436	7	(¹)	132	76, 908
Eagles.....	53	26, 500					53	26, 500
Submarine chasers.....	35	2, 695					35	2, 695
Gunboats.....	9	7, 580					9	7, 580
Converted yachts.....	9	9, 502					9	9, 502
Subtotal.....	106	46, 277					106	46, 277
Total fighting ships.....	565	1, 253, 182	13	20, 436	19	(¹)	597	¹ 1, 273, 618
Destroyer tenders.....	7	80, 700	2	21, 200			9	101, 900
Submarine tenders.....	8	57, 843	1	10, 600			9	68, 443
Aircraft tenders.....	1	11, 500					1	11, 500
Repair ships.....	2	16, 200	1	10, 000			3	26, 200
Store ships.....	5	61, 500					5	61, 500
Colliers.....	5	96, 140					5	96, 140
Oilers.....	20	281, 496					20	281, 496
Ammunition ships.....	2	21, 200					2	21, 200
Cargo ships.....	9	80, 670					9	80, 670
Transports.....	2	23, 400			1	10, 000	3	33, 400
Hospital ships.....	3	25, 817					3	25, 817
Ocean tugs.....	38	33, 630					38	33, 630
Mine sweepers.....	45	42, 750					45	42, 750
Miscellaneous.....	8	64, 316					8	64, 316
Total auxiliaries.....	155	798, 162	4	41, 800	1	10, 000	160	948, 662
Unclassified.....	33	1 97, 999					33	97, 999
Total, all types.....	753	2, 248, 343	17	62, 236	20	10, 000	790	¹ 2, 320, 579

¹ Displacement of the following not included in the above: 2 aircraft carriers (LEXINGTON and SARATOGA); 12 destroyers (Nos. 348 to 359); 12 fleet submarines (T-1 to 3 and V-1 to 9); 4 unclassified (COMMODORE, ILLINOIS, STURGEON BAY, OREGON). Fleet submarine V-4 was authorized by act of Congress dated May 28, 1924, to be constructed as a fleet submarine (mine-laying type), and under date of July 18, 1924, its construction was ordered at the navy yard, Portsmouth, N. H.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1925

Type	Fit for service, including those under repair		Under con- struction		Authorized, but no money appropriated		Total	
	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment
Battle ships, 1st line	18	525, 850					18	525, 850
Cruisers, 2d line	11	139, 450					11	139, 450
Light cruisers, 1st line	10	75, 000			8		18	75, 000
Light cruisers, 2d line	11	39, 975					11	39, 975
Aircraft carriers, 1st line			2				2	
Aircraft carriers, 2d line	1	12, 700					1	12, 700
Mine layers, 2d line	4	16, 096					4	16, 096
Subtotal	37	283, 221	2		8		47	283, 221
Destroyers, 1st line	267	318, 010			12		279	318, 010
Destroyers, 2d line	8	5, 936					8	5, 936
Light mine layers	14	16, 674					14	16, 674
Subtotal	289	340, 620			12		301	340, 620
Submarines, 1st line	49	42, 916	1	906	1		51	43, 822
Submarines, 2d line	65	31, 282					65	31, 282
Fleet submarines, 1st line	4		2		3		9	
Fleet submarines (mine laying)			1				1	
Fleet submarines (cruiser)					2		2	
Subtotal	118	74, 198	4	906	6		128	75, 104
Eagles	53	26, 500					53	26, 500
Submarine chasers	35	2, 695					35	2, 695
Gunboats	9	7, 580			6		15	7, 580
Converted yachts	8	9, 127					8	9, 127
Subtotal	105	45, 902			6		111	45, 902
Total fighting ships	567	1, 269, 791	6	906	32		605	1, 270, 697
Destroyer tenders	9	101, 900					9	101, 900
Submarine tenders	8	57, 843	1	10, 600			9	68, 443
Aircraft tenders	1	11, 500					1	11, 500
Repair ships	3	26, 200					3	26, 200
Store ships	5	61, 500					5	61, 500
Colliers	5	96, 140					5	96, 500
Oilers	20	281, 496					20	281, 496
Ammunition ships	2	21, 200					2	21, 200
Cargo ships	8	70, 670					8	70, 670
Transports	2	23, 400			1	10, 000	3	33, 400
Hospital ships	3	25, 817					3	25, 817
Ocean-going tugs	37	32, 625					37	32, 625
Mine sweepers	44	41, 800					44	41, 800
Miscellaneous auxiliaries	7	54, 495					7	54, 495
Total auxiliaries	154	906, 586	1	10, 600	1	10, 000	156	927, 186
Unclassified	33	97, 999					33	97, 999
Total, all types	754	2, 274, 376	7	11, 506	33	10, 000	794	2, 295, 882

NOTE.—Displacement of the following not included: 2 aircraft carriers (LEXINGTON and SARATOGA); 8 light cruisers (Nos. 24 to 31); 12 destroyers (Nos. 348 to 353); 1 submarine (No. 108, Neff boat); 12 fleet submarines (Nos. T1 to T3 and V1 to V9); 6 gunboats (Nos. 43 to 48); 4 unclassified (COMMODORE, ILLINOIS, OREGON, and STURGEON BAY).

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1926

Type	Fit for service, including those under repair		Under con- struction		Authorized but no money appropriated		Total	
	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment
Battleships, 1st line.....	18	525, 850	-----	-----	-----	-----	18	525, 850
Cruisers, 2d line.....	11	139, 450	-----	-----	-----	-----	11	139, 450
Light cruisers, 1st line.....	10	75, 000	-----	-----	8	-----	18	75, 000
Light cruisers, 2d line.....	11	39, 975	-----	-----	-----	-----	11	39, 975
Aircraft carriers, 1st line.....	-----	-----	2	-----	-----	-----	2	-----
Aircraft carriers, 2d line.....	1	12, 700	-----	-----	-----	-----	1	12, 700
Mine layers, 2d line.....	4	16, 096	-----	-----	-----	-----	4	16, 096
Subtotal.....	37	283, 221	2	-----	8	-----	47	283, 221
Destroyers, 1st line.....	262	312, 479	-----	-----	12	-----	274	312, 479
Destroyers, 2d line.....	8	5, 936	-----	-----	-----	-----	8	5, 936
Light mine layers.....	14	16, 674	-----	-----	-----	-----	14	16, 674
Subtotal.....	284	335, 089	-----	-----	12	-----	296	335, 089
Submarines, 1st line.....	50	43, 822	-----	-----	1	-----	51	43, 822
Submarines, 2d line.....	65	31, 282	-----	-----	-----	-----	65	31, 282
Fleet submarines, 1st line.....	6	-----	-----	-----	3	-----	9	-----
Fleet submarines (mine laying).....	-----	-----	1	-----	-----	-----	1	-----
Fleet submarines (cruiser).....	-----	-----	2	-----	-----	-----	2	-----
Subtotal.....	121	75, 104	3	-----	4	-----	128	75, 104
Eagles.....	53	26, 500	-----	-----	-----	-----	53	26, 500
Submarine chasers.....	33	2, 541	-----	-----	-----	-----	33	2, 541
Gunboats.....	9	7, 580	6	-----	-----	-----	15	7, 580
Converted yachts.....	8	9, 127	-----	-----	-----	-----	8	9, 127
Subtotal.....	103	45, 748	6	-----	-----	-----	109	45, 748
Total fighting ships.....	563	1, 265, 012	11	-----	24	-----	598	1, 265, 012
Destroyer tenders.....	9	101, 900	-----	-----	-----	-----	9	101, 900
Submarine tenders.....	9	68, 443	-----	-----	-----	-----	9	68, 443
Aircraft tenders.....	1	11, 500	-----	-----	-----	-----	1	11, 500
Repair ships.....	3	26, 200	-----	-----	-----	-----	3	26, 200
Store ships.....	5	61, 500	-----	-----	-----	-----	5	61, 500
Colliers.....	5	96, 140	-----	-----	-----	-----	5	96, 140
Oilers.....	20	281, 496	-----	-----	-----	-----	20	281, 496
Ammunition ships.....	2	21, 200	-----	-----	-----	-----	2	21, 200
Cargo ships.....	6	59, 680	-----	-----	-----	-----	6	59, 680
Transports.....	2	23, 400	-----	-----	1	10, 000	3	33, 400
Hospital ships.....	3	25, 817	-----	-----	-----	-----	3	25, 817
Ocean-going tugs.....	37	32, 625	-----	-----	-----	-----	37	32, 625
Mine sweepers.....	43	40, 850	-----	-----	-----	-----	43	40, 850
Miscellaneous auxiliaries.....	5	38, 565	-----	-----	-----	-----	5	38, 565
Total auxiliaries.....	150	889, 316	-----	-----	1	10, 000	151	899, 316
Unclassified.....	32	89, 499	-----	-----	-----	-----	32	89, 499
Total, all types.....	745	2, 243, 827	11	-----	25	10, 000	781	2, 253, 827

NOTE.—Displacements of the following not included: 2 aircraft carriers (LEXINGTON and SARATOGA); 8 light cruisers (PENSACOLA, SALT LAKE CITY, and Nos. 26 to 31); 12 destroyers (Nos. 348 to 359); 1 submarine (No. 108, Neff boat); 12 fleet submarines (T-1 to T-3 and V-1 to V-9); 6 gunboats (Nos. 43 to 48); 4 unclassified (COMMODORE, ILLINOIS, OREGON, and STURGEON BAY).

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1927

Type	Fit for service, including those under repair		Under con- struction		Authorized but no money appropriated		Total	
	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment
Battle ships, 1st line.....	18	525,850					18	525,850
Cruisers, 2d line.....	11	139,450					11	139,450
Light cruisers, 1st line.....	10	75,000	8				18	75,000
Light cruisers, 2d line.....	11	39,975					11	39,975
Aircraft carriers, 1st line.....			2				2	
Aircraft carriers, 2d line.....	1	12,700					1	12,700
Mine layers, 2d line.....	4	16,096					4	16,096
Subtotal.....	37	283,221	10				47	283,221
Destroyers, 1st line.....	262	312,479			12		274	312,479
Destroyers, 2d line.....	8	5,936					8	5,936
Light mine layers.....	14	16,674					14	16,674
Subtotal.....	284	335,089			12		296	335,089
Submarines, 1st line.....	50	43,822			1		51	43,822
Submarines, 2d line.....	65	31,282					65	31,282
Fleet submarines, 1st line.....	6				3		9	
Fleet submarines (mine laying).....			1				1	
Fleet submarines (cruiser).....			2				2	
Subtotal.....	121	75,104	3		4		128	75,104
Eagles.....	53	26,500					53	26,500
Submarine chasers.....	27	2,079					27	2,079
Gunboats.....	9	7,580	6				15	7,580
Converted yachts.....	7	8,890					7	8,890
Subtotal.....	96	45,049	6				102	45,049
Total fighting ships.....	556	1,264,313	19		16		591	1,264,313
Destroyer tenders.....	8	95,375					8	95,375
Submarine tenders.....	9	68,443					9	68,443
Aircraft tenders.....	1	11,500					1	11,500
Repair ships.....	3	26,200					3	26,200
Store ships.....	5	61,500					5	61,500
Colliers.....	5	96,140					5	96,140
Oilers.....	19	275,336					19	275,336
Ammunition ships.....	2	21,200					2	21,200
Cargo ships.....	6	59,680					6	59,680
Transports.....	2	23,400			1	10,000	3	33,400
Hospital ships.....	3	25,817					3	25,817
Ocean-going tugs.....	37	32,625					37	32,625
Mine sweepers.....	43	40,850					43	40,850
Miscellaneous auxiliaries.....	5	38,565					5	38,565
Total auxiliaries.....	148	876,631			1	10,000	149	886,631
Unclassified.....	30	84,404					30	84,404
Total, all types.....	734	2,225,348	19		17	10,000	770	2,235,348

NOTE.—Displacement of the following not included: 2 aircraft carriers (LEXINGTON and SARATOGA); 8 light cruisers (PENSACOLA, SALT LAKE CITY and Nos. 26 to 31); 12 destroyers (Nos. 348 to 359); 1 submarine (No. 108, Neff boat); 12 fleet submarines (T-1 to T-3 and V-1 to V-9); 6 gunboats (GUAM, TUTUILA, PANAY, OAHU, LUZON, and MINDANAO); 4 unclassified (COMMODORE, ILLINOIS, OREGON, and STURGEON BAY).

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1928

Type	Fit for service including those under repair		Under construction		Authorized but no money appropriated		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
Battleships, 1st line.....	18	525,850					18	525,850
Cruisers, 2d line.....	11	139,450					11	139,450
Light cruisers, 1st line.....	10	75,000	8	¹ 80,000			18	155,000
Light cruisers, 2d line.....	11	39,975					11	39,975
Aircraft carriers, 1st line.....	3	78,700					3	78,700
Aircraft carriers, 2d line.....								
Mine layers, 2d line.....	4	16,096					4	16,096
Subtotal.....	39	349,221	8	¹ 80,000			47	429,221
Destroyers, 1st line.....	262	312,479			12		274	312,479
Destroyers, 2d line.....	8	5,936					8	5,936
Light mine layers.....	14	16,674					14	16,674
Subtotal.....	284	335,089			12		296	335,089
Submarines, 1st line.....	105	71,258			1		106	71,258
Submarines, 2d line.....	10	3,852					10	3,852
Fleet submarines, 1st line.....	6	9,675			3		9	9,675
Fleet submarines (mine-laying type).....	1	¹ 2,680					1	¹ 2,680
Fleet submarines (cruiser type).....			2	¹ 5,520			2	¹ 5,520
Subtotal.....	122	87,465	2	¹ 5,520	4		128	92,985
Eagles.....	53	26,500					53	26,500
Submarine chasers.....	27	2,079					27	2,079
Gunboats.....	12	8,780	3	¹ 1,270			15	10,050
Converted yachts.....	6	8,420					6	8,420
Subtotal.....	98	45,779	3	¹ 1,270			101	47,049
Total fighting ships.....	561	1,313,404	13	¹ 86,790	16		590	1,430,194
Destroyer tenders.....	8	95,375					8	95,375
Submarine tenders.....	8	64,083					8	64,083
Aircraft tenders.....	1	11,500					1	11,500
Repair ships.....	3	26,200					3	26,200
Store ships.....	5	61,500					5	61,500
Colliers.....	5	96,140					5	96,140
Oilers.....	19	275,336					19	275,336
Ammunition ships.....	2	21,200					2	21,200
Cargo ships.....	6	59,680					6	59,680
Transports.....	2	23,400			1		3	23,400
Hospital ships.....	3	25,817					3	25,817
Ocean tugs.....	35	31,348					35	31,348
Mine sweepers.....	43	40,850					43	40,850
Miscellaneous auxiliaries.....	5	38,565					5	38,565
Total auxiliaries.....	145	870,994			1		146	870,994
Unclassified.....	29	108,444					29	108,444
Total, all types.....	735	2,322,842	13	¹ 86,790	17		765	2,409,632

¹ Standard displacement.

NOTE.—The displacements given do not include the additional displacement added to certain vessels for providing for defense against air and submarine attack in accordance with the terms of the treaty limiting naval armament, nor the displacement of vessels authorized but for which no appropriation for construction is available.

10895—29—26

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1929

Type	Fit for service, including those under repair		Under con- struction		Authorized but no money appropriated		Total	
	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment	Num- ber	Displace- ment
Battleships, first line.....	18	525,850					18	525,850
Cruisers, second line.....	11	139,450					11	139,450
Light cruisers, first line.....	10	470,500	8	480,000	15	(1)	33	4150,500
Light cruisers, second line.....	11	39,975					11	39,975
Aircraft carriers, first line.....	3	78,700			1		4	78,700
Aircraft carriers, second line.....								
Subtotal.....	35	328,625	8	480,000	16		59	408,625
Destroyers, first line.....	261	311,443			12	(2)	273	311,443
Destroyers, second line.....	9	6,972					9	6,972
Subtotal.....	270	318,415			12		282	318,415
Mine layers, second line.....	4	18,396					4	18,396
Light mine layers.....	14	16,674					14	16,674
Mine sweepers.....	43	40,850					43	40,850
Subtotal.....	61	75,920					61	75,920
Submarines, first line.....	101	69,458			1	(3)	102	69,458
Submarines, second line.....	14	5,652					14	5,652
Fleet submarines, first line.....	6	9,675					6	9,675
Fleet submarines (mine-laying type).....	1	2,680					1	2,680
Fleet submarines (cruiser type).....			2	45,520	3		5	45,520
Subtotal.....	122	87,465	2	45,520	4		128	92,985
Eagles.....	53	26,500					53	26,500
Submarine chasers.....	27	2,079					27	2,079
Gunboats.....	4	5,967					4	5,967
River gunboats.....	8	2,850					8	2,850
Converted yachts.....	4	7,493					4	7,493
Subtotal.....	96	44,889					96	44,889
Total fighting ships.....	602	1,381,164	10	485,520	32		644	1,466,684
Destroyer tenders.....	8	82,700					8	82,700
Submarine tenders.....	8	59,520					8	59,520
Aircraft tenders.....	1	11,500					1	11,500
Repair ships.....	3	26,820					3	26,820
Store ships.....	5	60,560					5	60,560
Colliers.....	5	96,140					5	96,140
Oilers.....	19	275,350					19	275,350
Ammunition ships.....	2	21,200					2	21,200
Cargo ships.....	6	59,680					6	59,680
Transports.....	2	20,700			1	(3)	3	20,700
Hospital ships.....	3	25,170					3	25,170
Ocean-going tugs.....	35	31,444					35	31,444
Miscellaneous (auxiliaries).....	5	38,115					5	38,115
Total auxiliaries.....	102	808,899			1		103	808,899
Unclassified.....	29	108,444					29	108,444
Total, all types.....	733	2,298,507	10	485,520	33		776	2,384,027

¹ Funds for constructing 5 of these vessels not yet appropriated.

² Displacement of five vessels only.

³ Funds for construction not yet appropriated.

⁴ Standard displacement.

NOTE.—The displacements given do not include the additional displacement added to certain vessels for providing for defense against air and submarine attack in accordance with the terms of the treaty limiting naval armament; nor the displacement of vessels authorized but for which no appropriation for construction is available; nor for the 3 cruiser submarines for which designs are not yet approved.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, JULY 1, 1929

Name and number		Builder	Per cent of completion July 1, 1929	
			Total	Ship
<i>Light cruisers (CL)</i>				
CL24	Pensacola..... (24)	New York Navy Yard.....	81.2	78.5
CL25	Salt Lake City..... (25)	American Brown Boveri Electric Corp.	93.3	93.1
CL26	Northampton..... (26)	Bethlehem S. B. Corp. (Quincy).....	67.1	64.5
CL27	Chester..... (27)	American Brown Boveri Electric Corp.	66.0	65.6
CL28	Louisville..... (28)	Puget Sound Navy Yard.....	39.6	37.1
CL29	Chicago..... (29)	Mare Island Navy Yard.....	39.9	34.7
CL30	Houston..... (30)	Newport News S. B. Co.....	61.5	59.0
CL31	Augusta..... (31)	do.....	47.2	42.5
<i>Cruiser submarines (SC)</i>				
SC1	V-5..... (1)	Portsmouth (N. H.) Navy Yard.....	69.0	67.5
SC2	V-6..... (2)	Mare Island Navy Yard.....	60.6	57.1

NOTE.—The following vessels have been authorized but are not under construction or contract: Transport No. 2, *HEYWOOD*; destroyers Nos. 348 to 359, inclusive; fleet submarines Nos. 169 to 171 (V-7 to V-9, inclusive); submarine No. 108 (Neff boat), which was authorized to be equipped with Neff system of propulsion under special conditions which have never been met by the designer. Light cruisers Nos. 32 to 46, inclusive.

SUBJECT INDEX

Titles	Page	
	Ship data	Historical data
Advance base lighters.....	293	-----
Aircraft:		
Heavier-than-air.....	258	-----
Lighter-than-air.....	258	-----
Aircraft carriers:		
First line.....	38	310, 347
Second line.....		-----
Aircraft tenders:		
Lighter-than-air.....	6	-----
Heavier-than-air.....	196	327
Airships:		
Rigid.....	258	-----
Nonrigid.....	258	-----
Allocation of district craft.....	294	-----
Ambulance boats.....	265	-----
Ammunition lighters.....	280	-----
Ammunition ships.....	220	330, 382
Ash lighters.....	282	-----
Auxiliaries, miscellaneous.....	248	335, 383, 421
Balloons, kite.....	258	-----
Barges:		
Coal.....	265	-----
Fueling.....	272	-----
Fuel-oil.....	272	-----
Seaplane.....		-----
Stevedoring.....	273	-----
Torpedo-testing.....	274	-----
Water.....	274	-----
Battle cruisers:		
First line.....	1	307, 343, 417
Second line.....	1	-----
Battle cruisers disposed of in accordance with the treaty limiting naval armaments.....	302	-----
Battleships:	8	303, 339, 417
First line.....	1	-----
Second line.....		-----
Battleships disposed of in accordance with the treaty limiting naval armaments.....	302	-----
Car floats.....	280	-----
Cargo ships.....	222	230, 382
Chasers, submarine.....	170	324
Coal barges.....	265	-----
Colliers.....	206	328, 381, 420
Converted yachts.....	184	326, 379, 420
Craft, air.....	257	-----
Craft, district.....	263	-----
Cruiser submarines.....	162	323
Cruisers:		
First line.....	1	-----
Second line.....	16	307, 344, 417
Cruisers, light:		
First line.....	22	309, 345, 417
Second line.....	30	307, 344, 417

Titles	Page	
	Ship data	Historical data
Derricks:		
Floating.....	275	
Seaplane wrecking.....	278	
Destroyers:		
First line.....	40	312, 348, 417
Second line.....	106	312, 348, 417
Destroyer leaders.....		
Destroyer tenders.....	188	326, 379, 420
District craft.....	263	
Location of.....	294	
Unclassified.....	293	
Stricken and sale list.....	298	
District patrol vessels.....	293	
Dredges.....	278	
Drivers, pile.....	288	
Dry docks.....	422	
Eagles, patrol vessels.....	166	
Ferryboats and launches.....	278	
Fighting planes.....	258	
Fleet submarines:		
First line.....	160	420
Second line.....		
Mine laying type.....	160	420
Cruiser type.....	162	420
Floating derricks.....	275	
Floating pile drivers.....	288	
Floating workshops.....	292	
Floats, car.....	280	
Freight lighters.....	282	
Fueling barges.....	272	
Fuel-oil barges.....	272	
Fuel ships:		
Colliers.....	206	328, 381, 420
Oilers.....	210	329, 381, 420
Garbage lighters.....	287	
Gunboats.....	174	324, 378, 420
Gunboats, river.....	178	324, 379, 420
Harbor tugs.....	289	331, 420
Heating scows.....	289	
Heavier-than-air aircraft.....	258	
Heavier-than-air aircraft tenders.....	196	327, 420
Hospital ships.....	230	331, 382, 420
Kite balloons.....	258	
Launches and ferryboats.....	278	
Launches, working.....	279	
Light cruisers:		
First line.....	22	309, 345, 417
Second line.....	30	307, 344, 417
Light mine layers.....	114	318, 348, 417
Lighter-than-air aircraft.....	258	
Lighter-than-air aircraft tenders.....	6	
Lighters:		
Advance base.....	293	
Ammunition.....	280	
Ash.....	282	
Freight.....	282	
Garbage.....	287	
Location of district craft.....	294	
Marine railways.....	425	

Titles	Page	
	Ship data	Historical data
Mine vessel:		
First line	2	
Second line	110	310, 348, 417
Light	114	318, 348, 417
Mine sweepers	120	333, 421
Mine-laying submarines (fleet)	160	323, 420
Miscellaneous, auxiliaries	248	335, 383, 421
Miscellaneous naval vessels (unclassified)	252	336
Miscellaneous district craft (unclassified)	293	
Motor tugs	291	
Nonrigid airships	258	
Observation planes	260	
Ocean-going tugs	232	332, 420
Oilers	210	329, 381, 420
Oil barges	272	
Patrol planes	260	
Patrol vessels:		
District	293	
Eagles	166	
Gunboats	174	324, 378, 420
Submarine chasers	170	324
Yachts, converted	184	326, 379, 420
Pile drivers, floating	288	
Planes:		
Bombers	260	
Fighting	258	
Observation	260	
Patrol	260	
Scouting	260	
Training	258	
Torpedo	260	
Railways (marine)	425	
Refrigerator ships (under Storeships)	202	328, 381, 420
Repair ships	198	328, 381, 420
Rigid airships	258	
River gunboats	178	324, 379, 420
Sales of vessels (stricken and sale list)	301	
Scouting planes	260	
Scows:		
Heating	289	
Seaplane barges		
Seaplane wrecking derricks	278	
Stevedoring barges	273	
Storeships	202	328, 381, 420
Strength of Navy at various dates, tables	384	
Stricken and sale list, district craft	298	
Stricken and sale list of vessels	301	
Submarine chasers	170	324
Submarines:		
Cruiser	162	323, 420
First line	136	322, 420
Second line	154	320, 419
Fleet, first line	160	323, 420
Fleet, second line	5	
Fleet submarines (mine-laying type)	160	323, 420
Submarine tenders	192	327, 380, 420
Summaries of naval vessels	384	
Sweepers, mine	120	333, 421
Tankers (oilers)	210	329, 381, 420

Titles	Page	
	Ship data	Historical data
Tenders:		
Aircraft	196	327, 380, 420
Destroyer	188	326, 379, 420
Submarine	192	327, 380, 420
Torpedo boats		310, 347, 419
Torpedo planes	260	-----
Torpedo-testing barges	274	-----
Training planes	258	-----
Transports	226	331, 382, 420
Treaty limiting naval armament, vessels disposed of in accordance with	302	-----
Tugs:		
Harbor	289	331, 420
Ocean-going	232	332, 420
Motor	291	-----
Unclassified, district craft	293	-----
Unclassified naval vessels	252	336
Vessels stricken and sold	301	-----
Vessels disposed of in accordance with the treaty limiting naval armaments	302	-----
Vessels under construction	397	-----
Water barges	274	-----
Working launches	279	-----
Workshops, floating	292	-----
Wrecking derricks for seaplanes	278	-----
Yachts, converted, patrol vessels	184	326, 379, 420

SHIP INDEX

Name	Type	Page	
		Ship data	Historical data
AA-1 to AA-3 (ex)	Fleet submarines, first line.....	160	320, 321, 420
Aaron Ward..... DD132	Destroyer, first line.....	100	314, 357, 418
A-6, A-7.....	Old submarines.....		319
A-3 and A-5.....	do.....		318
Abarenda..... ex-AG14	Auxiliary, miscellaneous.....	301	327, 336, 383
Abbot..... DD184	Destroyer, first line.....	40	315, 363, 418
Abel P. Upshur..... DD193	do.....	100	315, 364, 418
Accomac (ex)..... YT18	Harbor tug.....	290	
Active (ex)..... YT112	do.....	292	
Advance (3057)..... YT28	do.....	290	
Advance base lighters.....	District craft, unclassified.....	293	
Ahdeck (2589).....	District craft, unclassified.....	293	
Aircraft.....		257	
Ajax..... ex-AG15	Auxiliary, miscellaneous.....	301	329, 336, 383, 421
Alabama..... ex-BB8	Battleship, second line.....		364, 339, 417
Alabama (ex).....	Old frigate.....		337
Alameda..... ex-AO10	Oiler.....		329, 382, 420
Alava, General..... AG5	Auxiliary, miscellaneous.....	248	335, 421
Albany..... CL23	Light cruiser, second line.....	30	309, 325, 379
Alden..... DD211	Destroyer, first line.....	40	316, 365, 418
Alert..... ex-AS4	Submarine tender.....		327, 380, 420
Alex. Brown (ex) (2725)..... YT31	Harbor tug.....		300
Algorma..... AT34	Ocean tug.....	232	332, 421
Allegheny..... AT19	do.....	232	332, 420
Allen..... DD66	Destroyer, first line.....	40	313, 352, 417
Alpha..... ex-YR2	Floating workshop.....		300
Altair..... AD11	Destroyer tender.....	188	327, 380, 420
Alton..... ex-CA14	Old cruiser, unclassified.....	252	307, 309, 336
Ambulance boats.....	District craft.....	265	
America.....	Old yacht (relic).....	252	337
Ammen..... ex-DD35	Destroyer, second line.....		312, 349, 417
Ammonoosuc (ex)..... AT21	Ocean tug.....	232	332, 420
Ammunition lighters.....	District craft.....	280	
Amphitrite.....	Old monitor.....		306, 343, 417
Annapolis..... ex-PG10	Old gunboat, unclassified.....	252	324, 336, 378, 420
Anniston..... (9)	Old cruiser.....		307, 344
Antares..... AG10	Auxiliary, miscellaneous.....	248	336, 383, 421
Anthony..... DM12	Light mine layer.....	114	315, 318, 362, 418
Apache (ex)..... YF176	Freight lighter.....	299	
Aramis..... PY7	District craft, unclassified.....	293	326, 379
Arapaho..... AT14	Ocean tug.....	232	332, 420
Arethusa..... ex-AO7	Oiler.....	301	329, 382, 420
Arctic..... A F7	Storeship.....	202	328, 381, 420
Arcturus (ex)..... AG12	Auxiliary, miscellaneous.....	248	336
Argo.....	District craft, unclassified.....	293	
Argonne..... AS10	Submarine tender.....	192	327, 331, 380, 382, 420
Arizona..... BB39	Battleship, first line.....	8	305, 341, 417
Arkansas..... BB33	do.....	8	305, 340, 417
Arkansas (ex)..... ex-BM7	Old monitor.....		344, 417
Arroostook..... CM3	Mine layer, second line.....	110	310, 347, 417
Ash lighters.....	District craft.....	282	
Asheville..... PG21	Gunboat.....	174	325, 378, 420
Aspinet (ex)..... YF176	Freight lighter.....	299	
Astoria..... ex-AK8	Cargo ship.....		330, 382, 420
Atlanta.....	Old cruiser.....		307
Atlas (ex)..... YT27	Harbor tug.....	290	
Augusta..... CL31	Light cruiser, first line.....	22	310, 346, 397, 417
Auk..... ex-A M38	Mine sweeper.....		334, 421
Auliek..... DD258	Destroyer, first line.....	40	316, 369, 418
Ausburn, Charles..... DD294	do.....	40	317, 372, 418
Auten Co. No. 5 (ex)..... YD48	Floating derrick.....	276	
Auten Co. No. 6 (ex)..... YD49	do.....	277	
Avocet..... AM19	Mine sweeper.....	120	334, 421
Aylwin..... DD47	Destroyer, first line.....	40	313, 349, 417
B-1 and B-3..... ex-SS10	Submarine, second line.....		319, 377, 419
Babbitt..... DD128	Old submarines.....		319, 377, 419
Badger..... DD126	Destroyer, first line.....	40	314, 357, 418
Badger, George E..... DD196	do.....	40	214, 356, 418
Bagaduce..... AT21	do.....	40	316, 364, 418
	Ocean tug.....	232	332, 420

Name	Type	Page	
		Ship data	Historical data
Bagley (ex).....(24)	Torpedo boat.....	-----	348, 363, 419
Bagley.....DD185	Destroyer, first line.....	40	315, 363, 418
Bailey (ex).....(21)	Torpedo boat.....	-----	348, 370, 419
Bailey.....DD269	Destroyer, first line.....	40	317, 370, 418
Bainbridge.....DD246	do.....	40	316, 368, 418
Bainbridge.....(1)	Old destroyer.....	-----	312, 348, 368, 417
Balch.....DD50	Destroyer, first line.....	40	313, 349, 417
Ballard.....DD267	do.....	40	317, 370, 418
Baltimore.....CM1	Mine layer, second line.....	110	307, 310, 344, 347, 417
Banaag.....YT104	Harbor tug.....	292	-----
Bancroft.....	Old practice vessel.....	-----	323
Bancroft.....DD256	Destroyer, first line.....	40	316, 369, 418
Barcelo.....ex-YT105	Harbor tug.....	-----	300
Barker.....DD213	Destroyer, first line.....	40	316, 365, 418
Barnes, Robert L.....AO14	Oiler.....	210	329, 382, 420
Barnett (1149).....YT29	Harbor tug.....	-----	329
Barney (ex).....(25)	Torpedo boat.....	-----	311, 348, 359, 419
Barney.....DD149	Destroyer, first line.....	40	315, 359, 418
Barry.....DD248	do.....	40	316, 368, 418
Barry.....(2)	Old destroyer.....	-----	312, 348, 368, 417
Bath.....ex-AK4	Cargo ship.....	301	330, 382, 420
Bay Spring.....AT60	Ocean tug.....	232	333
Beale.....ex-DD40	Destroyer, second line.....	-----	313, 349, 417
Beaufort.....ex-AK6	Cargo ship.....	301	330, 382, 420
Beaver.....AS5	Submarine tender.....	192	327, 380, 420
Belknap.....DD251	Destroyer, first line.....	40	316, 368, 418
Bell.....DD95	do.....	40	314, 354, 417
Benham.....DD49	do.....	40	313, 349, 417
Bennington.....(4)	Old gunboat.....	-----	324, 378, 420
Berceau.....YFB3	Ferryboat (ex-torpedo boat No. 15).....	-----	311, 348, 419
Bernadou.....DD153	Destroyer, first line.....	40	315, 359, 418
Biddle (ex).....(26)	Torpedo boat.....	-----	311, 348, 419
Biddle.....DD151	Destroyer, first line.....	40	315, 359, 418
Billingsley.....DD293	do.....	40	317, 372, 418
Birmingham.....CL2	Light cruiser, second line.....	30	309, 345, 417
Bittern.....AM36	Mine sweeper.....	120	234, 421
Black Hawk.....AD9	Destroyer tender.....	188	327, 380, 420
Blakeley (ex).....(27)	Torpedo boat.....	-----	311, 348, 359, 419
Blakeley.....DD150	Destroyer, first line.....	40	315, 359, 418
Bobolink.....AM20	Mine sweeper.....	120	334, 421
Boggs.....DD136	Destroyer, first line.....	46	314, 358, 418
Booth, A. W. (ex).....YT15	Harbor tug.....	290	-----
Boothbay (ex) (1708).....	Steamer.....	293	-----
Boreas.....AF8	Storeship.....	202	328, 381, 420
Borie.....DD215	Destroyer, first line.....	46	316, 365, 418
Boston.....	Receiving ship (ex-cruiser) unclassified.....	252	307, 336
Boxer.....	Old training brig.....	-----	323
Branch.....DD197	Destroyer, first line.....	46	316, 364, 419
Brant.....AM24	Mine sweeper.....	120	334, 421
Brazos.....AO4	Oiler.....	210	329, 381, 420
Breck.....DD283	Destroyer, first line.....	46	317, 371, 418
Breckenridge.....DD148	do.....	46	315, 359, 418
Breese.....DD122	do.....	46	314, 356, 417
Briarcliff.....	Unclassified.....	252	336
Bridge.....AF1	Storeship.....	202	328, 381, 420
Bridgeport.....AD10	Destroyer tender.....	188	327, 328, 380, 381, 420
Brooklyn.....ex-CA3	Old cruiser.....	-----	308, 344, 417
Brooks.....DD232	Destroyer, first line.....	46	316, 367, 418
Broome.....DD210	do.....	46	316, 365, 418
Brown, Alex (ex) (2725).....YT31	Harbor tug.....	-----	300
Bruce.....DD329	Destroyer, first line.....	46	318, 375, 418
Brutus.....ex-AC15	Collier.....	-----	329
Buchanan.....DD131	Destroyer, first line.....	46	314, 357, 418
Buffalo.....ex-A18	Destroyer tender.....	301	327, 380, 420
Bulmer.....DD222	do.....	46	316, 366, 418
Burns, John Francis.....DD299	do.....	46	316, 373, 418
Burns.....DM11	Light mine layer.....	114	315, 324, 362, 418
Burrows.....ex-DD29	Destroyer, second line.....	-----	312, 349, 417
Bush.....DD166	Destroyer, first line.....	46	315, 361, 418
Bushnell.....AS2	Submarine tender.....	192	327, 380, 420
C-1 to C-5.....	Old submarines.....	-----	319, 377, 419
Cesar.....ex-AC16	Collier.....	-----	329
Caldwell.....DD69	Destroyer, first line.....	46	313, 352, 417
California.....BB44	Battleship, first line.....	8	305, 341, 417
California (ex).....(6)	Old armored cruiser.....	-----	308, 344, 417
Callao.....ex-YFB11	Ferryboat.....	-----	325, 379
Camden.....AS6	Submarine tender.....	192	327, 380, 420
Camia.....YFB683	Working launch.....	279	-----

Name	Type	Page	
		Ship data	Historical data
Canopus.....	AS9 Submarine tender.....	192	327, 380, 420
Capella.....	AK13 Cargo ship.....	222	331, 382, 420
Captain Dud (ex) (3507).....	YD43 Floating derrick.....	276	-----
Car floats.....	District craft.....	280	-----
Cardinal.....	ex-AM6 Mine sweeper.....	-----	333, 421
Carl R. Gray (ex) (2671).....	YT35 Harbor tug.....	291	-----
Carrabasset.....	ex-AT35 Ocean tug.....	-----	332, 421
Case.....	DD285 Destroyer, first line.....	46	317, 371, 418
Cassin.....	ex-DD43 do.....	-----	313, 349, 417
Castine.....	(6) Old gunboat.....	-----	324, 378, 420
Catawba (2200).....	YT32 Harbor tug.....	290	-----
Catherine Johnson (ex).....	YF161 Freight lighter.....	285	-----
Celtic.....	ex-AF2 Storeship.....	-----	328, 381, 420
Center, Robert.....	District craft, unclassified.....	293	-----
Challenge.....	AT59 Ocean tug.....	232	-----
Champlin.....	DD104 Destroyer, first line.....	46	314, 354, 417
Chandler.....	DD206 do.....	46	316, 364, 418
Charles Ausburn.....	DD294 do.....	40	317, 372, 418
Charleston.....	CA19 Cruiser, second line.....	16	309, 317, 344, 417
Charleston.....	(2) Old cruiser.....	-----	307, 344, 417
Charlotte.....	CA12 Cruiser, second line.....	16	308, 344, 417
Chase.....	DD323 Destroyer, first line.....	46	318, 375, 418
Chattanooga.....	CL18 Light cruiser, second line.....	30	308, 309, 325, 344, 378, 417
Chaumont.....	AP5 Transport.....	266	331, 382, 420
Chauncey.....	(3) Old destroyer.....	-----	312, 348, 373, 417
Chauncey.....	ex-DD296 Destroyer, first line.....	-----	317, 373, 418
Chemung.....	AT18 Ocean tug.....	232	332, 420
Chesapeake (ex).....	Old training ship.....	-----	323
Chester.....	CL27 Light cruiser, first line.....	22	310, 346, 397, 417
Chew.....	DD106 Destroyer, first line.....	46	314, 355, 417
Chewink.....	AM39 Mine sweeper.....	120	335, 421
Cheyenne.....	ex-BM10 Old monitor, unclassified.....	252	306, 336, 344, 417
Chicago.....	CL29 Light cruiser, first line.....	22	308, 310, 346, 397, 417
Childs.....	DD241 Destroyer, first line.....	46	316, 368, 418
Chimo (ex).....	AT22 Ocean tug.....	240	332, 420
Choctaw (ex).....	YT114 Harbor tug.....	292	-----
Choptank.....	YT36 do.....	291	-----
Christine.....	YT106 do.....	292	-----
Cincinnati.....	(7) Old cruiser.....	-----	307, 344, 417
Cincinnati.....	CL6 Light cruiser, first line.....	22	309, 345, 417
Clarinda.....	YP185 Motor boat (district craft).....	293	-----
Claxton.....	DD140 Destroyer, first line.....	42	315, 358, 418
Clemson.....	DD186 do.....	46	315, 363, 418
Cleveland.....	CL21 Light cruiser, second line.....	30	308, 309, 325, 344, 379, 417
Coal barges.....	District craft.....	265	-----
Coast B. S. No. 1 (ex-Indiana).....	ex-BB1 Old battleship.....	-----	303, 336
Coast B. S. No. 2 (ex-Massachusetts).....	ex-BB2 do.....	-----	303
Coast B. S. No. 4 (ex-Iowa).....	ex-BB4 do.....	-----	303, 336
Coast T. B. No. 6 (ex-Morris).....	(14) Old torpedo boat.....	-----	337, 419
Coghlan.....	DD326 Destroyer, first line.....	46	318, 375, 418
Cole.....	DD155 do.....	46	315, 360, 418
Colhoun.....	DD85 do.....	52	314, 353, 417
Colorado.....	BB45 Battleship, first line.....	8	305, 341, 417
Colorado (ex).....	CA7 Cruiser, second line.....	16	308, 344, 417
Columbia (ex).....	ex-AG9 Auxiliary miscellaneous.....	-----	336
Columbia, old.....	ex-CA16 Old cruiser.....	-----	308, 344, 417
Comanche (ex).....	AT20 Ocean tug.....	-----	332
Comfort.....	ex-AH3 Hospital ship.....	-----	331, 383, 420
Commodore.....	Unclassified.....	252	337
Concord.....	(3) Old gunboat.....	-----	324, 378, 420
Concord (773).....	YT33 Harbor tug.....	291	-----
Concord.....	CL10 Light cruiser, first line.....	22	309, 346, 417
Condor.....	(11) Mine sweeper.....	-----	334
Conestoga.....	ex-AT54 Tug.....	-----	333
Connecticut.....	ex-BB18 Battleship, second line.....	-----	304, 339, 417
Conner.....	DD172 Destroyer, first line.....	52	313, 352, 417
Constellation.....	ex-CC2 Battle cruiser, first line.....	-----	307, 343, 417
Constellation.....	ex-CC5 Old frigate.....	252	338
Constitution.....	ex-CC5 Battle cruiser, first line.....	-----	307, 343, 417
Constitution.....	Old frigate.....	252	332, 421
Contocook.....	AT36 Ocean tug.....	232	317, 372, 418
Converse.....	DD291 Destroyer, first line.....	52	313, 351, 417
Conyngnam.....	ex-D158 do.....	-----	313, 351, 417
Cormorant.....	AM40 Mine sweeper.....	120	318, 376, 418
Corry.....	DD334 Destroyer, first line.....	52	315, 361, 418
Cowell.....	DD167 do.....	52	-----
Coyle, C. G. (ex).....	YT26 Harbor tug.....	290	-----

Name	Type	Page	
		Ship data	Historical data
Crane.....DD109	Destroyer, first line.....	52	314, 355, 417
Crane Ship No. 1 (Kearsarge).....(10)	Crane ship.....	252	337
Craven.....DD70	Torpedo boat.....		310, 348, 352, 419
Crosby.....DD164	Destroyer, first line.....	52	313, 352, 417
Crowninshield.....DD134	do.....	52	315, 361, 418
Colgoa.....ex-AF3	do.....	52	314, 358, 418
Cumberland.....	Storeship.....		328, 381, 420
Cummings.....ex-DD44	Old training vessel.....	252	323, 337
Curlew.....ex-AM8	Destroyer, first line.....		313, 349, 417
Cushing.....DD55	Mine sweeper.....		333, 421
Cushing.....(1)	Destroyer, first line.....	52	313, 351, 417
Cuyama.....AO3	Torpedo boat.....		310, 347, 351, 419
Cyclops.....(4)	Oiler.....	210	329, 381, 420
D-1.....ex-SS17	Collier.....		328, 381, 420
D-2.....ex-SS18	Submarine, second line.....		319, 378, 419
D-3.....ex-SS19	do.....		319, 378, 419
Dahlgren (ex).....(9)	Torpedo boat.....		347, 363, 419
Dahlgren.....DD187	Destroyer, first line.....	52	315, 363, 418
Dale.....DD290	do.....	52	317, 372, 418
Dale.....(4)	Old destroyer.....		312, 348, 377, 417
Dallas.....DD199	Destroyer, first line.....	52	316, 364, 418
Dapdap.....YFB684	Working launch.....	279	
Dart.....YFB308	Ferry launch.....	279	
Davis.....(12)	Torpedo boat.....		311, 313,
Decatur.....(5)	Old destroyer.....		348, 351, 419
Decatur.....DD341	Destroyer, first line.....	52	312, 348, 376, 417
Delaware.....ex-BB28	Battleship, first line.....		318, 376, 418
Delaware (SP467).....YT111	Harbor tug.....	292	305, 340, 417
De Long (ex).....(28)	Torpedo boat.....		333
De Long.....ex-DD129	Destroyer, first line.....		311, 348, 357
Delphy.....ex-DD261	do.....		314, 357, 418
Denebola.....AD12	Destroyer tender.....	188	316, 370, 418
Dent.....DD116	Destroyer, first line.....	52	327, 380, 420
Denver.....CL16	Light cruiser, second line.....	30	314, 355, 416
			308, 309, 325,
			344, 378, 417
Derricks, floating.....	District craft.....	275	326, 379, 420
Des Moines.....CL17	Light cruiser, second line.....	30	316
Despatch.....ex-PY8	Yacht.....		318
Destroyers 200 to 205.....			307, 344, 417
Destroyers 348 to 359.....			309, 345, 417
Detroit.....(10)	Old cruiser.....		315, 360, 418
Detroit.....CL8	Light cruiser, first line.....	22	
Dickerson.....DD157	Destroyer, first line.....	52	
Diligent.....YT113	Harbor tug.....	292	
Dixie.....ex-AD1	Destroyer tender.....		326, 379, 420
Dobbin.....AD3	do.....	188	326, 379, 420
Dolphin.....ex-PG24	Gunboat.....		323, 325, 378, 420
Donaldson No. 5 (ex).....YC548	Coal barge.....	298	
Dorsey.....DD117	Destroyer, first line.....	52	314, 355, 417
Downes.....ex-DD45	do.....		313, 349, 417
Doyen.....DD280	do.....	52	317, 371, 418
Drayton.....DD23	Destroyer, second line.....	106	312, 348, 417
Dreadnaught (1951).....YT34	Harbor tug.....	291	
Dredges.....	District craft.....	278	
Dry docks.....	Naval.....	422	
Dubuque.....ex-AG6	Old gunboat.....	252	324, 335, 337,
			378, 383, 420
Dud, Captain (ex) (3507).....YD43	Floating derrick.....	276	
Duncan.....DD46	Destroyer, first line.....	52	313, 349, 417
Du Pont (ex).....(7)	Torpedo boat.....		347, 359, 419
Du Pont.....DD152	Destroyer, first line.....	52	315, 359, 418
Dyer.....DD84	Destroyer, first line.....	52	314, 353, 418
E-1 and E-2.....	Submarines, second line.....		319, 378, 419
Eagle 17.....ex-PE17	Patrol.....	166	324
Eagle 31.....ex-PE31	do.....	166	324
Eagles.....	Patrol vessels.....	166	324
Eastland (ex).....	Old gunboat.....	252	338
Editha.....YP214	Motor boat (district craft).....	293	
Edsall.....DD219	Destroyer, first line.....	58	316, 365, 418
Edward Luckenbach (ex).....YT24	District tug.....	290	
Edwards.....DD265	Destroyer, first line.....	58	317, 370, 418
Edwards, John D.....DD216	do.....	58	316, 365, 418
Eider.....AM17	Mine sweeper.....	120	334, 421
Elcano.....ex-PG38	Gunboat.....		325, 379, 420
Elliott.....DD146	Destroyer, first line.....	58	315, 359, 418
Ellis.....DD154	do.....	58	315, 360, 418
El Toro (ex).....YT18	Harbor tug.....	290	
Engineer (ex).....YFB12	Ferryboat.....	279	

Name		Type	Page	
			Ship data	Historical data
Enterprise (ex)	YT16	Harbor tug	290	
Ericsson	ex-DD56	Destroyer, first line		313, 351, 417
Ericsson	(2)	Torpedo boat		310, 351, 417
Erie (ex)	AR4	Repair ship		328
Essex		Old gunboat	252	337
Estelle (747)		District craft, unclassified	293	
Evans	DD78	Destroyer, first line	58	314, 352, 417
F-1 to F-4	ex-SS21	Submarine, second line		319, 378, 419
Fairfax	DD93	Destroyer, first line	58	314, 353, 417
Faithful	YFB5	Ferry launch	279	
Falcon	AM28	Mine sweeper	120	334, 421
Fanning	DD37	Destroyer, second line		313, 349, 417
Farenholt	DD332	Destroyer, first line	58	318, 376, 418
Farquhar	DD304	do	58	317, 373, 418
Farragut (ex)	(11)	Torpedo boat		348, 373, 419
Farragut	DD300	Destroyer, first line	58	317, 373, 418
Favorite (1385)		District craft, unclassified	293	
Fearless (ex)	YF158	Freight lighter	285	
Fern (ex)		Old gunboat		337
Ferryboats		District craft	278	
Finch	AM9	Mine sweeper	120	334, 421
Flamingo	ex-AM32	do		334, 421
Florida	BB30	Battleship, first line	8	305, 340, 417
Florida (ex)	ex-BM19	Old monitor		344, 417
Flusser	(20)	Old destroyer		312, 348, 372, 417
Flusser	DD289	Destroyer, first line	58	317, 372, 418
Foote	DD169	do	58	315, 317, 362, 418
Foote (ex)	(3)	Torpedo boat		347, 362, 419
Ford, John D.	DD228	Destroyer, first line	58	316, 366, 418
Fowler, T. P. (ex)	YT17	Harbor tug	290	
Fox	(13)	Torpedo boat		311, 348, 419
Fox	DD234	Destroyer, first line	58	316, 367, 418
Francis B. Hackett (ex)	YT36	Harbor tug	291	
Fred D. U. Robbins (ex) (3647)	YF118	Freight lighter	299	
Frederick	CAS8	Cruiser, second line	16	308, 344, 417
Freight lighters		District craft	282	
Fuel-oil barges		do	272	
Fueling barges		do	272	
Fuller	ex-DD297	Destroyer, first line		317, 373, 418
Fulton	AS1	Submarine tender	192	327, 380, 420
G-1 to G-3		Old submarines		319, 320, 378, 419
Galveston	CL19	Light cruiser, second line	30	308, 309, 325, 344, 379
Gamble	DD123	Destroyer, first line	58	314, 356, 417
Gannet	AM41	Mine sweeper	120	335, 421
Garbage lighters		District craft	287	
General Alava	AG5	Auxiliary, miscellaneous	248	335, 383
Genesee	AT55	Ocean tug	232	333
George E. Badger	DD196	Destroyer, first line		316, 364, 418
Georgia	ex-BB15	Battleship, second line		304, 339, 417
Gillis	DD260	Destroyer, first line	58	316, 369, 418
Gilmer	DD233	do	58	316, 367, 418
Glacier	ex-AF4	Storeship		328, 381, 420
Goff	DD247	Destroyer, first line	58	316, 368, 418
Goldsborough (ex)	(20)	Torpedo boat		311, 348, 419
Goldsborough	DD188	Destroyer, first line	58	315, 363, 418
Gold Star	AG12	Auxiliary, miscellaneous	248	330, 336, 383, 421
Gopher		Old gunboat		337
Gordon (ex) (2172)	YR12	Floating workshop	292	
Goshawk	(42)	Mine sweeper		335
Graham	ex-DD192	Destroyer, first line		315, 363, 418
Grampus (1708)		District craft, unclassified	293	
Granite State		Old frigate		337
Gray, Carl R. (ex) (2671)	YT35	Harbor tug	291	
Great Northern (ex)		Auxiliary miscellaneous		383, 421
Grebe	AM43	Mine sweeper	120	335, 421
Greene	DD266	Destroyer, first line	58	317, 370, 418
Greene, Howard (ex) (2200)	YT32	Harbor tug	290	
Greer	DD145	Destroyer, first line	58	315, 359, 418
Gregory	DD82	do	58	314, 353, 417
Gridley	DD92	do	58	314, 353, 417
Guam	PR3	River gunboat	178	325, 379, 420
Gulfport	ex-AK5	Cargo ship		330, 382, 420
Gwin (ex)	YFB4	Ferry boat (ex-torpedo boat No. 16)		311, 348, 352, 419
Gwin	DD71	Destroyer, first line	64	313, 352, 418
H-1		Old submarine		320, 378, 419
H-2, H-3		Submarines, second line	154	320, 378, 419
H-4 to H-9		Submarines, first line	142	322, 378, 419
Hackett, Francis B. (1161)	ex-YT36	Harbor tug	291	
Hale	DD133	Destroyer, first line	64	314, 357, 418
Hamilton	DD141	do	64	315, 358, 418

Name	Type	Page	
		Ship data	Historical data
Hamilton, Paul.....	DD307	Destroyer, first line.....	64 317, 374, 418
Hancock.....	ex-AF3	Unclassified.....	301, 331, 337, 382
Hannibal.....	AG1	Auxiliary, miscellaneous.....	248 335, 383, 421
Haraden.....	DD183	Destroyer, first line.....	64 315, 363, 418
Harbor tugs.....		District craft.....	289
Harding.....	DD91	Destroyer, first line.....	64 314, 353, 417
Harry (ex) (3536).....	YR10	Floating workshop.....	300
Hart.....	DM8	Light mine layer.....	114 314, 318, 355, 419
Hartford.....		Old corvette, unclassified.....	252 337
Hatfield.....	DD231	Destroyer, first line.....	64 316, 367, 418
Hawk.....	ex-PY2	Old converted yacht, unclassified.....	252 326, 337, 379, 420
Hazelwood.....	DD107	Destroyer, first line.....	64 314, 355, 417
Heating scows.....		District craft.....	289
Hector.....	(7)	Collier.....	328, 381, 420
Helena.....	PG9	Gunboat.....	174 324, 378, 420
Henderson.....	AP1	Transport.....	226 331, 382, 420
Henley.....	ex-DD39	Destroyer, second line.....	313, 349, 417
Henshaw.....	DD278	Destroyer, first line.....	64 317, 371, 418
Herbert.....	DD160	do.....	64 315, 360, 418
Hercules (ex).....	YT11	Floating derrick.....	275
Hercules.....	YT13	Harbor tug.....	289
Herndon.....	DD198	Destroyer, first line.....	64 316, 364, 418
Heron.....	AM10	Mine sweeper.....	120 334
Heywood.....	AT2	Transport.....	226 382, 420
Hogan.....	DD178	Destroyer, first line.....	64 315, 362, 418
Holland.....	(1)	Old submarine.....	313, 377, 419
Holland.....	AS3	Submarine tender.....	192 327, 380, 420
Hopewell.....	DD181	Destroyer, first line.....	64 315, 363, 418
Hopkins.....	DD249	do.....	64 316, 368, 418
Hopkins.....	(6)	Old destroyer.....	312, 348, 388, 417
Houston.....	ex-AK1	Cargo ship.....	330, 382, 420
Houston.....	CL30	Light cruiser, first line.....	22 310, 346, 397, 417
Hovey.....	DD208	Destroyer, first line.....	64 316, 364, 418
Howard.....	DD179	do.....	64 315, 362, 418
Howard Greene (ex) (2200).....	YT32	Harbor tug.....	290
Hudson (ex) (2121).....	YD44	Floating derrick.....	299
Hulbert.....	DD342	Destroyer, first line.....	64 318, 377, 418
Hull.....	DD330	do.....	64 318, 376, 418
Hull.....	(7)	Old destroyer.....	312, 348, 376, 417
Humphreys.....	DD236	Destroyer, first line.....	64 316, 367, 418
Hunt.....	DD194	do.....	64 315, 364, 418
Huntington.....	CA5	Cruiser, second line.....	16 308, 344, 417
Huron.....	CA9	do.....	16 308, 344, 417
Huron (ex).....	AT19	Ocean tug.....	332, 420
Idaho.....	BB42	Battleship, first line.....	8 305, 341, 417
Idaho.....	(24)	Battleship.....	305, 340, 417
Illinois.....	ex-BB7	Old battleship, unclassified.....	252 304, 337, 339, 417
Inca.....	YFB280	Ferryboat.....	279
Indian Head (ex).....	ex-YF156	Freight lighter.....	299
Indiana.....	ex-BB50	Battleship, first line.....	306, 342, 417
Indiana (ex).....	ex-BB1	Old battleship.....	303, 339, 417
Ingraham.....	DM9	Light mine layer.....	114 314, 318, 355, 419
Ingram, Osmond.....	DD255	Destroyer, first line.....	64 316, 369, 418
Intrepid.....		Old training vessel.....	323, 337
Iona.....	YT107	Harbor tug.....	292
Iosco (ex).....	AT27	Ocean tug.....	240 332, 420
Iowa.....	ex-BB4	Old battleship.....	303, 339, 417
Iowa.....	ex-BB53	Battleship, first line.....	306, 342, 417
Iroquois.....	ex-AT46	Ocean tug.....	332
Isabel.....	PY10	Converted yacht.....	184 326, 379, 420
Isherwood.....	DD284	Destroyer, first line.....	64 317, 371, 418
Israel.....	DM3	Light mine layer.....	114 314, 318, 354, 419
Iuka.....	AT37	Ocean tug.....	232 332, 421
Iwana.....	YT2	Harbor tug.....	289 331, 420
Jacob Jones.....	(61)	Old destroyer.....	313, 351, 357, 417
Jacob Jones.....	DD130	Destroyer, first line.....	64 314, 357, 418
James K. Paulding.....	DD283	do.....	82 316, 367, 418
James Logan (ex) (2741).....	YF121	Freight lighter.....	299
James, Reuben.....	DD245	Destroyer, first line.....	64 316, 368, 418
James Wooley.....	YT45	Harbor tug.....	291
Jarvis.....	DD38	Destroyer, second line.....	106 313, 349, 417
Jason.....	AC12	Collier.....	206 329, 381, 420
Jenkins.....	DD42	Destroyer, second line.....	106 313, 349, 417
J. Fred Talbott.....	DD156	Destroyer, first line.....	94 315, 360, 418
John D. Edwards.....	DD216	do.....	58 316, 365, 418
John D. Ferd.....	DD228	do.....	58 316, 366, 418
John Francis Burnes.....	DD299	do.....	46 317, 373, 418
Johnson, Catherine (ex) (390).....	YF161	Freight lighter.....	285
Jones, Jacob.....	(61)	Old destroyer.....	313, 351, 357, 417
Jones, Jacob.....	DD130	Destroyer, first line.....	64 314, 357, 418
Jones, Paul.....	DD230	do.....	64 316, 367, 418

Name		Type	Page	
			Ship data	Historical data
Jones, William	DD308	Destroyer, first line	64	317, 374, 418
Jouett	ex-DD41	Destroyer, second line		313, 349, 417
Jupiter (ex)	CV1	Aircraft carrier	38	310, 381, 417
K-1 to K-8		Submarines, second line	154	320, 419
Kalk	DD170	Destroyer, first line	70	315, 362, 418
Kalmia	AT23	Ocean tug	232	332, 420
Kanawha	A01	Oiler	210	329, 381, 420
Kane	DD235	Destroyer, first line	70	316, 367, 418
Kansas	ex-BB21	Battleship, second line		304, 339, 417
Katahdin (ex)	AT28	Ocean tug	240	
Katahdin		Old ram		323
Kaweah	A015	Oiler	210	329, 382, 420
Kearsarge, crane ship No. 1	ex-BB5	Crane ship	252	303, 337, 339, 417
Kennedy	DD306	Destroyer, first line	70	317, 374, 418
Kennison	DD138	do	70	314, 358, 418
Kentucky	ex-BB6	Battleship, second line		303, 339, 417
Keosanqua	AT38	Ocean tug	232	332, 426
Kewadin	AT24	do	232	332, 420
Kickapoo (ex)	AT29	do	232	
Kidder	DD319	Destroyer, first line	70	317, 375, 418
Kilty	DD137	do	70	314, 358, 418
Kimberly	DD80	do	70	314, 353, 417
Kineo (ex)	AT39	Ocean tug	232	421
King	DD242	Destroyer, first line	70	316, 368, 418
Kingfisher	AM25	Mine sweeper	120	334, 421
Kite (ex)	YFB663	Ferry launch	279	
Kittery	AK2	Cargo ship	222	330, 382, 420
Koka	AT31	Ocean tug	232	332, 420
L-1	ex-SS40	Submarine, second line		320, 419
L-2, 3, 9, 11		do	154	320, 419
L-4	ex-SS43	do		320, 419
L-10	ex-SS50	do		320, 419
Lamberton	DD119	Destroyer, first line	70	314, 355, 417
Lamson	(18)	Old destroyer		312, 348, 375, 417
Lamson	DD328	Destroyer, first line	70	318, 375, 418
Langley	CV1	Aircraft carrier, first line	38	310, 328, 347, 417
Lansdale	DM6	Light mine layer	114	314, 318, 354, 419
Lapwing	AM1	Mine sweeper	120	333, 421
Laramie	A016	Oiler	210	329, 382, 420
Lardner	DD286	Destroyer, first line	70	317, 372, 418
Lark	AM21	Mine sweeper	120	334, 421
Laub	DD263	Destroyer, first line	70	317, 370, 418
Launch No. 1048	YFB1048	do	279	
Launch No. 1059	YFB1059	do	279	
Lauches		District craft	278	
LaVallette	DD315	Destroyer, first line	70	317, 374, 418
Lawrence	(8)	Old destroyer		312, 348, 368, 417
Lawrence	DD250	Destroyer, first line	70	316, 368, 418
Lawrence M. Sullivan (ex) (1933)	YE29	Ammunition lighter	281	
Lea	DD118	Destroyer, first line	70	314, 355, 417
Leary	DD158	do	70	315, 360, 418
Lebanon	ex-AG2	Auxiliary miscellaneous		335, 383, 421
Lee, S. P.	ex-DD310	Destroyer, first line		317, 374, 418
Leonidas	ex-AD7	Destroyer tender		326, 380, 420
Levant	(23)	Torpedo boat		311, 348, 419
Lexington	CV2	Aircraft carrier, first line	38	307, 310, 343, 347, 417
Litchfield	DD336	Destroyer, first line	70	318, 376, 418
Little	DD79	do	70	314, 353, 417
Lively	YT14	Harbor tug	289	
Logan, James (ex) (2741)	YF121	Freight lighter	299	
Long	DD209	Destroyer, first line	70	316, 364, 418
Long Beach	ex-AK9	Cargo ship		330, 382, 420
Louisiana	ex-BB19	Battleship, second line		304, 339, 417
Louisville	CL28	Light cruiser, first line	22	310, 346, 397, 417
Luce	DM4	Light mine layer	114	314, 318, 354, 419
Luckenbach, Edward (ex)	YT24	Harbor tug	290	
Luckenbach No. 4 (ex) (1250)		Tug (district craft)	300	
Luckenbach No. 5 (ex) (982)	YT42	Harbor tug	291	
Ludlow	DM10	Light mine layer	114	314, 318, 355, 419
Luzon	PR7	River gunboat	178	325, 379, 420
Lykens	AT56	Ocean tug	232	333
M-1	ex-SS47	Submarine, second line		320, 419
Macdonough	DD331	Destroyer, first line	70	318, 376, 418
MacDonough	(9)	Old destroyer		312, 348, 417
Machias	(5)	Old gunboat		324, 378, 420
Mackenzie	(17)	Torpedo boat		311, 348, 362, 419
Mackenzie	DD175	Destroyer, first line	70	315, 362, 418
MacLeish	DD220	do	70	316, 365, 418
Maddox	DD168	do	70	315, 361, 418

Name	Type	Page	
		Ship data	Historical data
Magdalena.....YFB687	Working launch.....	279	
Mahan.....DM7	Light mine layer.....	114	314, 318, 354, 419
Mahanna.....ex-AG8	Auxiliary miscellaneous.....		335, 383, 421
Mahopac.....AT29	Ocean tug.....	232	332, 420
Maine.....	Old battleship.....		303, 307, 344, 417
Maine.....ex-BB10	do.....		304, 339, 417
Mallard.....AM44	Mine sweeper.....	120	335, 421
Manley.....DD74	Destroyer, first line.....	70	313, 352, 418
Manley (ex).....(23)	Torpedo boat.....		348, 352, 419
Marblehead.....ex-PG27	Old gunboat.....		307, 325,
			344, 378, 420
Marblehead.....CL12	Light cruiser, first line.....	22	309, 346, 417
Marcus.....DD321	Destroyer, first line.....	76	317, 375, 418
Marietta.....(15)	Gunboat.....		324, 378, 410
Marine Railways.....		425	
Mars.....ex-AC6	Collier.....		328, 381, 420
Maryland.....BB46	Battleship, first line.....	8	305, 341, 417
Maryland (ex).....CA8	Cruiser, second line.....	16	308, 344, 417
Mason.....DD191	Destroyer, first line.....	76	315, 363, 418
Massachusetts.....ex-BB54	Battleship, first line.....		306, 342, 417
Massachusetts (ex).....ex-BB2	Old battleship.....		303, 339, 417
Massasoit.....YT15	Harbor tug.....	290	
Mattole.....AO17	Oiler.....	210	329, 382, 420
Maumee.....AO2	do.....	210	329, 381, 420
Maury.....DM5	Light mine layer.....	114	314, 318, 354, 419
Mayflower.....PY1	Converted yacht.....	184	326, 379, 420
Mayrant.....DD31	Destroyer, second line.....	106	312, 349, 417
McCall.....ex-DD28	do.....		312, 349, 417
McCalla.....DD253	Destroyer, first line.....	76	316, 368, 418
McCawley.....DD276	do.....	76	317, 371, 841
McCook.....DD252	do.....	76	316, 368, 418
McCormick.....DD223	do.....	76	316, 366, 418
McDermut.....DD262	do.....	76	317, 370, 418
McDougal.....ex-DD54	do.....		313, 351, 417
McFarland.....DD237	do.....	76	316, 367, 418
McKean.....DD90	do.....	76	314, 353, 418
McKee.....(18)	Torpedo boat.....		311, 348, 419
McKee.....DD87	Destroyer, first line.....	76	314, 353, 417
McLanahan.....DD264	do.....	76	317, 320, 418
McMath (ex) (3303).....YF112	Freight lighter.....	285	
Meade.....DD274	Destroyer, first line.....	76	317, 370, 418
Medusa.....AR1	Repair ship.....	198	328, 381, 420
Melville.....AD2	Destroyer tender.....	188	326, 379, 420
Melvin.....DD335	Destroyer, first line.....	76	318, 376, 418
Memphis.....(10)	Old armored cruiser.....		308, 344, 417
Memphis.....CL13	Light cruiser, first line.....	22	309, 346, 417
Mendota (773).....YT33	Harbor tug.....	291	
Mercedes.....YT108	do.....	292	
Mercy.....AH4	Hospital ship.....	230	331, 383, 420
Meredith.....DD165	Destroyer, first line.....	76	315, 361, 418
Mervine.....DD322	do.....	76	317, 375, 418
Meyer.....DD279	do.....	76	317, 371, 418
Miantonomoh.....(5)	Old monitor.....		306, 344, 417
Michigan.....ex-BB27	Battleship, second line.....		305, 340, 417
Michigan.....	Old gunboat.....	301	
Milwaukee.....CL5	Light cruiser, first line.....	22	309, 345, 417
Milwaukee.....(21)	Old cruiser.....		309, 344, 417
Mindanao.....PR8	River gunboat.....	178	325, 377, 420
Minneapolis.....ex-CA17	Cruiser, second line.....		308, 309, 344, 417
Minnesota.....ex-BB22	Battleship, second line.....		304, 340, 417
Mississippi.....BB41	Battleship, first line.....	8	305, 341, 417
Mississippi.....(23)	Battleship.....		305, 340, 417
Missoula.....CA13	Cruiser, second line.....	16	308, 344, 417
Missouri.....ex-BB11	Old battleship.....		304, 339, 417
Modoc.....YT16	Harbor tug.....	290	
Mohave.....ex-AT15	Ocean tug.....		332, 420
Mohawk.....YT17	Harbor tug.....	290	
Mohican.....	Old corvette, unclassified.....		337
Mohodoc (ex).....YM8	Dredge.....	299	
Monadnock.....ex-BM3	Old monitor.....		306, 337, 343, 417
Monaghan.....ex-DD32	Destroyer, second line.....		312, 349, 417
Monarch (ex).....YF157	Freight lighter.....	299	
Monocacy.....PG20	River gunboat.....	178	325, 378, 379, 420
Montana.....ex-BB51	Battleship, first line.....		306, 342, 417
Montana (ex).....CA13	Cruiser, second line.....	16	308, 344, 417
Montcalm.....AT39	Ocean tug.....	232	332, 421
Monterey.....ex-BM16	Old monitor.....		306, 344, 417
Montgomery (ex).....(9)	Old cruiser.....		307, 344, 417
Montgomery.....DD121	Destroyer, first line.....	76	314, 356, 417
Moody.....DD277	do.....	76	317, 371, 418
Moosehead (ex).....YFB2047	Ferryboat.....	279	

Name	Type	Page	
		Ship data	Historical data
Morris (ex) (C. T. B. No. 6).....(14)	Old torpedo boat.....		348, 370, 419
Morris.....DD271	Destroyer, first line.....	76	317, 370, 418
Motor tugs.....	District craft.....	291	
Mugford.....DD105	do.....	76	314, 355, 417
Mullany.....DD325	do.....	76	318, 375, 418
Murray.....DM2	Light mine layer.....	114	314, 318, 354, 419
N-1 to N-3.....	Submarines, first line.....	142	321, 419
N-4.....ex-SS56	Submarine, second line.....		321, 419
N-5.....ex-SS57	do.....		321, 419
N-6.....ex-SS58	do.....		321, 419
N-7.....ex-SS59	do.....		321, 419
Nahant (1250).....	District craft, unclassified.....	360	
Nanshan.....ex-AG3	Auxiliary, miscellaneous.....		335, 383, 421
Nantucket.....ex-PG23	Old gunboat, unclassified.....	252	325, 337, 378, 420
Napa.....AT32	Ocean tug.....	232	332, 420
Narkeeta.....ex-YT3	Harbor tug.....	300	331
Narragansett.....YFB1163	Ferryboat.....	279	
Nashville.....ex-PG7	Old gunboat.....		324, 378, 420
Nausett (2671).....YT35	Harbor tug.....	291	
Navajo.....AT52	Ocean tug.....	240	333
Navigator (2225).....YT39	Harbor tug.....	291	
Navy Yard.....YFB8	Ferry launch.....	299	
Nebraska.....ex-BB14	Battleship, second line.....		304, 339, 417
Neches.....A05	Oiler.....	210	319, 381, 420
Neptune.....AC8	Collier.....	206	318, 381, 420
Nereus.....AC10	do.....	206	318, 381, 420
Nero.....ex-AC17	do.....		329
Neff Submarine.....	Submarine No. 108.....	140	322, 423
Nevada.....BB36	Battleship, first line.....	8	305, 340, 417
Nevada (ex).....ex-BM18	Old monitor.....		344, 417
Newark.....(1)	Old cruiser.....		307, 344, 417
New Hampshire.....ex-BB25	Battleship, second line.....		305, 340, 417
New Hampshire (ex).....	Old frigate.....		337
New Jersey.....ex-BB16	do.....		304, 339, 417
New Mexico.....BB40	Battleship, first line.....	8	305, 341, 417
New Orleans.....CL22	Light cruiser, second line.....	30	309, 325, 379, 417
Newport.....ex-PG12	Old gunboat, unclassified.....	252	324, 337, 378, 420
Newport News.....ex-AK3	Cargo ship.....		330, 382, 400
Newton.....	Unclassified.....	252	338
New York.....BB34	Battleship, first line.....	8	305, 340, 417
New York (ex).....CA2	Cruiser, second line.....	16	318, 344, 417
Niagara.....PY9	Converted yacht.....	184	326, 379, 420
Niagara (ex).....A-1	Submarine tender.....		317, 380, 417
Nicholas.....ex-DD311	Destroyer, first line.....		317, 374, 418
Nicholson.....(29)	Torpedo boat.....		311, 348, 350, 419
Nicholson.....DD52	do.....	76	313, 350, 419
Nipsic (ex).....AT33	Ocean tug.....		332, 420
Nitro.....AF2	Ammunition ship.....	220	330, 382, 420
Noa.....DD343	Destroyer, first line.....	76	318, 377, 418
Nokomis.....PY6	Yacht.....	184	326, 379, 420
Northampton.....CL26	Light cruiser, first line.....	22	310, 346, 397, 417
North Carolina (ex).....CA12	Cruiser, second line.....	16	318, 344, 417
North Carolina (ex).....ex-BB52	Battleship, first line.....		305, 342, 417
North Dakota.....BB29	Old battleship (mobile target).....	252	305, 338, 340, 417
North Pole (ex) (2147).....YD45	Floating derrick.....	276	
Nottoway.....YT18	Harbor tug.....	290	
Nos. 32-46.....CL32-46	Light cruisers, first line.....	22	
No. 4.....CV4	Aircraft carrier, first line.....	38	
O-1 to O-16.....	Submarines, first line.....	142	321, 420
Oahu.....PR6	River gunboat.....	178	315, 379, 420
O'Bannon.....DD177	Destroyer, first line.....	76	315, 372, 418
O'Brien.....DD51	do.....	76	313, 349, 417
O'Brien.....(30)	Torpedo boat.....		311, 348, 349, 419
Oconee (ex).....AT31	Ocean tug.....	232	332, 420
Oglala.....CM4	Mine layer, second line.....	110	310, 347, 417
Ohio.....ex-BB12	Battleship, second line.....		304, 339, 417
Oklahoma.....BB37	Battleship, first line.....	8	305, 340, 417
Olympia.....CL15	Light cruiser, second line.....	30	307, 308, 309, 344, 417
Oman.....CL4	Light cruiser, first line.....	22	309, 345, 417
Ontario.....AT13	Ocean tug.....	240	332, 420
Ontario (ex).....AR3	Repair ship.....	198	318, 381, 420
Orgon.....ex-BB3	Old battleship (relic), unclassified.....	252	303, 338, 339, 417
Orion.....AM7	Mine sweeper.....	129	333, 421
Orion.....AC11	Collier.....	206	329, 381, 420
Ortolan.....AM45	Mine sweeper.....	120	335, 421
Osborne.....DD255	Destroyer, first line.....	82	317, 372, 418
Osceola.....ex-AT47	Ocean tug.....		333
Osmond Ingram.....DD255	Destroyer, first line.....	64	316, 369, 418

Name	Type	Page	
		Ship data	Historical data
Osprey.....ex-AM 29	Mine sweeper.....		334, 421
Otter.....YFB663	Ferryboat.....	279	
Overton.....DD239	Destroyer, first line.....	82	316, 367, 418
Owl.....AM2	Mine sweeper.....	120	333, 421
Ozark.....ex-BM7	Old monitor.....		306, 417
Paducah.....ex-AG7	Old gunboat, unclassified.....	252	324, 335,
			338, 378, 383, 420
Palmer.....DD161	Destroyer, first line.....	82	315, 360, 418
Palos.....PR1	River gunboat.....	178	324, 378, 379, 420
Pampanga.....PG39	Gunboat.....	301	325, 379, 420
Panay.....PR5	River gunboat.....	178	325, 380, 420
Panther.....ex-AD6	Destroyer, tender.....		326, 380, 420
Parker.....DD48	Destroyer, second line.....	106	313, 316, 349, 417
Parrott.....DD218	Destroyer, first line.....	82	310, 365, 418
Partridge.....AM16	Mine sweeper.....	120	334, 421
Patapsco.....AT10	Ocean tug.....	240	332, 420
Patoka.....AO9	Oiler.....	210	329, 382, 420
Patterson.....ex-DD36	Destroyer, second line.....		312, 349, 417
Patuxent.....AT11	Ocean tug.....	240	332, 420
Paulding.....ex-DD22	Destroyer, second line.....		312, 348, 417
Paulding, James K.....DD238	Destroyer, first line.....	82	316, 367, 418
Paul Hamilton.....DD307	do.....	64	317, 374, 418
Paul Jones.....(10)	Old destroyer.....		312, 348, 367, 417
Paul Jones.....DD230	Destroyer, first line.....	64	316, 367, 418
Pawtucket.....YT7	Harbor tug.....	289	335, 421
Peacock.....AM46	Mine sweeper.....	128	337, 331
Peary.....DD226	Destroyer, first line.....	82	316, 366, 418
Pecos.....AO6	Oiler.....	210	329, 381, 420
Pelican.....AM27	Mine sweeper.....	128	334, 421
Penacook.....YT6	Harbor tug.....	289	333, 331
Penguin.....AM33	Mine sweeper.....	128	334, 421
Pennsylvania.....BB38	Battleship, first line.....	8	305, 340, 417
Pennsylvania (ex).....CA4	Cruiser, second line.....	16	308, 344, 417
Penobscot (982).....YT42	Harbor tug.....	291	
Pensacola.....ex-A G13	Auxiliary, miscellaneous.....		330, 336, 383, 421
Pensacola.....CL24	Light cruiser, first line.....	22	309, 346, 382, 417
Pentucket.....YT8	Harbor tug.....	289	331
Penwood (ex).....YT12	do.....	300	
Peoria.....YT106	do.....		333
Percival.....DD298	Destroyer, first line.....	82	317, 373, 418
Perkins.....DD26	Destroyer, second line.....	106	312, 348, 417
Perry.....(11)	Old destroyer.....		312, 348, 376, 417
Perry.....DD340	Destroyer, first line.....	82	318, 376, 418
Petrel.....(2)	Old gunboat.....		324, 378, 420
Philadelphia.....	Old cruiser.....		307, 338, 344, 417
Philip.....DD76	Destroyer, first line.....	82	314, 352, 417
Pigeon.....AM47	Mine sweeper.....	128	335, 421
Pile drivers.....	District craft.....	288	
Pillsbury.....DD227	Destroyer, first line.....	82	316, 366, 418
Pinola.....AT33	Ocean tug.....	240	332, 420
Piscataqua.....AT49	do.....	240	333, 421
Pittsburgh.....CA4	Cruiser, second line.....	16	308, 417
Plover.....(12)	Mine sweeper.....		334, 421
Pocahontas (ex).....AT18	Ocean tug.....	232	332, 420
Pompey.....ex-AF5	Storeship.....		328, 381, 420
Pope.....DD225	Destroyer, first line.....	82	316, 366, 418
Porpoise.....YFB2047	Ferryboat.....	279	
Porter.....(6)	Torpedo boat.....		310, 347, 351, 419
Porter.....ex-DD59	Destroyer, first line.....		313, 351, 417
Potomac.....ex-AT50	Ocean tug.....		333
Power floats No. 24 and No. 25.....	District craft, unclassified.....	293	
Powhatan (ex).....YT12	Harbor tug.....	300	
Prairie.....ex-AD5	Destroyer tender.....		326, 380, 420
Preble.....(12)	Old destroyer.....		312, 348, 377, 417
Preble.....DD345	Destroyer, first line.....	82	318, 377, 418
Preston.....(19)	Old destroyer.....		312, 348, 375, 417
Preston.....DD327	Destroyer, first line.....	82	318, 375, 418
Preston, William B.....DD344	do.....	82	318, 377, 418
Princeton.....ex-PG13	Gunboat.....		324, 378, 420
Privateer.....YP179	District craft, patrol.....	293	
Procyon.....AG11	Auxiliary, miscellaneous.....	248	336, 383, 421
Prometheus.....AR3	Repair ship.....	198	328, 381, 420
Proteus.....AC9	Collier.....	206	328, 381, 420
Pruitt.....DD347	Destroyer, first line.....	82	318, 377, 418
Pueblo.....CA7	Cruiser, second line.....	16	308, 417
Puritan.....(1)	Old monitor.....		306, 343, 417
Putnam.....DD287	Destroyer, first line.....	82	317, 372, 418
Pyro.....AF1	Ammunition ship.....	220	330, 382, 420
Quail.....AM15	Mine sweeper.....	128	334, 421
Quincy.....ex-AK10	Cargo ship.....		330, 382, 420
Quiros.....ex-PG40	Gunboat.....		325, 379, 420

Name		Type	Page	
			Ship data	Historical data
R-1 to R-27.....		Submarines, first line	148	321, 420
Radford.....	DD120	Destroyer, first line	82	314, 355, 417
Rail.....	AM26	Mine sweeper	128	334, 421
Railways, marine.....			425	
Rainbow.....	ex-AS7	Submarine tender		327, 380, 420
Raleigh.....	(8)	Old cruiser		307, 344, 417
Raleigh.....	CL7	Light cruiser, first line	22	309, 345, 417
Ramapo.....	AO12	Oiler	210	329, 382, 420
Ramsay.....	DD124	Destroyer, first line	82	314, 356, 418
Ranger.....	ex-CC4	Battle cruiser, first line		307, 343, 417
Ranger (now Nantucket).....		Old gunboat	252	
Rapidan.....	AO18	Oiler	210	329, 382, 420
Rappahannock.....	AF6	Storeship	202	328, 381, 420
Rathburne.....	DD113	Destroyer, first line	82	314, 355, 417
Raven.....	(49)	Mine sweeper		335, 421
Redwing.....	ex-A M48	Mine sweeper		335, 421
Regulus.....	AK14	Cargo ship	222	331, 382, 420
Reid.....	(21)	Old destroyer		312, 348, 372, 417
Reid.....	DD292	Destroyer, first line	82	317, 372, 418
Keina Mercedes.....		Old cruiser, unclassified	252	338
Relief.....	AH1	Hospital ship	230	331, 382, 420
Reno.....	DD303	Destroyer, first line	82	317, 373, 418
Renshaw.....	DD176	do.	82	315, 362, 418
Reuben James.....	DD245	do.	64	316, 368, 418
Rhode Island.....	ex-BB17	Battleship, second line		304, 339, 417
Richmond.....	CL9	Light cruiser, first line	22	309, 345, 417
Rigel.....	AD13	Destroyer tender	188	327, 380, 420
Ringgold.....	DD89	Destroyer, first line	82	314, 353, 417
Rintintin (ex).....	YW30	Water barge	274	
Ripple (ex).....	YFB5	Ferryboat	279	
Rivera.....	YFB65	Working launch	279	
Rizal.....	DM14	Light mine layer	114	315, 318, 362, 419
Robbins, Fred D. U. (ex) (3647).....	YF118	Freight lighter	299	
Robert Center.....		District craft, unclassified	293	
Robert L. Barnes.....	AO14	Oiler	210	329, 330, 382, 420
Robert Smith.....	DD324	Destroyer, first line	88	318, 375, 418
Robin.....	AM3	Mine sweeper	128	333, 421
Robinson.....	DD88	Destroyer, first line	88	314, 353, 417
Rochester.....	CA2	Cruiser, second line	16	308, 417
Rocket.....	YT22	Harbor tug	290	
Rockport (ex).....	ex-PG23	Old gunboat	252	
Rodgers.....	DD254	Destroyer, first line	88	316, 369, 418
Rodgers (ex).....	(4)	Torpedo boat		347, 369, 419
Roe.....	ex-DD24	Destroyer, second line		312, 348, 417
Roper.....	DD147	Destroyer, first line	88	315, 359, 418
Rowan.....	(8)	Torpedo boat		310, 347, 419
Rowan.....	DD64	Destroyer, first line	88	313, 351, 917
Rozal.....	YFB62	Working launch	279	
S-1 to S-30.....		Submarines, first line	136	322, 420
S-5.....	ex-SS110	Submarine, first line		322, 420
S-31 to S-51.....		Submarines, first line	142	322, 323, 420
S. P. 2388.....	YF66	Freight lighter	299	
S. P. 2390.....	YF73	do.	283	
S. P. 2552.....	YF64	do.	283	
S. P. 2565.....	YF65	do.	299	
S. P. 2729.....	YF197	do.	286	
S. P. 3249.....	YD38	Floating derrick	299	
S. P. 3374.....	YC625	Coal barge	271	
S. P. 3384.....	YC624	do.	271	
S. P. 3397.....	YC623	do.	271	
S. P. 3398.....	YC626	do.	271	
Sacramento.....	PG19	Gunboat	174	325, 378, 420
Sagamore.....	AT20	Ocean tug	240	332, 420
Salem.....	CL3	Light cruiser, second line	30	309, 345, 417
Salinas.....	AO19	Oiler	210	329, 382, 420
Salt Lake City.....	CL25	Light cruiser, first line	22	309, 346, 397, 417
Samar.....		Old gunboat		325, 379, 420
Samoset.....	YT5	Harbor tug	289	331, 420
Sampson.....	DD63	Destroyer, first line	88	313, 351, 417
Sanda.....	YP3	District craft, patrol	293	
Sanderling.....	AM37	Mine sweeper	128	334, 421
Sandpiper.....	AM51	do.	128	335, 421
San Diego.....	(6)	Old armored cruiser		308
Sands.....	DD243	Destroyer, first line	88	316, 368, 418
San Felipe.....	YFB12	Ferryboat	279	
San Francisco.....	CM2	Mine layer, second line	110	307, 310, 344, 347, 417
San Marcos.....		Target		303, 340
Santa Rita.....	YFB681	Working launch	279	
Sepele.....	AO11	Oiler	210	329, 382, 420
Sara Thompson.....	AO8	do.	210	329, 382, 420

Name	Type	Page	
		Ship data	Historical data
Saratoga.....CV3	Aircraft carrier, first line.....	38	307, 310, 343, 347, 417
Saratoga (ex).....CA2	Cruiser, second line.....	16	308
Satterlee.....DD190	Destroyer, first line.....	88	315, 363, 418
Saturn.....ex-AG4	Auxiliary miscellaneous.....	192	335, 383, 421
Savannah.....A88	Submarine tender.....	88	327, 380, 420
Schenck.....DD159	Destroyer, first line.....	88	315, 360, 418
Schley.....DD103	do.....	88	314, 354, 417
Schley (ex).....ex-DD99	do.....	240	314, 417
Scorpion.....PY3	Converted yacht.....	128	326, 379, 420
Sciota.....AT30	Ocean tug.....	273	332, 420
Sea Gull.....AM30	Mine sweeper.....	278	334, 421
Sea Rover.....ex-AT57	Ocean tug.....	273	333
Seaplane barges.....	District craft.....	16	308, 417
Seaplane wrecking derricks.....	do.....	290	317, 375, 418
Seattle.....CA11	Cruiser, second line.....	88	315, 363, 418
Sebago.....YT23	Harbor tug.....	88	329, 382, 420
Selfridge.....DD320	Destroyer, first line.....	88	323
Semmes.....DD189	do.....	88	317, 371, 418
Sepulga.....AO20	Oiler.....	210	313, 352, 417
Severn.....	Old training ship.....	88	317, 375, 418
Sharkey.....DD281	Destroyer, first line.....	88	335, 421
Shaw.....ex-DD68	do.....	291	348, 370, 419
Shenandoah (ex) (1161).....YT36	District tug.....	88	317, 370, 418
Shirk.....DD318	Destroyer, first line.....	88	318, 377, 418
Shrike.....(50)	Mine sweeper.....	88	314, 353, 417
Shubrick (ex).....(31)	Torpedo boat.....	88	316, 366, 418
Shubrick.....DD268	Destroyer, first line.....	88	317, 371, 418
Sicard.....DD346	do.....	222	331, 382, 420
Sigourney.....DT81	do.....	88	317, 374, 418
Simpson.....DD221	do.....	88	312, 348, 417
Sinclair.....DD275	do.....	88	318, 375, 418
Sirius.....AK15	Cargo ship.....	94	316, 365, 418
Sloat.....DD316	Destroyer, first line.....	230	331, 382, 420
Smith.....(17)	Old destroyer.....	88	348, 373, 419
Smith, Robert.....DD324	Destroyer, first line.....	88	317, 373, 418
Smith Thompson.....DD212	do.....	240	332, 420
Solace.....AH2	Hospital ship.....	289	331
Somers (ex).....(22)	Torpedo boat.....	88	316, 364, 418
Somers.....DD301	Destroyer, first line.....	88	305, 340, 417
Sonoma.....AT12	Ocean tug.....	88	306, 342, 417
Sotoyomo.....YT9	Harbor tug.....	106	306, 344
Southard.....DD207	Destroyer, first line.....	252	338
South Carolina.....ex-BB26	Battleship, second line.....	292	331, 382, 420
South Dakota.....ex-BB49	Battleship, first line.....	88	317, 374, 418
South Dakota (ex).....CA9	Cruiser, second line.....	114	315, 318, 362, 419
Southery.....	Old collier, unclassified.....	16	369, 344, 417
S. P. 467 (Delaware).....YT111	Harbor tug.....	88	315, 363, 418
Spica.....AK16	Cargo ship.....	273	312, 349, 417
S. P. Lee.....DD310	Destroyer, first line.....	88	314, 353, 417
Sproston.....DM13	Light mine layer.....	88	316, 366, 418
St. Louis.....CA18	Cruiser, second line.....	88	312, 348, 366, 417
Stansbury.....DD180	Destroyer, first line.....	88	310
Sterett.....DD27	Destroyer, second line.....	114	313, 352, 417
Stevedoring barges.....	District craft.....	94	317, 373, 418
Stevens.....DD86	Destroyer, first line.....	88	314, 353, 417
Stewart.....DD224	do.....	88	316, 366, 418
Stewart.....(13)	Old destroyer.....	88	312, 348, 366, 417
Stiletto.....	Old torpedo boat.....	88	310
Stockton.....(32)	Torpedo boat.....	88	312, 348, 352, 419
Stockton.....DD173	Destroyer, first line.....	88	313, 352, 417
Stoddert.....DD202	do.....	88	317, 373, 418
Stribling.....DM1	Light mine layer.....	114	314, 318, 354, 419
Stringham.....DD183	Destroyer, first line.....	94	314, 353, 417
Stringham.....(19)	Torpedo boat.....	88	311, 348, 353, 419
Sturgeon Bay.....	Unclassified.....	88	338
Sturtevant.....DD220	Destroyer, first line.....	88	316, 367, 418
Submarine No. 108 (Neff).....	Submarine.....	140	322, 420
Submarines.....	Patrol vessels.....	136	324
Submarine chasers.....	Ammunition lighter.....	170	318, 376, 418
Sullivan, Lawrence N. (ex) (1933).....YF29	Destroyer, first line.....	81	332, 420
Sumner.....DD333	Ocean tug.....	128	333, 421
Sunnadin.....AT28	Mine sweeper.....	128	334, 421
Swallow.....AM34	do.....	94	317, 370, 418
Swan.....AM34	Converted yacht.....	88	326, 379, 420
Swasey.....DD273	Destroyer, first line.....	88	338
Sylvph.....PY5	Old converted yacht.....	160	320, 321, 323, 420
Sylvia.....	Fleet submarines, first line.....	88	308, 309
T-1 to T-3.....	Light cruiser, second line.....	240	325, 344, 379
Tacoma.....ex-CL20	Ocean tug.....	240	332, 420
Tadousac.....AT22	Ocean tug.....	240	332, 420

Name	Type	Page	
		Ship data	Historical data
Talbot (ex)	YFB3	Ferryboat (ex-torpedo boat No. 15)	348, 419
Talbot	DD114	Destroyer, first line	94 314, 355, 417
Talbott, J. Fred	DD156	do	94 315, 360, 418
Tallahassee	ex-BM9	Old monitor	306, 338
Tanager	AM5	Mine sweeper	128 333, 421
Tarbell	DD142	Destroyer, first line	94 315, 358, 418
Tatnuck	A127	Ocean tug	240 332, 420
Tattnall	DD125	Destroyer, first line	94 314, 356, 418
Taylor	DD94	do	94 314, 354, 417
Teal	AM23	Mine sweeper	128 334, 421
Tecumseh	TY24	Harbor tug	290
Tennessee	BB43	Battleship, first line	8 305, 341, 417
Tennessee (ex)	(10)	Old armored cruiser	308, 344, 417
Tern	AM31	Mine sweeper	128 334, 421
Terror	ex-DD25	Old monitor	306, 343, 417
Terry	BB35	Destroyer, second line	312, 348, 417
Texas	ex-DD25	Battleship, first line	8 305, 340, 417
Texas (ex)	BB35	Old battleship	303, 340
Thatcher	DD162	Destroyer, first line	94 315, 360, 418
Thomas	DD182	do	94 315, 363, 418
Thompson	DD305	do	94 317, 373, 418
Thompson, Sara	A08	Oiler	210 329, 382, 420
Thompson, Smith	DD212	Destroyer, first line	94 316, 365, 418
Thornton	DD270	do	94 317, 370, 418
Thornton (ex)	(33)	Torpedo boat	348, 370, 419
Thrush	AM18	Mine sweeper	128 334, 421
Tillamook	AT16	Ocean tug	240 332, 420
Tillman	DD135	Destroyer, first line	94 314, 358, 418
Tingey (ex)	(34)	Torpedo boat	348, 370, 419
Tingey	DD272	Destroyer, first line	94 317, 370, 418
Tippecanoe	A021	Oiler	210 329, 382, 420
Tonopah (ex)	BM8	Old monitor	306
Topeka (ex)	PG35	Old gunboat, unclassified	252 325, 338, 379, 420
Torpedo testing barges	DD282	District craft	274
Toucey	DD282	Destroyer, first line	94 317, 371, 418
Tracy	DD214	do	94 316, 365, 418
Transfer	DD214	District craft, unclassified	293
Trenton	CL11	Light cruiser, first line	22 309, 346, 417
Trever	DD339	Destroyer, first line	94 318, 376, 418
Trinity	A013	Oiler	210 329, 382, 420
Trippe	ex-DD33	Destroyer, second line	312, 349, 417
Triton	YT10	Harbor tug	289 331
Truxtun	(14)	Old destroyer	312, 348, 367, 417
Truxtun	DD229	Destroyer, first line	94 316, 367, 418
Tucker	ex-DD57	do	313, 351, 417
Tugs, harbor	DD229	District craft	289
Tugs 40 to 45	DD229	Ocean tugs	332, 421
Tulsa	PG22	Gunboat	174 325, 378, 420
Turkey	AM13	Mine sweeper	128 334, 421
Turner	DD259	Destroyer, first line	94 316, 369, 418
Tutula	PR4	River gunboat	178 325, 379, 420
Twiggs	DD127	Destroyer, first line	94 314, 357, 418
Umipqua	AT25	Ocean tug	240 332, 420
Unadilla	YT4	Harbor tug	289 331
Uncas	ex-YT110	do	333
Undaunted	AT58	Ocean tug	240 333
United States	ex-CC6	Battle cruiser, first line	100 307, 343, 417
Upshur	DD144	Destroyer, first line	100 315, 359, 418
Upshur, Abel P	DD193	do	100 315, 364, 418
Utah	BB31	Battleship, first line	8 305, 340, 417
V 1 to 3	BB31	Fleet submarines, first line	160 323, 420
V-4	BB31	Fleet submarine (mine-laying type)	160 323, 420
V-5, V-6	BB31	Fleet submarines (Cruiser type)	164 323, 397, 420
V-7 to 9	BB31	Fleet submarines (Cruiser type)	164 420
Vega	AK17	Cargo ship	222 331, 382, 420
Vermont	ex-BB20	Battleship, second line	304, 339, 417
Vestal	AR4	Repair ship	198 328, 381, 420
Vesuvius	AR4	Old dynamite cruiser	323, 338
Vicksburg	ex-PG11	Old gunboat	324, 338, 378, 420
Villalobos	PG44	Gunboat	301 325, 379, 420
Vireo	AM52	Mine sweeper	128 335, 421
Virginia	ex-BB13	Battleship, second line	304, 339, 417
Vixen	ex-PY4	Converted yacht	326, 379, 420
Vulcan	ex-AC5	Collier	328, 381, 420
Wadsworth	DD60	Destroyer, first line	100 313, 351, 417
Wahneta	ex-YT1	District tug	331
Wainwright	ex-DD62	Destroyer, first line	313, 351, 417
Walke	DD34	Destroyer, second line	106 312, 349, 417
Walker	DD163	Destroyer, first line	100 315, 360, 418
Wandank	AT26	Ocean tug	240 332, 420
Wando	AT17	do	240 332, 420

Name	Type	Page	
		Ship data	Historical data
Warbler.....AM53	Mine sweeper.....	128	335, 421
Ward.....DD139	Destroyer, first line.....	100	314, 358, 418
Ward, Aaron.....DD132	do.....	100	314, 357, 418
Warrington.....DD30	Destroyer, second line.....	106	312, 349, 417
Washington.....ex-BB47	Battleship, first line.....	305, 341, 417	
Washington (ex).....CA11	Cruiser, second line.....	308, 344, 417	
Wasmuth.....DD338	Destroyer, first line.....	100	318, 376, 418
Watauga (ex).....AT30	Ocean tug.....		332
Water barges.....	District craft.....	274	
Waters.....DD115	Destroyer, first line.....	100	314, 355, 417
Wave.....YFB10	Ferryboat.....	279	
Weehawken (ex) (882).....YE28	Ammunition lighter.....	281	
Welborn C. Wood.....DD195	Destroyer, first line.....	100	315, 364, 418
Welles.....DD257	do.....	100	316, 369, 418
Wenonah.....ex-PY11	Converted yacht.....		326, 379, 420
West Virginia.....BB48	Battleship, first line.....	8	305, 342, 417
West Virginia (ex).....CA5	Cruiser, second line.....		308, 344, 417
Wheeling.....ex-PG14	Old gunboat.....	252	324, 338, 378, 420
Whipple.....(15)	Old destroyer.....		312, 348, 365, 417
Whipple.....DD217	Destroyer, first line.....	100	316, 365, 418
Whippoorwill.....AM35	Mine sweeper.....	128	334, 421
Whitney.....AD4	Destroyer tender.....	188	326, 380, 420
Wickes.....DD75	Destroyer, first line.....	100	314, 352, 417
Wicomico.....YT26	Harbor tug.....	290	
Widgeon.....AM22	Mine sweeper.....	128	334, 421
Wilkes.....(35)	Torpedo boat.....		312, 313, 348, 352, 419
Willet.....AM54	Mine sweeper.....	128	335, 421
William B. Preston.....DD344	Destroyer, first line.....	82	318, 377, 418
William Jones.....DD308	do.....	64	317, 374, 418
Williams.....DD108	do.....	100	314, 355, 417
Williamson.....DD244	do.....	100	316, 368, 418
Wilmette.....	Old gunboat.....	252	338
Wilmington.....ex-PG8	do.....	252	324, 338, 378, 420
Winslow.....DD53	Destroyer, first line.....	100	313, 351, 417
Winslow.....(5)	Torpedo boat.....		310, 347, 351, 419
Wisconsin.....ex-BB9	Old battleship.....		304, 339, 417
Wolverine.....	Old gunboat.....		338, 340
Wompatuck.....YT27	Harbor tug.....	290	
Wood.....DD317	Destroyer, first line.....	100	317, 374, 418
Wood, Welborn C.....DD195	do.....	100	315, 364, 418
Woodbury.....ex-DD309	do.....		317, 374, 418
Woodcock.....AM14	Mine sweeper.....	128	334, 421
Woolley, James.....YT45	Harbor tug.....	291	
Woolsey.....ex-DD77	Destroyer, first line.....		314, 352, 417
Worden.....(16)	Old destroyer.....		312, 348, 372, 417
Worden.....DD288	Destroyer, first line.....	100	317, 372, 418
Working launches.....	District craft.....	279	
Workshops, floating.....	do.....	292	
Wright.....AV1	Aircraft tender.....	196	327, 380, 420
Wyoming.....BH32	Battleship, first line.....	8	305, 340, 417
Wyoming (ex).....ex-BM10	Old monitor, unclassified.....		306, 344, 417
Yantic.....	Old gunboat.....	252	338
Yanborough.....DD314	Destroyer, first line.....	100	317, 374, 418
Yarnall.....DD143	do.....	100	315, 358, 418
York.....ex-Chester CL1	Light cruiser, second line.....	30	309, 345, 417
Yorktown.....(1)	Old gunboat.....		324, 378, 420
Young.....ex-DD312	Destroyer, first line.....		317, 374, 418
Yucca (ex).....AT32	Ocean tug.....		332
Yukon.....AF9	Storeship.....	202	328, 381, 420
Zane.....DD337	Destroyer, first line.....	100	318, 376, 418
Zeilin.....DD313	do.....	100	317, 374, 418

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER

[Destroyer's whose names appear in *italics* are now classed as light minelayers]

[For convenience, destroyers are also listed alphabetically]

Battleships:

- (1) *Indiana* (old).
- (2) *Massachusetts* (old).
- (3) *Oregon*.
- (4) *Iowa* (old).
- (5) *Kearsarge*.
- (6) *Kentucky*.
- (7) *Illinois*.
- (8) *Alabama*.
- (9) *Wisconsin*.
- (10) *Maine*.
- (11) *Missouri*.
- (12) *Ohio*.
- (13) *Virginia*.
- (14) *Nebraska*.
- (15) *Georgia*.
- (16) *New Jersey*.
- (17) *Rhode Island*.
- (18) *Connecticut*.
- (19) *Louisiana*.
- (20) *Vermont*.
- (21) *Kansas*.
- (22) *Minnesota*.
- (23) *Mississippi* (old).
- (24) *Idaho* (old).
- (25) *New Hampshire*.
- (26) *South Carolina*.
- (27) *Michigan*.
- (28) *Delaware*.
- (29) *North Dakota*.
- (30) *Florida*.
- (31) *Utah*.
- (32) *Wyoming*.
- (33) *Arkansas*.
- (34) *New York*.
- (35) *Texas*.
- (36) *Nevada*.
- (37) *Oklahoma*.
- (38) *Pennsylvania*.
- (39) *Arizona*.
- (40) *New Mexico*.
- (41) *Mississippi*.
- (42) *Idaho*.
- (43) *Tennessee*.
- (44) *California*.
- (45) *Colorado*.
- (46) *Maryland*.
- (47) *Washington*.
- (48) *West Virginia*.
- (49) *South Dakota*.
- (50) *Indiana*.
- (51) *Montana*.
- (52) *North Carolina*.
- (53) *Iowa*.
- (54) *Massachusetts*.

Battle cruisers:

- (1) *Constitution*.
- (2) *Constellation*.
- (3) *Saratoga*.
- (4) *Lexington*.
- (5) *Ranger*.
- (6) *United States*.

Monitors:

- (1) *Puritan*.
- (2) *Amphitrite*.
- (3) *Monadnock*.
- (4) *Terror*.
- (5) *Miantonomoh*.
- (6) *Monterey*.
- (7) *Arkansas*.
- (8) *Nevada*.
- (9) *Florida*.
- (10) *Wyoming*.

Armored cruisers:

- (1) *Maine* (old).
- (2) *New York*.
- (3) *Brooklyn*.
- (4) *Pennsylvania*.
- (5) *West Virginia*.
- (6) *California*.
- (7) *Colorado*.
- (8) *Maryland*.
- (9) *South Dakota*.
- (10) *Tennessee*.
- (11) *Washington*.
- (12) *North Carolina*.
- (13) *Montana*.

Cruisers:

- (1) *Newark*.
- (2) *Charleston* (old).
- (3) *Baltimore*.
- (4) *Philadelphia*.
- (5) *San Francisco*.
- (6) *Olympia*.
- (7) *Cincinnati* (old).
- (8) *Raleigh* (old).
- (9) *Montgomery*.
- (10) *Detroit* (old).
- (11) *Marblehead* (old).
- (12) *Columbia*.
- (13) *Minneapolis*.
- (14) *Denver* (*ex-gunboat Denver*).
- (15) *Des Moines* (*ex-gunboat Des Moines*).
- (16) *Chattanooga*.
- (17) *Galveston*.
- (18) *Tacoma*.
- (19) *Cleveland*.
- (20) *St. Louis*.
- (21) *Milwaukee* (old).
- (22) *Charleston*.

Light cruisers:

- (1) *York* (*ex-Chester*).
- (2) *Birmingham*.
- (3) *Salem*.
- (4) *Omaha*.
- (5) *Milwaukee*.
- (6) *Cincinnati*.
- (7) *Raleigh*.
- (8) *Detroit*.
- (9) *Richmond*.
- (10) *Concord*.
- (11) *Trenton*.
- (12) *Marblehead*.
- (13) *Memphis*.
- (14) *Pensacola*.
- (15) *Salt Lake City*.
- (16) *Northampton*.
- (17) *Chester*.
- (18) *Louisville*.
- (19) *Chicago*.
- (20) *Houston*.
- (21) *Augusta*.
- (22) *No. 32*.
- (23) *No. 33*.
- (24) *No. 34*.
- (25) *No. 35*.
- (26) *No. 36*.
- (27) *No. 37*.
- (28) *No. 38*.
- (29) *No. 39*.
- (30) *No. 40*.
- (31) *No. 41*.
- (32) *No. 42*.
- (33) *No. 43*.

Light cruisers—Contd.

- (44) *No. 44*.
- (45) *No. 45*.
- (46) *No. 46*.
- Aircraft carriers:**
- (1) *Langley* (*ex-collier Jupiter*).
- (2) *Lexington* (*ex-battle cruiser Constitution*).
- (3) *Saratoga* (*ex-battle cruiser Saratoga*).
- (4) *No. 4*.
- Mine layers:**
- (1) *Baltimore* (*ex-cruiser Baltimore*).
- (2) *San Francisco* (*ex-cruiser San Francisco*).
- (3) *Aroostook*.
- (4) *Shawmut*.

Destroyers:

- (1) *Bainbridge*.
- (2) *Barry*.
- (3) *Chauncey*.
- (4) *Dale*.
- (5) *Decatur*.
- (6) *Hopkins*.
- (7) *Hull*.
- (8) *Lawrence*.
- (9) *Macdonough*.
- (10) *Paul Jones*.
- (11) *Perry*.
- (12) *Preble*.
- (13) *Stewart*.
- (14) *Truxtun*.
- (15) *Whipple*.
- (16) *Worden*.
- (17) *Smith*.
- (18) *Lamson*.
- (19) *Preston*.
- (20) *Flusser*.
- (21) *Reid*.
- (22) *Paulding*.
- (23) *Drayton*.
- (24) *Roe*.
- (25) *Terry*.
- (26) *Perkins*.
- (27) *Sterett*.
- (28) *McCall*.
- (29) *Burrows*.
- (30) *Warrington*.
- (31) *Mayrant*.
- (32) *Monaghan*.
- (33) *Tripp*.
- (34) *Walke*.
- (35) *Ammen*.
- (36) *Patterson*.
- (37) *Fanning*.
- (38) *Jarvis*.
- (39) *Henley*.
- (40) *Beale*.
- (41) *Joett*.
- (42) *Jenkins*.
- (43) *Cassin*.
- (44) *Cummings*.
- (45) *Downes*.
- (46) *Duncan*.
- (47) *Aylwin*.
- (48) *Parker*.
- (49) *Benham*.
- (50) *Balch*.
- (51) *O'Brien*.
- (52) *Nicholson*.
- (53) *Winslow*.
- (54) *McDougal*.
- (55) *Cushing*.
- (56) *Ericsson*.
- (57) *Tucker*.
- (58) *Conyngham*.
- (59) *Porter*.
- (60) *Wadsworth*.
- (61) *Jacob Jones*.
- (62) *Wainwright*.
- (63) *Sampson*.
- (64) *Rowan*.
- (65) *Davis*.
- (66) *Allen*.
- (67) *Wilkes*.
- (68) *Shaw*.
- (69) *Caldwell*.
- (70) *Craven*.
- (71) *Gwin*.
- (72) *Conner*.
- (73) *Stockton*.
- (74) *Manley*.
- (75) *Wickes*.
- (76) *Philip*.
- (77) *Woolsey*.
- (78) *Evans*.
- (79) *Little*.
- (80) *Kimberly*.
- (81) *Sigourney*.
- (82) *Gregory*.
- (83) *Stringham*.
- (84) *Dyer*.
- (85) *Colhoun*.
- (86) *Stevens*.
- (87) *McKee*.
- (88) *Robinson*.
- (89) *Ringgold*.
- (90) *McKean*.
- (91) *Harding*.
- (92) *Gridley*.
- (93) *Fairfax*.
- (94) *Taylor*.
- (95) *Bell*.
- (96) *Stribling*.
- (97) *Murray*.
- (98) *Israel*.
- (99) *Luce*.
- (100) *Maury*.
- (101) *Lansdale*.
- (102) *Mahan*.
- (103) *Schley*.
- (104) *Champlin*.
- (105) *Mugford*.
- (106) *Chew*.
- (107) *Hazelwood*.
- (108) *Williams*.
- (109) *Crane*.
- (110) *Hart*.
- (111) *Ingraham*.
- (112) *Ludlow*.
- (113) *Rathburne*.
- (114) *Talbot*.
- (115) *Waters*.
- (116) *Dent*.
- (117) *Dorsey*.
- (118) *Lea*.
- (119) *Lamberton*.
- (120) *Radford*.
- (121) *Montgomery*.
- (122) *Breese*.
- (123) *Gamble*.

Destroyers—Continued.

(124) Ramsay.
 (125) Tattnell.
 (126) Badger.
 (127) Twiggs.
 (128) Babbitt.
 (129) De Long.
 (130) Jacob Jones.
 (131) Buchanan.
 (132) Aaron Ward.
 (133) Hale.
 (134) Crowninshield.
 (135) Tillman.
 (136) Boggs.
 (137) Kilty.
 (138) Kennison.
 (139) Ward.
 (140) Claxton.
 (141) Hamilton.
 (142) Tarbell.
 (143) Yarnall.
 (144) Upshur.
 (145) Greer.
 (146) Elliot.
 (147) Koper.
 (148) Breckinridge.
 (149) Barney.
 (150) Blakeley.
 (151) Biddle.
 (152) Du Pont.
 (153) Bernadou.
 (154) Ellis.
 (155) Cole.
 (156) J. Fred Talbott.
 (157) Dickerson.
 (158) Leary.
 (159) Schenck.
 (160) Herbert.
 (161) Palmer.
 (162) Thatcher.
 (163) Walker.
 (164) Crosby.
 (165) Meredith.
 (166) Bush.
 (167) Cowell.
 (168) Maddox.
 (169) Foote.
 (170) Kalk.
 (171) Burns.
 (172) Anthony.
 (173) Sproston.
 (174) Rizal.
 (175) Mackenzie.
 (176) Renshaw.
 (177) O'Bannon.
 (178) Hogan.
 (179) Howard.
 (180) Stansbury.
 (181) Hopewell.
 (182) Thomas.
 (183) Haraden.
 (184) Abbot.
 (185) Bagley.
 (186) Clemson.
 (187) Dahlgren.
 (188) Goldsborough.
 (189) Semmes.
 (190) Saterlee.
 (191) Mason.
 (192) Graham.
 (193) Abel P. Upshur.
 (194) Hunt.
 (195) Welborn C. Wood.
 (196) George E. Badger.
 (197) Branch.
 (198) Herndon.
 (199) Dallas.
 (200)
 (201)
 (202)
 (203)
 (204)
 (205)
 (206) Chandler.
 (207) Southard.
 (208) Hovey.
 (209) Long.

Destroyers—Continued.

(210) Broome.
 (211) Alden.
 (212) Smith Thompson.
 (213) Barker.
 (214) Tracey.
 (215) Borie.
 (216) John D. Edwards.
 (217) Whipple.
 (218) Parrott.
 (219) Edsall.
 (220) MacLeish.
 (221) Simpson.
 (222) Bulmer.
 (223) McCormick.
 (224) Stewart.
 (225) Pope.
 (226) Peary.
 (227) Pillsbury.
 (228) John D. Ford.
 (229) Truxton.
 (230) Paul Jones.
 (231) Hatfield.
 (232) Brooks.
 (233) Gilmer.
 (234) Fox.
 (235) Kane.
 (236) Humphreys.
 (237) McFarland.
 (238) James K. Paulding.
 (239) Overton.
 (240) Startevant.
 (241) Childs.
 (242) King.
 (243) Sands.
 (244) Williamson.
 (245) Reuben James.
 (246) Bainbridge.
 (247) Goff.
 (248) Barry.
 (249) Hopkins.
 (250) Lawrence.
 (251) Belknap.
 (252) McCook.
 (253) McCalla.
 (254) Rodgers.
 (255) Osmond Ingram.
 (256) Bancroft.
 (257) Welles.
 (258) Aulick.
 (259) Turner.
 (260) Gillis.
 (261) Delphy.
 (262) McDermut.
 (263) Laub.
 (264) McLanahan.
 (265) Edwards.
 (266) Greene.
 (267) Ballard.
 (268) Shubrick.
 (269) Bailey.
 (270) Thornton.
 (271) Morris.
 (272) Tingey.
 (273) Swasey.
 (274) Meade.
 (275) Sinclair.
 (276) McCawley.
 (277) Moody.
 (278) Henshaw.
 (279) Meyer.
 (280) Doyen.
 (281) Sharkey.
 (282) Toucy.
 (283) Breck.
 (284) Isherwood.
 (285) Case.
 (286) Lardner.
 (287) Putnam.
 (288) Worden.
 (289) Flusser.
 (290) Dale.
 (291) Converse.
 (292) Reid.
 (293) Billingsley.
 (294) Charles Ausburn.

Destroyers—Continued.

(295) Osborne.
 (296) Chauncey.
 (297) Fuller.
 (298) Percival.
 (299) John Francis Burnes.
 (300) Farragut.
 (301) Somers.
 (302) Stoddert.
 (303) Reno.
 (304) Farquhar.
 (305) Thompson.
 (306) Kennedy.
 (307) Paul Hamilton.
 (308) William Jones.
 (309) Woodbury.
 (310) S. P. Lee.
 (311) Nicholas.
 (312) Young.
 (313) Zeilin.
 (314) Yarrowburgh.
 (315) LaVallette.
 (316) Sloat.
 (317) Wood.
 (318) Shirk.
 (319) Kidder.
 (320) Selfridge.
 (321) Marcus.
 (322) Mervine.
 (323) Chase.
 (324) Robert Smith.
 (325) Mullany.
 (326) Coghlan.
 (327) Preston.
 (328) Lamson.
 (329) Bruce.
 (330) Hull.
 (331) MacDonough.
 (332) Farenholt.
 (333) Sumner.
 (334) Corry.
 (335) Melvin.
 (336) Litchfield.
 (337) Zane.
 (338) Wasmuth.
 (339) Trever.
 (340) Perry.
 (341) Decatur.
 (342) Hulbert.
 (343) Noa.
 (344) William B. Preston.
 (345) Preble.
 (346) Searid.
 (347) Pruitt.
 (348)
 (349)
 (350)
 (351)
 (352)
 (353)
 (354)
 (355)
 (356)
 (357)
 (358)
 (359)
 (181) Abbot.
 (211) Allen.
 (66) Allen.
 (35) Ammen.
 (172) Anthony.
 (28) Aulick.
 (294) Ausburn, Charles
 (47) Aylwin.
 (128) Babbitt.
 (126) Badger.
 (196) Badger, George E.
 (185) Bagley.
 (269) Bailey.
 (246) Bainbridge.
 (1) Bainbridge (old).
 (50) Balch.
 (267) Ballard.
 (256) Bancroft.
 (213) Barker.
 (149) Barney.

Destroyers—Continued

(248) Barry.
 (2) Barry (old).
 (40) Beale.
 (251) Belknap.
 (95) Bell.
 (49) Benham.
 (153) Bernadou.
 (151) Biddle.
 (293) Billingsley.
 (150) Blakeley.
 (136) Boggs.
 (215) Borie.
 (197) Branch.
 (283) Breck.
 (148) Breckinridge.
 (122) Breeze.
 (232) Brooks.
 (210) Broome.
 (329) Bruce.
 (131) Buchanan.
 (222) Bulmer.
 (299) Burnes, John Francis.
 (171) Burns.
 (29) Burrows.
 (166) Bush.
 (69) Caldwell.
 (285) Case.
 (43) Cassin.
 (104) Champlin.
 (206) Chandler.
 (323) Chase.
 (296) Chauncey.
 (3) Chauncey (old).
 (106) Chew.
 (241) Childs.
 (140) Claxton.
 (186) Clemson.
 (326) Coghlan.
 (155) Cole.
 (85) Colchun.
 (72) Conner.
 (291) Converse.
 (58) Conyngham.
 (334) Corry.
 (167) Cowell.
 (109) Crane.
 (70) Craven.
 (164) Crosby.
 (134) Crowninshield.
 (44) Cummings.
 (55) Cushing.
 (187) Dahlgren.
 (290) Dale.
 (4) Dale (old).
 (199) Dallas.
 (65) Davis.
 (341) Decatur.
 (5) Decatur (old).
 (129) De Long.
 (261) Delphy.
 (116) Dent.
 (157) Dickerson.
 (117) Dorsey.
 (45) Downes.
 (280) Foxen.
 (23) Drayton.
 (46) Duncan.
 (152) Du Pont.
 (84) Dyer.
 (219) Edsall.
 (265) Edwards.
 (216) Edwards, John D.
 (146) Elliot.
 (154) Ellis.
 (56) Erriesson.
 (78) Evans.
 (93) Fairfax.
 (37) Fanning.
 (332) Farenholt.
 (304) Farquhar.
 (300) Farragut.
 (289) Flusser.
 (179) Flusser (old).
 (169) Foote.
 (228) Ford, John D.
 (234) Fox.
 (297) Fuller.

Destroyers—Continued.	Destroyers—Continued.	Destroyers—Continued.	Torpedo Boats—Contd.
(123) Gamble.	(223) McCormick.	(224) Stewart.	(25) Barney.
(260) Gillis.	(262) McDermut.	(13) Stewart (old).	(26) Biddle.
(233) Gilmer.	(54) McDougal.	(73) Stockton.	(27) Blakeley.
(247) Goff.	(237) McFarland.	(302) Stoddert.	(28) De Long.
(188) Goldsborough.	(90) McKean.	(56) <i>Stribling</i> .	(29) Nicholson.
(192) Graham.	(87) McKee.	(83) Stringham.	(30) O'Brien.
(266) Greene.	(264) McLanahan.	(240) Sturtevant.	(31) Shubrick.
(145) Greer.	(274) Meade.	(333) Sumner.	(32) Stockton.
(82) Gregory.	(335) Melvin.	(273) Wasey.	(33) Thornton.
(92) Gridley.	(165) Meredith.	(114) Talbot.	(34) Tingey.
(71) Gwin.	(322) Mervine.	(156) Talbott, J. Fred.	(35) Wilkes.
(133) Hale.	(279) Meyer.	(142) Tarbell.	Submarines:
(141) Hamilton.	(32) Monaghan.	(125) Tattnall.	(1) Holland.
(307) Hamilton, Paul.	(121) Montgomery.	(94) Taylor.	(2) (<i>Ex-Punger</i>) A-1.
(183) Haraden.	(277) Moody.	(25) Terry.	(3) (<i>Ex-Adler</i>) A-2.
(91) Harding.	(271) Morris.	(162) Thatcher.	(4) (<i>Ex-Grampus</i>) A-3.
(110) <i>Hart</i> .	(105) Mugford.	(182) Thomas.	(5) (<i>Ex-Moccasin</i>) A-4.
(231) Hatfield.	(325) Mullany.	(305) Thompson.	(6) (<i>Ex-Pike</i>) A-5.
(107) Hazlewood.	(97) <i>Murray</i> .	(212) Thompson, S.	(7) (<i>Ex-Porpoise</i>) A-6.
(29) Henley.	(311) Nicholas.	(270) Thornton.	(8) (<i>Ex-Shark</i>) A-7.
(278) Henshaw.	(52) Nicholson.	(135) Tillman.	(9) (<i>Ex-Octopus</i>) C-1.
(160) Herbert.	(343) Noa.	(272) Tingey.	(10) (<i>Ex-Viper</i>) B-1.
(198) Herndon.	(177) O'Bannon.	(282) Toucey.	(11) (<i>Ex-Cuttlefish</i>) B-2.
(178) Hogan.	(51) O'Brien.	(214) Tracey.	(12) (<i>Ex-Tarantula</i>) B-3.
(181) Hopewell.	(235) Osborne.	(339) Trever.	(13) (<i>Ex-Stingray</i>) C-2.
(249) Hopkins.	(23) Overton.	(33) Tripp.	(14) (<i>Ex-Tarpon</i>) C-3.
(6) Hopkins (old).	(161) Palmer.	(229) Truxtun.	(15) (<i>Ex-Bonita</i>) C-4.
(208) Hovey.	(48) Parker.	(14) Truxtun (old).	(16) (<i>Ex-Snapper</i>) C-5.
(179) Howard.	(218) Parrott.	(57) Tucker.	(17) (<i>Ex-Narwhal</i>) D-1.
(342) Hulbert.	(36) Patterson.	(259) Turner.	(18) (<i>Ex-Grayling</i>) D-2.
(340) Hull.	(22) Paulding.	(127) Twiggs.	(19) (<i>Ex-Salmon</i>) D-3.
(7) Hull (old).	(238) Paulding, James K.	(144) Upshur.	(19½) (<i>Ex-Seal</i>) G-1.
(236) Humphreys.	(226) Peary.	(193) Upshur, Abel P.	(20) (<i>Ex-Carp</i>) F-1.
(194) Hunt.	(298) Percival.	(60) Wadsworth.	(21) (<i>Ex-Barracuda</i>) F-2.
(111) <i>Ingraham</i> .	(26) Perkins.	(62) Wainwright.	(22) (<i>Ex-Pickerel</i>) F-3.
(255) Ingram, Osmond.	(340) Perry.	(34) Walke.	(23) (<i>Ex-Skate</i>) F-4.
(284) Isherwood.	(11) Perry (old).	(133) Walker.	(24) (<i>Ex-Skipjack</i>) E-1.
(98) <i>Israel</i> .	(76) Philip.	(139) Ward.	(25) (<i>Ex-Sturgeon</i>) E-2.
(245) James, Reuben.	(227) Pillsbury.	(132) Ward, Aaron.	(26) (<i>Ex-Thresher</i>) G-2.
(38) Jarvis.	(225) Pope.	(30) Warrington.	(27) (<i>Ex-Tuna</i>) G-2.
(42) Jenkins.	(59) Porter.	(338) Wasmuth.	(28) (<i>Ex-Seawolf</i>) H-1.
(130) Jones, Jacob.	(345) Preble.	(115) Waters.	(29) (<i>Ex-Nautilus</i>) H-2.
(61) Jones, Jacob (old).	(12) Preble (old).	(257) Welles.	(30) (<i>Ex-Garfish</i>) H-3.
(230) Jones, Paul.	(327) Preston.	(217) Whipple.	(31) (<i>Ex-Turbot</i>) G-3.
(10) Jones, Paul (old).	(19) Preston (old).	(15) Whipple (old).	(32) (<i>Ex-Haddock</i>) K-1.
(208) Jones, William.	(344) Preston, William B.	(75) Wickes.	(33) (<i>Ex-Cachalot</i>) K-2.
(41) Jouett.	(347) Pruitt.	(67) Wilkes.	(34) (<i>Ex-Orca</i>) K-3.
(170) Kalk.	(287) Putnam.	(108) Williams.	(35) (<i>Ex-Walrus</i>) K-4.
(235) Kane.	(120) Radford.	(244) Williamson.	(36) K-5.
(306) Kennedy.	(124) Ramsay.	(53) Winslow.	(37) K-6.
(138) Kennison.	(113) Rathburne.	(317) Wood.	(38) K-7.
(319) Kidder.	(21) Reid (old).	(195) Wood, Welborn C.	(39) K-8.
(137) Kilty.	(292) Reid.	(309) Woodbury.	(40) L-1.
(80) Kimberly.	(303) Reno.	(77) Woolsey.	(41) L-2.
(242) King.	(176) Renshaw.	(288) Worden.	(42) L-3.
(119) Lamberton.	(89) Ringgold.	(16) Worden (old).	(43) L-4.
(128) Lamson.	(174) <i>Rizal</i> .	(314) Yarborough.	(44) L-5.
(101) <i>Lansdute</i> .	(88) Robinson.	(143) Yarnall.	(45) L-6.
(286) Lardner.	(254) Rodgers.	(312) Young.	(46) L-7.
(263) Laub.	(24) Roe.	(337) Zane.	(47) M-1.
(315) La Vallette.	(147) Roper.	(313) Zeillin.	(48) L-8.
(250) Lawrence.	(64) Rowan.		(49) L-9.
(8) Lawrence (old).	(63) Sampson.		(50) L-10.
(118) Lea.	(243) Sands.		(51) L-11.
(158) Leary.	(190) Satterlee.		(52) (<i>Ex-Schley, ex-AA-1</i>) T-1.
(310) Lee, S. P.	(159) Schenck.		(53) N-1.
(336) Litchfield.	(103) Schley.		(54) N-2.
(79) Little.	(320) Selfridge.		(55) N-3.
(209) Long.	(189) Semmes.		(56) N-4.
(99) <i>Lucc</i> .	(281) Sharkey.		(57) N-5.
(112) <i>Ludlow</i> .	(68) Shaw.		
(331) Macdonough.	(318) Shirk.		
(9) Macdonough (old).	(268) Shubrick.		
(175) MacKenzie.	(346) Sicard.		
(220) MacLeish.	(81) Sigourney.		
(168) Maddox.	(221) Simpson.		
(102) <i>Mahan</i> .	(275) Sinclair.		
(74) Manley.	(316) Sloat.		
(321) Marcus.	(17) Smith.		
(191) Mason.	(324) Smith, Robert.		
(100) <i>Maury</i> .	(301) Somers.		
(31) Mayrant.	(207) Southard.		
(28) McCall.	(173) <i>Sproston</i> .		
(253) McCalla.	(180) Stansbury.		
(276) McCawley.	(86) Stevens.		
(252) McCook.	(27) Sterett.		

Submarines—Contd.

- (58) N-6.
 (59) N-7.
 (60) (*Er. A.A-2*) T-2.
 (61) (*Er. A.A-3*) T-3.
 (62) O-1.
 (63) O-2.
 (64) O-3.
 (65) O-4.
 (66) O-5.
 (67) O-6.
 (68) O-7.
 (69) O-8.
 (70) O-9.
 (71) O-10.
 (72) O-11.
 (73) O-12.
 (74) O-13.
 (75) O-14.
 (76) O-15.
 (77) O-16.
 (78) R-1.
 (79) R-2.
 (80) R-3.
 (81) R-4.
 (82) R-5.
 (83) R-6.
 (84) R-7.
 (85) R-8.
 (86) R-9.
 (87) R-10.
 (88) R-11.
 (89) R-12.
 (90) R-13.
 (91) R-14.
 (92) R-15.
 (93) R-16.
 (94) R-17.
 (95) R-18.
 (96) R-19.
 (97) R-20.
 (98) R-21.
 (99) R-22.
 (100) R-23.
 (101) R-24.
 (102) R-25.
 (103) R-26.
 (104) R-27.
 (105) S-1.
 (106) S-2.
 (107) S-3.
 (108) (*Neff propulsion. Not built.*)
 (109) S-4.
 (110) S-5.
 (111) S-6.
 (112) S-7.
 (113) S-8.
 (114) S-9.
 (115) S-10.
 (116) S-11.
 (117) S-12.
 (118) S-13.
 (119) S-14.
 (120) S-15.
 (121) S-16.
 (122) S-17.
 (123) S-18.
 (124) S-19.
 (125) S-20.
 (126) S-21.
 (127) S-22.
 (128) S-23.
 (129) S-24.
 (130) S-25.
 (131) S-26.
 (132) S-27.
 (133) S-28.
 (134) S-29.
 (135) S-30.
 (136) S-31.
 (137) S-32.
 (138) S-33.
 (139) S-34.
 (140) S-35.
 (141) S-36.
 (142) S-37.
 (143) S-38.
 (144) S-39.

Submarines—Contd.

- (145) S-40.
 (146) S-41.
 (147) H-4.
 (148) H-5.
 (149) H-6.
 (150) H-7.
 (151) H-8.
 (152) H-9.
 (153) S-42.
 (154) S-43.
 (155) S-44.
 (156) S-45.
 (157) S-46.
 (158) S-47.
 (159) S-48.
 (160) S-49.
 (161) S-50.
 (162) S-51.
 Fleet submarines:
 (52) (*Er. Schley, ex. A.A-1*) T-1.
 (60) (*Er. A.A-2*) T-2.
 (61) (*Er. A.A-3*) T-3.
 (163) V-1.
 (164) V-2.
 (165) V-3.
 (166) V-4.
 (167) V-5.
 (168) V-6.
 (169) V-7.
 (170) V-8.
 (171) V-9.
 Gunboats:
 (1) Yorktown.
 (2) Petrel.
 (3) Concord.
 (4) Bennington.
 (5) Machias.
 (6) Castine.
 (7) Nashville.
 (8) Wilmington.
 (9) Helena.
 (10) Annapolis.
 (11) Vicksburg.
 (12) Newport.
 (13) Princeton.
 (14) Wheeling.
 (15) Marietta.
 (16) Palos (now river gunboat).
 (17) Dubuque.
 (18) Paducah.
 (19) Sacramento.
 (20) Monocacy (now river gunboat).
 (21) Asheville.
 (22) Tulsa.
 (23) Nantucket (*ex-Rockport, ex-Ranger*).
 (24) Dolphin.
 (25)
 (26)
 (27) Marblehead.
 (28) Denver.
 (29) Des Moines.
 (30) Chattanooga.
 (31) Galveston.
 (32) Tacoma.
 (33) Cleveland.
 (34) New Orleans.
 (35) Topeka.
 (36) Albany.
 (37) Callao.
 (38) Elcano.
 (39) Pampanga.
 (40) Quiros.
 (41) Samar.
 (42) Villalobos.
 River gunb. at's:
 (1) Palos.
 (2) Monocacy (2d).
 (3) Guam.
 (4) Tutuila.
 (5) Panay.
 (6) Oahu.
 (7) Luzon.
 (8) Mindanao.

Converted yachts:

- (1) Mayflower.
 (2) Hawk (*ex-Hermione*).
 (3) Scorpion (*ex-Sovereign*).
 (4) Vixen (*ex-Josephine*).
 (5) Sylph.
 (6) Nokomis.
 (7) Aramis.
 (8) Despatch.
 (9) Niagara.
 (10) Isabel.
 (11) Wenonah.
 Destroyer tenders:
 (1) Dixie (*ex-El Rio*).
 (2) Melville.
 (3) Dobbin.
 (4) Whitney.
 (5) Prairie (*ex-El Sol*).
 (6) Panther (*ex-S. S. Venezuela*).
 (7) Leonidas (*ex-S. S. Elizabeth Holland*).
 (8) Buffalo (*ex-S. S. Nichteroy*).
 (9) Black Hawk (*ex-S. S. Santa Catalina*).
 (10) Bridgeport (*ex-S. S. Breslau*).
 (11) Altair.
 (12) Denebola.
 (13) Rigel.
 Submarine tenders:
 (1) Fulton.
 (2) Bushnell.
 (3) Holland.
 (4) Alert.
 (5) Beaver.
 (6) Camden (*ex-S. S. Kiel*).
 (7) Rainbow.
 (8) Savannah (*ex-S. S. Sazonia*).
 (9) Canopus.
 (10) Argonne.
 Lighter-than-air aircraft tender:
 (1) Wright.
 Repair ships:
 (1) Medusa.
 (2) Bridgeport (now destroyer tender).
 (3) Prometheus.
 (4) Vestal.
 Storeships:
 (1) Bridge.
 (2) Celtic.
 (3) Culgoa.
 (4) Glacier.
 (5) Pompey.
 (6) Rappahannock.
 (7) Arctic.
 (8) Boreas.
 (9) Yukon.
 Colliers:
 (1) Vestal (now repair ship).
 (2) Prometheus (now repair ship).
 (3) Jupiter.
 (4) Cyclo.s.
 (5) Vulcan.
 (6) Mars.
 (7) Hector.
 (8) Neptune.
 (9) Proteus.
 (10) Nereus.
 (11) Orion.
 (12) Jason.
 Oilers:
 (1) Kanawha.
 (2) Maumee.
 (3) Cuyama.
 (4) Brazos.

Oilers—Continued.

- (5) Neches.
 (6) Pecos.
 (7) Arcthusa.
 (8) Thompson, Sara (*ex-S. S. Gult-heit*).
 (9) Patoka.
 (10) Alameda.
 (11) Sapelo.
 (12) Ramapo.
 (13) Trinity.
 (14) Barnes, Robert L.
 (15) Kaweah.
 (16) Laramie.
 (17) Mattole.
 (18) Rapidan.
 (19) Salinas.
 (20) Sepulga.
 (21) Tippecanoe.
 Ammunition ships:
 (1) Pyro.
 (2) Nitro.
 Cargo ships:
 (1) Houston.
 (2) Kittery (*ex-S. S. President*).
 (3) Newport News.
 (4) Bath.
 (5) Gulfport.
 (6) Beaufort.
 (7) Pensacola.
 (8) Astoria.
 (9) Long Beach.
 (10) Quincy.
 (11) Barnes, Robert L. (now an oiler).
 (12)
 (13) Capella.
 (14) Regulus.
 (15) Sirius.
 (16) Spica.
 (17) Vega.
 Transports:
 (1) Henderson.
 (2) Heywood.
 (3) Hancock.
 (4) Argonne.
 (5) Chaumont.
 Hospital ships:
 (1) Relief.
 (2) Solace (*ex-S. S. Creole*).
 (3) Comfort.
 (4) Mercy.
 Tugs:
 (1) Wahneta.
 (2) Iwana.
 (3) Narkeeta.
 (4) Unadilla.
 (5) Samoset.
 (6) Penacock.
 (7) Pawtucket.
 (8) Pentucket.
 (9) Sotoyomo.
 (10) Patapsco.
 (11) Patuxent.
 (12) Sonoma.
 (13) Ontario.
 (14) Arapaho.
 (15) Mohave.
 (16) Tillamook.
 (17) Wando.
 (18) Chemung.
 (19) Allegheny.
 (20) Sagamore.
 (21) Bagaduce.
 (22) Tadousac.
 (23) Kalmia.
 (24) Kewaydin.
 (25) Umpqua.
 (26) Wandauk.
 (27) Tanuck.
 (28) Sunnadin.
 (29) Mahopac.
 (30) Sciota.
 (31) Koka.
 (32) Napa.
 (33) Pinola.

Tugs—Continued.	Mine sweepers—Con.	Mine sweepers—Con.	Mine sweepers—Con.
(34) Algorma.	(13) Turkey.	(34) Swan.	(54) Willet.
(35) Carrabasset.	(14) Woodcock.	(35) Whippoorwill.	Auxiliaries—Miscellaneous:
(36) Contocook.	(15) Quail.	(36) Bittern.	(1) Hannibal.
(37) Iuka.	(16) Partridge.	(37) Sanderling.	(2) Lebanon.
(38) Keosanqua.	(17) Eider.	(38) Auk.	(3) Nanshan.
(39) Montcalm.	(18) Thrush.	(39) Chewink.	(4) Saturn.
(40) to (45)(canceled). ¹	(19) Avocet.	(40) Cormorant.	(5) General Alava.
Mine sweepers:	(20) Bobolink.	(41) Gannet.	(6) Dubuque.
(1) Lapwing.	(21) Lark.	(42) Goshawk (canceled).	(7) Paducah.
(2) Owl.	(22) Widgeon.	(43) Grebe.	(8) Mahanna.
(3) Robin.	(23) Teal.	(44) Mallard.	(9) Great Northern.
(4) Swallow.	(24) Brant.	(45) Ortolan.	(10) Antares.
(5) Tanager.	(25) Kingfisher.	(46) Peacock.	(11) Procyon.
(6) Cardinal.	(26) Rail.	(47) Pigeon.	(12) Gold Star.
(7) Oriole.	(27) Pelican.	(48) Redwing.	(13) Pensacola.
(8) Curlew.	(28) Falcon.	(49) Raven (canceled).	(14) Abarenda.
(9) Finch.	(29) Osprey.	(50) Shrike (canceled).	(15) Ajax.
(10) Heron.	(30) Seagull.	(51) Sandpiper.	
(11) Condor (canceled).	(31) Tern.	(52) Vireo.	
(12) Plover (canceled).	(32) Flamingo.	(53) Warbler.	
	(33) Penguin.		

¹ Tugs No. 46 to No. 101, inclusive, are harbor and motor tugs (under district craft).

NAVAL DRY DOCK FACILITIES

[Corrected to July 1, 1929]

Location	Dock No.	Type of dock	Class of maximum existing naval ship capable of being docked ¹	General dimensions						Channel from dock-yard to sea		
				Body of dock			Entrance			Mean rise and fall of tide	Control-ling depth, yard to sea, mean low water	
				Length coping head to side of caisson. (Except as noted)	Width at coping. (Except as noted)	Width top of keel blocks	Depth mean high water to keel blocks	Width at coping	Govern-ing width 6 feet above sill			Depth mean high water to sill	Feet	Feet
Portsmouth	2	Graving	Neptune	Ft. in. 740 10½	Ft. in. 130 0¾	Ft. in. 96 8¼ 92 8¼	Ft. in. 30 0 28 6	Ft. in. 101 9	Ft. in. 91 5	Ft. in. 30 4	Ft. 8.0	Ft. 36
Boston	1	do	Baltimore	373 11½	86 1½	56 2½ 48 2½	22 0¼ 19 3	60 3	46 10¼	25 1	9.6	35
Do	2	do	Neptune	738 1	114 0	86 0 82 0	30 0	101 8½	91 4½	30 0	9.6	35
South Boston	3	do	Lexington, Maryland	1,175 11¼	149 0	125 0	42 3½	133 0	121 9	44 9½	9.8	35
New York	1	do	Denver	349 1¼	98 1¼	56 1¼	21 0¾	67 1¼	47 6	25 6	4.2	31
Do	2	do	Rochester	447 8¼	112 10¾	74 9	24 3½	89 3	75 6	24 11½	4.2	31
Do	3	do	Pittsburgh	656 4	150 10¾	72 2	27 4¼	105 4½	77 0¾	29 8¾	4.2	31
Do	4	do	Maryland	694 6	139 6	112 0	32 11½	120 3½	112 0	35 5½	4.2	31
Philadelphia	1	do	Charleston	491 7¼	131 8¼	58 7¾	23 4¼	86 0½	58 11¼	25 6	5.9	30
Do	2	do	Neptune	744 6¾	140 2¾	97 0¾	30 2¼	102 7¼	91 10	30 2¼	5.9	30
Do	3	do	Lexington, Maryland	1,011 4	142 0	118 0	39 11½	127 6½	116 2¼	43 5½	5.9	30
Norfolk	1	do	Hannibal	324 0½	86 3½	56 1½	20 8¼	60 0½	-----	25 1¾	2.8	40
Do	2	do	Gold Star	490 4½	130 4	57 0	24 10¾	85 0	58 8	25 6¾	2.8	40
Do	3	do	Maryland	722 11	136 0	98 1¾	31 0¾	112 5¼	101 0	34 0¾	2.8	40

Do.....	4	do.....	Lexington, Maryland.....	1, 011	4	144	0	118	0	40	3	127	1 $\frac{1}{4}$	116	2 $\frac{1}{4}$	43	9	2.8	40
Do.....	6	do.....	Hannibal.....	465	0	76	8 $\frac{1}{4}$	64	3 $\frac{1}{2}$	18	10	67	0 $\frac{3}{4}$	62	1 $\frac{1}{2}$	20	0	2.8	40
Do.....	7	do.....	Bushnell.....	465	0	76	8 $\frac{1}{4}$	64	3 $\frac{1}{2}$	15	10	67	0 $\frac{3}{4}$	62	1 $\frac{1}{2}$	20	0	2.8	40
Charleston.....	1	do.....	Neptune.....	566	7 $\frac{1}{2}$	134	0	96	2	31	1	113	0 $\frac{3}{4}$	98	10 $\frac{1}{2}$	34	1	5.2	30
Mare Island.....	1	do.....	Charleston.....	507	11 $\frac{3}{4}$	122	0	45	0	27	0 $\frac{1}{2}$	80	8 $\frac{3}{4}$	61	0	26	3	4.8	30
Do.....	2	do.....	Neptune.....	740	4 $\frac{1}{2}$	120	0	88	0	28	0 $\frac{1}{2}$	101	11	92	3 $\frac{1}{2}$	30	3 $\frac{1}{2}$	4.8	30
Puget Sound.....	1	do.....	do.....	639	5	130	1 $\frac{1}{2}$	73	0	28	0 $\frac{1}{2}$	92	8 $\frac{1}{2}$	75	3	30	0	7.8	40
Do.....	2	do.....	Maryland.....	809	4	145	0	113	0	35	0	123	9	114	4	38	0	7.8	40
Do.....	3	do. ⁹	Omaha.....	927	3	130	0	132	0	18	0	130	0	110	6	23	6	7.8	40
Pearl Harbor.....	1	do.....	Maryland, Lexington.....	1, 001	10	138	0	114	0	32	6	123	0	114	0	35	0	1.5	40
New Orleans.....		Floating.....	Seattle.....	5 525	0	6 100	0			28	0								28
Olongapo (Dewey).....		do.....	Rapidan.....	5 525	0	6 99	10 $\frac{1}{2}$			30	0							4.0	55
Hunters Point ⁵	2	Graving.....	Seattle.....	740	0	122	0	80	9	26	8	103	2 $\frac{1}{2}$	89	0	29	0	4.6	45
Do. ⁵	3	do.....	Lexington, Maryland.....	1, 004	7	153	0	114	10 $\frac{1}{2}$	37	7	134	0	114	4	40	0	4.6	45
Balboa.....	1	do.....	do.....	7 1, 044	0	143	0	114	6	41	6	110	0	108	6	46	0	12.6	37

¹ For general information only and based on dimensions given in ships data book, United States naval vessels, July 1, 1924.

² Maximum.

³ Minimum.

⁴ Channel now being dredged to 40 feet due for completion July, 1929.

⁵ Length overall on floor at center line.

⁶ Clear width.

⁷ Equipped with miter gates.

⁸ Leased docks.

⁹ Shipbuilding dock.

NOTE.—More complete information on naval dry docks may be found in the Public Works of the Navy Data Book.

NAVAL MARINE RAILWAY FACILITIES

[Railways under 50 tons capacity not included as of July 1, 1927]

Location	Capacity in gross tons	Controlling dimensions				Mean rise and fall of tide
		Length on blocks	Clear width	Draft over blocks in outboard position at M. H. W.		
				Fore	Aft	
Boston, Mass.	2,000	<i>Ft. in.</i> 332 0	<i>Ft. in.</i> 42 0	<i>Ft. in.</i> 14 5¼	<i>Ft. in.</i> 17 10¾	<i>Feet</i> 8.9
Cavite, P. I.	No. 1	400	193 5	23 0	3 0	11 5
	No. 2	150	121 0			1 1¾
	No. 6	400				
Charleston, S. C.	2,000	332 0	42 0	14 7½	18 1	3.2
Guantanamo, Cuba.....	500	101 0	32 0	9 3	14 10	1.35
Guam, Marianas Islands.....	50	20 0	9 8		4 0	2.0
Key West, Fla.....	750	161 0	32 0	12 2¾	13 11½	1.18
Melville, R. I.....	400	97 0	22 0			3.58
Newport, R. I.....	90	104 0	20 0	9 2¾	10 3¾	3.7
Pearl Harbor, Hawaii.....	2,500	332 0	42 0	14 6¾	18 0½	1.5
San Diego, Calif.....	2,500	332 0	42 0	16 8¾	20 2½	4.0
Washington, D. C.....	500	143 10	29 8	4 2½	11 7	2.9
St. Thomas, Virgin Islands.....	150	40 0	20 0	2 8	6 0	1.0

NOTE.—More complete information on naval marine railways may be found in the Public Works of the Navy Data Book.



UNIVERSITY OF CALIFORNIA LIBRARY
BERKELEY

Return to desk from which borrowed.
This book is DUE on the last date stamped below.

31 May '50 AM

LIBRARY USE

APR 10 1961

2 Sep '54 PM

REC'D LD

APR 10 1961

AUG 30 1954 LU

DEC 21 1971 5 4

5 Mar '56 RF

APR 15 1956 LU

3 Aug '56 GC

REC'D LD DEC 21 71 -5 PM 0 6

AUG 3 1956 LU

12 Dec '60 PM

DEC 2 1960

DEC 2 1960

LD 21-100m-11,'49 (B7146s16)476

934110

VA 61
A3
1929

THE UNIVERSITY OF CALIFORNIA LIBRARY

