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NAVY DEPARTMENT

SHIPS' DATA
U. S. NAVAL VESSELS

JULY 1, 1935

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U. S. NAVAL VESSELS

JULY 1, 1935



UNITED STATES
GOVERNMENT PRINTING OFFICE
WASHINGTON : 1935

For sale by the Superintendent of Documents, Washington, D. C. - - - - - Price 60 cents

The SHIPS' DATA BOOK for 1935 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) CLAUDE A. SWANSON,
Secretary of the Navy.

FEB 4 '38

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III

ABBREVIATIONS AND NOTES

ENGINES

Vert., 4-exp.=Vertical, quadruple expansion.
 Horiz., 3-exp.=Horizontal, triple expansion.
 Turb.=Turbines.
 G. E. turb.=General Electric turbine.
 Westgh. turb.=Westinghouse 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.

BOILERS

S. E.=Single-ended, cylindrical.
 D. E.=Double-ended, cylindrical.
 S. W.=Straightway, cylindrical.
 B. & W.=Babcock & Wilcox.
 B. & W. S. Exp. Babcock & Wilcox sectional express.
 W. F.=White-Forster.
 Aux.=Auxiliary.
 Bu. exp.=Bureau express.
 Bu. mod.=Bureau modified.
 T. G. S.=Total grate surface.
 T. H. S.=Total heating surface.

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. D.=Standard displacement (for definition see sec. on Treaties).
 Lon. Tr.=London treaty.
 Wash. Tr.=Washington treaty.
 R. S.=Receiving ship.

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.

All displacements are to the nearest ton.

All lengths and drafts are to the nearest inch.

All breadths are to the nearest inch.

SUMMARY OF TREATY PROVISIONS AS AFFECTING U. S. NAVY

The following incomplete summary is included for convenient reference. For more complete or exact information, reference should be made to the treaty texts.

BATTLESHIPS

DEFINITIONS

	Reference
"A capital ship, in the case of ships hereafter built, is a vessel of war, not an aircraft carrier, whose displacement exceeds 10,000 tons S. D., or which carries a gun with a caliber exceeding 8 inch."	Wash. Tr., Chap. II, part 4.

LIMITATIONS

Total replacement tonnage, 525,000 tons S. D.-----	Wash. Tr., Chap. I, art. IV.
Maximum individual replacement tonnage, 35,000 tons S. D.-----	Wash. Tr., Chap. I, art. V.
In the case of retained capital ships, 3,000 tons per ship may be added for providing means of defense against air and submarine attack. No alterations permitted in side armor, in caliber, number, or general type of mounting of main armament.	Wash. Tr., Chap. II, part 3, Sec. I (d).
Maximum caliber of guns, 16-inch-----	Wash. Tr., Chap. I, art. VI.
Landing-on platform or deck—"no capital ship in existence on April 1, 1930, shall be fitted with a landing-on platform or deck."	Lon. Tr., Part I, art. 3.

REPLACEMENTS

Overage limit—20 years after date of completion-----	Wash. Tr., Chap. II, part 3, Sec. I (a).
New keels may be laid down 17 years after date of completion.	Wash. Tr., Chap. II, part 3, Sec. I (a).
15 units to be replaced by 1942, as per table-----	Wash. Tr., Chap. II, part 3, Sec. II.
Replacements suspended 1931-1936-----	Lon. Tr., Part I, art. 1.

DISPOSALS

Scrapping to be effected in accordance with table, it being noted that the first eight to be scrapped are replaced by five ships, reducing total to 15 by end of 1936.	Wash. Tr., Chap. II, part 3, Sec. II.
<i>Utah</i> to be converted to mobile target in place of <i>North Dakota</i> , which has been scrapped.	Wash. Tr., Chap. II, part 2, par. II (c).
<i>Florida</i> to be scrapped; 12 months allowed to demilitarize, 18 months to complete scrapping.	Lon. Tr., Part I, art. 2.
<i>Wyoming</i> to be converted to training ship; 12 months allowed to begin, 18 months to complete conversion.	Do.

NOTE.—All of the above periods started from the date on which the London treaty came into effect, December 31, 1930. The provisions of the treaties regarding the disposals of the above-mentioned vessels have been complied with.

AIRCRAFT CARRIERS

DEFINITIONS

	Reference
A vessel of war with a displacement in excess of 10,000 tons S. D. designed for the specific and exclusive purpose of carrying aircraft, so constructed that aircraft can be launched therefrom and landed thereon, and not designed and constructed for carrying a more powerful armament than described under "Limitations" below.	Wash. Tr., Chap. II, part 4.

- "The expression aircraft carrier includes any surface vessel of war, whatever its displacement, designed for the specific and exclusive purpose of carrying aircraft and so constructed that aircraft can be launched therefrom and landed thereon." Lon. Tr., Part I, art. 3.
- "The fitting of a landing-on or flying-off platform or deck on a capital ship, cruiser, or destroyer, provided such vessel was not designed or adapted exclusively as an aircraft carrier, shall not cause any vessel so fitted to be charged against or classified in the category of aircraft carriers." Do.
- See also Battleships "Limitations" and Cruisers "Limitations" with reference to landing-on platforms or decks.

LIMITATIONS

- Total tonnage, 135,000 tons S. D.----- Wash. Tr., Chap. I, Art. VII.
- Maximum individual tonnage, 27,000 tons S. D., except for not more than two ships, each of a tonnage of not more than 33,000 tons S. D., provided total tonnage allowance of aircraft carriers is not thereby exceeded. Wash. Tr., Chap. I, Art. IX.
- In the case of retained aircraft carriers, 3,000 tons per ship may be allowed for providing means of defense against air and submarine attack. Wash. Tr., Chap. II, part 3, Sec. I (d).
- Maximum caliber of guns, 8 inches----- Wash. Tr., Chap. I, Art. X.
- Maximum number of guns exceeding 6 inches, 10, except in case of vessels over 27,000 tons S. D. maximum number is 8. If guns do not exceed 6 inches in caliber, the number is not limited. Number of AA guns not exceeding 5 inches in caliber not limited. Wash. Tr., Chap. I, Arts. IX and X.
- "No aircraft carrier of 10,000 tons or less S. D. mounting a gun above 6.1-inch caliber shall be acquired by", or for, any of the high contracting parties, nor from coming into force of treaty, constructed within jurisdiction of any of the high contracting parties. Lon. Tr., Part I, art. 4.

REPLACEMENTS

- Overage limit—20 years after date of completion----- Wash. Tr., Chap. II, part 3, Sec. I.
- Replacements as ships become overage----- Do.
- New keels may be laid down 17 years after date of completion. Do.
- All aircraft-carrier tonnage in existence or building on November 12, 1921, considered experimental, and may be replaced, within the total tonnage limit, without regard to its age. Wash. Tr., Chap. I, Art. VIII.

CRUISERS

DEFINITIONS

- "No vessel of war exceeding 10,000 tons S. D. other than a capital ship or aircraft carrier shall be acquired by, or constructed by, for, or within the jurisdiction of any of the contracting powers." Wash. Tr., Chap. I, Art. XI.
- "Surface vessels of war, other than capital ships or aircraft carriers, the S. D. of which exceeds 1,850 tons, or with a gun above 5.1-inch caliber." Lon. Tr., Part III, art. 15.
- "The cruiser category is divided into two subcategories, as follows: Do.
- "(a) Cruisers carrying a gun above 6.1-inch caliber.
- "(b) Cruisers carrying a gun not above 6.1-inch caliber."

LIMITATIONS

- Total completed tonnage not to be exceeded on December 31, 1936: Lon. Tr., Part III, art. 16.
- Subcategory (a) 180,000 tons S. D.
- Subcategory (b) 143,500 tons S. D.
- Maximum individual tonnage—10,000 tons S. D., as under "Definitions" above.

SUMMARY OF TREATY PROVISIONS

VII

Maximum caliber of guns, 8 inches-----	Wash. Tr., Chap. I, Art. XII.
Maximum caliber of guns, subcategory (a), 8 inches as above.	
Maximum caliber of guns, subcategory (b), 6.1 inches----	Lon. Tr., Part III, art. 15.
Maximum number of ships, subcategory (a), 18-----	Lon. Tr., Part III, art. 16, par. 3.
Maximum number of ships, subcategory (b)—not limited, except by total tonnage in cruiser subcategory (b) plus 10 percent transfer privilege between destroyers and cruisers of subcategory (b).	Lon. Tr., Part III, art. 17.
Optional cruisers—option allowed United States of con- structing for each of the last 3 of the 18 cruisers of sub- category (a), 15,166 tons of cruisers of subcategory (b). If option is not exercised, the sixteenth unit of subcate- gory (a) will not be laid down before 1933 nor completed before 1936; the seventeenth unit will not be laid down before 1934 nor completed before 1937; the eighteenth will not be laid down before 1935 nor completed be- fore 1938.	Lon. Tr., Part III, art. 18.
Landing-on platform or deck—"Not more than 25 percent of the allowed total tonnage in the cruiser category may be fitted with a landing-on platform or deck for air- craft."	Lon. Tr., Part III, art. 16, par. 5.

REPLACEMENTS

Overage limit—"For a surface vessel exceeding 3,000 tons but not exceeding 10,000 tons S. D.:	Lon. Tr., Part II, Annex I, Sec. I.
"(i) If laid down before January 1, 1920, 16 years.	
"(ii) If laid down after December 31, 1919, 20 years."	
"For a surface vessel not exceeding 3,000 tons S. D.:	Lon. Tr., Part II, Annex I, Sec. I (b).
"(i) If laid down before January 1, 1921, 12 years.	
"(ii) If laid down after December 31, 1920, 16 years."	
"Keels of replacement tonnage shall not be laid down more than three years before the year in which the vessel to be replaced becomes 'overage.'"	Lon. Tr., Part II, Annex I, Sec. I.

DESTROYERS

DEFINITIONS

"Surface vessels of war the S. D. of which does not exceed 1,850 tons, and with a gun not above 5.1-inch caliber."	Lon. Tr., Part III, art. 15.
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LIMITATIONS

Total completed tonnage not to be exceeded on December 31, 1936, 150,000 tons S. D.	Lon. Tr., Part III, art. 16.
Maximum individual tonnage—1,850 tons, as defined above, except that "not more than 16 percent of the allowed total tonnage in the destroyer category shall be employed in vessels over 1,500 tons S. D."	Lon. Tr., Part III, art. 16.
Maximum number of ships not limited except by total tonnage plus transfer not exceeding 10 percent between cruisers of subcategory (b) and destroyers.	Lon. Tr., Part III, art. 17.

REPLACEMENTS

Overage limit—"For a surface vessel not exceeding 3,000 tons S. D.:	Lon. Tr., Part II, Annex I, Sec. I (b).
"(i) If laid down before January 1, 1921, 12 years.	
"(ii) If laid down after December 31, 1920, 16 years."	
Keels shall not be laid down more than two years before the year in which the vessel to be replaced becomes "overage."	Lon. Tr., Part II, Annex I, Sec. I.

DISPOSALS

Excess tonnage shall be disposed of gradually during the period ending December 31, 1936.	Lon. Tr., Part III, art. 16, par. 2.
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SUBMARINES**DEFINITIONS**

No definition in London treaty, except as noted under "Limitations" below.

LIMITATIONS

Total completed tonnage not to be exceeded on December 31, 1936, 52,700 tons S. D. Lon. Tr., Part III, art. 16, par. 1.

Maximum number of ships—not limited except by total tonnage allowed.

Maximum individual tonnage and maximum caliber of guns—"No submarine, the S. D. of which exceeds 2,000 tons or with a gun above 5.1-inch caliber shall be acquired by, or constructed by, or for, any of the high contracting parties." Lon. Tr., Part II, art. 7, par. 1.

EXCEPTIONS

Each high contracting party may "retain, build, or acquire a maximum number of three submarines not exceeding 2,800 tons S. D.; these may carry guns not above 6.1-inch caliber." Lon. Tr., Part II, art. 7, par. 2.

REPLACEMENTS

Overage limit—13 years after date of completion. Lon. Tr., Part II, Annex I, Sec. I (c).
Keels shall not be laid down more than 3 years before the year in which the vessel to be replaced becomes "overage." Lon. Tr., Part II, Annex I, Sec. I (c).

DISPOSALS

Excess tonnage shall be disposed of gradually during the period ending December 31, 1936. Lon. Tr., Part III, art. 16, par. 2.

EXEMPT VESSELS**DEFINITIONS**

'Subject to any special agreements which may submit them to limitation, the following vessels are exempt from limitation: Lon. Tr., Part. II, art. 8.

"(a) Naval surface combatant vessels of 600 tons (610 metric tons) standard displacement and under.

"(b) Naval surface combatant vessels exceeding 600 tons (610 metric tons), but not exceeding 2,000 tons (2,032 metric tons) standard displacement, provided they have none of the following characteristics:

"(1) Mount a gun above 6.1-inch (155 mm) caliber;

"(2) Mount more than four guns above 3-inch (76 mm) caliber;

"(3) Are designed or fitted to launch torpedoes;

"(4) Are designed for a speed greater than 20 knots.

"(c) Naval surface vessels not specifically built as fighting ships which are employed on fleet duties or as troop transports or in some other way than as fighting ships, provided they have none of the following characteristics:

"(1) Mount a gun above 6.1-inch (155 mm) caliber;

"(2) Mount more than four guns above 3-inch (76 mm) caliber;

"(3) Are designed or fitted to launch torpedoes;

"(4) Are designed for a speed greater than 20 knots;

"(5) Are protected by armor plate;

"(6) Are designed or fitted to launch mines;

"(7) Are fitted to receive aircraft on board from the air;

"(8) Mount more than one aircraft-launching apparatus on the center line; or two, one on each broadside;

"(9) If fitted with any means of launching aircraft into the air, are designed or adapted to operate at sea more than three aircraft."

NOTE.—The above-quoted article exempts from limitation all combatant and noncombatant vessels of the Navy not listed in the main combatant categories of battleships, aircraft carriers, cruisers, destroyers, and submarines, with the exception of "Special vessels", whose characteristics preclude them from exemption under this article.

SPECIAL VESSELS

NAME AND TYPE OF VESSEL

Aroostook, minelayer..... Lon. Tr., Part II,
Annex III.

Oglala, minelayer.....

Baltimore, minelayer.....

San Francisco (now named *Yosemite*), minelayer.....

Cheyenne, monitor.....

Isabel, yacht.....

Bridgeport, destroyer tender.....

Dobbin, destroyer tender.....

Melville, destroyer tender.....

Whitney, destroyer tender.....

Holland, submarine tender.....

Henderson, naval transport.....

Special vessels "may be retained and their tonnage shall not be included in the tonnage subject to limitation." Lon. Tr., Part II,
art. 12, par. 1.

"Any other vessel constructed, adapted, or acquired to serve the purpose for which these special vessels are retained shall be charged against the tonnage of the appropriate combatant category according to the characteristics of the vessel, unless such vessel conforms to the characteristics of vessels exempt from limitation under article 8." Lon. Tr., Part II,
art. 12, par. 2.

GENERAL PROVISIONS

TREATY DATES

The Washington treaty came into force August 17, 1923, and "remains in force until December 31, 1936, and in case none of the contracting powers shall have given notice two years before that date of its intention to terminate the treaty, it shall continue in force until the expiration of two years from the date on which termination of notice shall be given by one of the contracting powers, whereupon the treaty shall terminate as regards all contracting powers." Wash. Tr., part 4,
Chap. III, Art. XXIII.

(NOTE.—On December 29, 1934, the Japanese Government served notice of its intention to terminate the Washington treaty on 31 December 1936.)

The London treaty came into force December 31, 1930, and terminates December 31, 1936, except that certain provisions relating to aircraft carriers shall remain in force for the same period as the Washington treaty, and except that Part IV relating to submarine warfare shall remain in force without limit of time. Lon. Tr., Part V,
art. 23.

NOTIFICATIONS

"Each of the contracting powers shall communicate promptly to each of the other contracting powers the following information: Wash. Tr., Chap. II,
part 3, sec. 1 (b).

"(1) The names of the capital ships and aircraft carriers to be replaced by new construction.

"(2) The date of governmental authorization of replacement tonnage.

"(3) The date of laying the keels of replacement tonnage.

- "(4) The standard displacement in tons and metric tons of each new ship to be laid down, and the principal dimensions, namely, length at water line, extreme beam at or below water line, mean draft at standard displacement.
- "(5) The date of completion of each new ship and its standard displacement in tons and metric tons, and the principal dimensions, namely, length at water line, extreme beam at or below water line, mean draft at standard displacement at time of completion." Wash. Tr., Chap. II, part 3, sec. 1 (b).
- "Within one month after the date of laying down and the date of completion, respectively, of each vessel of war, other than capital ships, aircraft carriers, and the vessels exempt from limitation under article 8, laid down or completed by or for them after the coming into force of the present treaty, the high contracting parties shall communicate to each of the other high contracting parties the information detailed below: Lon. Tr., Part II, art. 10.
- "(a) The date of laying the keel and the following particulars:
Classification of the vessel; standard displacement in tons and metric tons; principal dimensions, namely, length at water line, extreme beam at or below water line; mean draft at standard displacement; caliber of the largest gun.
- "(b) The date of completion together with the foregoing particulars relating to the vessel at that date.
- "The information to be given in the case of capital ships and aircraft carriers is governed by the Washington treaty."

REPLACEMENTS

- "In case of loss or accidental destruction of capital ships or aircraft carriers, they may immediately be replaced by new construction subject to the tonnage limits prescribed in Articles IV and VII, and in conformity with the other provisions of the present treaty, the regular replacement program being deemed to be advanced to that extent." Wash. Tr., Chap. II, part 3, sec. 1 (c).
- "In the event of loss or accidental destruction a vessel may be immediately replaced." Lon. Tr., Part II, Annex I, Sec. III.
- "The right of replacement is not lost by delay in laying down replacement tonnage, and the old vessel may be retained until replaced even though due for scrapping under Chap. II, part 3, Sec. II, of the Washington treaty." Lon. Tr., Part I, art. 2, par. 3.
- "The right of replacement is not lost by delay in laying down replacement tonnage." Lon. Tr., Part II, Annex I, Sec. I.
- "Except as otherwise provided in the present treaty, the vessel or vessels, whose retention would cause the maximum tonnage permitted in the category to be exceeded, shall, on the completion or acquisition of replacement tonnage, be disposed of in accordance with Annex II to this Part II." Lon. Tr., Part II, Annex I, Sec. II.

RULES FOR DISPOSAL OF VESSELS OF WAR

- The Washington treaty prescribes rules for scrapping vessels of war which were carried out in the case of vessels scrapped as a result of that treaty. Wash. Tr., Chap. II, part 2.
- The London treaty prescribes rules for disposal of vessels of war based on rules prescribed by the Washington treaty but entering into more detail than the former. These rules provide for the disposal of vessels of war in the following ways: Lon. Tr., Part II, Annex II.
- "(i) By scrapping (sinking or breaking up);
- "(ii) By converting the vessel to a hulk;

- "(iii) By converting the vessel to target use exclusively;
- "(iv) By retaining the vessel exclusively for experimental purposes;
- "(v) By retaining the vessel exclusively for training purposes."

Detail rules for each of the above cases are given in Sections I to V of Annex II referred to.

STANDARD DISPLACEMENT

- "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. Wash. Tr., Chap. II, part 4.
- "The word ton in the present treaty, except in the expression metric tons, shall be understood to mean the ton of 2,240 pounds."
- "The rules for determining standard displacement prescribed in Chapter II, part 4 of the Washington treaty shall apply to all surface vessels of war of each of the high contracting parties. Lon. Tr., Part II, art. 6, pars. 1, 2, and 3.
- "The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in nonwatertight structure) fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores, and implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.
- "Each naval combatant vessel shall be rated at its displacement tonnage when in the standard condition. The word ton, except in the expression metric tons, shall be understood to be the ton of 2,240 pounds."

CALIBER OF GUNS

- "Wherever in the said Articles IX and X the caliber of 6 inches (152 mm) is mentioned, the caliber of 6.1 inches (155 mm) is substituted therefor." Lon. Tr., Part I, art. 5.

NOTE.—The above refers to Articles IX and X of the Washington treaty and changes the caliber of 6-inch guns mentioned in the Washington treaty to 6.1 inch. This change is carried throughout the London treaty. It will be further noted that 5.1-inch caliber is used instead of 5 inch throughout the London treaty.

STANDARD NOMENCLATURE

The nomenclature indicated below was approved by the Secretary of the Navy, with a view to the classification of all naval vessels and small craft so as to indicate the type and class to which assigned, 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
BATTLESHIP	Battleship	BB	BB (number).
CRUISER	Heavy cruiser	CA	CA (number).
	Light cruiser	CL	CL (number).
	Flying-deck cruiser	CF	CF (number).
AIRCRAFT CARRIER	Aircraft carrier	CV	CV (number).
DESTROYER	Destroyer	DD	DD (number).
	Destroyer leader	DL	DL (number).
SUBMARINE	Submarine	SS	SS (number).
	Mine-laying submarine	SM	SM (number).
MINE VESSEL	Mine layer	CM	CM (number).
	Light mine layer	DM	DM (number).
	Mine sweeper	AM	AM (number).
PATROL VESSEL	Eagle	PE	PE (number).
	Submarine chaser	PC	PC (number).
	Gunboat	PG	PG (number).
	River gunboat	PR	PR (number).
	Yacht	PY	PY (number).
AUXILIARY	Crane ship	AB	AB (number).
	Collier	AC	AC (number).
	Destroyer tender	AD	AD (number).
	Ammunition ship	AE	AE (number).
	Provision storeship	AF	AF (number).
	Miscellaneous auxiliary	AG	AG (number).
	Seagoing dredge	AGD	AGD (number).
	Lighthouse tender	AGL	AGL (number).
	Surveying ship	AGS	AGS (number).
	Hospital ship	AH	AH (number).
	Cargo ship	AK	AK (number).
	Deep-hold cargo ship	AKD	AKD (number).
	General-stores-issue ship	AKI	AKI (number).
	Aircraft supply ship	AKV	AKV (number).
	Lightship	AL	AL (number).
	Net-laying ship	AN	AN (number).
	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).
	Transport fitted for evacuation of wounded	APH	APH (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 drydock	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).

STANDARD NOMENCLATURE—Continued

Type	Class	Symbol	Identification number
DISTRICT CRAFT	Boats:		
	Ambulance	YH	YH (number).
	House	YHB	YHB (number).
	Barges:		
	Fuel oil	YO	YO (number).
	Oil storage	YOS	YOS (number).
	Pontoon stowage	YPK	YPK (number).
	Sludge removal	YSR	YSR (number).
	Stevedoring	YS	YS (number).
	Torpedo testing	YTT	YTT (number).
	Water	YW	YW (number).
	Chambers, rescue	YRC	YRC (number).
	Derrick:		
	Floating	YD	YD (number).
	Seaplane wrecking	YSD	YSD (number).
	Dredges	YM	YM (number).
	Ferryboats and launches	YFB	YFB (number).
	Floats, car	YCF	YCF (number).
	Lighters:		
	Ammunition	YE	YE (number).
	Ash	YA	YA (number).
	Covered	YF	YF (number).
	Garbage	YG	YG (number).
	Open	YC	YC (number).
	Pile drivers, floating	YPD	YPD (number).
	Pontoons, salvage	YSP	YSP (number).
	Scows, heating	YHT	YHT (number).
	Tugs:		
	Harbor	YT	YT (number).
	Motor	YMT	YMT (number).
	Workshops, floating	YR	YR (number).
	Vessels, district patrol	YP	YP (number).
AIRCRAFT (HEAVIER-THAN-AIR).	Bombing	VB	VB (number).
	Observation	VO	VO (number).
	Fighting	VF	VF (number).
	Torpedo	VT	VT (number).
	Scouting	VS	VS (number).
	Patrol	VP	VP (number).
	Utility	VJ	VJ (number).
	Training	VN	VN (number).
	Experimental	VX	VX (number).
AIRSHIP (LIGHTER-THAN-AIR).	Rigid airship:		
	Scouting	ZRS	ZRS (number).
	Patrol	ZRP	ZRP (number).
	Training	ZRN	ZRN (number).
	Nonrigid airship:		
	Observation	ZNO	ZNO (number).
	Scouting	ZNS	ZNS (number).
	Patrol	ZNP	ZNP (number).
	Training	ZNN	ZNN (number).
	Kite balloon and balloon:		
	Observation	ZKO	ZKO (number).
	Training	ZKN	ZKN (number).
	Metal, experimental	ZMX	ZMX (number).

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 279 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, except those acquired during the World War for temporary use, with original type designation and official serial numbers, names, present designation or status, etc.

Group designs under the several classes are indicated by braces.

Type, name, and identification number	Type, name, and identification number
BATTLESHIPS (BB)	
ARKANSAS.....	BB33
{NEW YORK.....	BB34
{TEXAS.....	BB35
{NEVADA.....	BB36
{OKLAHOMA.....	BB37
{PENNSYLVANIA.....	BB38
{ARIZONA.....	BB39
{NEW MEXICO.....	BB40
{MISSISSIPPI.....	BB41
{IDAHO.....	BB42
{TENNESSEE.....	BB43
{CALIFORNIA.....	BB44
{COLORADO.....	BB45
{MARYLAND.....	BB46
{WEST VIRGINIA.....	BB48
HEAVY CRUISERS (CA)	
ROCHESTER.....	CA2
{PENSACOLA.....	CA24
{SALT LAKE CITY.....	CA25
{NORTHAMPTON.....	CA26
{CHESTER.....	CA27
{LOUISVILLE.....	CA28
{CHICAGO.....	CA29
{HOUSTON.....	CA30
{AUGUSTA.....	CA31
NEW ORLEANS.....	CA32
PORTLAND.....	CA33
ASTORIA.....	CA34
INDIANAPOLIS.....	CA35
MINNEAPOLIS.....	CA36
TUSCALOOSA.....	CA37
SAN FRANCISCO.....	CA38
{QUINCY.....	CA39
{VINCENNES.....	CA44
WICHITA.....	CA45
LIGHT CRUISERS (CL)	
{OMAHA.....	CL4
{MILWAUKEE.....	CL5
{CINCINNATI.....	CL6
{RALEIGH.....	CL7
{DETROIT.....	CL8
{RICHMOND.....	CL9
{CONCORD.....	CL10
{TRENTON.....	CL11
{MARBLEHEAD.....	CL12
{MEMPHIS.....	CL13
{BROOKLYN.....	CL40
{PHILADELPHIA.....	CL41
{SAVANNAH.....	CL42
{NASHVILLE.....	CL43
LIGHT CRUISERS (CL)—Continued	
PHOENIX.....	CL46
BOISE.....	CL47
HONOLULU.....	CL48
No. 49.....	CL49
No. 50.....	CL50
FLYING-DECK CRUISERS (CF)	
(None)	
AIRCRAFT CARRIERS (CV)	
LANGLEY.....	CV1
{LEXINGTON.....	CV2
{SARATOGA.....	CV3
RANGER.....	CV4
{YORKTOWN.....	CV5
{ENTERPRISE.....	CV6
No. 7.....	CV7
DESTROYERS (DD)	
{NICHOLSON.....	DD52
{DD53 (EX-WINSLOW).....	DD53
{DD55 (EX-CUSHING).....	DD55
DD57 (EX-TUCKER).....	DD57
WADSWORTH.....	DD60
{SAMPSON.....	DD63
{ROWAN.....	DD64
ALLEN.....	DD66
{CALDWELL.....	DD69
{DD70 (EX-CRAVEN).....	DD70
{GWIN.....	DD61
{CONNER.....	DD72
{STOCKTON.....	DD73
{MANLEY.....	DD74
No. 75-185 Class	
WICKES.....	DD75
PHILIP.....	DD76
EVANS.....	DD78
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
DD92 (EX-GRIDLEY).....	DD92
FAIRFAX.....	DD93

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
DESTROYERS (DD)—Continued	
No. 75-185 Class—Continued	
TAYLOR.....	DD94
BELL.....	DD95
SCHLEY.....	DD103
CHAMPLIN.....	DD104
DD105 (<i>Ex-MUGFORD</i>).....	DD105
CHEW.....	DD106
WILLIAMS.....	DD108
CRANE.....	DD109
RATHBURN.....	DD113
TALROT.....	DD114
WATERS.....	DD115
DENT.....	DD116
DORSEY.....	DD117
LEA.....	DD118
RADFORD.....	DD120
TATTNALL.....	DD125
BADGER.....	DD126
TWIGGS.....	DD127
BARBITT.....	DD128
JACOB JONES.....	DD130
BUCHANAN.....	DD131
AARON WARD.....	DD132
HALE.....	DD133
CROWNINSHIELD.....	DD134
TILLMAN.....	DD135
KILTY.....	DD137
KENNISON.....	DD138
WARD.....	DD139
CLAXTON.....	DD140
HAMILTON.....	DD141
TARRELL.....	DD142
YARNELL.....	DD143
UPSHUR.....	DD144
GREER.....	DD145
ELLIOT.....	DD146
ROPER.....	DD147
BRECKINRIDGE.....	DD148
BARNEY.....	DD149
BLAKELEY.....	DD150
BIDDLE.....	DD151
DU PONT.....	DD152
BERNADOU.....	DD153
ELLIS.....	DD154
COLE.....	DD155
J. FRED TALBOTT.....	DD156
DICKERSON.....	DD157
LEARY.....	DD158
SCHENCK.....	DD159
HERBERT.....	DD160
PALMER.....	DD161
THATCHER.....	DD162
WALKER.....	DD163
CROSBY.....	DD164
MEREDITH.....	DD165
BUSH.....	DD166
COWELL.....	DD167
MADDOX.....	DD168
FOOTE.....	DD169
KALK.....	DD170
MACKENZIE.....	DD175
RENSHAW.....	DD176
O'BANNON.....	DD177
HOGAN.....	DD178
HOWARD.....	DD179
STANSBURY.....	DD180
HOPEWELL.....	DD181
THOMAS.....	DD182
HARADEN.....	DD183
ARROT.....	DD184
DD185 (<i>Ex-BAGLEY</i>).....	DD185
No. 186-347 Class	
CLEMON.....	DD186
DAHLGREN.....	DD187
GOLDSBOROUGH.....	DD188
SATTERLEE.....	DD190
MASON.....	DD191
ABEL P. UPSHUR.....	DD193
HUNT.....	DD194
WELBORN C. WOOD.....	DD195
GEORGE E. BADGER.....	DD196
DESTROYERS (DD)—Continued	
No. 186-347 Class—Continued	
BRANCH.....	DD197
HERNDON.....	DD198
DALLAS.....	DD199
CHANDLER.....	DD206
SOUTHARD.....	DD207
HOVEY.....	DD208
LONG.....	DD209
BROOME.....	DD210
ALDEN.....	DD211
SMITH THOMPSON.....	DD212
BARKER.....	DD213
TRACY.....	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
TRUXTON.....	DD229
PAUL JONES.....	DD230
HATFIELD.....	DD231
BROOKS.....	DD232
GILMER.....	DD233
FOX.....	DD234
KANE.....	DD235
HUMPHREYS.....	DD236
McFARLAND.....	DD237
JAMES K. PAULDING.....	DD238
OVERTON.....	DD239
STURTEVANT.....	DD240
CHILDS.....	DD241
KING.....	DD242
SANDS.....	DD243
WILLIAMSON.....	DD244
REUBEN JAMES.....	DD245
BAINBRIDGE.....	DD246
GOFF.....	DD247
BARRY.....	DD248
HOPKINS.....	DD249
LAWRENCE.....	DD250
BELKNAP.....	DD251
MCCOOK.....	DD252
MCCALLA.....	DD253
RODGERS.....	DD254
OSMOND INGRAM.....	DD255
BANCROFT.....	DD256
WELLES.....	DD257
AULICK.....	DD258
TURNER.....	DD259
GILLIS.....	DD260
LAUR.....	DD263
McLANAHAN.....	DD264
EDWARDS.....	DD265
GREENE.....	DD266
BALLARD.....	DD267
SHUBRICK.....	DD268
BAILEY.....	DD269
THORNTON.....	DD270
MORRIS.....	DD271
TINGEY.....	DD272
SWASEY.....	DD273
MEADE.....	DD274
LITCHFIELD.....	DD336
ZANE.....	DD337
WASMUTH.....	DD338
TREVER.....	DD339
PERRY.....	DD340
DECATUR.....	DD341
HULBERT.....	DD342
NOA.....	DD343
WILLIAM B. PRESTON.....	DD344
PREBLE.....	DD345
SICARD.....	DD346
FRUITT.....	DD347

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number		Type, name, and identification number	
DESTROYERS (DD)—Continued		DESTROYERS (DD)—Continued	
No. 348-355 Class		No. 397-408 Class—Continued	
FARRAGUT.....	DD348	No. 406.....	DD406
DEWEY.....	DD349	No. 407.....	DD407
HULL.....	DD350	No. 408.....	DD408
MACDONOUGH.....	DD351		
WORDEN.....	DD352	DESTROYER LEADERS (DL)	
DALE.....	DD353	(None)	
MONAGHAN.....	DD354	SUBMARINES (SS)	
AYLWIN.....	DD355		
No. 356-363 Class		S-1.....	SS105
PORTER.....	DD356	S-3.....	SS107
SELFRIDGE.....	DD357	S-4.....	SS109
MCDUGAL.....	DD358	S-6.....	SS111
WINSLOW.....	DD359	S-7.....	SS112
PHELPS.....	DD360	S-8.....	SS113
CLARK.....	DD361	S-9.....	SS114
MOFFETT.....	DD362	S-10.....	SS115
BALCH.....	DD363	S-11.....	SS116
No. 364-379 Class		S-12.....	SS117
MAHAN.....	DD364	S-13.....	SS118
CUMMINGS.....	DD365	S-14.....	SS119
DRAYTON.....	DD366	S-15.....	SS120
LAMSON.....	DD367	S-16.....	SS121
FLUSSER.....	DD368	S-17.....	SS122
REID.....	DD369	S-18.....	SS123
CASE.....	DD370	S-19.....	SS124
CONYNGHAM.....	DD371	S-20.....	SS125
CASSIN.....	DD372	S-21.....	SS126
SHAW.....	DD373	S-22.....	SS127
TUCKER.....	DD374	S-23.....	SS128
DOWNES.....	DD375	S-24.....	SS129
CUSHING.....	DD376	S-25.....	SS130
PERKINS.....	DD377	S-26.....	SS131
SMITH.....	DD378	S-27.....	SS132
PRESTON.....	DD379	S-28.....	SS133
No. 380-383		S-29.....	SS134
GRIDLEY ¹	DD380	S-30.....	SS135
SOMERS ²	DD381	S-31.....	SS136
CRAVEN ¹	DD382	S-32.....	SS137
WARRINGTON ²	DD383	S-33.....	SS138
No. 384-393 Class		S-34.....	SS139
DUNLAP.....	DD384	S-35.....	SS140
FANNING.....	DD385	S-36.....	SS141
BAGLEY.....	DD386	S-37.....	SS142
BLUE.....	DD387	S-38.....	SS143
HELM.....	DD388	S-39.....	SS144
MUGFORD.....	DD389	S-40.....	SS145
RALPH TALBOT.....	DD390	S-41.....	SS146
HENLEY.....	DD391	S-42.....	SS153
PATTERSON.....	DD392	S-43.....	SS154
JARVIS.....	DD393	S-44.....	SS155
No. 394-396 Class		S-45.....	SS156
No. 394.....	DD394	S-46.....	SS157
No. 395.....	DD395	S-47.....	SS158
No. 396.....	DD396	S-48.....	SS159
No. 397-408 Class		O-1.....	SS62
No. 397.....	DD397	O-2.....	SS63
No. 398.....	DD398	O-3.....	SS64
No. 399.....	DD399	O-4.....	SS65
No. 400.....	DD400	O-6.....	SS67
No. 401.....	DD401	O-7.....	SS68
No. 402.....	DD402	O-8.....	SS69
No. 403.....	DD403	O-9.....	SS70
No. 404.....	DD404	O-10.....	SS71
No. 405.....	DD405		

¹No. 380 and 382 class.²No. 381 and 383 class.

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
SUBMARINES (SS)—Continued	
R-1.....	SS78
R-2.....	SS79
R-3.....	SS80
R-4.....	SS81
R-5.....	SS82
R-6.....	SS83
R-7.....	SS84
R-8.....	SS85
R-9.....	SS86
R-10.....	SS87
R-11.....	SS88
R-12.....	SS89
R-13.....	SS90
R-14.....	SS91
R-15.....	SS92
R-16.....	SS93
R-17.....	SS94
R-18.....	SS95
R-19.....	SS96
R-20.....	SS97
{BARRACUDA.....	SS163
{BASS.....	SS164
{BONITA.....	SS165
{NARWHAL.....	SS167
{NAUTILUS.....	SS168
DOLPHIN.....	SS169
{CACHALOT.....	SS170
{CUTTLEFISH.....	SS171
{PORPOISE.....	SS172
{PIKE.....	SS173
{SHARK.....	SS174
{TARPON.....	SS175
{PERCH.....	SS176
{PICKEREL.....	SS177
{PERMIT (<i>El-Pinna</i>).....	SS178
{PLUNGER.....	SS179
{POLLACK.....	SS180
{POMPANO.....	SS181
{No. 182.....	SS182
{No. 183.....	SS183
{No. 184.....	SS184
{No. 185.....	SS185
{No. 186.....	SS186
{No. 187.....	SS187
SUBMARINES (MINELAYING TYPE) (SM)	
ARGONAUT.....	SM1
MINE LAYERS (CM)	
BALTIMORE.....	CM1
YOSEMITE.....	CM2
{AROOSTOOK.....	CM3
{OGLALA.....	CM4
LIGHT MINE LAYERS (DM)	
{STRIBLING.....	DM1
{MURRAY.....	DM2
{ISRAEL.....	DM3
{LUCE.....	DM4
{LANSDALE.....	DM6
{INGRAHAM.....	DM9
{ANTHONY.....	DM12
{SPROSTON.....	DM13
{GAMBLE.....	DM15
{RAMSAY.....	DM16
{MONTGOMERY.....	DM17
{BRESE.....	DM18
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
TEAL.....	AM23
BRANT.....	AM24
KINGFISHER.....	AM25
RAIL.....	AM26
PELICAN.....	AM27
SEAGULL.....	AM30
TERN.....	AM31
PENGUIN.....	AM33
SWAN.....	AM34
WHIPPOORWILL.....	AM35
BITTERN.....	AM36
SANDERLING.....	AM37
CORMORANT.....	AM40
GANNET.....	AM41
GREBE.....	AM43
PEACOCK.....	AM46
SANDPIPER.....	AM51
VIREO.....	AM52
WARBLER.....	AM53
WILLET.....	AM54
PATROL VESSELS—EAGLES (PE)	
EAGLE 10.....	PE10
EAGLE 12.....	PE12
EAGLE 19.....	PE19
EAGLE 22.....	PE22
EAGLE 26.....	PE26
EAGLE 27.....	PE27
EAGLE 32.....	PE32
EAGLE 35.....	PE35
EAGLE 36.....	PE36
EAGLE 38.....	PE38
EAGLE 39.....	PE39
EAGLE 44.....	PE44
EAGLE 46.....	PE46
EAGLE 47.....	PE47
EAGLE 48.....	PE48
EAGLE 51.....	PE51
EAGLE 52.....	PE52
EAGLE 55.....	PE55
EAGLE 56.....	PE56
EAGLE 57.....	PE57
EAGLE 58.....	PE58
EAGLE 59.....	PE59
EAGLE 60.....	PE60
PATROL VESSELS—SUBMARINE CHASER (PC)	
SC-64.....	PC64
SC-102.....	PC102
SC-103.....	PC103
SC-143.....	PC143
SC-185.....	PC185
SC-192.....	PC192
SC-223.....	PC223
SC-224.....	PC224
SC-229.....	PC229
SC-231.....	PC231
SC-252.....	PC252
SC-330.....	PC330

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
PATROL VESSELS—SUBMARINE CHASER—Continued	
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)	
SACRAMENTO.....	PG19
ASHEVILLE.....	PG21
TULSA.....	PG22
{ERIE.....	PG50
{CHARLESTON.....	PG51
PATROL VESSELS—RIVER GUNBOATS (PR)	
{PALOS.....	PR1
{MONOCACY.....	PR2
{GUAM.....	PR3
{TUTUILA.....	PR4
{PANAY.....	PR5
{OAHU.....	PR6
{LUFON.....	PR7
{MINDANAO.....	PR8
PATROL VESSELS—CONVERTED YACHTS (PY)	
NOKOMIS.....	PY6
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)	
BUSHNELL.....	AS2
HOLLAND.....	AS3
BEAVER.....	AS5
CAMDEN.....	AS6
CANOPUS.....	AS9
ARGONNE.....	AS10
AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDERS (AZ)	
(None)	
AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (AV)	
WRIGHT.....	AV1
JASON.....	AV2
AUXILIARIES—REPAIR SHIPS (AR)	
MEDUSA.....	AR1
{PROMETHEUS.....	AR3
{VESTAL.....	AR4
AUXILIARIES—FLOATING DRY DOCK (ARD)	
ARDL.....	ARD1
AUXILIARIES—STORESHIPS (AF)	
BRIDGE.....	AF1
{ARCTIC.....	AF7
{BOREAS.....	AF8
{YUKON.....	AF9
AUXILIARIES—COLLIERS (AC)	
NEPTUNE.....	AC8
{PROTEUS.....	AC9
{NEREUS.....	AC10
AUXILIARIES—OILERS (AO)	
{KANAWHA.....	AO1
{MAUMEE.....	AO2
{CUTAMA.....	AO3
{BRAZOS.....	AO4
{NECHES.....	AO5
{PECOS.....	AO6
{PATOKA ¹	AO9
{SAPELO.....	AO11
{RAMAPO.....	AO12
{TRINITY.....	AO13
BARNES, ROBERT L.....	AO14
{KAWeah.....	AO15
{LARAMIE.....	AO16
{MATTOLE.....	AO17
{RAPIDAN.....	AO18
{SALINAS.....	AO19
{SEFULGA.....	AO20
{TIPECANOE.....	AO21
AUXILIARIES—AMMUNITION SHIPS (AE)	
{PYRO.....	AE1
{NITRO.....	AE2
AUXILIARIES—CARGO SHIPS (AK)	
CAPELLA.....	AK13
REGULUS.....	AK14
{SIRIUS.....	AK15
{SPICA.....	AK16
{VEGA.....	AK17
AUXILIARIES—TRANSPORTS (AP)	
HENDERSON.....	AP1
CHAUMONT.....	AP5
HEYWOOD ²	AP2
AUXILIARIES—HOSPITAL SHIPS (AH)	
RELIEF.....	AH1
MERCY.....	AH4
AUXILIARIES—OCEAN-GOING TUGS (AT)	
{PATAPSCO.....	AT10
{PATUXENT.....	AT11
{SONOMA.....	AT12
{ONTARIO.....	AT13
{ARAPAHO.....	AT14
{TILLAMOOK.....	AT16

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	
{WANDO.....	AT17
{CHEMUNG.....	AT18
{ALLEGHENY.....	AT19
{SAGAMORE.....	AT20
BAGADUCE.....	AT21
TADOUSAC.....	AT22
KALMIA.....	AT23
KEWAYDIN.....	AT24
UMPQUA.....	AT25
WANDANK.....	AT26
TATNUCK.....	AT27
SUNNADIN.....	AT28
MAHOFAC.....	AT29
SCIOTA.....	AT30
KOKA.....	AT31
NAPA.....	AT32
PINOLA.....	AT33
ALGORMA.....	AT34
IUKA.....	AT37
KEOSANQUA.....	AT38
MONTCALM.....	AT39
NAVAJO.....	AT52
GENESEE.....	AT55
UNDAUNTED.....	AT58
CHALLENGE.....	AT59
BAY SPRING.....	AT60
AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR)	
WIDGEON.....	ASR1
FALCON.....	ASR2
CHEWINK.....	ASR3
MALLARD.....	ASR4
ORTOLAN.....	ASR5
PIGEON.....	ASR6
AUXILIARIES—MISCELLANEOUS (AG)	
HANNIBAL.....	AG1
ANTARES.....	AG10
GOLD STAR.....	AG12
UTAH.....	AG16
WYOMING.....	AG17
BOGGS.....	AG19
LAMBERTON.....	AG21
SEQUIOIA.....	AG23
SEMMES.....	AG24
UNCLASSIFIED	
ALTON (<i>Ex Chicago</i>).....	<i>Ex-CA14, Ex-CL14</i>
AMERICA.....	
ANNAPOLIS.....	<i>Ex-PG10</i>
BOSTON.....	
BRIARCLIFF.....	
CALIFORNIA STATE (<i>Ex-HENRY COUNTY</i>).....	
CHEYENNE.....	<i>Ex-BM10</i>
CONSTELLATION.....	
CONSTITUTION.....	
CUMBERLAND.....	
DUBUQUE.....	<i>Ex-AG6</i>
EMPIRE STATE (<i>Ex-PROCVON</i>).....	<i>Ex-AG11</i>
HARTFORD.....	
HAWK.....	<i>Ex-PY2</i>
ILLINOIS.....	<i>Ex-BB7</i>
KEARSARGE—CRANE SHIP No. 1.....	<i>Ex-BB6</i>
NANTUCKET.....	<i>Ex-PG23</i>
NEWTON.....	
OLYMPIA.....	<i>Ex-CL16</i>
OREGON.....	<i>Ex-BB3</i>
PADUCAH.....	<i>Ex-AG7</i>
REINA MERCEDES.....	
SEATTLE.....	<i>Ex-CA11</i>
WHEELING.....	<i>Ex-PG14</i>
WILMETTE.....	
WILMINGTON.....	<i>Ex-PG8</i>

BATTLESHIPS (BB).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
1	ARIZONA ¹ BB39	608 0	600 0	106 3	27 7	32,600	1
2	ARKANSAS ¹ BB33	562 0	555 0	106 1	26 0	26,100	2
3	CALIFORNIA ¹ BB44	624 0	600 0	97 6	30 7	32,600	3
4	COLORADO..... BB45	624 0	600 0	97 6	30 6	32,500	4
5	IDAHO ¹ BB42	624 0	600 0	106 3	29 6	33,400	5
6	MARYLAND ¹ BB46	624 0	600 0	97 6	29 8	31,500	6
7	MISSISSIPPI..... BB41	624 0	600 0	106 3	29 3	33,000	7
8	NEVADA..... BB36	583 0	575 0	107 11	27 5	29,000	8
9	NEW MEXICO ¹ BB40	624 0	600 0	106 3	29 6	² 33,400	9
10	NEW YORK ¹ BB34	573 0	566 0	106 1	26 0	27,000	10
11	OKLAHOMA..... BB37	583 0	575 0	107 11	27 5	29,000	11
12	PENNSYLVANIA ¹ BB38	608 0	600 0	106 3	28 0	33,100	12
13	TENNESSEE..... BB43	624 0	600 0	97 6	30 4	32,300	13
14	TEXAS ¹ BB35	573 0	566 0	106 1	26 0	27,000	14
15	WEST VIRGINIA ¹ BB48	624 0	600 0	97 6	29 11	31,800	15
	Total displacement.....					464,300	

¹ Fitted as flagship.² Standard displacement of New Mexico prior to modernization was 30,800 tons (similar to IDAHO), and not 30,000 tons as previously reported.

BATTLESHIPS (BB).

	Trial displacement	De-signed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
1	⁴ 37,654	⁷ 21.0	105	33½	1	2 tripod.....	ARIZONA..... BB39	1
2	29,011	⁷ 20.5	94	32	1	1 cage; 1 tripod.....	ARKANSAS..... BB33	2
3	33,967	21.0	101	35½	2	2 cage.....	CALIFORNIA..... BB44	3
4	33,569	21.0	101	35½	2	do.....	COLORADO..... BB45	4
5	³ 35,100	⁷ 21.0	107	34	1	1 pole ⁶	IDAHO..... BB42	5
6	32,655	21.0	101	35½	2	2 cage.....	MARYLAND..... BB46	6
7	³ 34,700	⁷ 21.0	107	34	1	1 pole ⁶	MISSISSIPPI..... BB41	7
8	31,961	⁷ 20.5	96	32½	1	2 tripod.....	NEVADA..... BB36	8
9	³ 35,100	⁷ 21.0	107	34	1	1 pole ⁶	NEW MEXICO..... BB40	9
10	29,835	⁷ 21.0	98	31½	1	2 tripod.....	NEW YORK..... BB34	10
11	³ 32,338	⁷ 20.5	96	32½	1	do.....	OKLAHOMA..... BB37	11
12	³ 37,132	⁷ 21.0	105	33½	1	do.....	PENNSYLVANIA..... BB38	12
13	32,878	21.0	101	35	2	2 cage.....	TENNESSEE..... BB43	13
14	29,394	⁷ 21.0	98	31½	1	2 tripod.....	TEXAS..... BB35	14
15	33,415	21.0	101	35½	2	2 cage.....	WEST VIRGINIA..... BB48	15

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ On standardization trial. No 4-hour full-power trial held.⁴ On 10-hour full-power trial.⁵ On 12-hour full-power trial.⁶ Also 1 small flag mast forward of pole mainmast.⁷ As designed prior to modernization.⁸ Normal displacement.

BATTLESHIPS (BB).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Designed horse-power main engines	Turbogenerator sets			
				Number and type	T. H. S.		No.	Kilo-watts each	Volts	
1	ARIZONA.....	4	Parsons-Westgh. ¹	6 Bu. Exp....	<i>Sq. ft.</i> 45,080	¹¹ 34,000	4	300	120-240	1
2	ARKANSAS.....	4	Parsons turbine. ¹	4 W. F.....	45,000 ² 4,364	¹¹ 28,000	4	300	120	2
3	CALIFORNIA.....	4	G. E. turb., electric drive. ³	8 Bu. Exp....	50,984	26,800	6	300	120-240	3
4	COLORADO.....	4	Westgh. turb., elect. drive. ³	8 B. & W....	41,768 ² 4,168	27,300	6	300	120-240	4
5	IDAHO.....	4	Westgh. geared turb....	6 { 4 Drum Bu. Exp....	¹⁰ 43,068	¹¹ 32,200	4	400	120-240	5
6	MARYLAND.....	4	G. E. turb., electric drive. ³	8 B. & W....	41,768 ² 4,168	27,300	6 2	300 400	{ 120- 240	6
7	MISSISSIPPI.....	4	Westgh. geared turb....	6 { 4 Drum Bu. Exp....	¹⁰ 43,068	¹¹ 29,000	4	400	120-240	7
8	NEVADA.....	2	Parsons turb., red. gear. ⁴	6 Bu. Exp....	45,080	¹¹ 26,500	4	300	120	8
9	NEW MEXICO....	4	Westgh. geared turb....	4 W. F. ⁷	45,000 ² 4,364	¹¹ 28,500	4	400	120-240	
10	NEW YORK.....	2	Vert. 3-exp. ⁸	6 Bu. Exp....	37,020 ² 6,096	¹¹ 28,100	4	300	120	10
11	OKLAHOMA.....	2	do. ⁶	do.....	45,080	¹¹ 24,800	4	300	120	11
12	PENNSYLVANIA..	4	Curtis-Westgh. ⁹	1 Bu. Exp.... 5 W. F.....	42,013 ² 3,725	¹¹ 32,000	4	300	120	12
13	TENNESSEE.....	4	Westgh. turb., elect. drive. ³	8 B. & W....	41,768 ² 4,168	26,800	6	300	120-240	13
14	TEXAS.....	2	Vert. 3-exp. ⁸	6 Bu. Exp....	37,020 ² 6,096	¹¹ 28,100	4	300	120	14
15	WEST VIRGINIA..	4	G. E. turb., electric drive. ³	8 B. & W....	41,768 ² 4,168	27,300	6 2	300 400	{ 120- 240	15
Total horsepower.....						426,700				

¹ Geared high-pressure impulse turbine on low-pressure shaft.² Superheating surface.³ 2 main generators: 4 propelling motors.⁴ Ex-North Dakota turbine.⁵ 39×63×83×83⁶ $36\frac{1}{2} \times 59\frac{1}{2} \times 78 \times 78$ ⁷ Ex-Florida boilers.⁸ Parsons turbine L. P. ahead and astern, H. P. astern, Westgh. geared turb. H. P. ahead and cruising.⁹ Curtis turbine L. P. ahead and astern, H. P. astern, Westgh. geared turb. H. P. ahead and cruising.¹⁰ Also economizer 10,874 sq. ft. H. S.¹¹ As designed prior to modernization.

BATTLESHIPS (BB).

	Catapults		Name and official number	
	Number	Location		
1	2	1 turret; 1 quarter-deck.....	ARIZONA..... BB39	1
2	1	1 turret.....	ARKANSAS..... BB33	2
3	2	1 turret; 1 quarter-deck.....	CALIFORNIA..... BB44	3
4	2	do.....	COLORADO..... BB45	4
5	2	do.....	IDAHO..... BB42	5
6	2	do.....	MARYLAND..... BB46	6
7	2	do.....	MISSISSIPPI..... BB41	7
8	2	do.....	NEVADA..... BB36	8
9	2	do.....	NEW MEXICO..... BB40	9
10	1	1 turret.....	NEW YORK..... BB34	10
11	2	1 turret; 1 quarter-deck.....	OKLAHOMA..... BB37	11
12	2	do.....	PENNSYLVANIA..... BB38	12
13	2	do.....	TENNESSEE..... BB43	13
14	1	1 turret.....	TEXAS..... BB35	14
15	2	1 turret; 1 quarter-deck.....	WEST VIRGINIA..... BB48	15

BATTLESHIPS (BB).

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

¹ In 4 turrets.² In 6 turrets.³ In 5 turrets.⁴ In 4 turrets; 2 triple and 2 twin mounts.

BATTLESHIPS (BB).

	Quarters available ¹						Name and official number	
	Cabin	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	3	47	34	9	55	² 904	ARIZONA ³ BB39	1
2	1	28	45	10	61	⁴ 746	ARKANSAS ⁵ BB33	2
3	4	55	39	13	71	1, 633	CALIFORNIA ⁶ BB44	3
4	1	38	22	12	60	1, 114	COLORADO ⁷ BB45	4
5	2	46	30	12	56	1, 357	IDAHO ⁸ BB42	5
6	2	37	23	13	60	1, 308	MARYLAND ⁹ BB46	6
7	1	42	35	12	51	1, 302	MISSISSIPPI ¹⁰ BB41	7
8	1	34	32	12	50	1, 235	NEVADA ¹¹ BB36	8
9	2	52	36	12	65	1, 091	NEW MEXICO ¹² BB40	9
10	3	37	39	12	48	1, 110	NEW YORK..... BB34	10
11	1	34	41	12	52	1, 589	OKLAHOMA ¹³ BB37	11
12	4	47	31	13	52	¹⁰ 1, 027	PENNSYLVANIA..... BB38	12
13	1	40	36	12	58	1, 216	TENNESSEE ¹⁴ BB43	13
14	3	48	33	9	49	889	TEXAS..... BB35	14
15	3	49	26	13	¹¹ 60	¹⁰ 1, 115	WEST VIRGINIA ¹⁵ BB48	15

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² Also cot space for 680.

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

⁴ Also cot space for 587.

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

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

⁷ 1 berth, guest cabin, not included in table.

⁸ Also space available for 1 flag officer.

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

¹⁰ Also cot space for 400 men.

¹¹ Also cot space for 20 men.

BATTLESHIPS (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	Dec. 28, 1915 ³	3
4	COLORADO..... BB45	New York S. B. Co.....	Cost+fee.	Aug. 29, 1916	Jan. 17, 1917 ⁴	4
5	IDAHO..... BB42	do.....	7,250,000	June 30, 1914	Nov. 9, 1914	5
6	MARYLAND..... BB46	Newport News S. B. Co.....	Cost+fee.	Aug. 29, 1916	Dec. 5, 1916 ⁵	6
7	MISSISSIPPI..... BB41	do.....	7,115,000	June 30, 1914	Nov. 23, 1914	7
8	NEVADA..... BB36	Fore River S. B. Co.....	5,895,000	Mar. 4, 1911	Jan. 22, 1912	8
9	NEW MEXICO... BB40	Navy yard, New York.....	¹ 7,800,000	June 30, 1914	Oct. 20, 1914 ²	9
10	NEW YORK..... BB34	do.....	¹ 6,400,000	June 24, 1910	May 1, 1911 ⁴	10
11	OKLAHOMA..... BB37	New York S. B. Co.....	5,926,000	Mar. 4, 1911	Jan. 22, 1912	11
12	PENNSYLVANIA.. BB38	Newport News S. B. Co....	7,260,000	Aug. 22, 1912	Feb. 28, 1913	12
13	TENNESSEE..... BB43	Navy yard, New York.....	¹ 12,750,000	Mar. 3, 1915	Dec. 28, 1915 ³	13
14	TEXAS..... BB35	Newport News S. B. Co....	5,830,000	June 24, 1910	Dec. 17, 1910	14
15	WEST VIRGINIA.. BB48	do.....	Cost+fee.	Aug. 29, 1916	Dec. 5, 1916 ⁵	15

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 (BB).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	Mar. 16, 1914	June 19, 1915	Sept. 15, 1916	-----	Oct. 17, 1916	Oct. 17, 1936	ARIZONA-----	1
2	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	Sept. 14, 1932	ARKANSAS-----	2
3	Oct. 25, 1916	Nov. 20, 1919	Jan. 9, 1919	-----	Aug. 10, 1921	Sept. 15, 1941 ¹	CALIFORNIA-----	3
4	May 29, 1919	Mar. 22, 1921	-----	Aug. 30, 1923	Aug. 30, 1923	Aug. 30, 1943	COLORADO-----	4
5	Jan. 20, 1915	June 30, 1917	Nov. 9, 1917	Mar. 24, 1919	Mar. 24, 1919	Mar. 24, 1939	IDAHO-----	5
6	Apr. 24, 1917	Mar. 20, 1920	-----	July 20, 1921	July 21, 1921	July 20, 1941	MARYLAND-----	6
7	Apr. 5, 1915	Jan. 25, 1917	Nov. 23, 1917	Dec. 18, 1917	Dec. 18, 1917	Dec. 18, 1937	MISSISSIPPI-----	7
8	Nov. 4, 1912	July 11, 1914	Jan. 22, 1915	Mar. 11, 1916	Mar. 11, 1916	Mar. 11, 1936	NEVADA-----	8
9	Oct. 14, 1915	Apr. 23, 1917	June 1, 1918 ¹	-----	May 20, 1918	Aug. 15, 1938 ²	NEW MEXICO...	9
10	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914 ¹	-----	Apr. 15, 1914	Apr. 26, 1934 ²	NEW YORK-----	10
11	Oct. 26, 1912	Mar. 23, 1914	Jan. 22, 1915	May 2, 1916	May 2, 1916	May 2, 1936	OKLAHOMA-----	11
12	Oct. 27, 1913	Mar. 16, 1915	Feb. 28, 1916	June 12, 1916	June 12, 1916	June 12, 1936	PENNSYLVANIA	12
13	May 14, 1917	Apr. 30, 1919	-----	-----	June 3, 1920	Sept. 16, 1940 ²	TENNESSEE-----	13
14	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	Mar. 12, 1914	Mar. 12, 1914	Mar. 12, 1934	TEXAS-----	14
15	Apr. 12, 1920	Nov. 19, 1921	-----	Dec. 1, 1923	Dec. 1, 1923	Dec. 1, 1943	WEST VIRGINIA	15

¹ Expiration of construction period.² Based upon date of completion of vessel by Navy Yard.

HEAVY CRUISERS (CA).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
1	ASTORIA ¹.....CA34	588 0	574 0	61 9	19 5	9,950	1
2	AUGUSTA ¹.....CA31	600 3	569 0	66 1	16 4	9,050	2
3	CHESTER ¹.....CA27	600 3	570 0	66 1	16 6	9,200	3
4	CHICAGO ¹.....CA29	600 3	572 0	66 1	16 8	9,300	4
5	HOUSTON ¹.....CA30	600 3	569 0	66 1	16 4	9,050	5
6	INDIANAPOLIS ¹.....CA35	610 3	584 0	66 1	17 4	9,950	6
7	LOUISVILLE ¹.....CA28	600 3	569 0	66 1	16 4	9,050	7
8	MINNEAPOLIS ¹.....CA36	588 0	574 0	61 9	19 5	9,950	8
9	NEW ORLEANS.....CA32	588 0	574 0	61 9	19 5	9,950	9
10	NORTHAMPTON ¹.....CA26	600 3	569 0	66 1	16 4	9,050	10
11	PENSACOLA.....CA24	585 6	558 0	65 3	16 2	9,100	11
12	PORTLAND.....CA33	610 3	582 0	66 1	17 1	9,800	12
13	QUINCY.....CA39	-----	575 0	61 10	19 6	² 10,000	13
14	ROCHESTER ^{1 3}.....CA 2	384 0	380 0	64 10	21 7	7,350	14
15	SALT LAKE CITY.....CA25	585 6	558 0	65 3	16 2	9,100	15
16	SAN FRANCISCO ¹.....CA38	588 0	574 0	61 9	19 5	9,950	16
17	TUSCALOOSA ¹.....CA37	588 0	574 0	61 9	19 5	9,975	17
18	VINCENNES.....CA44	-----	575 0	61 10	19 6	² 10,000	18
19	WICHITA.....CA45	-----	600 0	61 9	19 10	² 10,000	19
	Total displacement.....	-----	-----	-----	-----	179,775	

¹ Fitted as flagship.² Estimated, as designed.³ ROCHESTER, formerly SARATOGA, originally NEW YORK.

HEAVY CRUISERS (CA).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
1	11,515	32.7	61	23½	2	2 pole.....	ASTORIA..... CA34	1
2	10,529	32.7	63	23	2	2 tripod.....	AUGUSTA..... CA31	2
3	10,544	32.7	63	23	2	do.....	CHESTER..... CA27	3
4	11,062	32.7	63	23	2	do.....	CHICAGO..... CA29	4
5	10,351	32.7	63	23	2	do.....	HOUSTON..... CA30	5
6	11,574	32.7	65	24	2	1 tripod and 1 pole...	INDIANAPOLIS..... CA35	6
7	10,645	32.7	63	23	2	2 tripod.....	LOUISVILLE..... CA28	7
8	11,515	32.7	61	23½	2	2 pole.....	MINNEAPOLIS..... CA36	8
9	11,515	32.7	61	23½	2	do.....	NEW ORLEANS..... CA32	9
10	10,559	32.7	63	23	2	2 tripod.....	NORTHAMPTON..... CA26	10
11	10,617	32.7	62	22	2	do.....	PENSACOLA..... CA24	11
12	11,574	32.7	65	24	2	1 tripod and 1 pole...	PORTLAND..... CA33	12
13							QUINCY..... CA39	13
14	8,480	21.0	57	25	2	2 military.....	ROCHESTER..... CA 2	14
15	10,826	32.7	62	22	2	2 tripod.....	SALT LAKE CITY..... CA25	15
16	11,515	32.7	61	23½	2	2 pole.....	SAN FRANCISCO..... CA38	16
17	11,515	32.7	61	23½	2	do.....	TUSCALOOSA..... CA37	17
18							VINCENNES..... CA44	18
19							WICHITA..... CA45	19

¹ Average for service displacement.² At emergency displacement, including projections, if any. Ship without trim.³ Designed normal displacement.

HEAVY CRUISERS (CA).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Designed horsepower main engines	Turbogenerator sets			
				Number and type	T.H.S.		No.	Kilowatts each	Volts	
1	ASTORIA.....	4	Westgh. geared turb..	8 B. & W....	$\frac{87,200}{(7,344)}$	107,000	4	250	120-240	1
2	AUGUSTA.....	4	Parsons, turb., red., gear. ¹	8 W. F.....	95,040	107,000	4	250	120-240	2
3	CHESTER.....	4	do. ¹	do.....	95,040	107,000	4	250	120-240	3
4	CHICAGO.....	4	do. ¹	do.....	95,040	107,000	4	250	120-240	4
5	HOUSTON.....	4	do. ¹	do.....	95,040	107,000	4	250	120-240	5
6	INDIANAPOLIS...	4	Parsons geared turb..	do.....	$\frac{88,800}{(11,544)}$	107,000	4	250	120-240	6
7	LOUISVILLE.....	4	Parsons, turb., red., gear. ¹	do.....	95,040	107,000	4	250	120-240	7
8	MINNEAPOLIS...	4	Westgh. geared turb..	8 B. & W....	$\frac{87,200}{(7,344)}$	107,000	4	250	120-240	8
9	NEW ORLEANS...	4	do.....	do.....	$\frac{87,200}{(7,344)}$	107,000	4	250	120-240	9
10	NORTHAMPTON...	4	Parsons, turb., red., gear. ¹	8 W. F.....	95,040	107,000	4	250	120-240	10
11	PENSACOLA.....	4	do. ¹	do.....	95,040	107,000	4	250	120-240	11
12	PORTLAND.....	4	Parsons geared turb..	8 Yarrow....	$\frac{90,720}{(12,240)}$	107,000	4	250	120-240	12
13	QUINCY.....									13
14	ROCHESTER.....	2	Vert., 3 Exp. ²	4 B. & W. ³ ..	18,556	16,000	4	50	120	14
15	SALT LAKE CITY	4	Parsons, turb., red., gear. ¹	8 W. F.....	95,040	107,000	4	250	120-240	15
16	SAN FRANCISCO..	4	Westgh. geared turb..	8 B. & W....	$\frac{87,200}{(7,344)}$	107,000	4	250	120-240	16
17	TUSCALOOSA.....	4	Parsons geared turb..	do.....	$\frac{87,200}{(7,344)}$	107,000	4	250	120-240	17
18	VINCENNES.....									18
19	WICHITA.....									19
Total shaft horsepower.....						1,621,000				

¹ Curtis geared cruising.² T. G. S. = 411 sq. ft.³ Two engines on each shaft, $\frac{32 \times 47 \times 72}{42}$.⁴ Superheating surface.⁵ Coal burning

HEAVY CRUISERS (CA).

Catapults		Name and official number
Number	Location	
1	2 Amidships.....	ASTORIA..... CA34 1
2	2 do.....	AUGUSTA..... CA31 2
3	2 do.....	CHESTER..... CA27 3
4	2 do.....	CHICAGO..... CA29 4
5	2 do.....	HOUSTON..... CA30 5
6	2 do.....	INDIANAPOLIS..... CA35 6
7	2 do.....	LOUISVILLE..... CA28 7
8	2 do.....	MINNEAPOLIS..... CA36 8
9	2 do.....	NEW ORLEANS..... CA32 9
10	2 do.....	NORTHAMPTON..... CA26 10
11	2 do.....	PENSACOLA..... CA24 11
12	2 do.....	PORTLAND..... CA33 12
13	-----	QUINCY..... CA39 13
14	-----	ROCHESTER..... CA 2 14
15	2 Amidships.....	SALT LAKE CITY..... CA25 15
16	2 do.....	SAN FRANCISCO..... CA38 16
17	2 do.....	TUSCALOOSA..... CA37 17
18	-----	VINCENNES..... CA44 18
19	-----	WICHITA..... CA45 19

HEAVY CRUISERS (CA).

	Name and official number	Armament (guns)		
		Main	Secondary	
1	ASTORIA..... CA34	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	1
2	AUGUSTA..... CA31	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	2
3	CHESTER..... CA27	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	3
4	CHICAGO..... CA29	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	4
5	HOUSTON..... CA30	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	5
6	INDIANAPOLIS..... CA35	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	6
7	LOUISVILLE..... CA28	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	7
8	MINNEAPOLIS..... CA36	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	8
9	NEW ORLEANS..... CA32	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	9
10	NORTHAMPTON..... CA26	9 8", 55 cal. ¹	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	10
11	PENSACOLA..... CA24	10 8", 55 cal. ²	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	11
12	PORTLAND..... CA33	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	12
13	QUINCY..... CA39	8" (max.).....	.....	13
14	ROCHESTER..... CA 2	4 8", 45 cal.....	8 5", 50 cal., 2 3" 50 cal. A. A.; 2 3-pdr. saluting.....	14
15	SALT LAKE CITY.... CA25	10 8", 55 cal. ²	4 5", 25 cal. A. A.; 2 3-pdr. saluting.....	15
16	SAN FRANCISCO..... CA38	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	16
17	TUSCALOOSA..... CA37	9 8", 55 cal. ¹	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	17
18	VINCENNES..... CA44	8" (max.).....	.....	18
19	WICHITA..... CA45	8" (max.).....	.....	19

¹ Triple mounts.² Nos. 1 and 4 twin mounts, Nos. 2 and 3 triple mounts.

HEAVY CRUISERS (CA).

	Quarters available ¹						Name and official number	
	Cabin officers	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	2	47	-----	10	45	795	ASTORIA.....	CA34 1
2	3	51	-----	10	52	679	AUGUSTA.....	CA31 2
3	2	37	-----	11	42	608	CHESTER.....	CA27 3
4	2	49	-----	12	50	686	CHICAGO ^{2 3}	CA29 4
5	2	49	-----	12	46	676	HOUSTON ²	CA30 5
6	1	34	-----	11	49	857	INDIANAPOLIS ^{3 4}	CA35 6
7	2	37	-----	11	40	601	LOUISVILLE ²	CA28 7
8	2	45	-----	10	45	817	MINNEAPOLIS.....	CA36 8
9	1	46	-----	10	39	819	NEW ORLEANS ⁷	CA32 9
10	2	37	-----	11	40	606	NORTHAMPTON ²	CA26 10
11	1	34	-----	12	38	445	PENSACOLA ⁴	CA24 11
12	1	40	-----	10	40	757	PORTLAND.....	CA33 12
13	-----	-----	-----	-----	-----	-----	QUINCY.....	CA39 13
14	2	31	-----	10	19	475	ROCHESTER.....	CA2 14
15	1	31	-----	15	40	576	SALT LAKE CITY.....	CA25 15
16	2	44	-----	10	45	803	SAN FRANCISCO.....	CA38 16
17	2	46	-----	11	44	763	TUSCALOOSA.....	CA37 17
18	-----	-----	-----	-----	-----	-----	VINCENNES.....	CA44 18
19	-----	-----	-----	-----	-----	-----	WICHITA.....	CA45 19

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² 1 emergency cabin, not included in table.

³ Also cot space for 75 men.

⁴ Also cot space for 175 men.

⁵ Also accommodations for 14 staff officers.

⁶ 3 spare berths, for officers, not included in table.

⁷ 2 emergency cabins, not included in table.

HEAVY CRUISERS (CA).

	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	ASTORIA..... CA34	Navy yard, Puget Sound...	³ 11,951,000	Feb. 13, 1929	{July 12, 1929 ¹ June 2, 1930 ⁴ }	1
2	AUGUSTA..... CA31	Newport News S. B. Co....	10,567,000	Dec. 18, 1924	June 13, 1927	2
3	CHESTER..... CA27	New York S. B. Co. ⁵	10,815,000	do.....	do.....	3
4	CHICAGO..... CA29	Navy yard, Mare Island...	³ 11,100,000	do.....	{Apr. 19, 1927 ¹ June 13, 1927 ⁴ }	4
5	HOUSTON..... CA30	Newport News S. B. Co....	10,567,000	do.....	June 13, 1927	5
6	INDIANAPOLIS... CA35	New York S. B. Co.....	10,903,200	Feb. 13, 1929	Aug. 15, 1929	6
7	LOUISVILLE.... CA28	Navy yard, Puget Sound...	³ 11,100,000	Dec. 18, 1924	{Apr. 19, 1927 ¹ June 13, 1927 ⁴ }	5
8	MINNEAPOLIS... CA36	Navy yard, Philadelphia...	³ 11,951,000	Feb. 13, 1929	{July 12, 1929 ¹ June 2, 1930 ⁴ }	8
9	NEW ORLEANS... CA32	Navy yard, New York.....	³ 12,000,000	do.....	{July 12, 1929 ¹ June 2, 1930 ⁴ }	9
10	NORTHAMPTON... CA26	Beth. S. B. Corp., Quincy..	10,675,000	Dec. 18, 1924	June 13, 1927	10
11	PENSACOLA..... CA24	Navy yard, New York.....	³ 11,100,000	do.....	{Mar. 7, 1925 ¹ July 9, 1926 ⁴ }	11
12	PORTLAND..... CA33	Beth. S. B. Corp., Quincy..	10,753,000	Feb. 13, 1929	Aug. 15, 1929	12
13	QUINCY..... CA39	do.....	8,196,000	do.....	Jan. 9, 1933	13
14	ROCHESTER..... CA 2	Wm. Cramp & Sons.....	2,985,000	Sept. 7, 1888	Aug. 28, 1890	14
15	SALT LAKE CITY. CA25	New York S. B. Co. ⁵	8,673,833	Dec. 18, 1924	{July 9, 1926 ¹ Apr. 16, 1927 ² }	15
16	SAN FRANCISCO... CA38	Navy yard, Mare Island...	³ 11,318,000	Feb. 13, 1929	Oct. 11, 1930 ¹ ⁴	16
17	TUSCALOOSA..... CA37	New York S. B. Co.....	10,450,000	do.....	Mar. 3, 1931	17
18	VINCENNES..... CA44	Beth. S. B. Corp., Quincy..	11,720,000	June 16, 1933	Aug. 3, 1933	18
19	WICHITA..... CA45	Navy yard, Philadelphia...	.....	Feb. 13, 1929 ⁶	{Aug. 22, 1934 ¹ Nov. 1, 1934 ⁴ }	19

¹ Date assigned to yard.² Date of supplementary contract.³ Limit of cost.⁴ Beginning of construction period.⁵ Subsidiary of Am. Brown Boveri.⁶ Together with act of Mar. 27, 1934.

HEAVY CRUISERS (CA).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	Sept. 1, 1930	Dec. 16, 1933	Oct. 2, 1933 ¹	-----	Apr. 28, 1934	June 1, 1954 ²	ASTORIA -----	1
2	July 2, 1928	Feb. 1, 1930	Mar. 13, 1931	Jan. 30, 1931	Jan. 30, 1931	Jan. 30, 1951	AUGUSTA -----	2
3	Mar. 6, 1928	July 3, 1929	June 13, 1930	June 23, 1930	June 24, 1930	June 23, 1950	CHESTER -----	3
4	Sept. 10, 1928	Apr. 10, 1930	Mar. 13, 1931	-----	Mar. 9, 1931	Mar. 9, 1951	CHICAGO -----	4
5	May 1, 1928	Sept. 7, 1929	June 13, 1930	June 17, 1930	June 17, 1930	June 17, 1950	HOUSTON -----	5
6	Mar. 31, 1930	Nov. 7, 1931	Aug. 15, 1932	Nov. 14, 1932	Nov. 15, 1932	Nov. 14, 1952	INDIANAPOLIS ...	6
7	July 4, 1928	Sept. 1, 1930	Mar. 13, 1931 ¹	-----	Jan. 15, 1931	Mar. 6, 1951 ²	LOUISVILLE ...	7
8	June 27, 1931	Sept. 6, 1933	Oct. 2, 1933 ⁴	-----	May 19, 1934	June 20, 1954 ²	MINNEAPOLIS ...	8
9	Mar. 14, 1931	Apr. 12, 1933	June 2, 1933 ³	-----	Feb. 15, 1934	Apr. 18, 1954 ²	NEW ORLEANS ...	9
10	Apr. 12, 1928	Sept. 5, 1929	June 13, 1930	May 15, 1930	May 17, 1930	May 15, 1950	NORTHAMPTON ...	10
11	Oct. 27, 1926	Apr. 25, 1929	July 9, 1929	-----	Feb. 6, 1930	Feb. 6, 1950 ²	PENSACOLA -----	11
12	Feb. 17, 1930	May 21, 1932	Aug. 15, 1932	Feb. 15, 1933	Feb. 23, 1933	Feb. 15, 1953	PORTLAND -----	12
13	Nov. 15, 1933	June 19, 1935	Jan. 9, 1936	-----	-----	-----	QUINCY -----	13
14	Sept. 30, 1890	Dec. 2, 1891	Jan. 1, 1893	June 17, 1893	Aug. 1, 1893	June 17, 1909	ROCHESTER -----	14
15	June 9, 1927	Jan. 23, 1929	July 9, 1929	Dec. 9, 1929	Dec. 11, 1929	Dec. 9, 1949	SALT LAKE CITY ...	15
16	Sept. 9, 1931	Mar. 9, 1933	Feb. 11, 1934	-----	Feb. 10, 1934	Apr. 23, 1954 ²	SAN FRANCISCO ...	16
17	Sept. 3, 1931	Nov. 15, 1933	Mar. 3, 1934	Aug. 17, 1934	Aug. 17, 1934	Aug. 17, 1954	TUSCALOOSA ----	17
18	Jan. 2, 1934	-----	Jan. 2, 1937	-----	-----	-----	VINCENNES -----	18
19	Oct. 28, 1935	-----	Jan. 1, 1938	-----	-----	-----	WICHITA -----	19

¹ Expiration of construction period.² Based upon date of completion of vessel by Navy Yard.³ Contract date of completion extended to April 15, 1934.⁴ Contract date of completion extended to April 1, 1934.⁵ Contract date of completion extended to February 15, 1934.

LIGHT CRUISERS (CL).

Name and official number		Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Tons</i>	
1	BOISE.....CL47	-----	600 0	61 7	19 9	¹ 10,000	1
2	BROOKLYN.....CL40	-----	600 0	61 7	19 9	¹ 10,000	2
3	CINCINNATI.....CL6	555 6	550 0	55 4	13 6	7,050	3
4	CONCORD ¹.....CL10	555 6	550 0	55 4	13 6	7,050	4
5	DETROIT ¹.....CL8	555 6	550 0	55 4	13 6	7,050	5
6	HONOLULU.....CL48	-----	600 0	61 7	19 9	¹ 10,000	6
7	MARBLEHEAD.....CL12	555 6	550 0	55 4	13 6	7,050	7
8	MEMPHIS ².....CL13	555 6	550 0	55 4	13 6	7,050	8
9	MILWAUKEE.....CL5	555 6	550 0	55 4	13 6	7,050	9
10	NASHVILLE.....CL43	-----	600 0	61 7	19 9	¹ 10,000	10
11	OMAHA ².....CL4	555 6	550 0	55 4	13 6	7,050	11
12	PHILADELPHIA.....CL41	-----	600 0	61 7	19 9	¹ 10,000	12
13	PHOENIX.....CL46	-----	600 0	61 7	19 9	¹ 10,000	13
14	RALEIGH ².....CL7	555 6	550 0	55 4	13 6	7,050	14
15	RICHMOND ².....CL9	555 6	550 0	55 4	13 6	7,050	15
16	SAVANNAH.....CL42	-----	600 0	61 7	19 9	¹ 10,000	16
17	TRENTON ².....CL11	555 6	550 0	55 4	13 6	7,050	17
18	No. 49 ².....CL49	-----	-----	-----	-----	-----	18
19	No. 50 ².....CL50	-----	-----	-----	-----	-----	19
Total displacement.....		-----	-----	-----	-----	140,500	

¹ Estimated, as designed.² Fitted as flagship.³ To be named St. Louis (CL49) and HELENA (CL50), respectively.

LIGHT CRUISERS (CL).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	Tons	Knots	Tons	Ft.				
1							BOISE..... CL47	1
2							BROOKLYN..... CL40	2
3	7,284	35.0	50	20	4	1 pole; 1 tripod.....	CINCINNATI..... CL6	3
4	³ 7,500	35.0	50	20	4	do.....	CONCORD..... CL10	4
5	7,187	35.0	50	20	4	do.....	DETROIT..... CL8	5
6							HONOLULU..... CL48	6
7	7,241	35.0	50	20	4	1 pole; 1 tripod.....	MARBLEHEAD..... CL12	7
8	7,541	35.0	50	20	4	do.....	MEMPHIS..... CL13	8
9	7,105	35.0	50	20	4	do.....	MILWAUKEE..... CL5	9
10							NASHVILLE..... CL43	10
11	7,286	35.0	50	20	4	1 pole; 1 tripod.....	OMAHA..... CL4	11
12							PHILADELPHIA..... CL41	12
13							PHOENIX..... CL46	13
14	7,198	35.0	50	20	4	1 pole; 1 tripod.....	RALEIGH..... CL7	14
15	7,251	35.0	50	20	4	do.....	RICHMOND..... CL9	15
16							SAVANNAH..... CL42	16
17	7,246	35.0	50	20	4	1 pole; 1 tripod.....	TRENTON..... CL11	17
18							No. 49..... CL49	18
19							No. 50..... CL50	19

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.

LIGHT CRUISERS (CL).

	Name	No. of pro- pellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbogenera- tor sets			
				Number and type	T. H. S. <i>Sq. ft.</i>		No.	Kilo- watts each	Volts	
1	BOISE.....									1
2	BROOKLYN.....									2
3	CINCINNATI.....	4	Westgh. turb. red. gr..	12 Yarrow...	90,600	90,000	4	100	120	3
4	CONCORD.....	4	Parsons turb. red. gr. ¹	12 W. F.....	90,840	90,000	4	100	120	4
5	DETROIT.....	4	Curtis turb. red. gr....	12 Yarrow...	90,084	90,000	4	100	120	5
6	HONOLULU.....									6
7	MARBLEHEAD.....	4	Parsons turb. red. gr. ¹	12 W. F.....	90,840	90,000	4	100	120	7
8	MEMPHIS.....	4	do.....	do.....	90,840	90,000	4	100	120	8
9	MILWAUKEE.....	4	Westgh. turb. red. gr..	12 Yarrow...	90,600	90,000	4	100	120	9
10	NASHVILLE.....									10
11	OMAHA.....	4	Westgh. turb. red. gr..	12 Yarrow...	90,600	90,000	4	100	120	11
12	PHILADELPHIA.....									12
13	PHOENIX.....									13
14	RALEIGH.....	4	Curtis turb. red. gr....	12 Yarrow...	90,084	90,000	4	100	120	14
15	RICHMOND.....	4	Parsons turb. red. gr. ¹	12 W. F.....	90,840	90,000	4	100	120	15
16	SAVANNAH.....									16
17	TRENTON.....	4	Parsons turb. red. gr. ¹	12 W. F.....	90,840	90,000	4	100	120	17
18	No. 49 ²			CL49.....						18
19	No. 50 ²			CL50.....						19
Total shaft horsepower.....						900,000				

¹ Main ahead (Parsons), astern (Curtis), cruising (Zoelly).² To be named ST. LOUIS (CL49) and HELENA (CL50), respectively.

LIGHT CRUISERS (CL).

	Catapults		Name and official number	
	Number	Location		
1			BOISE..... CL47	1
2			BROOKLYN..... CL40	2
3	2	Amidships.....	CINCINNATI..... CL6	3
4	2	do.....	CONCORD..... CL10	4
5	2	do.....	DETROIT..... CL8	5
6			HONOLULU..... CL46	6
7	2	Amidships.....	MARBLEHEAD..... CL12	7
8	2	do.....	MEMPHIS..... CL13	8
9	2	do.....	MILWAUKEE..... CL5	9
10			NASHVILLE..... CL43	10
11	2	Amidships.....	OMAHA..... CL4	11
12			PHILADELPHIA..... CL41	12
13			PHOENIX..... CL46	13
14	2	Amidships.....	RALEIGH..... CL7	14
15	2	do.....	RICHMOND..... CL9	15
16			SAVANNAH..... CL42	16
17	2	Amidships.....	TRENTON..... CL11	17
18			No. 49..... CL49	18
19			No. 50..... CL50	19

LIGHT CRUISERS (CL).

	Name and official number	Armament			
		Guns		Torpedo tubes above water	
		Main	Secondary		
1	BOISE..... CL47	6" (max.).....	-----	-----	1
2	BROOKLYN..... CL40	6" (max.).....	-----	-----	2
3	CINCINNATI..... CL6	10 6", 53 cal. ³	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	3
4	CONCORD..... CL10	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	4
5	DETROIT..... CL8	10 6", 53 cal. ³	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	5
6	HONOLULU..... CL48	6" (max.).....	-----	-----	6
7	MARBLEHEAD..... CL12	11 6", 53 cal. ³	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	7
8	MEMPHIS..... CL13	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	8
9	MILWAUKEE..... CL5	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	9
10	NASHVILLE..... CL43	6" (max.).....	-----	-----	10
11	OMAHA..... CL4	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	11
12	PHILADELPHIA..... CL41	6" (max.).....	-----	-----	12
13	PHOENIX..... CL46	6" (max.).....	-----	-----	13
14	RALEIGH..... CL7	10 6", 53 cal. ³	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	14
15	RICHMOND..... CL9	10 6", 53 cal. ³	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	15
16	SAVANNAH..... CL42	6" (max.).....	-----	-----	16
17	TRENTON..... CL11	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	17
18	No. 49 ⁴ CL49	-----	-----	-----	18
19	No. 50 ⁴ CL50	-----	-----	-----	19

¹ Twin mount in inclosed shield forward; twin mount in inclosed shield aft; 8 guns in single mounts.

² Twin mount in inclosed shield forward; twin mount in inclosed shield aft; 7 guns in single mounts.

³ Twin mount in inclosed shield forward; twin mount in inclosed shield aft; 6 guns in single mounts.

⁴ To be named St Louis (CL49) and HELENA (CL50), respectively.

LIGHT CRUISERS (CL).

	Quarters available ¹						Name and official number	
	Cabin officers	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1							BOISE CL47	1
2							BROOKLYN CL40	2
3	1	27		10	36	351	CINCINNATI ² CL6	3
4	2	30		16	40	362	CONCORD CL10	4
5	2	29		16	34	384	DETROIT ³ CL8	5
6							HONOLULU CL48	6
7	2	27		12	38	361	MARBLEHEAD CL12	7
8	2	28		10	38	340	MEMPHIS CL13	8
9	1	26		12	33	406	MILWAUKEE ⁴ CL5	9
10							NASHVILLE CL43	10
11	2	32		10	36	258	OMAHA ⁴ CL4	11
12							PHILADELPHIA CL41	12
13							PHOENIX CL46	13
14	2	36		10	35	311	RALEIGH CL7	14
15	2	28		11	33	367	RICHMOND CL9	15
16							SAVANNAH CL42	16
17	2	31		10	38	408	TRENTON ⁵ CL11	17
18							No. 49 CL49	18
19							No. 50 CL50	19

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² Also cot space for 200 men.

³ Also cot space for 270 men.

⁴ Also cot space for 292 men.

⁵ 1 emergency cabin, not included in table.

⁶ Berth for officer, emergency, not included in table.

LIGHT CRUISERS (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	BOISE CL47	Newport News S. B. Co.	11,650,000	Feb. 13, 1929 ¹	Aug. 22, 1934	1
2	BROOKLYN CL40	Navy Yard, New York	-----	Feb. 13, 1929	{Aug. 3, 1933 ¹ Nov. 1, 1933 ² }	2
3	CINCINNATI CL6	{Todd D. D. & Con. Co., Tacoma, Wash.}	Cost+fee	Aug. 29, 1916	{Aug. 27, 1917 Feb. 21, 1919 ⁴ }	3
4	CONCORD CL10	Wm. Cramp & Sons.	Cost+fee	-----do. ⁴ -----	{July 30, 1917 July 11, 1919 ⁴ }	4
5	DETROIT CL5	Beth. S. B. Corp., Quincy ..	Cost+fee	-----do. ⁴ -----	{Aug. 21, 1917 June 12, 1919 ⁴ }	5
6	HONOLULU CL48	Navy Yard, New York	-----	Feb. 13, 1929 ¹	{Aug. 22, 1934 ¹ Sept. 1, 1934 ² }	6
7	MARBLEHEAD ... CL12	Wm. Cramp & Sons.	Cost+fee	Aug. 29, 1916 ⁴	Jan. 24, 1919	7
8	MEMPHIS CL13	-----do.-----	Cost+fee	-----do. ⁴ -----	-----do.-----	8
9	MILWAUKEE CL5	{Todd D. D. & Con. Co., Tacoma, Wash.}	Cost+fee	-----do.-----	{Aug. 27, 1917 Feb. 21, 1919 ⁴ }	9
10	NASHVILLE CL43	New York S. B. Corp.	11,677,000	June 16, 1933	Aug. 3, 1933	10
11	OMAHA CL4	{Todd D. D. & Con. Co., Tacoma, Wash.}	Cost+fee	Aug. 29, 1916	{Dec. 26, 1916 Feb. 21, 1919 ⁴ }	11
12	PHILADELPHIA ... CL41	Navy Yard, Philadelphia	-----	June 16, 1933	{Aug. 3, 1933 ¹ Nov. 1, 1933 ² }	12
13	PHOENIX CL46	New York S. B. Corp.	11,975,000	Feb. 13, 1929 ²	Aug. 22, 1934	13
14	RALEIGH CL7	Beth. S. B. Corp., Quincy ..	Cost+fee	Aug. 29, 1916	{Aug. 21, 1917 June 12, 1919 ⁴ }	14
15	RICHMOND CL9	Wm. Cramp & Sons.	Cost+fee	-----do. ⁴ -----	{July 30, 1917 Ju. y 11, 1919 ⁴ }	15
16	SAVANNAH CL42	New York S. B. Corp.	11,677,000	June 16, 1933	Aug. 3, 1933	16
17	TRENTON CL11	Wm. Cramp & Sons.	Cost+fee	Aug. 29, 1916 ⁴	Jan. 24, 1919	17
18	No. 49 ⁷ CL49	-----	-----	Feb. 13, 1929 ¹	-----	18
19	No. 50 ⁸ CL50	-----	-----	-----do. ⁴ -----	-----	19

¹ Date assigned to yard.² Together with act of Mar. 27, 1934.³ Beginning of construction period.⁴ Date of supplementary contract.⁵ Together with act of Mar. 4, 1917.⁶ Together with act of July 1, 1918.⁷ St. Louis (CL49) to be built by Newport News Shipbldg. & Dry Dock Co., Newport News, Va.⁸ Helena (CL50) to be built at Navy Yard, New York.

LIGHT CRUISERS (CL).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	Apr. 1, 1935	-----	Aug. 22, 1937	-----	-----	-----	BOISE.....	1
2	Mar. 12, 1935	-----	Nov. 1, 1936	-----	-----	-----	BROOKLYN.....	2
3	May 15, 1920	May 23, 1921	July 1, 1922	Dec. 31, 1923	Jan. 1, 1924	Dec. 31, 1943	CINCINNATI.....	3
4	Mar. 29, 1920	Dec. 15, 1921	(¹)	Nov. 3, 1923	Nov. 3, 1923	Nov. 3, 1943	CONCORD.....	4
5	Nov. 10, 1920	June 29, 1922	Nov. 1, 1921	July 31, 1923	July 31, 1923	July 31, 1943	DETROIT.....	5
6	Sept. 10, 1935	-----	Sept. 1, 1937	-----	-----	-----	HONOLULU.....	6
7	Aug. 4, 1920	Oct. 9, 1923	Jan. 1, 1922	Sept. 5, 1924	Sept. 8, 1924	Sept. 5, 1944	MARBLEHEAD....	7
8	Oct. 14, 1920	Apr. 17, 1924	Apr. 1, 1922	Jan. 31, 1925	Feb. 4, 1925	Jan. 31, 1945	MEMPHIS.....	8
9	Dec. 13, 1918	Mar. 24, 1921	Dec. 1, 1921	June 20, 1923	June 20, 1923	June 20, 1939	MILWAUKEE....	9
10	Jan. 24, 1935	-----	Dec. 3, 1936	-----	-----	-----	NASHVILLE.....	10
11	Dec. 6, 1918	Dec. 14, 1920	Aug. 1, 1921	Feb. 24, 1923	Feb. 24, 1923	Feb. 24, 1939	OMAHA.....	11
12	May 28, 1935	-----	Nov. 1, 1936	-----	-----	-----	PHILADELPHIA..	12
13	Apr. 15, 1935	-----	Aug. 22, 1937	-----	-----	-----	PHOENIX.....	13
14	Aug. 16, 1920	Oct. 25, 1922	Aug. 1, 1921	Feb. 6, 1924	Feb. 6, 1924	Feb. 6, 1944	RALEIGH.....	14
15	Feb. 16, 1920	Sept. 29, 1921	(¹)	June 28, 1923	July 2, 1923	June 28, 1943	RICHMOND.....	15
16	May 31, 1934	-----	Aug. 3, 1936	-----	-----	-----	SAVANNAH.....	16
17	Aug. 18, 1920	Apr. 16, 1923	Oct. 1, 1921	Apr. 15, 1924	Apr. 19, 1924	Apr. 15, 1944	TRENTON.....	17
18	-----	-----	-----	-----	-----	-----	No. 49.....	18
19	-----	-----	-----	-----	-----	-----	No. 50.....	19

¹ No contract date of completion.

AIRCRAFT CARRIERS (CV).

	Name and official number	Length over all	At standard displacement				
			Length on water- line	Extreme beam at or below waterline	Mean draft	Displace- ment	
1	ENTERPRISE..... CV6	<i>Ft. in.</i>	<i>Ft. in.</i> 761 0	<i>Ft. in.</i> 83 2	<i>Ft. in.</i> 21 8	<i>Tons</i> 19,900	1
2	LANGLEY..... CV1	542 0	519 0	65 5	17 3	11,500	2
3	LEXINGTON..... CV2	888 0	830 0	105 6	24 2	133,000	3
4	RANGER..... CV4	769 0	728 0	80 1	19 8	14,500	4
5	SARATOGA..... CV3	888 0	830 0	105 6	24 2	133,000	5
6	YORKTOWN..... CV5	761 0	83 2	21 8	19,900	6	6
7	No. 7..... CV7						7
	Total displacement.....					131,800	

	Name	No. of pro- pellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbogenerator sets			
				Number and type	T.H.S. <i>Sq. ft.</i>		No.	Kilo- watt each	Volts	
1	ENTERPRISE.....				<i>Sq. ft.</i>					1
2	LANGLEY.....	2	G. E. turb. elect. drive.	3DE., 1 Aux.	19,379	7,200	2 { 1 { 2 {	250 200 35	120 120 120	2
3	LEXINGTON.....	4	do. ¹	16 Yarrow.....	{180,000 18,000}	180,000	6	750	240	3
4	RANGER.....	2	H. P. Curtis gear turb., L. P. Parsons gear turb.	6 B. & W....	{46,080 4,146}	53,500	4	500	{120- 240}	4
5	SARATOGA.....	4	G. E. turb. elect. drive. ²	16 W. F.....	{180,000 18,000}	180,000	6	750	240	5
6	YORKTOWN.....									6
7	No. 7.....									7
	Total horse- power.....					420,700				

¹ 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.

² Estimated as designed.

³ 4 main generators, 8 propelling motors.

⁴ Superheating surface.

⁵ Also equipped with one 45 kilowatt motor-generator exciter set for main propulsion.

AIRCRAFT CARRIERS (CV).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	Tons	Knots	Tons	Ft.				
1							ENTERPRISE.....	CV6 1
2		15.0	63	24	(1)	(1)	LANGLEY.....	CV1 2
3	39,056	33.9	136	32	1	1	LEXINGTON.....	CV2 3
4	³ 15,575	29.25	94	24½	(1)	(1)	RANGER.....	CV4 4
5	38,957	33.9	136	32	1	1	SARATOGA.....	CV3 5
6							YORKTOWN.....	CV5 6
7							No. 7.....	CV7 7

	Armament	Quarters available ⁴						Name and official number	
		Cabin	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1								ENTERPRISE..	CV6 1
2	4 5", 51 cal.....	2	57		10	33	62	LANGLEY '....	CV1 2
3	8 8", 55 cal.; 12 5" 25 cal. A. A.; 4 6 pdr. saluting guns.	3	94	78	22	163	1,967	LEXINGTON ⁵ .	CV2 3
	8 5" 25 cal. A. A.....	4	158		16	104	1,506	RANGER.....	CV4 4
5	8 8", 55 cal.; 12 5" 25 cal. A. A.; 4 6 pdr. saluting guns.	3	94	78	20	161	1,820	SARATOGA....	CV3 5
6								YORKTOWN...	CV5 6
7								No. 7.....	CV7 7

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ 2 special smoke pipes on port side of ship; 2 housing masts.⁴ 6 special swinging smoke pipes, 3 on each side.⁵ 1 tripod mast and 1 pole mast on port side of ship; 2 housing masts.⁶ For crew, data includes total berths and hammock swings. Does not include cots provided.⁷ Also cot space for 359 men.⁸ 3 berths in emergency cabin not included in table.⁹ Designed normal displacement.

AIRCRAFT CARRIERS (CV).

	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	ENTERPRISE..... CV6	Newport News S. B. Co....	19,000,000	June 16, 1933	Aug. 3, 1933	1
2	LANGLEY..... CV1	Navy yard, Norfolk ¹	\$ 500,000	July 11, 1919 ²	-----	2
3	LEXINGTON..... CV2	Fore River S. B. Co.....	Cost+Fee.	July 1, 1922 ³	Nov. 2, 1922 ⁴	3
4	RANGER..... CV4	Newport News S. B. Co....	15,528,880	Feb. 13, 1929	Nov. 1, 1930	4
5	SARATOGA..... CV3	New York S. B. Co.....	Cost+Fee.	July 1, 1922 ⁴	Oct. 30, 1922 ⁵	5
6	YORKTOWN..... CV5	Newport News S. B. Co....	19,000,000	June 16, 1933	Aug. 3, 1933	6
7	No. 7 ⁶ CV7	-----	-----	Mar. 27, 1934	-----	7

¹ Built at Navy Yard, Mare Island; converted from collier to aircraft carrier at Norfolk.

² Appropriation for conversion into an aircraft carrier.

³ Conversion authorized by act of July 11, 1919.

⁴ Date of act authorizing conversion from battle cruiser; authorized as battle cruiser by act of Aug. 29, 1916.

⁵ 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.

⁶ Aircraft Carrier No. 7 to be built by Bethlehem Shipbuilding Corporation (Fore River), Quincy, Mass.

AIRCRAFT CARRIERS (CV).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	July 16, 1934	-----	Feb. 3, 1937	-----	-----	-----	ENTERPRISE.....	1
2	Oct. 18, 1911	Aug. 24, 1912	-----	-----	Mar. 20, 1922 ¹	Apr. 7, 1933	LANGLEY.....	2
3	Jan. 8, 1921	Oct. 3, 1925	-----	Dec. 14, 1927	Dec. 14, 1927	Dec. 14, 1947	LEXINGTON.....	3
4	Sept. 26, 1931	Feb. 25, 1933	May 1, 1934	June 4, 1934	June 4, 1934	June 4, 1954	RANGER.....	4
5	Sept. 25, 1920	Apr. 7, 1925	-----	Nov. 16, 1927	Nov. 16, 1927	Nov. 16, 1947	SARATOGA.....	5
6	May 21, 1934	-----	Oct. 3, 1936	-----	-----	-----	YORKTOWN.....	6
7	-----	-----	-----	-----	-----	-----	No. 7.....	7

¹ As an aircraft carrier.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water- line	Extreme beam at or below waterline	Mean draft	Displace- ment	
		<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Ft. In.</i>	<i>Tons</i>	
1	ABBOT..... DD184	314 4	309 0	30 6	8 6	1,060	1
2	ALDEN..... DD211	314 4	310 0	30 8	9 3	1,190	2
3	ALLEN..... DD66	315 3	307 0	29 5	8 4	920	3
4	AULICK..... DD258	314 4	311 0	30 8	9 3	1,190	4
5	AYLWIN..... DD355	341 3	331 0	34 2	8 9	1,375	5
6	BABBITT..... DD128	314 4	309 0	30 6	8 8	1,090	6
7	BADGER..... DD126	314 4	309 0	30 6	8 8	1,090	7
8	BADGER, GEORGE E..... DD196	314 4	311 0	30 8	9 3	1,190	8
9	BAGLEY..... DD386	-----	334 0	34 8	9 10	¹ 1,500	9
	<i>BAGLEY—Ex..... See DD185</i>						
10	BAILEY..... DD269	314 4	311 0	30 8	9 3	1,190	10
11	BAINBRIDGE..... DD246	314 4	310 0	30 8	9 3	1,190	11
12	BALCH..... DD363	-----	372 0	36 3	10 4	¹ 1,850	12
13	BALLARD..... DD267	314 4	311 0	30 8	9 3	1,190	13
14	BANCROFT..... DD256	314 4	311 0	30 8	9 3	1,190	14
15	BARKER..... DD213	314 4	310 0	30 8	9 3	1,190	15
16	BARNEY..... DD149	314 4	309 0	30 6	8 8	1,090	16
17	BARRY..... DD248	314 4	310 0	30 8	9 3	1,190	17
18	BELKNAP..... DD251	314 4	311 0	30 8	9 3	1,190	18
19	BELL..... DD95	314 4	309 0	30 6	8 6	1,060	19
20	BERNADOU..... DD153	314 4	309 0	30 6	8 8	1,090	20
21	BIDDLE..... DD151	314 4	309 0	30 6	8 8	1,090	21
22	BLAKELEY..... DD150	314 4	309 0	30 6	8 8	1,090	22
23	BLUE..... DD387	-----	334 0	34 8	9 10	¹ 1,500	23

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial, displace- ment	De- signed speed	Service condi- tions		Num- ber of smoke pipes	Masts	Name and official number	
			Tons per inch immer- sion ¹	Maxi- mum draft ¹				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
1	1,215	35.0	16	12	4	2	ABBOT..... DD184	1
2	1,230	35.0	16	13½	4	2	ALDEN..... DD211	2
3	1,073	30.0	14	10	4	2	ALLEN..... DD66	3
4	1,270	35.0	16	13½	4	2	AULICK..... DD268	4
5	⁴ 1,726	36.5	20	15½	2	2	ATLWIN..... DD355	5
6	1,163	35.0	16	12	4	2	BABBITT..... DD128	6
7	1,165	35.0	16	12	4	2	BADGER..... DD126	7
8	1,309	35.0	16	13½	4	2	BADGER, GEORGE E..... DD196	8
9							BAGLEY..... DD386	9
							<i>BAGLEY—Ex..... See DD185</i>	
10	1,270	35.0	16	13½	4	2	BAILEY..... DD269	10
11	1,303	35.0	16	13½	4	2	RAINBRIDGE..... DD246	11
12							BALCH..... DD363	12
13	1,270	35.0	16	13½	4	2	BALLARD..... DD267	13
14	1,265	35.0	16	13½	4	2	BANCROFT..... DD256	14
15	1,210	35.0	16	13½	4	2	BARKER..... DD213	15
16	³ 1,162	35.0	16	12	4	2	BARNEY..... DD149	16
17	1,319	35.0	16	13½	4	2	BARRY..... DD248	17
18	1,257	35.0	16	13½	4	2	BELKNAP..... DD251	18
19	1,189	35.0	16	12	4	2	BELL..... DD95	19
20	1,176	35.0	16	12	4	2	BERNADOV..... DD153	20
21	³ 1,162	35.0	16	12	4	2	BIDDLE..... DD151	21
22	³ 1,162	35.0	16	12	4	2	BLAKELEY..... DD150	22
23							BLUE..... DD387	23

¹ Average for service displacements.² At emergency displacements, including projections, if any. Ship without trim.³ Estimated.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse power main engine	Turbogen- erator sets			
				Number and type	T.H.S.		Number	Kilowatts each	Volts	
1	ABBOT.....	2	Curtis turb. ¹	4 Thorny....	<i>Sq. ft.</i> 28,000	25,000	2	25	120	1
2	ALDEN.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	2
3	ALLEN.....	2	Parsons turb. ²	4 Normand..	22,500	17,500	2	25	120	3
4	AULICK.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	4
5	AYLWIN.....	2	Parsons geared turb.....	do.....	{32,140 15,820}	42,800	2	{132 1175}	230	5
6	BABBITT.....	2	do.....	4 Thorny....	27,048	26,000	2	25	120	6
7	BADGER.....	2	do.....	do.....	27,048	26,000	2	25	120	7
8	BADGER, GEORGE E.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	8
9	BAGLEY.....									9
10	BAILEY.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	10
11	BAINBRIDGE.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	11
12	BALCH.....									12
13	BALLARD.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	13
14	BANCROFT.....	2	do.....	do.....	27,540	27,000	2	25	120	14
15	BARKER.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	15
16	BARNEY.....	2	do.....	do.....	27,500	26,000	2	25	120	16
17	BARRY.....	2	Westgh. geared turb.....	do.....	27,500	27,000	2	25	120	17
18	BELKNAP.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	18
19	BELL.....	2	do.....	do.....	27,540	27,000	2	25	120	19
20	BERNADOU.....	2	Parsons geared turb.....	4 W. F.....	27,500	26,000	2	25	120	20
21	BIDDLE.....	2	do.....	do.....	27,500	26,000	2	25	120	21
22	BLAKELEY.....	2	do.....	do.....	27,500	26,000	2	25	120	22
23	BLUE.....									23

¹ Geared cruising turbine on starboard shaft only.² Geared cruising turbine on port shaft only.³ Superheating surface.⁴ Kilovolt-amperes.

DESTROYERS (DD).

Armament		Quarters available ¹						Name and official number
Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1 4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..		8			10	129	ABBOT ².....DD184 1
2 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			8	104	ALDEN.....DD211 2
3 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			8	84	ALLEN ².....DD66 3
4 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			8	129	AULICK ¹.....DD258 4
5 5 5", 38 cal. A. A.	2 21" quad..	2	9			14	162	AYLWIN.....DD355 5
6 4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..		9			10	117	BABBITT.....DD128 6
7 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			14	125	BADGER.....DD126 7
8 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	107	BADGER, GEORGE E. ³ DD196 8
9 5" (max.).....								BAGLEY.....DD385 9
10 4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..		8			8	125	BAILEY ².....DD269 10
11 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	118	BAINBRIDGE ².....DD246 11
12 5" (max.).....								BALCH.....DD363 12
13 4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..		8			8	121	BALLARD ².....DD267 13
14 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			8	131	BANCROFT ².....DD256 14
15 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	106	BAKER.....DD213 15
16 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	118	BARNEY.....DD149 16
17 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	117	BARRY.....DD248 17
18 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			8	132	BELKNAP ².....DD251 18
19 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			12	126	BELL ².....DD95 19
20 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	136	BERNADOU.....DD153 20
21 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			12	113	BIDDLE.....DD151 21
22 4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	129	BLAKELEY.....DD150 22
23 5" (max.).....								BLUE.....DD387 23

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 2 berths for officers, emergency, not included in table.³ 1 berth for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
1	ABBOT.....	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	Sept. 28, 1917	Apr. 5, 1918	1
2	ALDEN.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Oct. 24, 1918	2
3	ALLEN.....	Bath Iron Works....	800,000	June 30, 1914	Jan. 30, 1915	May 10, 1915	3
4	AULICK.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Dec. 3, 1918	4
5	AYLWIN.....	{Navy Yard, Philadelphia.}	-----	July 11, 1919 ¹	{Sept. 23, 1932 ² Oct. 1, 1932 ⁴ }	Sept. 23, 1933	5
6	BABBITT.....	New York S. B. Co..	Cost+10%	Mar. 4, 1917	July 11, 1917	Feb. 19, 1918	6
7	BADGER.....	do.....	Cost+10%	do.....	do.....	Jan. 9, 1918	7
8	BADGER, GEORGE E.	Newport News S. B. Co.	Cost+10%	Oct. 6, 1917	Feb. 14, 1918	Sept. 24, 1918	8
9	BAGLEY.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Aug. 22, 1934 ⁵ Nov. 1, 1934 ⁴ }	July 31, 1935	9
10	BAILEY.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	10
11	BAINBRIDGE....	New York S. B. Co..	Cost+fee	do.....	{Dec. 29, 1917 May 8, 1919 ¹ }	May 27, 1919	11
12	BALCH.....	Beth. S. B. Corp., Quincy.	3,783,500	July 11, 1919 ³	Aug. 3, 1933	May 16, 1934	12
13	BALLARD.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	13
14	BANCROFT.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	do.....	do.....	Nov. 4, 1918	14
15	BARKER.....	Wm. Cramp & Sons.	Cost+fee	do.....	Dec. 19, 1917	Apr. 30, 1919	15
16	BARNEY.....	do.....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Mar. 26, 1918	16
17	BARRY.....	New York S. B. Co..	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ¹ }	July 26, 1919	17
18	BELKNAP.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	July 31, 1918	18
19	BELL.....	Fore River S. B. Corp., Quincy.	Cost+10%	Mar. 4, 1917 ³	Apr. 27, 1917	Nov. 16, 1917	19
20	BERNADOV.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	June 4, 1918	20
21	BIDDLE.....	do.....	Cost+10%	do.....	do.....	Apr. 22, 1918	21
22	BLAKELEY.....	do.....	Cost+10%	do.....	do.....	Mar. 26, 1918	22
23	BLUE.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Aug. 22, 1934 ⁵ Nov. 1, 1934 ⁴ }	Sept. 25, 1935	23

¹ Date of supplementary contract.² Together with act of Aug. 29, 1916.³ Together with acts of Aug. 29, 1916 and July 1, 1918.⁴ Beginning of construction period.⁵ Date assigned to yard.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
1	July 4, 1918	(¹)	July 18, 1919	July 19, 1919	July 18, 1931	ABBOT.....	1
2	June 7, 1919	(¹)	Nov. 24, 1919	Nov. 24, 1919	Nov. 24, 1931	ALDEN.....	2
3	Dec. 5, 1916	Jan. 30, 1917	Jan. 23, 1917	Jan. 24, 1917	Jan. 23, 1929	ALLEN.....	3
4	Apr. 11, 1919	(¹)	July 26, 1919	July 26, 1919	July 26, 1931	AULICK.....	4
5	July 10, 1934	Jan. 1, 1935	-----	Mar. 1, 1935	May 1, 1951 ²	AYLWIN.....	5
6	Sept. 30, 1918	(¹)	Oct. 24, 1919	Oct. 24, 1919	Oct. 24, 1931	BABBITT.....	6
7	Aug. 24, 1918	(¹)	May 29, 1919	May 29, 1919	May 29, 1931	BADGER.....	7
8	Mar. 6, 1920	(¹)	July 21, 1920	July 28, 1920	July 21, 1932	BADGER, GEORGE E.....	8
9	-----	Nov. 1, 1936	-----	-----	-----	BAGLEY.....	9
10	Feb. 5, 1919	(¹)	June 27, 1919	June 27, 1919	June 27, 1931	BAILEY.....	10
11	June 12, 1920	(¹)	Feb. 9, 1921	Feb. 9, 1921	Feb. 9, 1933	BAINBRIDGE.....	11
12	-----	June 3, 1936	-----	-----	-----	BALCH.....	12
13	Dec. 7, 1918	(¹)	June 5, 1919	June 5, 1919	June 5, 1931	BALLARD.....	13
14	Mar. 21, 1919	(¹)	June 30, 1919	June 30, 1919	June 30, 1931	BANCROFT.....	14
15	Sept. 11, 1919	(¹)	Dec. 27, 1919	Dec. 27, 1919	Dec. 27, 1931	BARKER.....	15
16	Sept. 5, 1918	(¹)	Mar. 14, 1919	Mar. 14, 1919	Mar. 14, 1931	BARNEY.....	16
17	Oct. 28, 1920	(¹)	Dec. 28, 1920	Dec. 28, 1920	Dec. 28, 1932	BARRY.....	17
18	Jan. 14, 1919	(¹)	Apr. 28, 1919	Apr. 28, 1919	Apr. 28, 1931	BELKNAP.....	18
19	Apr. 20, 1918	(¹)	July 31, 1918	July 31, 1918	July 31, 1930	BELL.....	19
20	Nov. 7, 1918	(¹)	May 19, 1919	May 19, 1919	May 19, 1931	BERNADOU.....	20
21	Oct. 3, 1918	(¹)	Apr. 22, 1919	Apr. 22, 1919	Apr. 22, 1931	BIDDLE.....	21
22	Sept. 19, 1918	(¹)	May 8, 1919	May 8, 1919	May 8, 1931	BLAKELEY.....	22
23	-----	Feb. 1, 1937	-----	-----	-----	BLUE.....	23

¹No contract date of completion.²Based upon date of completion of vessel by Navy Yard.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
24	BORIE..... DD215	314 4	310 0	30 8	9 3	1,190	24
25	BRANCH..... DD197	314 4	311 0	30 8	9 3	1,190	25
26	BRECKINRIDGE..... DD148	314 4	309 0	30 6	8 8	1,090	26
27	BROOKS..... DD232	314 4	310 0	30 8	9 3	1,190	27
28	BROOME..... DD210	314 4	310 0	30 8	9 3	1,190	28
29	BUCHANAN..... DD131	314 4	309 0	30 6	8 8	1,090	29
30	BULMER..... DD222	314 4	310 0	30 8	9 3	1,190	30
31	BUSH..... DD166	314 4	309 0	30 6	8 6	1,060	31
32	CALDWELL..... DD69	315 6	308 0	30 8	7 6	1,020	32
33	CASE..... DD370	-----	334 0	34 10	9 10	¹ 1,500	33
34	CASSIN..... DD372	-----	334 0	34 10	9 10	¹ 1,500	34
35	CHAMPLIN..... DD104	314 4	309 0	30 6	8 6	1,060	35
36	CHANDLER..... DD206	314 4	310 0	30 8	9 3	1,190	36
37	CHEW..... DD106	314 4	309 0	30 6	8 6	1,060	37
38	CHILDS..... DD241	314 4	310 0	30 8	9 3	1,190	38
39	CLARK..... DD361	-----	372 0	36 3	10 4	¹ 1,850	39
40	CLAXTON..... DD140	314 4	309 0	30 6	8 8	1,090	40
41	CLEMSON..... DD186	314 4	311 0	30 8	9 3	1,190	41
42	COLE..... DD155	314 4	309 0	30 6	8 8	1,090	42
43	COLHOUN..... DD85	314 4	309 0	30 6	8 6	1,060	43
44	CONNER..... DD72	315 6	308 0	30 8	7 6	1,020	44
45	CONYNGHAM..... DD371	-----	334 0	34 10	9 10	¹ 1,500	45
46	COWELL..... DD167	314 4	309 0	30 6	8 6	1,060	46

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
24	1,220	35.0	16	13½	4	2	BORIE..... DD215	24
25	* 1,215	35.0	16	13½	4	2	BRANCH..... DD197	25
26	* 1,154	35.0	16	12	4	2	BRECKINRIDGE..... DD148	26
27	1,302	35.0	16	13½	4	2	BROOKS..... DD232	27
28	1,230	35.0	16	13½	4	2	BROOME..... DD210	28
29	1,156	35.0	16	12	4	2	BUCHANAN..... DD131	29
30	1,230	35.0	16	13½	4	2	BULMER..... DD222	30
31	1,245	35.0	16	12	4	2	BUSH..... DD166	31
32	* 1,125	30.0	15	11½	4	2	CALDWELL..... DD69	32
33							CASE..... DD370	33
34							CASSIN..... DD372	34
35	1,214	35.0	16	12	4	2	CHAMPLIN..... DD104	35
36	1,239	35.0	16	13½	4	2	CHANDLER..... DD206	36
37	1,210	35.0	16	12	4	2	CHEW..... DD106	37
38	1,308	35.0	16	13½	4	2	CHILDS..... DD241	38
39							CLARK..... DD361	39
40	1,370	35.0	16	12	4	2	CLAXTON..... DD140	40
41	1,313	35.0	16	13½	4	2	CLEMSON..... DD186	41
42	1,159	35.0	16	12	4	2	COLE..... DD155	42
43	1,180	35.0	16	12	4	2	COLHOUN..... DD85	43
44	1,142	30.0	15	12½	3	2	CONNER..... DD72	44
45							CONYNGHAM..... DD371	45
46	* 1,185	35.0	16	12	4	2	COWELL..... DD167	46

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.

* Estimated.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse power main engines	Turbogener- ator sets			
				Number and type	T. H. S.		Number	Kilowatts each	Volts	
24	BORIE.....	2	Parsons geared turb.....	4 W.-F.....	Sq. ft. 27,500	27,000	2	25	120	24
25	BRANCH.....	2	Westgh. geared turb.....	do.....	27,500	27,000	2	25	120	25
26	BRECKINRIDGE.....	2	Parsons geared turb.....	do.....	27,500	26,000	2	25	120	26
27	BROOKS.....	2	Westgh. geared turb.....	do.....	27,500	27,000	2	25	120	27
28	BROOME.....	2	Parsons geared turb.....	do.....	27,500	27,000	2	25	120	28
29	BUCHANAN.....	2	do.....	4 Normand..	27,000	25,200	2	25	120	29
30	BULMER.....	2	do.....	4 W. F.....	27,500	27,000	2	25	120	30
31	BUSH.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	31
32	CALDWELL.....	2	G. E. Curtis geared turb. ¹ 2	4 Thorny....	21,500	21,000	2	25	120	32
33	CASE.....									33
34	CASSIN.....									34
35	CHAMPLIN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	35
36	CHANDLER.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	36
37	CHEW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	37
38	CHILDS.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	38
39	CLARK.....									39
40	CLAXTON.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	40
41	CLEMSON.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	41
42	COLE.....	2	Parsons geared turb.....	do.....	27,500	26,000	2	25	120	42
43	COLHOUN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	43
44	CONNER.....	3	Parsons turb. ³ 4	4 W. F.....	22,520	18,500	2	25	120	44
45	CONYNGHAM.....									45
46	COWELL.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	46

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

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
24	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	11	---	---	9	116	BORIE.....	DD215 24
25	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	8	134	BRANCH ²	DD197 25
26	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	10	116	BRECKINRIDGE.....	DD148 26
27	4 5", 51 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	10	134	BROOKS ²	DD232 27
28	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	8	99	BROOME.....	DD210 28
29	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	10	119	BUCHANAN.....	DD131 29
30	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	8	103	BULMER.....	DD222 30
31	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	12	141	BUSH ⁴	DD166 31
32	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	10	99	CALDWELL ²	DD69 32
33	5" (max.).....	---	---	---	---	---	---	---	CASE.....	DD370 33
34	5" (max.).....	---	---	---	---	---	---	---	CASSIN.....	DD372 34
35	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	12	118	CHAMPLIN ⁴	DD104 35
36	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	12	130	CHANDLER.....	DD206 36
37	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	12	127	CHEW ⁴	DD106 37
38	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	8	116	CHILDS.....	DD241 38
39	5" (max.).....	---	---	---	---	---	---	---	CLARK.....	DD361 39
40	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	10	³ 115	CLAXTON.....	DD140 40
41	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	8	130	CLEMSON ²	DD186 41
42	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	12	113	COLE.....	DD155 42
43	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	10	120	COLHOUN.....	DD85 43
44	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	6	---	---	10	105	CONNER.....	DD72 44
45	5" (max.).....	---	---	---	---	---	---	---	CONYNGHAM.....	DD371 45
46	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	12	145	COWELL ⁶	DD167 46

¹ For crew, data includes total berths and hammock swings; does not include cots provided.² 2 berths for officers, emergency, not included in table.³ 1 berth for officers, emergency, and 1 berth, spare cabin, not included in table.⁴ 1 berth for officers, emergency, not included in table.⁵ Includes 8 hammock swings exposed to weather.⁶ 3 berths for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
24	BORIE.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Apr. 30, 1919	24
25	BRANCH.....	Newport News S. B. Co.	Cost+fee.	-----do-----	Feb. 14, 1918	Oct. 25, 1918	25
26	BRECKINRIDGE..	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Mar. 11, 1918	26
27	BROOKS.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ¹	June 11, 1918	27
28	BROOME.....	Wm. Cramp & Sons.	Cost+fee.	-----do-----	Dec. 19, 1917	Oct. 8, 1918	28
29	BUCHANAN.....	Bath Iron Works....	Cost+10%	Mar. 4, 1917	Aug. 31, 1917	June 29, 1918	29
30	BULMER.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Aug. 11, 1919	30
31	BUSH.....	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	July 4, 1918	31
32	CALDWELL.....	Navy yard, Mare Island.	\$ 925,000	Mar. 3, 1915	Oct. 30, 1915 ¹	Dec. 9, 1916	32
33	CASE.....	Navy Yard, Boston.	-----	June 16, 1933	June 22, 1933 ¹ Nov. 1, 1933 ²	Sept. 19, 1934	33
34	CASSIN.....	Navy Yard, Philadelphia.	-----	-----do-----	Aug. 3, 1933 ¹ Nov. 1, 1933 ²	Oct. 1, 1934	34
35	CHAMPLIN.....	Union Iron Works..	Cost+10%	Mar. 4, 1917 ⁴	May 4, 1917	Oct. 31, 1917	35
36	CHANDLER.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Aug. 19, 1918	36
37	CHEW.....	Union Iron Works..	Cost+10%	Mar. 4, 1917 ⁴	May 4, 1917	Jan. 2, 1918	37
38	CHILDS.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	Mar. 19, 1919	38
39	CLARK.....	Beth. S. B. Corp., Quincy.	3,783,500	July 11, 1919 ⁴	Aug. 3, 1933	Jan. 2, 1934	39
40	CLAXTON.....	Navy yard, Mare Island.	(⁵)	Mar. 4, 1917	July 20, 1917 ¹	Apr. 25, 1918	40
41	CLEMSON.....	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	Feb. 14, 1918	May 11, 1918	41
42	COLE.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	June 25, 1918	42
43	COLHOUN.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ⁷	Sept. 19, 1917	43
44	CONNER.....	Wm. Cramp & Sons.	845,000	Mar. 3, 1915	Jan. 5, 1916	Oct. 16, 1916	44
45	CONYNGHAM.....	Navy yard, Boston..	-----	June 16, 1933	June 22, 1933 ¹ Nov. 1, 1933 ²	Sept. 19, 1934	45
46	COWELL.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	July 15, 1918	46

¹ Date assigned yard.² Date of supplementary contract.³ Limit of cost.⁴ Together with act of Aug. 29, 1916.⁵ No limit of cost.⁶ Together with acts of Aug. 29, 1916, and July 1, 1918.⁷ Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
24	Oct. 4, 1919	(¹)	Mar. 24, 1920	Mar. 24, 1920	Mar. 24, 1932	BORIE.....	24
25	Apr. 19, 1919	(¹)	Apr. 3, 1920	July 26, 1920	Apr. 3, 1932	BRANCH.....	25
26	Aug. 17, 1918	(¹)	Feb. 27, 1919	Feb. 27, 1919	Feb. 27, 1931	BRECKINRIDGE.....	26
27	Apr. 24, 1919	(¹)	June 18, 1920	June 18, 1920	June 18, 1932	BROOKS.....	27
28	May 14, 1919	(¹)	Oct. 31, 1919	Oct. 31, 1919	Oct. 31, 1931	BROOME.....	28
29	Jan. 2, 1919	Feb. 15, 1919	Jan. 20, 1919	Jan. 20, 1919	Jan. 20, 1931	BUCHANAN.....	29
30	Jan. 22, 1920	(¹)	Aug. 16, 1920	Aug. 16, 1920	Aug. 16, 1932	BULMER.....	30
31	Oct. 27, 1918	(¹)	Feb. 19, 1919	Feb. 19, 1919	Feb. 19, 1931	BUSH.....	31
32	July 10, 1917	-----	-----	Dec. 1, 1917	Dec. 1, 1929	CALDWELL.....	32
33	Sept. 14, 1935	Feb. 1, 1936	-----	-----	-----	CASE.....	33
34	Oct. 28, 1935	do.....	-----	-----	-----	CASSIN.....	34
35	Apr. 7, 1918	(¹)	Nov. 11, 1918	Nov. 11, 1918	Nov. 11, 1930	CHAMPLIN.....	35
36	Mar. 19, 1919	(¹)	Sept. 5, 1919	Sept. 5, 1919	Sept. 5, 1931	CHANDLER.....	36
37	May 26, 1918	(¹)	Dec. 12, 1918	Dec. 12, 1918	Dec. 12, 1930	CHEW.....	37
38	Sept. 15, 1920	(¹)	Oct. 22, 1920	Oct. 22, 1920	Oct. 22, 1932	CHILDS.....	38
39	Oct. 15, 1935	Feb. 3, 1936	-----	-----	-----	CLARK.....	39
40	Jan. 15, 1919	Dec. 31, 1918	-----	Sept. 13, 1919	Sept. 13, 1931	CLAXTON.....	40
41	Sept. 5, 1918	(¹)	Nov. 17, 1919	Dec. 29, 1919	Nov. 17, 1931	CLEMSON.....	41
42	Jan. 11, 1919	(¹)	June 19, 1919	June 19, 1919	June 19, 1931	COLE.....	42
43	Feb. 21, 1918	(¹)	June 12, 1918	June 13, 1918	June 12, 1930	COLHOUN.....	43
44	Aug. 21, 1917	Aug. 20, 1917	Jan. 12, 1918	Jan. 12, 1918	Jan. 12, 1936	CONNER.....	44
45	Sept. 14, 1935	May 1, 1936	-----	-----	-----	CONYNGHAM.....	45
46	Nov. 23, 1918	(¹)	Mar. 17, 1919	Mar. 17, 1919	Mar. 17, 1931	COWELL.....	46

¹ No contract date of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Ft.</i> <i>in.</i>	<i>Tons</i>	
47	CRANE..... DD109	314 4	309 0	30 6	8 6	1,060	47
48	CRAVEN..... DD382	-----	334 0	34 8	9 10	1,500	48
	CRAVEN-EX See DD70	-----	-----	-----	-----	-----	-----
49	CROSBY..... DD164	314 4	309 0	30 6	8 6	1,060	49
50	CROWNINSHIELD..... DD134	314 4	309 0	30 6	8 8	1,090	50
51	CUMMINGS..... DD365	-----	334 0	34 10	9 10	1,500	51
52	CUSHING..... DD376	-----	334 0	34 10	9 10	1,500	52
	CUSHING-EX See DD65	-----	-----	-----	-----	-----	-----
53	DD53 (EX-WINSLOW)..... DD53	305 3	298 0	29 10	8 4	860	53
54	DD55 (EX-CUSHING)..... DD55	305 3	298 0	29 10	8 4	860	54
55	DD57 (EX-TUCKER)..... DD57	315 3	307 0	29 4	8 3	910	55
56	DD70 (EX-CRAVEN)..... DD70	315 6	308 0	30 8	7 6	1,020	56
57	DD92 (EX-GRIDLEY)..... DD92	314 4	309 0	30 6	8 6	1,060	57
58	DD105 (EX-MUGFORD)..... DD105	314 4	309 0	30 6	8 6	1,060	58
59	DD185 (EX-BAGLEY)..... DD185	314 4	309 0	30 6	8 6	1,060	59
60	DAHLGREN..... DD187	314 4	311 0	30 8	9 3	1,190	60
61	DALE..... DD353	341 3	334 0	34 3	9 3	1,500	61
62	DALLAS..... DD199	314 4	311 0	30 8	9 3	1,190	62
63	DECATUR..... DD341	314 4	310 0	30 8	9 3	1,190	63
64	DENT..... DD116	314 4	309 0	30 6	8 8	1,090	64
65	DEWEY..... DD349	341 3	329 0	34 2	8 7	1,345	65
66	DICKERSON..... DD157	314 4	309 0	30 6	8 8	1,090	66
67	DORSEY..... DD117	314 4	309 0	30 6	8 8	1,090	67
68	DOWNES..... DD375	-----	334 0	34 10	9 10	1,500	68
69	DRAYTON..... DD366	-----	334 0	34 10	9 10	1,500	69

¹ Estimated, as designed.² Estimated as designed. Data after completion is as follows: Length on waterline, 331 ft.; extreme beam at or below waterline, 34 ft. 2 in.; mean draft at standard displacement, 8 ft. 10 in.; standard displacement, 1,395 tons.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
47	1,211	35.0	16	12	4	2	CRANE..... DD109	47
48							CRAVEN..... DD382	48
							CRAVEN—EX..... See DD70	
49	³ 1,181	35.0	16	12	4	2	CROSBY..... DD164	49
50	1,156	35.0	16	12	4	2	CROWNINSHIELD..... DD134	50
51							CUMMINGS..... DD365	51
52							CUSHING..... DD376	52
							CUSHING—EX..... See DD 55	
53	1,041	29.0	15	10½	4	2	DD53 (EX-WINSLOW)..... DD53	53
54	1,048	29.0	15	10½	4	2	DD55 (EX-CUSHING)..... DD55	54
55	1,103	29.5	14	10½	4	2	DD57 (EX-TUCKER)..... DD57	55
56	⁴ 1,259	30.0	15	11½	4	2	DD70 (EX-CRAVEN)..... DD70	56
57	1,191	35.0	16	12	4	2	DD92 (EX-GRIDLEY)..... DD92	57
58	1,202	35.0	16	12	4	2	DD105 (EX-MUGFORD)..... DD105	58
59	1,195	35.0	16	12	4	2	DD185 (EX-BAGLEY)..... DD185	59
60	1,310	35.0	16	12½	4	2	DAHLGREN..... DD187	60
61	⁴ 1,726	36.5	20	15½	2	2	DALE..... DD353	61
62	1,310	35.0	16	13½	4	2	DALLAS..... DD199	62
63	1,252	35.0	16	13½	4	2	DECATUR..... DD341	63
64	1,164	35.0	16	12	4	2	DENT..... DD116	64
65	⁴ 1,726	36.5	20	15½	2	2	DEWEY..... DD349	65
66	1,174	35.0	16	12	4	2	DICKERSON..... DD157	66
67	1,165	35.0	16	12	4	2	DORSEY..... DD117	67
68							DOWNES..... DD375	68
69							DRAYTON..... DD366	69

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without rim.³ Estimated.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse power main engines	Turbogener- ator sets			
				Number and type	T. H. S.		Number	Kilowatts each	Volts	
47	CRANE.....	2	Curtis geared turb.....	4 Yarrow....	Sq. ft. 27,540	27,000	2	25	120	47
48	CRAVEN.....									48
49	CROSBY.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	49
50	CROWNINSHIELD.....	2	Parsons geared turb.....	4 Normand..	27,000	25,200	2	25	120	50
51	CUMMINGS.....									51
52	CUSHING.....									52
53	DD53 (EX - WINS- LOW).	2	Zoelly turb. ¹	4 W. F.....	21,600	17,000	2	25	120	53
54	DD55 (EX-CUSH- ING)	2	Curtis turb. ¹	4 Yarrow....	21,500	17,000	2	25	120	54
55	DD57 (EX-TUCKER)	2	do ¹	do.....	21,500	17,000	2	25	120	55
56	DD70 (EX - CRA- VEN).	2	Parsons geared turb.....	4 Thorny....	21,500	20,000	2	25	120	56
57	DD92 (EX - GRID- LEY).	2	G. E. Curtis geared turb. ¹	4 Yarrow....	27,540	27,000	2	25	120	57
58	DD105 (EX - MUG- FORD).	2	Curtis geared turb.....	do.....	27,540	27,000	2	25	120	58
59	DD185 (EX - BAG- LEY).	2	Curtis turb. ¹	4 Thorny....	28,000	25,000	2	25	120	59
60	DAHLGREN.....	2	Westgh. geared turb....	4 W. F.....	27,500	27,000	2	25	120	60
61	DALE.....	2	Parsons geared turb.....	4 Yarrow....	$\left\{ \begin{smallmatrix} 32,140 \\ 5,820 \end{smallmatrix} \right\}$	42,800	2	$\left\{ \begin{smallmatrix} 132 \\ 175 \end{smallmatrix} \right\}$	230	61
62	DALLAS.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	62
63	DECATUR.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	63
64	DENT.....	2	do.....	4 W. F.....	27,500	26,500	2	25	120	64
65	DEWEY.....	2	do.....	4 Yarrow....	$\left\{ \begin{smallmatrix} 32,140 \\ 5,820 \end{smallmatrix} \right\}$	42,800	2	$\left\{ \begin{smallmatrix} 132 \\ 175 \end{smallmatrix} \right\}$	$\left\{ \begin{smallmatrix} 120 \\ 230 \end{smallmatrix} \right\}$	65
66	DICKERSON.....	2	do.....	4 Thorny....	27,048	26,000	2	25	120	66
67	DORSEY.....	2	do.....	4 W. F.....	27,500	26,000	2	25	120	67
68	DOWNES.....									68
69	DRAYTON.....									69

¹ Cruising turbine on each shaft.² Cruising engine on each shaft $\frac{13 \times 25}{12}$.³ Geared cruising turbine on starboard shaft only.⁴ Superheating surface.⁵ Kilovolt-amperes.⁶ Alternating current.⁷ Direct current.

DESTROYERS (DD).

	Armament		Quarters available ⁴						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
47	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	8	---	---	12	121	CRANE ⁵	DD109 47
48	5" (max.).....	---	---	---	---	---	---	---	CRAVEN.....	DD382 48
49	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	8	---	---	12	140	CROSBY ⁵	DD164 49
50	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	10	120	CROWNINSHIELD ⁵	DD134 50
51	5" (max.).....	---	---	---	---	---	---	---	CUMMINGS.....	DD365 51
52	5" (max.).....	---	---	---	---	---	---	---	CUSHING.....	DD376 52
53	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin..	---	6	---	---	8	98	DD53 (EX-WINSLOW).....	DD53 53
54	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	8	136	DD55 (EX-CUSHING).....	DD55 54
55	4 4", 50 cal. ⁵	do.....	---	5	---	---	8	99	DD57 (EX-TUCKER).....	DD57 55
56	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	8	---	---	10	130	DD70 (EX-CRAVEN).....	DD70 56
57	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	12	121	DD92 (EX-GRIDLEY) ⁵	DD92 57
58	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	10	108	DD105 (EX-MUGFORD) ⁵	DD105 58
59	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	8	---	---	10	128	DD185 (EX-BAGLEY) ¹	DD185 59
60	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	9	---	---	8	113	DAHLGREN.....	DD187 60
61	5 5", 38 cal. A. A.	2 21" quad..	2	9	---	---	14	172	DALE.....	DD353 61
62	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	9	---	---	8	107	DALLAS ⁵	DD199 62
63	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	8	114	DECATUR.....	DD341 63
64	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	10	118	DENT.....	DD116 64
65	5 5", 38 cal. A. A.	2 21" quad..	2	9	---	---	14	151	DEWEY.....	DD349 65
66	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	9	---	---	12	123	DICKERSON.....	DD157 66
67	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	---	9	---	---	13	115	DORSEY.....	DD117 67
68	5" (max.).....	---	---	---	---	---	---	---	DOWNES.....	DD375 68
69	5" (max.).....	---	---	---	---	---	---	---	DRAYTON.....	DD366 69

¹ 2 berths for officers, emergency, not included in table.² Authorized battery, not on board.³ 1 berth, chart house, not included in table.⁴ For crew, data includes total berths and hammock swings. Does not include cots provided.⁵ 3 berths for officers, emergency, not included in table.⁶ 1 berth for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
47	CRANE.....	Union Iron Works	Cost+10%	Mar. 4, 1917 ²	May 4, 1917	Jan. 7, 1918	47
48	CRAVEN.....	Bethlehem S. B. Corporation, Quincy.	3, 784, 000	Mar. 27, 1934	Oct. 2, 1934	June 3, 1935	48
49	CROSBY.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	June 23, 1918	49
50	CROWNINSHIELD.....	Bath Iron Works..	Cost+10%	do.....	Aug. 31, 1917	Nov. 5, 1918	50
51	CUMMINGS.....	United Dry Docks, Inc.	3, 400, 000	June 16, 1933	Aug. 30, 1933	June 26, 1934	51
52	CUSHING.....	Navy yard, Puget Sound.	-----	do.....	Aug. 2, 1933 ⁴ Nov. 1, 1933 ⁵	Aug. 15, 1934	52
53	DD53 (EX - WINSLOW).	Wm. Cramp & Sons.	842, 000	Aug. 22, 1912	Dec. 7, 1912	Oct. 1, 1913	53
54	DD55 (EX-CUSHING)	Fore River S. B. Co.	854, 500	do.....	Dec. 11, 1912	Sept. 23, 1913	54
55	DD57 (EX-TUCKER)	do.....	861, 000	Mar. 4, 1913	Sept. 22, 1913	Nov. 9, 1914	55
56	DD70 (EX-CRAVEN)	Navy Yard, Norfolk.	³ 925, 000	Mar. 3, 1915	Oct. 20, 1915 ⁴	Nov. 20, 1917	56
57	DD92 (EX-GRIDLEY)	Union Iron Works	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Apr. 1, 1918	57
58	DD105 (EX - MUGFORD).	do.....	Cost+10%	Mar. 4, 1917 ²	May 4, 1917	Oct. 20, 1917	58
59	DD185 (EX-BAGLEY)	Newport News S. B. Co.	Cost+10%	do.....	Sept. 28, 1917	May 11, 1918	59
60	DAHLGREN.....	do.....	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	June 8, 1918	60
61	DALE.....	Navy yard, New York.	-----	July 11, 1919 ⁷	Sept. 23, 1932 ⁴ Oct. 1, 1932 ⁵	Feb. 10, 1934	61
62	DALLAS.....	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	Nov. 25, 1918	62
63	DECATUR.....	Navy yard, Mare Island.	(⁵)	do.....	Jan. 22, 1918 ⁴	Sept. 15, 1920	63
64	DENT.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	Aug. 30, 1917	64
65	DEWEY.....	Bath Iron Works Corp.	2, 626, 000	July 11, 1919 ⁷	Dec. 11, 1931	Dec. 16, 1932	65
66	DICKERSON.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	Sept. 28, 1917	May 25, 1918	66
67	DORSEY.....	Wm. Cramp & Sons.	Cost+10%	do.....	May 2, 1917	Sept. 18, 1917	67
68	DOWNES.....	Navy yard, Norfolk.	-----	June 16, 1933	Aug. 3, 1933 ⁴ Nov. 1, 1933 ⁵	Aug. 15, 1934	68
69	DRAYTON.....	Bath Iron Works Corp.	3, 276, 500	do.....	Aug. 3, 1933	Mar. 20, 1934	69

¹ Date of supplementary contract.² Together with act of Aug. 29, 1916.³ Limit of cost.⁴ Date assigned yard.⁵ No limit of cost.⁶ Beginning of construction period.⁷ Together with acts of Aug. 29, 1916, and July 1, 1918.

DESTROYERS (DD).

	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
47	July 4, 1918	(¹)	Apr. 18, 1919	Apr. 18, 1919	Apr. 18, 1931	CRANE.....	47
48	-----	Apr. 2, 1937	-----	-----	-----	CRAVEN.....	48
49	Sept. 28, 1918	(¹)	Jan. 24, 1919	Jan. 24, 1919	Jan. 24, 1931	CROSBY.....	49
50	July 24, 1919	June 30, 1919	Aug. 6, 1919	Aug. 6, 1919	Aug. 6, 1931	CROWNINSHIELD.....	50
51	-----	Dec. 30, 1935	-----	-----	-----	CUMMINGS.....	51
52	-----	Feb. 1, 1936	-----	-----	-----	CUSHING.....	52
53	Feb. 11, 1915	Dec. 7, 1914	Aug. 7, 1915	Aug. 7, 1915	Aug. 7, 1927	DD53 (<i>EX-WINSLOW</i>)....	53
54	Jan. 16, 1915	Dec. 11, 1914	Aug. 21, 1915	Aug. 21, 1915	Aug. 21, 1927	DD55 (<i>EX-CUSHING</i>)....	54
55	May 4, 1915	Sept. 22, 1915	Apr. 11, 1916	Apr. 11, 1916	Apr. 11, 1928	DD57 (<i>EX-TUCKER</i>)....	55
56	June 29, 1918	(¹)	-----	Oct. 19, 1918	Oct. 19, 1930	DD70 (<i>EX-CRAVEN</i>)....	56
57	July 4, 1918	(¹)	Mar. 8, 1919	Mar. 8, 1919	Mar. 8, 1931	DD92 (<i>EX-GRIDLEY</i>)....	57
58	Apr. 14, 1918	(¹)	Nov. 25, 1918	Nov. 25, 1918	Nov. 25, 1930	DD105 (<i>EX-MUGFORD</i>)....	58
59	Oct. 19, 1918	(¹)	Aug. 26, 1919	Aug. 27, 1919	Aug. 26, 1931	DD185 (<i>EX-BAGLEY</i>)....	59
60	Nov. 20, 1918	(¹)	Jan. 6, 1920	Jan. 6, 1920	Jan. 6, 1932	DAHLGREN.....	60
61	Jan. 23, 1935	Jan. 1, 1935	-----	June 17, 1935	July 19, 1951 ²	DALE.....	61
62	May 31, 1919	(¹)	Apr. 30, 1920	Oct. 29, 1920	Apr. 30, 1932	DALLAS.....	62
63	Oct. 29, 1921	-----	-----	Aug. 9, 1922	Aug. 9, 1934	DECATUR.....	63
64	Mar. 23, 1918	(¹)	Sept. 9, 1918	Sept. 9, 1918	Sept. 9, 1930	DENT.....	64
65	July 28, 1934	June 11, 1934	Oct. 3, 1934	Oct. 4, 1934	Oct. 3, 1950	DEWEY.....	65
66	Mar. 12, 1919	(¹)	Sept. 3, 1919	Sept. 3, 1919	Sept. 3, 1931	DICKERSON.....	66
67	Apr. 9, 1918	(¹)	Sept. 16, 1918	Sept. 16, 1918	Sept. 16, 1930	DORSEY.....	67
68	-----	May 1, 1936	-----	-----	-----	DOWNES.....	68
69	-----	Nov. 3, 1935	-----	-----	-----	DRAYTON.....	69

¹ No contract date of completion.² Based upon date of completion of vessel by Navy Yard.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
70	DUNLAP..... DD384		334 0	34 8	9 10	¹ 1,500	70
71	DuPONT..... DD152	314 4	309 0	30 6	8 8	1,090	71
72	DYER..... DD84	314 4	309 0	30 6	8 6	1,060	72
73	EDSALL..... DD219	314 4	310 0	30 8	9 3	1,190	73
74	EDWARDS..... DD265	314 4	311 0	30 8	9 3	1,190	74
75	EDWARDS, JOHN D..... DD216	314 4	310 0	30 8	9 3	1,190	75
76	ELLIOT..... DD146	314 4	309 0	30 6	8 8	1,090	76
77	ELLIS..... DD154	314 4	309 0	30 6	8 8	1,090	77
78	EVANS..... DD78	314 4	309 0	30 6	8 8	1,090	78
79	FAIRFAX..... DD93	314 4	309 0	30 6	8 8	1,090	79
80	FANNING..... DD385		334 0	34 8	9 10	¹ 1,500	80
81	FARRAGUT..... DD348	341 3	330 0	34 2	8 8	1,365	81
82	FLUSSER..... DD368		334 0	34 10	9 10	¹ 1,500	82
83	FOOTE..... DD169	314 4	309 0	30 6	8 6	1,060	83
84	FORD, JOHN D..... DD228	314 4	310 0	30 8	9 3	1,190	84
85	FOX..... DD234	314 4	310 0	30 8	9 3	1,190	85
86	GILLIS..... DD260	314 4	311 0	30 8	9 3	1,190	86
87	GILMER..... DD233	314 4	310 0	30 8	9 3	1,190	87
88	GOFF..... DD247	314 4	310 0	30 8	9 3	1,190	88
89	GOLDSBOROUGH..... DD188	314 4	311 0	30 8	9 3	1,190	89
90	GREENE..... DD266	314 4	311 0	30 8	9 3	1,190	90
91	GREER..... DD145	314 4	309 0	30 6	8 8	1,090	91
92	GREGORY..... DD82	314 4	309 0	30 6	8 6	1,060	92

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial Displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ¹				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
70							DUNLAP..... DD384	70
71	1, 154	35. 0	16	12	4	2	DUPONT..... DD152	71
72	1, 184	35. 0	16	12	4	2	DYER..... DD84	72
73	1, 242	35. 0	16	13½	4	2	EDSALL..... DD219	73
74	1, 198	35. 0	16	13½	4	2	EDWARDS..... DD265	74
75	³ 1, 215	35. 0	16	13½	4	2	EDWARDS, JOHN D..... DD216	75
76	1, 161	35. 0	16	12	4	2	ELLIOT..... DD146	76
77	³ 1, 154	35. 0	16	12	4	2	ELLIS..... DD154	77
78	1, 155	35. 0	16	12	4	2	EVANS..... DD78	78
79	³ 1, 154	35. 0	16	12	4	2	FAIRFAX..... DD93	79
80							FANNING..... DD385	80
81	⁴ 1, 726	36. 5	20	15½	2	2	FARRAGUT..... DD348	81
82							FLUSSER..... DD368	82
83	1, 190	35. 0	16	12	4	2	FOOTE..... DD169	83
84	1, 236	35. 0	16	13½	4	2	FORD, JOHN D..... DD228	84
85	1, 328	35. 0	16	13½	4	2	FOX..... DD234	85
86	1, 266	35. 0	16	13½	4	2	GILLIS..... DD260	86
87	1, 338	35. 0	16	13½	4	2	GILMER..... DD233	87
88	1, 317	35. 0	16	13½	4	2	GOFF..... DD247	88
89	1, 308	35. 0	16	13½	4	2	GOLDSBOROUGH..... DD188	89
90	1, 233	35. 0	16	13½	4	2	GREENE..... DD266	90
91	1, 209	35. 0	16	12	4	2	GREER..... DD145	91
92	1, 185	35. 0	16	12	4	2	GREGORY..... DD82	92

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	No. of propellers	Type of engines	Boilers (oil burning)		De- signed horse power main engines	Turbogen- erator sets			
				Number and type	T. H. S.		Number	Kilowatts each	Volts	
					<i>Sq. ft.</i>					
70	DUNLAP.....									70
71	DU PONT.....	2	Parsons geared turb.....	4 W. F.....	27,500	26,000	2	25	120	71
72	DYER.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	72
73	EDSALL.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	73
74	EDWARDS.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	74
75	EDWARDS, JOHN D.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	75
76	ELLIOT.....	2	do.....	do.....	27,500	26,000	2	25	120	76
77	ELLIS.....	2	do.....	do.....	27,500	26,000	2	25	120	77
78	EVANS.....	2	do.....	4 Normand..	27,000	25,200	2	25	120	78
79	FAIRFAX.....	2	do.....	do.....	27,000	26,000	2	25	120	79
80	FANNING.....									80
81	FARRAGUT.....	2	Parsons geared turb.....	4 Yarrow....	{ 32,140 15,820 }	42,800	2 { 132 28 }	120 230		81
82	FLUSSER.....									82
83	FOOTE.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	83
84	FORD, JOHN D....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	84
85	FOX.....	2	Westgh. geared turb.....	do.....	27,500	27,000	2	25	120	85
86	GILLIS.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	86
87	GILMER.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	87
88	GOFF.....	2	do.....	do.....	27,500	27,000	2	25	120	88
89	GOLDSBOROUGH...	2	do.....	do.....	27,500	27,000	2	25	120	89
90	GREENE.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	90
91	GREER.....	2	Parsons geared turb.....	4 W. F.....	27,500	26,000	2	25	120	91
92	GREGORY.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	92

¹ Superheating surface.² Alternating current.³ Direct current.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
70	5" (max.)	-----	-----	-----	-----	-----	-----	-----	DUNLAP.....	DD384 70
71	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	-----	9	-----	-----	10	118	DU PONT.....	DD152 71
72	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	12	116	DYER ⁴	DD84 72
73	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	12	112	EDSALL.....	DD219 73
74	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	8	123	EDWARDS ¹	DD265 74
75	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	13	114	EDWARDS, JOHN D ¹	DD216 75
76	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	9	-----	-----	12	102	ELLIOT.....	DD146 76
77	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	9	-----	-----	13	130	ELLIS.....	DD154 77
78	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	9	-----	-----	10	143	EVANS.....	DD78 78
79	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	13	-----	-----	-----	11	135	FAIRFAX.....	DD93 79
80	5" (max.)	-----	-----	-----	-----	-----	-----	-----	FANNING.....	DD385 80
81	5 5", 38 cal. A. A.	2 21" quad.	2	9	-----	-----	14	157	FARRAGUT.....	DD348 81
82	5" (max.)	-----	-----	-----	-----	-----	-----	-----	FLUSSER.....	DD368 82
83	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	-----	8	-----	-----	12	133	FOOTE ⁴	DD169 83
84	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	9	-----	-----	10	107	FORD, JOHN D.....	DD228 84
85	4 5", 51 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	9	-----	-----	10	122	FOX.....	DD234 85
86	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	8	122	GILLIS ¹	DD260 86
87	4 5", 25 cal. A. A.	-----	-----	9	-----	-----	10	119	GILMER.....	DD233 87
88	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	-----	14	-----	-----	12	130	GOFF.....	DD247 88
89	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	8	123	GOLDSBOROUGH ⁴	DD188 89
90	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	8	128	GREENE.....	DD266 90
91	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	9	-----	-----	10	103	GREER.....	DD145 91
92	4 4", 50 cal.; 1 3", 23 cal. A. A.	-----do-----	-----	8	-----	-----	10	123	GREGORY ⁴	DD82 92

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 1 berth for officers, emergency, not included in table.³ 1 berth, chart house, not included in table.⁴ 2 berths for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
70	DUNLAP.....	United S. B. & D. D. Corporation and United D. D., Inc.	3,430,000	Mar. 27, 1934	Oct. 9, 1934	Apr. 10, 1935	70
71	DU PONT.....	Wm. Cramp & Sons.....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	May 2, 1918	71
72	DYER.....	Fore River S. B. Co.....	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ²	Sept. 27, 1917	72
73	EDSALL.....	Wm. Cramp & Sons.....	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Sept. 15, 1919	73
74	EDWARDS.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	do.....	Dec. 6, 1917	Apr. 20, 1918	74
75	EDWARDS, JOHN D.	Wm. Cramp & Sons.....	Cost+fee	do.....	Dec. 19, 1917	May 21, 1919	75
76	ELLIOT.....	do.....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 23, 1918	76
77	ELLIS.....	do.....	Cost+10%	do.....	do.....	July 8, 1918	77
78	EVANS.....	Bath Iron Works.....	Cost+10%	Aug. 29, 1916	Nov. 30, 1916	Dec. 28, 1917	78
79	FAIRFAX.....	Navy yard, Mare Island.	³ 1,440,000	do.....	Nov. 22, 1916 ⁴	July 10, 1917	79
80	FANNING.....	United S. B. & D. D. Corp., and United D. D., Inc.	3,430,000	Mar. 27, 1934	Oct. 9, 1934	Apr. 10, 1935	80
81	FARRAGUT.....	Bethlehem S. B. Corp., Quincy.	3,034,500	July 11, 1919 ⁴	Dec. 11, 1931	Sept. 20, 1932	81
82	FLUSSER.....	Federal S. B. & D. D. Co.	3,210,800	June 16, 1933	Aug. 3, 1933	June 4, 1934	82
83	FOOTE.....	Fore River S. B. Co.....	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Aug. 7, 1918	83
84	FORD, JOHN D....	Wm. Cramp & Sons.....	Cost+fee	Oct. 6, 1917	Dec. 19, 1917 May 8, 1919 ²	Nov. 11, 1919	84
85	FOX.....	New York S. B. Co.....	Cost+fee	do.....	Dec. 29, 1917	June 25, 1918	85
86	GILLIS.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	do.....	Dec. 6, 1917	Dec. 27, 1918	86
87	GILMER.....	New York S. B. Co.....	Cost+fee	do.....	Dec. 29, 1917 May 8, 1919 ²	June 25, 1918	87
88	GOFF.....	do.....	Cost+fee	do.....	Dec. 29, 1917 May 8, 1919 ²	June 16, 1919	88
89	GOLDSBOROUGH..	Newport News S. B. Co.	Cost+fee	do.....	Feb. 14, 1918	June 8, 1918	89
90	GREENE.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	do.....	Dec. 6, 1917	June 3, 1918	90
91	GREER.....	Wm. Cramp & Sons.....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 24, 1918	91
92	GREGORY.....	Fore River S. B. Co.....	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ²	Aug. 25, 1917	92

¹ Date assigned to yard.² Date of supplementary contract.³ Limit of cost.⁴ Together with acts of Aug. 29, 1916, and July 1, 1918.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
70	-----	June 9, 1936	-----	-----	-----	DUNLAP.....	70
71	Oct. 22, 1918	(¹)	Apr. 30, 1919	Apr. 30, 1919	Apr. 30, 1931	DU PONT.....	71
72	Apr. 13, 1918	(¹)	July 1, 1918	July 1, 1918	July 1, 1930	DYER.....	72
73	July 29, 1920	(¹)	Nov. 26, 1920	Nov. 26, 1920	Nov. 26, 1932	EDSALL.....	73
74	Oct. 10, 1918	(¹)	Apr. 24, 1919	Apr. 24, 1919	Apr. 24, 1931	EDWARDS.....	74
75	Oct. 18, 1919	(¹)	Apr. 6, 1920	Apr. 6, 1920	Apr. 6, 1932	EDWARDS, JOHN D.....	75
76	July 4, 1918	(¹)	Jan. 25, 1919	Jan. 25, 1919	Jan. 25, 1931	ELLIOT.....	76
77	Nov. 30, 1918	(¹)	June 7, 1919	June 7, 1919	June 7, 1931	ELLIS.....	77
78	Oct. 30, 1918	(¹)	Nov. 11, 1918	Nov. 11, 1918	Nov. 11, 1930	EVANS.....	78
79	Dec. 15, 1917	-----	-----	Apr. 6, 1918	Apr. 6, 1930	FAIRFAX.....	79
80	-----	Aug. 9, 1936	-----	-----	-----	FANNING.....	80
81	Mar. 15, 1934	Feb. 11, 1934	June 18, 1934	June 18, 1934	June 18, 1950	FARRAGUT.....	81
82	Sept. 28, 1935	Nov. 3, 1935	-----	-----	-----	FLUSSER.....	82
83	Dec. 14, 1918	(¹)	Mar. 21, 1919	Mar. 21, 1919	Mar. 21, 1931	FOOTE.....	83
84	Sept. 2, 1920	(¹)	Dec. 30, 1920	Dec. 30, 1920	Dec. 30, 1932	FORD, JOHN D.....	84
85	June 12, 1919	(¹)	May 17, 1920	May 17, 1920	May 17, 1932	FOX.....	85
86	May 29, 1919	(¹)	Sept. 3, 1919	Sept. 3, 1919	Sept. 3, 1931	GILLIS.....	86
87	May 24, 1919	(¹)	Apr. 30, 1920	Apr. 30, 1920	Apr. 30, 1932	GILMER.....	87
88	June 2, 1920	(¹)	Jan. 19, 1921	Jan. 19, 1921	Jan. 19, 1933	GOFF.....	88
89	Nov. 20, 1918	(¹)	Jan. 26, 1920	Jan. 26, 1920	Jan. 26, 1932	GOLDSBOROUGH.....	89
90	Nov. 2, 1918	(¹)	May 9, 1919	May 9, 1919	May 9, 1931	GREENE.....	90
91	Aug. 1, 1918	(¹)	Dec. 31, 1918	Dec. 31, 1918	Dec. 31, 1930	GREER.....	91
92	Jan. 27, 1918	(¹)	May 31, 1918	June 1, 1918	May 31, 1930	GREGORY.....	92

¹ No contract date of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
93	GRIDLEY..... DD380	-----	334 0	34 8	9 10	¹ 1,500	93
	GRIDLEY—EX..... See DD98						
94	GWIN..... DD71	315 6	308 0	30 8	7 6	1,020	94
95	HALE..... DD133	314 4	309 0	30 6	8 8	1,090	95
96	HAMILTON..... DD141	314 4	309 0	30 6	8 8	1,090	96
97	HARADEN..... DD183	314 4	309 0	30 6	8 6	1,060	97
98	HARDING..... DD91	314 4	309 0	30 6	8 6	1,060	98
99	HATFIELD..... DD231	314 4	310 0	30 8	9 3	1,190	99
100	HELM..... DD388	-----	334 0	34 8	9 10	¹ 1,500	100
101	HENLEY..... DD391	-----	334 0	34 8	9 10	¹ 1,500	101
102	HERBERT..... DD160	314 4	309 0	30 6	8 8	1,090	102
103	HERNDON..... DD198	314 4	311 0	30 8	9 3	1,190	103
104	HOGAN..... DD178	314 4	309 0	30 6	8 6	1,060	104
105	HOPEWELL..... DD181	314 4	309 0	30 6	8 6	1,060	105
106	HOPKINS..... DD249	314 4	310 0	30 8	9 3	1,190	106
107	HOVEY..... DD208	314 4	310 0	30 8	9 3	1,190	107
108	HOWARD..... DD179	314 4	309 0	30 6	8 6	1,060	108
109	HULBERT..... DD342	314 4	310 0	30 8	9 3	1,190	109
110	HULL..... DD350	341 3	331 0	34 2	8 10	1,395	110
111	HUMPHREYS..... DD236	314 4	310 0	30 8	9 3	1,190	111
112	HUNT..... DD194	314 4	311 0	30 8	9 3	1,190	112
113	INGRAM, OSMOND..... DD255	314 4	311 0	30 8	9 3	1,190	113
114	JAMES, REUBEN..... DD245	314 4	310 0	30 8	9 3	1,190	114
115	JARVIS..... DD393	-----	334 0	34 8	9 10	¹ 1,500	115

¹ Estimated as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
93							GRIDLEY..... DD380	93
							GRIDLEY—EX..... See DD92	
94	1, 192	30.0	15	11½	3	2	GWIN..... DD71	94
95	1, 149	35.0	16	12	4	2	HALE..... DD133	95
96	³ 1, 370	35.0	16	12	4	2	HAMILTON..... DD141	96
97	1, 248	35.0	16	12	4	2	HARADEN..... DD183	97
98	1, 198	35.0	16	12	4	2	HARDING..... DD91	98
99	1, 318	35.0	16	13½	4	2	HATFIELD..... DD231	99
100							HELM..... DD388	100
101							HENLEY..... DD391	101
102	1, 169	35.0	16	12	4	2	HERBERT..... DD160	102
103	1, 300	35.0	16	13½	4	2	HERNDON..... DD198	103
104	1, 233	35.0	16	12	4	2	HOGAN..... DD178	104
105	1, 229	35.0	16	12	4	2	HOPEWELL..... DD181	105
106	1, 305	35.0	16	13½	4	2	HOPKINS..... DD249	106
107	1, 229	35.0	16	13½	4	2	HOVEY..... DD208	107
108	1, 231	35.0	16	12	4	2	HOWARD..... DD179	108
109	1, 272	35.0	16	13½	4	2	HULBERT..... DD342	109
110	⁴ 1, 726	36.5	20	15½	2	2	HULL..... DD350	110
111	1, 310	35.0	16	13½	4	2	HUMPHREYS..... DD236	111
112	1, 310	35.0	16	13½	4	2	HUNT..... DD194	112
113	1, 267	35.0	16	13½	4	2	INGRAM, OSMOND..... DD255	113
114	1, 317	35.0	16	13½	4	2	JAMES, REUBEN..... DD245	114
115							JARVIS..... DD393	115

¹ Average for service displacement.² At emergency displacement, including projections, if any. Ship without trim.³ 3-hour full-power trial.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbo-gener- ator sets			
				Number and type	T. H. S.		Number	Kilowatts each	Volts	
					<i>Sq. ft.</i>					
93	GRIDLEY.....									92
94	GWIN.....	2	Parsons geared turb.....	4 Yarrow.....	22, 252	18, 750	2	25	120	94
95	HALE.....	2	do.....	4 Normand.....	27, 000	25, 200	2	25	120	95
96	HAMILTON.....	2	do.....	do.....	27, 000	26, 000	2	25	120	96
97	HARADEN.....	2	Curtis turb. ¹	4 Thorny.....	28, 000	25, 000	2	25	120	97
98	HARDING.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27, 540	27, 000	2	25	120	98
99	HATFIELD.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	99
100	HELM.....									100
101	HENLEY.....									101
102	HERBERT.....	2	Parsons geared turb.....	4 Thorny.....	27, 048	26, 000	2	25	120	102
103	HERNDON.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	103
104	HOGAN.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	27, 000	2	25	120	104
105	HOPEWELL.....	2	Curtis turb. ¹	4 Thorny.....	28, 000	25, 000	2	25	120	105
106	HOPKINS.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	106
107	HOVEY.....	2	Parsons geared turb.....	do.....	27, 500	27, 000	2	25	120	107
108	HOWARD.....	2	Curtis geared turb.....	4 Yarrow.....	27, 540	27, 000	2	25	120	108
109	HULBERT.....	2	Parsons geared turb.....	4 Normand.....	27, 000	26, 000	2	25	120	109
110	HULL.....	2	do.....	4 Yarrow.....	{32, 140 15, 820}	42, 800	2{ 132 175}	230		110
111	HUMPHREYS.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	111
112	HUNT.....	2	do.....	do.....	27, 500	27, 000	2	25	120	112
113	INGRAM, OSMOND.....	2	Curtis geared turb.....	4 Yarrow.....	27, 500	27, 000	2	25	120	113
114	JAMES, REUBEN.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	114
115	JARVIS.....									115

¹ Cruising turbine on each shaft.² Geared cruising turbine on starboard shaft only.³ Superheating surface.⁴ Kilovolt-amperes.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
93	5" (max.).....								GRIDLEY..... DD380	93
94	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple...		8			10	110	GWIN ² DD71	94
95	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	112	HALE..... DD133	95
96	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	125	HAMILTON..... DD141	96
97	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			10	129	HARADEN ² DD183	97
98	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			8	117	HARDING ⁴ DD91	98
99	4 5", 51 cal.; 1 3", 23 cal. A. A.	do.....		9			10	135	HATFIELD..... DD231	99
100	5" (max.).....								HELM..... DD388	100
101	5" (max.).....								HENLEY..... DD391	101
102	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple...		9			12	113	HERBERT..... DD160	102
103	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	111	HERNDON..... DD198	103
104	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			12	122	HOGAN ² DD178	104
105	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			10	137	HOPEWELL ² DD181	105
106	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	1	8			10	116	HOPKINS..... DD249	106
107	8 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			12	129	HOVEY ² DD208	107
108	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			12	118	HOWARD ² DD179	108
109	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	113	HULBERT ⁴ DD342	109
110	5 5", 38 cal. A. A.	2 21" quad...	2	9			14	172	HULL..... DD350	110
111	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple...		9			10	128	HUMPHREYS..... DD236	111
112	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			10	106	HUNT ² DD194	112
113	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		8			8	130	INGRAM, OSMOND ² DD255	113
114	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....		9			8	110	JAMES, REUBEN.... DD245	114
115	5" (max.).....								JARVIS..... DD393	115

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² 1 berth for officers, emergency, not included in table.

³ 2 berths for officers, emergency, not included in table.

⁴ 3 berths for officers, emergency, not included in table.

⁵ Twin mounts.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
93	GRIDLEY.....	Beth. S. B. Corp., Quincy.	3,784,000	Mar. 27, 1934	Oct. 2, 1934	June 3, 1935	93
94	GWIN.....	Seattle Con. & D. D. Co.	885,000	Mar. 3, 1915	Mar. 8, 1916	June 21, 1917	94
95	HALE.....	Bath Iron Works....	Cost+10%	Mar. 4, 1917	Aug. 31, 1917	Oct. 7, 1918	95
96	HAMILTON.....	Navy yard, Mare Island.	(*)	do.....	July 20, 1917 ¹	June 8, 1918	96
97	HARADEN.....	Newport News S. B. Co.	Cost+10%	do.....	Sept. 28, 1917	Mar. 30, 1918	97
98	HARDING.....	Union Iron Works..	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Feb. 12, 1918	98
99	HATFIELD.....	New York S. B. Co.	Cost+ fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	June 10, 1918	99
100	HELM.....	Navy yard, Norfolk.	.....	Mar. 27, 1934	Aug. 22, 1934 ¹ Nov. 1, 1934 ⁶	Sept. 25, 1935	100
101	HENLEY.....	Navy yard, Mare Island.	.....	.....do.....	Aug. 22, 1934 ¹ Nov. 1, 1934 ⁶	Oct. 28, 1935	101
102	HERBERT.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	Sept. 28, 1917	Apr. 9, 1918	102
103	HERNDON.....	Newport News S. B. Co.	Cost+ fee.	Oct. 6, 1917	Feb. 14, 1918	Nov. 25, 1918	103
104	HOGAN.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	do.....	104
105	HOPEWELL.....	Newport News S. B. Co.	Cost+10%	do.....	Sept. 28, 1917	Jan. 19, 1918	105
106	HOPKINS.....	New York S. B. Co.	Cost+10%	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	July 30, 1919	106
107	HOVEY.....	Wm. Cramp & Sons	Cost+ fee.	do.....	Dec. 19, 1917	Sept. 7, 1918	107
108	HOWARD.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Dec. 9, 1918	108
109	HULBERT.....	Navy yard, Norfolk.	(*)	Oct. 6, 1917	Jan. 25, 1918 ¹	Nov. 18, 1918	109
110	HULL.....	Navy yard, New York.	3,325,000 ³	July 11, 1919 ³	July 15, 1931 ¹ Feb. 11, 1932 ⁶	Mar. 7, 1933	110
111	HUMPHREYS...	New York S. B. Co.	Cost+ fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	July 31, 1918	111
112	HUNT.....	Newport News S. B. Co.	Cost+ fee.	do.....	Feb. 14, 1918	Aug. 20, 1918	112
113	INGRAM, OS- MOND.	Beth. S. B. Corp., Quincy.	Cost+ fee.	do.....	Dec. 6, 1917	Oct. 15, 1918	113
114	JAMES, REU- BEN.	New York S. B. Co.	Cost+ fee.	do.....	Dec. 29, 1917 May 8, 1919 ²	Apr. 2, 1919	114
115	JARVIS.....	Navy yard, Puget Sound.	.....	Mar. 27, 1934	Aug. 22, 1934 ¹ Nov. 1, 1934 ⁶	Aug. 21, 1935	115

¹ Date assigned to yard.² Date of supplementary contract.³ Total appropriation cost, hull and machinery.⁴ No limit of cost.⁵ Together with acts of Aug. 29, 1916, and July 1, 1918.⁶ Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
93	-----	Jan. 2, 1937	-----	-----	-----	GRIDLEY-----	93
94	Dec. 22, 1917	Nov. 8, 1917	Mar. 18, 1920	Mar. 18, 1920	Mar. 18, 1932	GWIN-----	94
95	May 29, 1919	May. 15, 1919	June 12, 1919	June 12, 1919	June 12, 1931	HALE-----	95
96	Jan. 15, 1919	Dec. 31, 1918	-----	Nov. 7, 1919	Nov. 7, 1931	HAMILTON-----	96
97	July 4, 1918	(¹)	June 6, 1919	June 7, 1919	June 6, 1931	HARADEN-----	97
98	-----do-----	(¹)	Jan. 24, 1919	Jan. 24, 1919	Jan. 24, 1931	HARDING-----	98
99	Mar. 17, 1919	(¹)	Apr. 16, 1920	Apr. 16, 1920	Apr. 16, 1932	HATFIELD-----	99
100	-----	May 1, 1937	-----	-----	-----	HELM-----	100
101	-----	Nov. 1, 1936	-----	-----	-----	HENLEY-----	101
102	May 8, 1919	(¹)	Nov. 21, 1919	Nov. 21, 1919	Nov. 21, 1931	HERBERT-----	102
103	May 31, 1919	(¹)	Aug. 17, 1920	Sept. 14, 1920	Apr. 17, 1932	HERNDON-----	103
104	Apr. 12, 1919	(¹)	Oct. 1, 1919	Oct. 1, 1919	Oct. 1, 1931	HOGAN-----	104
105	June 8, 1918	(¹)	Mar. 21, 1919	Mar. 21, 1919	Mar. 21, 1931	HOPEWELL-----	105
106	June 26, 1920	(¹)	Mar. 21, 1921	Mar. 21, 1921	Mar. 21, 1933	HOPKINS-----	106
107	Apr. 26, 1919	(¹)	Oct. 2, 1919	Oct. 2, 1919	Oct. 2, 1931	HOVEY-----	107
108	-----do-----	(¹)	Jan. 28, 1920	Jan. 29, 1920	Jan. 28, 1932	HOWARD-----	108
109	June 28, 1919	-----	-----	Oct. 27, 1920	Oct. 27, 1932	HULBERT-----	109
110	Jan. 31, 1934	Aug. 11, 1934	-----	Jan. 11, 1935	May 24, 1951 ²	HULL-----	110
111	July 28, 1919	(¹)	July 21, 1920	July 21, 1920	July 21, 1932	HUMPHREYS-----	111
112	Feb. 14, 1920	(¹)	June 8, 1920	Sept. 30, 1920	June 8, 1932	HUNT-----	112
113	Feb. 28, 1919	(¹)	June 27, 1919	June 28, 1919	June 27, 1931	INGRAM, OSMOND--	113
114	Oct. 4, 1919	(¹)	Sept. 24, 1920	Sept. 24, 1920	Sept. 24, 1932	JAMES, REUBEN--	114
115	-----	Feb. 1, 1937	-----	-----	-----	JARVIS-----	115

¹ No contract date of completion.² Based upon date of completion of vessel by Navy Yard.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
116	JONES, JACOB..... DD130	314 4	309 0	30 6	8 8	1,090	116
117	JONES, PAUL..... DD230	314 4	310 0	30 8	9 3	1,190	117
118	KALK..... DD170	314 4	309 0	30 6	8 6	1,060	118
119	KANE..... DD235	314 4	310 0	30 8	9 3	1,190	119
120	KENNISON..... DD138	314 4	309 0	30 6	8 6	1,060	120
121	KILTY..... DD137	314 4	309 0	30 6	8 6	1,060	121
122	KIMBERLY..... DD80	314 4	309 0	30 6	8 6	1,060	122
123	KING..... DD242	314 4	310 0	30 8	9 3	1,190	123
124	LAMSON..... DD367	-----	334 0	34 10	9 10	¹ 1,500	124
125	LAUB..... DD263	314 4	311 0	30 8	9 3	1,190	125
126	LAWRENCE..... DD250	314 4	310 0	30 8	9 3	1,190	126
127	LEA..... DD118	314 4	309 0	30 6	8 8	1,090	127
128	LEARY..... DD158	314 4	309 0	30 6	8 8	1,090	128
129	LITCHFIELD..... DD336	314 4	310 0	30 8	9 3	1,190	129
130	LITTLE..... DD79	314 4	309 0	30 6	8 6	1,060	130
131	LONG..... DD209	314 4	310 0	30 8	9 3	1,190	131
132	MACDONOUGH..... DD351	341 3	331 0	34 2	8 10	1,395	132
133	MACKENZIE..... DD175	314 4	309 0	30 6	8 6	1,060	133
134	MACLEISH..... DD220	314 4	310 0	30 8	9 3	1,190	134
135	MADDOX..... DD168	314 4	309 0	30 6	8 6	1,060	135
136	MAHAN..... DD364	-----	334 0	34 10	9 10	¹ 1,500	136
137	MANLEY..... DD74	315 6	308 0	30 8	7 6	1,020	137
138	MASON..... DD191	314 4	311 0	30 8	9 3	1,190	138

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
116	<i>Tons</i> 1, 167	<i>Knots</i> 35.0	<i>Tons</i> 16	<i>Ft.</i> 12	4	2	JONES, JACOB..... DD130	116
117	* 1, 215	35.0	16	13½	4	2	JONES, PAUL..... DD230	117
118	1, 200	35.0	16	12	4	2	KALK..... DD170	118
119	1, 296	35.0	16	13½	4	2	KANE..... DD235	119
120	1, 180	35.0	16	12	4	2	KENNISON..... DD138	120
121	1, 191	35.0	16	12	4	2	KILTY..... DD137	121
122	* 1, 236	35.0	16	12	4	2	KIMBERLY..... DD80	122
123	1, 303	35.0	16	13½	4	2	KING..... DD242	123
124							LAMSON..... DD367	124
125	1, 191	35.0	16	13½	4	2	LAUB..... DD263	125
126	1, 322	35.0	16	13½	4	2	LAWRENCE..... DD250	126
127	1, 165	35.0	16	12	4	2	LEA..... DD118	127
128	1, 175	35.0	16	12	4	2	LEARY..... DD158	128
129	1, 283	35.0	16	13½	4	2	LITCHFIELD..... DD336	129
130	* 1, 191	35.0	16	12	4	2	LITTLE..... DD79	130
131	1, 230	35.0	16	13½	4	2	LONG..... DD209	131
132	* 1, 726	36.5	20	15½	2	2	MACDONOUGH..... DD351	132
133	1, 195	35.0	16	12	4	2	MACKENZIE..... DD175	133
134	1, 231	35.0	16	13½	4	2	MACLEISH..... DD220	134
135	* 1, 202	35.0	16	12	4	2	MADDOX..... DD168	135
136							MAHAN..... DD364	136
137	1, 094	32.0	15	11½	4	2	MANLEY..... DD74	137
138	1, 303	35.0	16	13½	4	2	MASON..... DD191	138

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.

* Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbogen- erator sets			
				Number and type	T. H. S.		Number	Kilowatts each	Volts	
116	JONES, JACOB.....	2	Parsons geared turb...	4 Thorny...	<i>Sq. ft.</i> 27, 048	26, 000	2	25	120	116
117	JONES, PAUL.....	2	do.....	4 W. F.....	27, 500	27, 000	2	25	120	117
118	KALK.....	2	Curtis geared turb...	4 Yarrow....	27, 540	27, 000	2	25	120	118
119	KANE.....	2	Westgh. geared turb...	4 W. F.....	27, 500	27, 000	2	25	120	119
120	KENNISON.....	2	Parsons geared turb...	4 Normand...	27, 000	26, 000	2	25	120	120
121	KILTY.....	2	do.....	do.....	27, 000	26, 000	2	25	120	121
122	KIMBERLY.....	2	Curtis geared turb...	4 Yarrow....	27, 540	27, 000	2	25	120	122
123	KING.....	2	Westgh. geared turb...	4 W. F.....	27, 500	27, 000	2	25	120	123
124	LAMSON.....									124
125	LAUB.....	2	Curtis geared turb...	4 Yarrow....	27, 540	27, 000	2	25	120	125
126	LAWRENCE.....	2	Westgh. geared turb...	4 W. F.....	27, 500	27, 000	2	25	120	126
127	LEA.....	2	Parsons geared turb...	do.....	27, 500	26, 000	2	25	120	127
128	LEARY.....	2	do.....	4 Thorny....	27, 048	26, 000	2	25	120	128
129	LITCHFIELD.....	2	do.....	4 Normand...	27, 000	26, 000	2	25	120	129
130	LITTLE.....	2	Curtis geared turb...	4 Yarrow....	27, 540	27, 000	2	25	120	130
131	LONG.....	2	Parsons geared turb...	4 W. F.....	27, 500	27, 000	2	25	120	131
132	MACDONOUGH.....	2	do.....	4 Yarrow....	{ 32, 140 158, 20 }	42, 800	2	{ 132 175 }	230	132
133	MACKENZIE.....	2	Curtis geared turb...	4 Yarrow....	27, 540	27, 000	2	25	120	133
134	MACLEISH.....	2	Parsons geared turb...	4 W. F.....	27, 500	27, 000	2	25	120	134
135	MADDOX.....	2	Curtis geared turb...	4 Yarrow....	27, 540	27, 000	2	25	120	135
136	MAHAN.....									136
137	MANLEY.....	2	Parsons geared turb...	4 Normand...	21, 500	20, 000	2	25	120	137
138	MASON.....	2	Westgh. geared turb...	4 W. F.....	27, 500	27, 000	2	25	120	138

¹ Superheating surface.² Kilovolt-amperes.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
116	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	9	---	---	---	10	119	JONES, JACOB..... DD130 116
117	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	11	102	JONES, PAUL..... DD230 117
118	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	8	---	---	---	12	140	KALK ¹ DD170 118
119	4 5", 51 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	13	133	KANE..... DD235 119
120	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	8	---	---	---	10	115	KENNISON ² DD138 120
121	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	6	---	---	---	10	113	KILTY ³ DD137 121
122	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	8	---	---	---	12	110	KIMBERLY ¹ DD80 122
123	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	8	116	KING..... DD242 123
124	5" (max.).....	---	---	---	---	---	---	---	LAMSON..... DD367 124
125	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	8	---	---	---	8	128	LAUB ¹ DD263 125
126	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	10	129	LAWRENCE..... DD250 126
127	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	10	103	LEA..... DD118 127
128	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	9	128	LEARY..... DD158 128
129	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	8	110	LITCHFIED..... DD336 129
130	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	8	---	---	---	10	113	LITTLE ¹ DD79 130
131	8 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	8	124	LONG..... DD209 131
132	5 5" 38 cal. A. A.	2 21" quad..	2	9	---	---	14	172	MACDONOUGH..... DD351 132
133	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	8	---	---	---	12	124	MACKENZIE ³ DD175 133
134	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	9	---	---	---	10	116	MACLEISH..... DD220 134
135	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	8	---	---	---	12	145	MADDOX ¹ DD168 135
136	5" (max.).....	---	---	---	---	---	---	---	MAHAN..... DD364 136
137	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	7	---	---	---	10	99	MANLEY..... DD74 137
138	4 4", 50 cal.; 1 3", 23 cal. A. A.	----do-----	8	---	---	---	8	134	MASON ¹ DD191 138

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 2 berths for officers, emergency, not included in table.³ 1 berth for officers, emergency, not included in table.⁴ Twin mounts.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
116	JONES, JACOB...	New York S. B. Co.	Cost+10%	Mar. 4, 1917	July 11, 1917	Feb. 21, 1918	116
117	JONES, PAUL...	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Dec. 23, 1919	117
118	KALK.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Aug. 17, 1918	118
119	KANE.....	New York S. B. Co.	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ¹ }	July 3, 1918	119
120	KENNISON.....	Navy yard, Mare Island, Calif.	(⁴)	Mar. 4, 1917	July 20, 1917 ²	Feb. 14, 1918	120
121	KILTY.....	do.....	(⁴)	do.....	do. ²	Dec. 15, 1917	121
122	KIMBERLY.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	{Dec. 26, 1916 May 5, 1917 ¹ }	June 21, 1917	122
123	KING.....	New York S. B. Co.	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ¹ }	Apr. 28, 1919	123
124	LAMSON.....	Bath Iron Works Corp.	3, 276, 500	June 16, 1933	Aug. 3, 1933	Mar. 20, 1934	124
125	LAUB.....	Beth. S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Apr. 20, 1918	125
126	LAWRENCE.....	New York S. B. Co.	Cost+fee	do.....	{Dec. 29, 1917 May 8, 1919 ¹ }	Aug. 14, 1919	126
127	LEA.....	Wm. Cramp & Sons	Cost+10%	Mar. 4, 1917	May 2, 1917	Sept. 18, 1917	127
128	LEARY.....	New York S. B. Co.	Cost+10%	do.....	Sept. 28, 1917	Mar. 6, 1918	128
129	LITCHFIELD.....	Navy yard, Mare Island, Calif.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ²	Jan. 15, 1919	129
130	LITTLE.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	{Dec. 26, 1916 May 5, 1917 ¹ }	June 18, 1917	130
131	LONG.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Sept. 23, 1918	131
132	MACDONOUGH.....	Navy yard, Boston.	³ 3, 325, 000	July 11, 1919	{Sept. 29, 1931 ² Feb. 11, 1932 ⁷ }	May 15, 1933	132
133	MACKENZIE.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	July 4, 1918	133
134	MACLEISH.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Aug. 19, 1919	134
135	MADDOX.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917 ³	Aug. 15, 1917	July 20, 1918	135
136	MAHAN.....	United Dry Docks, Inc.	3, 400, 000	June 16, 1933	Aug. 30, 1933	June 12, 1934	136
137	MANLEY.....	Bath Iron Works.....	879, 500	Mar. 3, 1915	Dec. 30, 1915	Aug. 22, 1916	137
138	MASON.....	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	July 10, 1918	138

¹ Date of supplementary contract.² Date assigned to yard.³ Together with act of Aug. 29, 1916.⁴ No limit of cost.⁵ Total appropriation cost, hull and machinery.⁶ Together with acts of Aug. 29, 1916, and July 1, 1918.⁷ Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
116	Nov. 20, 1918	(¹)	Oct. 20, 1919	Oct. 20, 1919	Oct. 20, 1931	JONES, JACOB.....	116
117	Sept. 30, 1920	(¹)	Apr. 19, 1921	Apr. 19, 1921	Apr. 19, 1933	JONES, PAUL.....	117
118	Dec. 21, 1918	(¹)	Mar. 29, 1919	Mar. 29, 1919	Mar. 29, 1931	KALK.....	118
119	Aug. 12, 1919	(¹)	June 11, 1920	June 11, 1920	June 11, 1932	KANE.....	119
120	June 8, 1918	Sept. 30, 1918	-----	Apr. 2, 1919	Apr. 2, 1931	KENNISON.....	120
121	Apr. 25, 1918	July 20, 1918	-----	Dec. 17, 1918	Dec. 17, 1930	KILTY.....	121
122	Dec. 4, 1917	(¹)	Apr. 26, 1918	Apr. 26, 1918	Apr. 26, 1930	KIMBERLY.....	122
123	Oct. 14, 1920	(¹)	Dec. 16, 1920	Dec. 16, 1920	Dec. 16, 1932	KING.....	123
124	-----	Feb. 3, 1936	-----	-----	-----	LAMSON.....	124
125	Aug. 25, 1918	(¹)	Mar. 17, 1919	Mar. 17, 1919	Mar. 17, 1931	LAUB.....	125
126	July 10, 1920	(¹)	Apr. 18, 1921	Apr. 18, 1921	Apr. 18, 1933	LAWRENCE.....	126
127	Apr. 29, 1918	(¹)	Sept. 30, 1918	Oct. 2, 1918	Sept. 30, 1930	LEA.....	127
128	Dec. 18, 1918	(¹)	Dec. 5, 1919	Dec. 5, 1919	Dec. 5, 1931	LEARY.....	128
129	Aug. 12, 1919	(¹)	-----	May 12, 1920	May 12, 1932	LITCHFIELD.....	129
130	Nov. 11, 1917	(¹)	Apr. 5, 1918	Apr. 6, 1918	Apr. 5, 1930	LITTLE.....	130
131	Apr. 26, 1918	(¹)	Oct. 20, 1919	Oct. 20, 1919	Oct. 20, 1931	LONG.....	131
132	Aug. 22, 1934	Aug. 11, 1934	-----	Mar. 15, 1935	June 28, 1951 ²	MACDONOUGH.....	132
133	Sept. 29, 1918	(¹)	July 25, 1919	July 25, 1919	July 25, 1931	MACKENZIE.....	133
134	Dec. 18, 1919	(¹)	Aug. 2, 1920	Aug. 2, 1920	Aug. 2, 1932	MACLEISH.....	134
135	Oct. 27, 1918	(¹)	Mar. 10, 1919	Mar. 10, 1919	Mar. 10, 1931	MADDOX.....	135
136	Oct. 15, 1935	Oct. 30, 1935	-----	-----	-----	MAHAN.....	136
137	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917	Oct. 15, 1929	MANLEY.....	137
138	Mar. 8, 1919	(¹)	Feb. 28, 1920	Feb. 28, 1920	Feb. 28, 1932	MASON.....	138

¹ No contract date of completion.² Based upon date of completion of vessel by Navy Yard.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
139	McCALLA..... DD253	314 4	311 0	30 8	9 3	1,190	139
140	McCOOK..... DD252	314 4	311 0	30 8	9 3	1,190	140
141	McCORMICK..... DD223	314 4	310 0	30 8	9 3	1,190	141
142	McDOUGAL..... DD358	-----	372 0	36 3	10 4	¹ 1,850	142
143	McFARLAND..... DD237	314 4	310 0	30 8	9 3	1,190	143
144	McKEAN..... DD90	314 4	309 0	30 6	8 6	1,060	144
145	McKEE..... DD87	314 4	309 0	30 6	8 6	1,060	145
146	McLANAHAN..... DD264	314 4	311 0	30 8	9 3	1,190	146
147	MEADE..... DD274	314 4	311 0	30 8	9 3	1,190	147
148	MEREDITH..... DD165	314 4	309 0	30 6	8 6	1,060	148
149	MOFFETT..... DD362	-----	372 0	36 3	10 4	¹ 1,850	149
150	MONAGHAN..... DD354	341 3	² 334 0	² 34 3	² 9 3	² 1,500	150
151	MORRIS..... DD271	314 4	311 0	30 8	9 3	1,190	151
152	MUGFORD..... DD389	-----	334 0	34 8	9 10	¹ 1,500	152
	<i>MUGFORD—EX..... See DD105</i>						
153	NICHOLSON..... DD52	305 3	298 0	29 10	8 4	860	153
154	NOA..... DD343	314 4	310 0	30 8	9 3	1,190	154
155	O'BANNON..... DD177	314 4	309 0	30 6	8 6	1,060	155
156	OVERTON..... DD239	314 4	310 0	30 8	9 3	1,190	156
157	PALMER..... DD161	314 4	309 0	30 6	8 6	1,060	157
158	PARROTT..... DD218	314 4	310 0	30 8	9 3	1,190	158
59	PATTERSON..... DD392	-----	334 0	34 8	9 10	¹ 1,500	159
160	PAULDING, JAMES K..... DD238	314 4	310 0	30 8	9 3	1,190	160
161	PEARY..... DD226	314 4	310 0	30 8	9 3	1,190	161

¹ Estimated as designed.² Estimated as designed. Data after completion is as follows: Length on waterline, 331 ft.; extreme beam at or below waterline, 34 ft. 2 in.; mean draft at standard displacement, 8 ft. 10 in.; standard displacement, 1,395 tons.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
139	1,235	35.0	16	13½	4	2	MCCALLA..... DD253	139
140	1,252	35.0	16	13½	4	2	MCCOOK..... DD252	140
141	1,237	35.0	16	13½	4	2	MCCORMICK..... DD223	141
142							MCDUGAL..... DD358	142
143	1,311	35.0	16	13½	4	2	McFARLAND..... DD237	143
144	1,197	35.0	16	12	4	2	McKEAN..... DD90	144
145	1,195	35.0	16	12	4	2	McKEE..... DD87	145
146	1,201	35.0	16	13½	4	2	McLANAHAN..... DD264	146
147	1,290	35.0	16	13½	4	2	MEADE..... DD274	147
148	³ 1,180	35.0	16	12	4	2	MEREDITH..... DD165	148
149							MOFFETT..... DD362	149
150	⁴ 1,726	36.5	20	15¼	2	2	MONAGHAN..... DD354	150
151	1,241	35.0	16	13½	4	2	MORRIS..... DD271	151
152							MUGFORD..... DD389	152
							<i>MUGFORD—EX..... See DD105</i>	153
153	1,045	29.0	15	10½	4	2	NICHOLSON..... DD52	
154	1,268	35.0	16	13½	4	2	NOA..... DD343	154
155	1,228	35.0	16	12	4	2	O'BANNON..... DD177	155
156	1,313	35.0	16	13¼	4	2	OVERTON..... DD239	156
'57	1,185	35.0	16	12	4	2	PALMER..... DD161	157
158	1,232	35.0	16	13½	4	2	PARROTT..... DD218	158
159							PATTERSON..... DD392	159
160	1,303	35.0	16	13¼	4	2	PAULDING, JAMES K..... DD238	160
161	1,224	35.0	16	13½	4	2	PEARY..... DD226	161

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ At start of trial.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbogen- erator sets			
				Number and type	T.H.S.		Number	Kilowatts each	Volts	
139	MCCALLA.....	2	Curtis geared turb.....	4 Yarrow....	Sq. ft. 27, 540	27, 000	2	25	120	139
140	McCOOK.....	2	do.....	do.....	27, 540	27, 000	2	25	120	140
141	McCORMICK.....	2	Parsons geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	141
142	McDOUGAL.....									142
143	McFARLAND.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	143
144	McKEAN.....	2	G.E. Curtis geared turb. ¹	4 Yarrow....	27, 540	27, 000	2	25	120	144
145	McKEE.....	2	do. ¹	do.....	27, 540	27, 000	2	25	120	145
146	McLANAHAN.....	2	Curtis geared turb.....	do.....	27, 540	27, 000	2	25	120	146
147	MEADE.....	2	do.....	do.....	27, 540	27, 000	2	25	120	147
148	MEREDITH.....	2	do.....	do.....	27, 540	27, 000	2	25	120	148
149	MOFFETT.....									149
150	MONAGHAN.....	2	Parsons geared turb.....	4 Yarrow....	{32, 140 35, 820}	42, 800	2 {	132 175	230	150
151	MORRIS.....	2	Curtis geared turb.....	do.....	27, 540	27, 000	2	25	120	151
152	MUGFORD.....									152
153	NICHOLSON.....	2	Zoelly turb. ²	4 W. F.....	21, 600	17, 000	2	25	120	153
154	NOA.....	2	Parsons geared turb.....	4 Normand..	27, 000	26, 000	2	25	120	154
155	O'BANNON.....	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	155
156	OVERTON.....	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	156
157	PALMER.....	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	157
158	PARROTT.....	2	Parsons geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	158
159	PATTERSON.....									159
160	PAULDING, JAMES K.	2	Westgh. geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	160
161	PEARY.....	2	Parsons geared turb.....	do.....	27, 500	27, 000	2	25	120	161

¹ Cruising turbine on each shaft.² Cruising engine on each shaft $\frac{13 \times 25}{12}$.³ Superheating surface.⁴ Kilovolt-amperes.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
139	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	8	137	McCALLA ² DD253	139
140	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	8	130	McCOOK ² DD252	140
141	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	9	---	---	8	108	McCORMICK..... DD223	141
142	5" (max.)	-----	---	---	---	---	---	---	McDOUGAL..... DD358	142
143	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	10	116	McFARLAND ² DD237	143
144	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	12	130	McKEAN ⁴ DD90	144
145	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	12	130	McKEE ⁴ DD87	145
146	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	8	121	McLANAHAN ² DD264	146
147	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	8	122	MEADE ² DD274	147
148	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	12	137	MEREDITH ⁴ DD165	148
149	5" (max.)	-----	---	---	---	---	---	---	MOFFETT..... DD362	149
150	5 5" 38 cal. A. A.	2 21" quad	2	9	---	---	14	172	MONAGHAN..... DD354	150
151	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	8	127	MORRIS ² DD271	151
152	5" (max.)	-----	---	---	---	---	---	---	MUGFORD..... DD389	152
153	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin	---	6	---	---	8	98	NICHOLSON..... DD52	153
154	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	8	107	NOA..... DD343	154
155	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	12	124	O'BANNON ³ DD177	155
156	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	9	---	---	8	117	OVERTON..... DD239	156
157	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	12	121	PALMER ² DD161	157
158	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	10	116	PARROTT..... DD218	158
159	5" (max.)	-----	---	---	---	---	---	---	PATTERSON..... DD392	159
160	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	8	---	---	8	134	PAULDING, JAMES K. ² DD238	160
161	4 4", 50 cal.; 1 3", 23 cal. A. A.	do....	---	9	---	---	8	110	PEARY..... DD226	161

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² 2 berths for officers, emergency, not included in table.

³ 1 berth for officers, emergency, not included in table.

⁴ 3 berths for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
139	MCCALLA.....	Beth. S. B., Corp., Quincy.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	Sept. 25, 1918	139
140	McCOOK.....	do.....	Cost+fee.	do.....	do.....	Sept. 11, 1918	140
141	McCORMICK...	Wm. Cramp & Sons.	Cost+fee.	do.....	Dec. 19, 1917	Aug. 11, 1919	141
142	McDOUGAL...	New York S. B. Corp.	3,775,000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	142
143	McFARLAND..	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ¹	July 31, 1918	143
144	McKEAN.....	Union Iron Works..	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Feb. 12, 1918	144
145	McKEE.....	do.....	Cost+10%	do.....	do.....	Oct. 29, 1917	145
146	McLANAHAN..	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	Apr. 20, 1918	146
147	MEADE.....	do.....	Cost+fee.	do.....	do.....	Sept. 23, 1918	147
148	MEREDITH....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	June 26, 1918	148
149	MOFFETT.....	Beth. S. B. Corp., Quincy.	3,783,500	July 11, 1919 ²	Aug. 3, 1933	Jan. 2, 1934	149
150	MONAGHAN...	Navy yard, Boston..	-----	do. ³ -----	Sept. 23, 1932 ³ Oct. 1, 1932 ³	Nov. 21, 1933	150
151	MORRIS.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	July 20, 1918	151
152	MUGFORD.....	Navy Yard, Boston..	-----	Mar. 27, 1934	Aug. 22, 1934 ³ Nov. 1, 1934 ³	Oct. 28, 1935	152
153	NICHOLSON....	Wm. Cramp & Sons.	842,000	Aug. 22, 1912	Dec. 7, 1912	Sept. 8, 1913	153
154	NOA.....	Navy yard, Norfolk.	(⁴)	Oct. 6, 1917	Jan. 25, 1918 ³	Nov. 18, 1918	154
155	O'BANNON....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Nov. 12, 1918	155
156	OVERTON.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	{Dec. 29, 1917 (May 8, 1919)}	Oct. 30, 1918	156
157	PALMER.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	May 29, 1918	157
158	PARROTT.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	July 23, 1919	158
159	PATTERSON....	Navy yard, Puget Sound.	-----	Mar. 27, 1934	{Aug. 22, 1934 ³ (Nov. 1, 1934 ³)}	July 23, 1935	159
160	PAULDING, JAMES K.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	{Dec. 29, 1917 (May 8, 1919)}	July 31, 1918	160
161	PEARY.....	Wm. Cramp & Sons.	Cost+fee.	do.....	Dec. 19, 1917	Sept. 9, 1919	161

¹ Date of supplementary contract.² Together with acts of Aug. 29, 1916, and July 1, 1918.³ Date assigned to yard.⁴ No limit of cost.⁵ Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of completion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
139	Mar. 28, 1919	(1)	May 19, 1919	May 19, 1919	May 19, 1931	MCCALLA.....	139
140	Jan. 31, 1919	(1)	Apr. 30, 1919	Apr. 30, 1919	Apr. 30, 1931	MCCOOK.....	140
141	Feb. 14, 1920	(1)	Aug. 30, 1920	Aug. 30, 1920	Aug. 30, 1932	MCCORMICK.....	141
142	-----	Apr. 3, 1936	-----	-----	-----	MCDUGAL.....	142
143	Mar. 30, 1920	(1)	Sept. 30, 1920	Sept. 30, 1920	Sept. 30, 1932	McFARLAND.....	143
144	July 4, 1918	(1)	Feb. 25, 1919	Feb. 25, 1919	Feb. 25, 1931	McKEAN.....	144
145	Mar. 23, 1918	(1)	Sept. 7, 1918	Sept. 7, 1918	Sept. 7, 1930	McKEE.....	145
146	Sept. 22, 1918	(1)	Apr. 5, 1919	Apr. 5, 1919	Apr. 5, 1931	McLANAHAN.....	146
147	May 24, 1919	(1)	Sept. 8, 1919	Sept. 8, 1919	Sept. 8, 1931	MEADE.....	147
148	Sept. 22, 1918	(1)	Jan. 29, 1919	Jan. 29, 1919	Jan. 29, 1931	MEREDITH.....	148
149	-----	Apr. 3, 1936	-----	-----	-----	MOFFETT.....	149
150	Jan. 9, 1935	Jan. 1, 1935	-----	Apr. 19, 1935	Aug. 30, 1951 ²	MONAGHAN.....	150
151	Apr. 12, 1919	(1)	July 21, 1919	July 21, 1919	July 21, 1931	MORRIS.....	151
152	-----	Nov. 1, 1936	-----	-----	-----	MUGFORD.....	152
153	Aug. 19, 1914	Nov. 22, 1914	Apr. 30, 1915	Apr. 30, 1915	Apr. 30, 1927	NICHOLSON.....	153
154	June 28, 1919	-----	-----	Feb. 15, 1921	Feb. 15, 1933	NOA.....	154
155	Feb. 28, 1919	(1)	Aug. 27, 1919	Aug. 27, 1919	Aug. 27, 1931	O'BANNON.....	155
156	July 10, 1919	(1)	June 30, 1920	June 30, 1920	June 30, 1932	OVERTON.....	156
157	Aug. 18, 1918	(1)	Nov. 22, 1918	Nov. 22, 1918	Nov. 22, 1930	PALMER.....	157
158	Nov. 25, 1919	(1)	May 11, 1920	May 11, 1920	May 11, 1932	PARROTT.....	158
159	-----	Nov. 1, 1936	-----	-----	-----	PATTERSON.....	159
160	Apr. 20, 1920	(1)	Nov. 29, 1920	Nov. 29, 1920	Nov. 29, 1932	PAULDING, JAMES K.	160
161	Apr. 6, 1920	(1)	Oct. 22, 1920	Oct. 22, 1920	Oct. 22, 1932	PEARY.....	161

¹ No contract date of completion.² Based upon date of completion of vessel by Navy Yard.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
162	PERKINS..... DD377		334 0	34 10	9 10	1,500	162
163	PERRY..... DD340	314 4	310 0	30 8	9 3	1,190	163
164	PHELPS..... DD360		372 0	36 3	10 4	1,850	164
165	PHILIP..... DD76	314 4	309 0	30 6	8 8	1,090	165
166	PILLSBURY..... DD227	314 4	310 0	30 8	9 3	1,190	166
167	POPE..... DD225	314 4	310 0	30 8	9 3	1,190	167
168	PORTER..... DD356		372 0	36 3	10 4	1,850	168
169	PREBLE..... DD345	314 4	310 0	30 8	9 3	1,190	169
170	PRESTON..... DD379		334 0	34 10	9 10	1,500	170
171	PRESTON, WILLIAM B..... DD344	314 4	310 0	30 8	9 3	1,190	171
172	PRUITT..... DD347	314 4	310 0	30 8	9 3	1,190	172
173	RADFORD..... DD120	314 4	309 0	30 6	8 6	1,060	173
174	RATHBURNE..... DD113	314 4	309 0	30 6	8 8	1,090	174
175	REID..... DD369		334 0	34 10	9 10	1,500	175
176	RENSHAW..... DD176	314 4	309 0	30 6	8 6	1,060	176
177	RINGGOLD..... DD89	314 4	309 0	30 6	8 6	1,060	177
178	ROBINSON..... DD88	314 4	309 0	30 6	8 6	1,060	178
179	RODGERS..... DD254	314 4	311 0	30 8	9 3	1,190	179
180	ROPER..... DD147	314 4	309 0	30 6	8 8	1,090	180
181	ROWAN..... DD64	315 3	307 0	29 5	8 4	920	181
182	SAMPSON..... DD63	315 3	307 0	29 5	8 4	920	182
183	SANDS..... DD243	314 4	310 0	30 8	9 3	1,190	183
184	SATTERLEE..... DD190	314 4	311 0	30 8	9 3	1,190	184

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	Tons	Knots	Tons	Ft.				
162							PERKINS..... DD377	162
163	1,334	35.0	16	13½	4	2	PERRY..... DD340	163
164							PHELPS..... DD360	164
165	1,142	35.0	16	12	4	2	PHILIP..... DD76	165
166	1,230	35.0	16	13½	4	2	PILLSBURY..... DD227	166
167	1,254	35.0	16	13½	4	2	POPE..... DD225	167
168							PORTER..... DD356	168
169	1,107	35.0	16	13½	4	2	PREBLE..... DD345	169
170							PRESTON..... DD379	170
171	1,226	35.0	16	13½	4	2	PRESTON, WILLIAM B..... DD344	171
172	1,214	35.0	16	13½	4	2	PRUITT..... DD347	172
173	1,235	35.0	16	12	4	2	RADFORD..... DD120	173
174	1,160	35.0	16	12	4	2	RATHBURN..... DD113	174
175							REID..... DD369	175
176	1,191	35.0	16	12	4	2	RENSHAW..... DD176	176
177	1,199	35.0	16	12	4	2	RINGGOLD..... DD89	177
178	1,220	35.0	16	12	4	2	ROBINSON..... DD88	178
179	1,265	35.0	16	13½	4	2	RODGERS..... DD254	179
180	1,161	35.0	16	12	4	2	ROPER..... DD147	180
181	1,135	29.5	14	10½	4	2	ROWAN..... DD64	181
182	1,130	29.5	14	10½	4	2	SAMPSON..... DD63	182
183	1,312	35.0	16	13½	4	2	SANDS..... DD243	183
184	1,382	35.0	16	13½	4	2	SATTERLEE..... DD190	184

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.

DESTROYERS (DD).

	Name	Numbers of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbogen- erator sets			
				Number and type	T.H.S.		Number	Kilowatts each	Volts	
					<i>Sq. ft.</i>					
162	PERKINS.....									162
163	PERRY.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	163
164	PEELPS.....									164
165	PHILIP.....	2	Parsons geared turb.....	4 Normand..	27,000	25,200	2	25	120	165
166	PILLSBURY.....	2	do.....	4 W. F.....	27,500	27,000	2	25	120	166
167	POPE.....	2	do.....	do.....	27,500	27,000	2	25	120	167
168	PORTER.....									168
169	PREBLE.....	2	Parsons geared turb.....	4 Normand..	27,000	25,200	2	25	120	169
170	PRESTON.....									170
171	PRESTON, WIL- LIAM B.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	171
172	PRUITT.....	2	do.....	do.....	27,000	25,200	2	25	120	172
173	RADFORD.....	2	Curtis turb. ¹	4 Thorny.....	28,000	25,000	2	25	120	173
174	RATHBURNE.....	2	Parsons geared turb.....	4 W. F.....	27,500	26,000	2	25	120	174
175	REID.....									175
176	RENSHAW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	176
177	RINGGOLD.....	2	G. E. Curtis geared turb. ¹	do.....	27,540	27,000	2	25	120	177
178	ROBINSON.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	27,000	2	25	120	178
179	RODGERS.....	2	Curtis geared turb.....	do.....	27,540	27,000	2	25	120	179
180	ROPER.....	2	Parsons geared turb.....	4 W. F.....	27,500	26,000	2	25	120	180
181	ROWAN.....	2	Curtis turb. ¹ ²	4 Yarrow.....	21,500	17,000	2	25	120	181
182	SAMPSON.....	2	do. ¹ ²	do.....	21,500	17,000	2	25	120	182
183	SANDS.....	2	Westgh. geared turb.....	4 W. F.....	27,500	27,000	2	25	120	183
184	SATTERLEE.....	2	do.....	do.....	27,500	27,000	2	25	120	184

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

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
162	5" (max.)								PERKINS	DD377 162
163	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			8	109	PERRY ²	DD340 163
164	5" (max.)								PHELPS	DD360 164
165	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			10	124	PHILIP	DD76 165
166	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		7			8	101	PILLSBURY ²	DD227 166
167	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			8	107	POPE	DD225 167
168	5" (max.)								PORTER	DD356 168
169	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		8			9	112	PREBLE	DD345 169
170	5" (max.)								PRESTON	DD379 170
171	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			10	104	PRESTON, WILLIAM B.	DD344 171
172	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			11	127	PRUITT	DD347 172
173	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		6			10	141	RADFORD ²	DD120 173
174	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			10	119	RATHBURNE	DD113 174
175	5" (max.)								REID	DD369 175
176	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		8			12	124	RENSHAW ²	DD176 176
177	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			12	121	RINGGOID ²	DD89 177
178	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			12	120	ROBINSON ⁴	DD88 178
179	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			8	129	RODGERS ²	DD254 179
180	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			10	114	ROPER	DD147 180
181	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		6			8	120	ROWAN	DD64 181
182	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		6			8	103	SAMPSON	DD63 182
183	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			10	104	SANDS	DD243 183
184	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			8	136	SATTERLEE ⁴	DD190 184

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² 1 berth for officers, emergency, not included in table.

³ 3 berths for officers, emergency, not included in table.

⁴ 2 berths for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
162	PERKINS.....	Navy yard, Puget Sound.	-----	June 16, 1933	{Aug. 2, 1933 ¹ {Nov. 1, 1933 ² }	Nov. 15, 1934	162
163	PERRY.....	Navy yard, Mare Island.	(³)	Oct. 6, 1917	Jan. 22, 1918 ⁴	Sept. 15, 1920	163
164	PHELPS.....	Beth. S. B. Corp., Quincy.	3, 783, 500	July 11, 1919 ⁵	Aug. 3, 1933	Jan. 2, 1934	164
165	PHILIP.....	Bath Iron Works....	Cost+10%	Aug. 29, 1916	Nov. 30, 1916	Sept. 1, 1917	165
166	PILLSBURY....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Oct. 23, 1919	166
167	POPE.....	do.....	Cost+fee.	do.....	do.....	Sept. 9, 1919	167
168	PORTER.....	New York S. B. Co.	3, 775, 000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	168
169	PREBLE.....	Bath Iron Works....	Cost+fee.	July 1, 1918 ⁶	July 27, 1918 ⁴	Apr. 12, 1919	169
170	PRESTON.....	Navy yard, Mare Island.	-----	June 16, 1933	{Aug. 2, 1933 ¹ {Nov. 1, 1933 ² }	Oct. 27, 1934	170
171	PRESTON, WIL- LIAM B.	Navy yard, Norfolk.	(³)	Oct. 6, 1917	Jan. 25, 1918 ⁴	Nov. 18, 1918	171
172	PRUITT.....	Bath Iron Works....	Cost+fee.	July 1, 1918 ³	July 27, 1918 ⁴	June 25, 1919	172
173	RADFORD.....	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	June 29, 1917	Oct. 2, 1917	173
174	RATHBURNE...	Wm. Cramp & Sons.	Cost+10%	do.....	May 2, 1917	July 12, 1917	174
175	REID.....	Federal S. B. & D. Co.	3, 210, 800	June 16, 1933	Aug. 3, 1933	June 25, 1934	175
176	RENSHAW.....	Union Iron Works...	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	May 8, 1918	176
177	RINGGOLD.....	do.....	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Oct. 20, 1917	177
178	ROBINSON.....	Union Iron Works...	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Oct. 31, 1917	178
179	RODGERS.....	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	Sept. 25, 1918	179
180	ROPER.....	Wm. Cramp & Sons	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Mar. 19, 1918	180
181	ROWAN.....	Fore River S. B. Co.	795, 000	June 30, 1914	Dec. 19, 1914	May 10, 1915	181
182	SAMPSON.....	do.....	795, 000	do.....	do.....	Apr. 21, 1915	182
183	SANDS.....	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ⁷	Mar. 22, 1919	183
184	SATTERLEE...	Newport News S. B. Co.	Cost+fee.	do.....	Feb. 14, 1918	July 10, 1918	184

¹ Date of supplementary contract.² Date assigned to yard.³ Together with act of Aug. 29, 1916.⁴ Date of informal order.⁵ No limit of cost.⁶ Together with acts of Aug. 29, 1916, and July 1, 1918.⁷ Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
162	-----	May 1, 1936	-----	-----	-----	PERKINS.....	162
163	Oct. 29, 1921	-----	-----	Aug. 7, 1922	Aug. 7, 1934	PERRY.....	163
164	July 18, 1935	Dec. 3, 1935	-----	-----	-----	PHELPS.....	164
165	July 25, 1918	(¹)	Aug. 24, 1918	Aug. 24, 1918	Aug. 24, 1930	PHILIP.....	165
166	Aug. 3, 1920	(¹)	Dec. 15, 1920	Dec. 15, 1920	Dec. 15, 1932	PILLSBURY.....	166
167	Mar. 23, 1920	(¹)	Oct. 27, 1920	Oct. 27, 1920	Oct. 27, 1932	POPE.....	167
168	-----	Dec. 3, 1935	-----	-----	-----	PORTER.....	168
169	Mar. 8, 1920	(¹)	Mar. 19, 1920	Mar. 19, 1920	Mar. 19, 1932	PREBLE.....	169
170	-----	May 1, 1936	-----	-----	-----	PRESTON.....	170
171	Aug. 9, 1919	-----	-----	Aug. 23, 1920	Aug. 23, 1932	PRESTON, WILLIAM B.....	171
172	Aug. 2, 1920	(¹)	Sept. 2, 1920	Sept. 2, 1920	Sept. 2, 1932	PRUITT.....	172
173	Apr. 5, 1918	(¹)	Sept. 28, 1918	Sept. 30, 1918	Sept. 28, 1930	RADFORD.....	173
174	Dec. 27, 1917	(¹)	June 24, 1918	June 24, 1918	June 24, 1930	RATHBURNE.....	174
175	-----	Feb. 3, 1936	-----	-----	-----	REID.....	175
176	Sept. 21, 1918	(¹)	July 31, 1919	July 31, 1919	July 31, 1931	RENSHAW.....	176
177	Apr. 14, 1918	(¹)	Nov. 14, 1918	Nov. 14, 1918	Nov. 14, 1930	RINGGOLD.....	177
178	Mar. 28, 1918	(¹)	Oct. 19, 1918	Oct. 19, 1918	Oct. 19, 1930	ROBINSON.....	178
179	Apr. 26, 1919	(¹)	July 22, 1919	July 22, 1919	July 22, 1931	RODGERS.....	179
180	Aug. 17, 1918	(¹)	Feb. 15, 1919	Feb. 15, 1919	Feb. 15, 1931	ROPER.....	180
181	Mar. 23, 1916	Dec. 19, 1916	Aug. 19, 1916	Aug. 22, 1916	Aug. 19, 1928	ROWAN.....	181
182	Mar. 4, 1916	Nov. 19, 1916	June 23, 1916	June 27, 1916	June 23, 1928	SAMPSON.....	182
183	Oct. 28, 1919	(¹)	Nov. 10, 1920	Nov. 10, 1920	Nov. 10, 1932	SANDS.....	183
184	Dec. 21, 1918	(¹)	Dec. 22, 1919	Dec. 23, 1919	Dec. 22, 1931	SATTERLEE.....	184

¹ No contract date of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
185	SCHENCK..... DD159	314 4	309 0	30 6	8 8	1,090	185
186	SCHLEY..... DD103	314 4	309 0	30 6	8 6	1,060	186
187	SELFIDGE..... DD357	-----	372 0	36 3	10 4	¹ 1,850	187
188	SHAW..... DD373	-----	334 0	34 10	9 10	¹ 1,500	188
189	SHUBRICK..... DD268	314 4	311 0	30 8	9 3	1,190	189
190	SICARD..... DD346	314 4	310 0	30 8	9 3	1,190	190
191	SIGOURNEY..... DD81	314 4	309 0	30 6	8 6	1,060	191
192	SIMPSON..... DD221	314 4	310 0	30 8	9 3	1,190	192
193	SMITH..... DD378	-----	334 0	34 10	9 10	¹ 1,500	193
194	SOMERS..... DD381	-----	372 0	36 3	10 4	¹ 1,850	194
105	SOUTHARD..... DD207	314 4	310 0	30 8	9 3	1,190	195
196	STANSBURY..... DD180	314 4	309 0	30 6	8 6	1,060	196
197	STEVENS..... DD86	314 4	309 0	30 6	8 6	1,060	197
198	STEWART..... DD224	314 4	310 0	30 8	9 3	1,190	198
199	STOCKTON..... DD73	315 6	308 0	30 8	7 6	1,020	199
200	STRINGHAM..... DD83	314 4	309 0	30 6	8 6	1,060	200
201	STURTEVANT..... DD240	314 4	310 0	30 8	9 3	1,190	201
202	SWASEY..... DD273	314 4	311 0	30 8	9 3	1,190	202
203	TALBOT..... DD114	314 4	309 0	30 6	8 8	1,090	203
204	TALBOT, RALPH..... DD390	-----	334 0	34 8	9 10	¹ 1,500	204
205	TALBOTT, J. FRED..... DD156	314 4	309 0	30 6	8 8	1,090	205
206	TARBELL..... DD142	314 4	309 0	30 6	8 8	1,090	206
207	TATTNALL..... DD125	314 4	309 0	30 6	8 8	1,090	207

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Max. draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
185	1,167	35.0	16	12	4	2	SCHENCK..... DD159	185
186	1,184	35.0	16	12	4	2	SCHLEY..... DD103	186
187							SELFLEDGE..... DD357	187
188							SHAW..... DD373	188
189	1,265	35.0	16	13½	4	2	SHUBRICK..... DD268	189
190	1,210	35.0	16	13½	4	2	SICARD..... DD346	190
191	1,188	35.0	16	12	4	2	SIGOURNEY..... DD81	191
192	1,236	35.0	16	13½	4	2	SIMPSON..... DD221	192
193							SMITH..... DD378	193
194							SOMERS..... DD381	194
195	1,232	35.0	16	13½	4	2	SOUTHARD..... DD207	195
196	1,238	35.0	16	12	4	2	STANSBURY..... DD180	196
197	1,170	35.0	16	12	4	2	STEVENS..... DD86	197
198	1,235	35.0	16	13½	4	2	STEWART..... DD224	198
199	1,127	30.0	15	12½	3	2	STOCKTON..... DD73	199
200	1,187	35.0	16	12	4	2	STRINGHAM..... DD83	200
201	³ 1,215	35.0	16	13½	4	2	STURTEVANT..... DD240	201
202	1,261	35.0	16	13½	4	2	SWASEY..... DD273	202
203	1,160	35.0	16	12	4	2	TALBOT..... DD114	203
204							TALBOT, RALPH..... DD390	204
205	1,152	35.0	16	12	4	2	TALBOTT, J. FRED..... DD156	205
206	1,163	35.0	16	12	4	2	TARBELL..... DD142	206
207	1,169	35.0	16	12	4	2	TATTNALL..... DD125	207

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse power, main engines	Turbogen- erator sets			
				Number and type	T.H.S.		Number	Kilowatt each	Volts	
185	SCHENCK	2	Parsons geared turb.....	4 Thorny...	Sq. ft. 27, 048	26, 000	2	25	120	185
186	SCHLEY	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	186
187	SELFRIDGE .....		.....	.....	.....	.....	.....	.....	.....	187
188	SHAW .....		.....	.....	.....	.....	.....	.....	.....	188
189	SHUBRICK	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	189
190	SICARD	2	Parsons geared turb.....	4 Normand..	27, 000	25, 200	2	25	120	190
191	SIGOURNEY	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	191
192	SIMPSON	2	Parsons geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	192
193	SMITH .....		.....	.....	.....	.....	.....	.....	.....	193
194	SOMERS .....		.....	.....	.....	.....	.....	.....	.....	194
195	SOUTHARD	2	Parsons geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	195
196	STANSBURY	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	196
197	STEVENS	2	Curtis turb.....	do.....	27, 540	27, 000	2	25	120	197
198	STEWART	2	Parsons geared turb.....	4 W. F.....	27, 500	27, 000	2	25	120	198
199	STOCKTON	3	Parsons turb. ¹	4 W. F.....	22, 520	18, 500	2	25	120	199
200	STRINGHAM	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	200
201	STURTEVANT	2	Westgh. geared turb....	4 W. F.....	27, 500	27, 000	2	25	120	201
202	SWASEY	2	Curtis geared turb.....	4 Yarrow....	27, 540	27, 000	2	25	120	202
203	TALBOT	2	Parsons geared turb.....	4 W. F.....	27, 500	26, 000	2	25	120	203
204	TALBOT, RALPH .....		.....	.....	.....	.....	.....	.....	.....	204
205	TALBOTT, J. FRED.	2	Parsons geared turb.....	4 W. F.....	27, 500	26, 000	2	25	120	205
206	TARBELL	2	do.....	do.....	27, 500	26, 000	2	25	120	206
207	TATTNALL	2	do.....	4 Thorny....	27, 048	26, 000	2	25	120	207

¹ Geared cruising turbine on center shaft only.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
185	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	----	9	----	----	12	103	SCHENCK.....DD159	185
186	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	10	116	SCHLEY ².....DD103	186
187	5" (max.)	-----	----	----	----	----	----	----	SELFPRIDGE.....DD357	187
188	5" (max.)	-----	----	----	----	----	----	----	SHAW.....DD373	188
189	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	----	8	----	----	8	123	SHUBRICK ³.....DD268	189
190	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	9	----	----	8	106	SICARD.....DD346	190
191	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	10	120	SIGOURNEY ³.....DD81	191
192	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	9	----	----	10	113	SIMPSON.....DD221	192
193	5" (max.)	-----	----	----	----	----	----	----	SMITH.....DD378	193
194	5" (max.)	-----	----	----	----	----	----	----	SOMERS.....DD381	194
195	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	----	9	----	----	8	109	SOUTHARD.....DD207	195
196	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	12	114	STANSBURY ³.....DD180	196
197	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	12	122	STEVENS ².....DD86	197
198	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	10	117	STEWART.....DD224	198
199	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	6	----	----	10	99	STOCKTON ².....DD73	199
200	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	10	130	STRINGHAM ².....DD83	200
201	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	8	106	STURTEVANT.....DD240	201
202	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	8	120	SWASEY ².....DD273	202
203	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	9	----	----	10	111	TALBOT.....DD114	203
204	5" (max.)	-----	----	----	----	----	----	----	TALBOT, RALPH.....DD390	204
205	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	----	9	----	----	10	125	TALBOTT, J. FRED.....DD156	205
206	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	9	----	----	10	113	TARBELL.....DD142	206
207	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	----	8	----	----	10	124	TATNALL.....DD125	207

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 2 berths for officers, emergency, not included in table.³ 1 berth for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
185	SCHENCK.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	Sept. 28, 1917	Mar. 26, 1918	185
186	SCHLEY.....	Union Iron Works...	Cost+10%	Mar. 4, 1917 ¹	May 4, 1917	Oct. 29, 1917	186
187	SELFRIDGE.....	New York S. B. Corp.	3, 775, 000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	187
188	SHAW.....	Navy Yard, Philadelphia.	-----	June 16, 1933	Aug. 3, 1933 ⁴ Nov. 1, 1933 ⁵	Oct. 1, 1934	188
189	SHUBRICK.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	189
190	SICARD.....	Bath Iron Works....	Cost+fee.	July 1, 1918 ²	July 27, 1918 ³	June 18, 1919	190
191	SIGOURNEY.....	Fore River S. B. Co	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ¹	Aug. 25, 1917	191
192	SIMPSON.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Oct. 9, 1919	192
193	SMITH.....	Navy Yard, Mare Island.	-----	June 16, 1933	Aug. 2, 1933 ⁴ Nov. 1, 1933 ⁵	Oct. 27, 1934	193
194	SOMERS.....	Federal S. B. & D. D. Co.	3, 946, 000	Mar. 27, 1934	Aug. 22, 1934	June 27, 1935	194
195	SOUTHARD.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Aug. 18, 1918	195
196	STANSBURY.....	Union Iron Works....	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Dec. 9, 1918	196
197	STEVENS.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ¹	Sept. 20, 1917	197
198	STEWART.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Sept. 9, 1919	198
199	STOCKTON.....	Wm. Cramp & Sons.	845, 000	Mar. 3, 1915	Jan. 5, 1916	Oct. 16, 1916	199
200	STRINGHAM.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ¹	Sept. 19, 1917	200
201	STURTEVANT.....	New York S. B. Co.	Cost+fee	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ¹	Nov. 23, 1918	201
202	SWASEY.....	Beth. S. B. Corp., Squantum.	Cost+fee	-----do-----	Dec. 6, 1917	Aug. 27, 1918	202
203	TALBOT.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	July 12, 1917	203
204	TALBOT, RALPH.	Navy yard, Boston.	-----	Mar. 27, 1934	{Aug. 22, 1934 ⁴ Nov. 1, 1934 ⁵ }	Oct. 28, 1935	204
205	TALBOTT, J. FRED.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	July 8, 1918	205
206	TARBELL.....	-----do-----	Cost+10%	-----do-----	-----do-----	Dec. 31, 1917	206
207	TATTNALL.....	New York S. B. Co.	Cost+10%	-----do-----	July 11, 1917	Dec. 1, 1917	207

¹ Date of supplementary contract.² Together with act of Aug. 29, 1916.³ Date of informal order.⁴ Date assigned yard.⁵ Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
185	Apr. 23, 1919	(¹)	Oct. 30, 1919	Oct. 30, 1919	Oct. 30, 1931	SCHECNE.....	185
186	Mar. 28, 1918	(¹)	Sept. 20, 1918	Sept. 20, 1918	Sept. 20, 1930	SCHLEY.....	186
187	-----	Feb. 3, 1936	-----	-----	-----	SELFDRIDGE.....	187
188	Oct. 28, 1935	May 1, 1936	-----	-----	-----	SHAW.....	188
189	Dec. 31, 1918	(¹)	July 3, 1919	July 3, 1919	July 3, 1931	SHUBRICK.....	189
190	Apr. 20, 1920	(¹)	May 1, 1920	June 9, 1920	May 1, 1932	SICARD.....	190
191	Dec. 16, 1917	(¹)	May 14, 1918	May 15, 1918	May 14, 1930	SIGOURNEY.....	191
192	Apr. 28, 1920	(¹)	Nov. 3, 1920	Nov. 3, 1920	Nov. 3, 1932	SIMPSON.....	192
193	-----	Feb. 1, 1936	-----	-----	-----	SMITH.....	193
194	-----	Dec. 22, 1936	-----	-----	-----	SOMERS.....	194
195	Mar. 31, 1919	(¹)	Sept. 24, 1919	Sept. 24, 1919	Sept. 24, 1931	SOUTHARD.....	195
196	May 16, 1919	(¹)	Jan. 8, 1920	Jan. 8, 1920	Jan. 8, 1932	STANSBURY.....	196
197	Jan. 13, 1918	(¹)	May 24, 1918	May 24, 1918	May 24, 1930	STEVENS.....	197
198	Mar. 4, 1920	(¹)	Sept. 15, 1920	Sept. 15, 1920	Sept. 15, 1932	STEWART.....	198
199	July 17, 1917	Sept. 5, 1917	Nov. 26, 1917	Nov. 26, 1917	Nov. 26, 1929	STOCKTON.....	199
200	Mar. 30, 1918	(¹)	July 2, 1918	July 2, 1918	July 2, 1930	STRINGHAM.....	200
201	July 29, 1920	(¹)	Sept. 21, 1920	Sept. 21, 1920	Sept. 21, 1932	STURTEVANT.....	201
202	May 7, 1919	(¹)	July 31, 1919	Aug. 8, 1919	July 31, 1931	SWASEY.....	202
203	Feb. 20, 1918	(¹)	July 20, 1918	July 20, 1918	July 20, 1930	TALBOT.....	203
204	-----	Feb. 1, 1937	-----	-----	-----	TALBOT, I.....	204
205	Dec. 14, 1918	(¹)	June 30, 1919	June 30, 1919	June 30, 1931	TALBOTT, J. FRED.	205
206	May 28, 1918	(¹)	Nov. 27, 1918	Nov. 27, 1918	Nov. 27, 1930	TARBELL.....	206
207	Sept. 5, 1918	(¹)	June 26, 1919	June 26, 1919	June 26, 1931	TATNALL.....	207

¹ No contract date of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ton*</i>	
208	TAYLOR..... DD94	314 4	309 0	30 6	8 8	1,090	208
209	THATCHER..... DD162	314 4	309 0	30 6	8 6	1,060	209
210	THOMAS..... DD182	314 4	309 0	30 6	8 6	1,060	210
211	THOMPSON, SMITH..... DD212	314 4	310 0	30 8	9 3	1,190	211
212	THORNTON..... DD270	314 4	311 0	30 8	9 3	1,190	212
213	TILLMAN..... DD135	314 4	309 0	30 6	8 8	1,090	213
214	TINGEY..... DD272	314 4	311 0	30 8	9 3	1,190	214
215	TRACY..... DD214	314 4	310 0	30 8	9 3	1,190	215
216	TREVER..... DD339	314 4	310 0	30 8	9 3	1,190	216
217	TRUXTUN..... DD229	314 4	310 0	30 8	9 3	1,190	217
218	TUCKER..... DD374	-----	334 0	34 10	9 10	¹ 1,500	218
	<i>TUCKER-EX</i> See DD57						
219	TURNER..... DD259	314 4	311 0	30 8	9 3	1,190	219
220	TWIGGS..... DD127	314 4	309 0	30 6	8 8	1,090	220
221	UPSHUR..... DD144	314 4	309 0	30 6	8 8	1,090	221
222	UPSHUR, ABEL P..... DD193	314 4	311 0	30 8	9 3	1,190	222
223	WADSWORTH..... DD60	315 3	307 0	29 4	8 3	910	223
224	WALKER..... DD163	314 4	309 0	30 6	8 6	1,060	224
225	WARD..... DD139	314 4	309 0	30 6	8 6	1,060	225
226	WARD, AARON..... DD132	314 4	309 0	30 6	8 8	1,090	226
227	WARRINGTON..... DD383	-----	372 0	36 3	10 4	¹ 1,850	227
228	WASMUTH..... DD338	314 4	310 0	30 8	9 3	1,190	228
229	WATERS..... DD115	314 4	309 0	30 6	8 8	1,090	229
230	WELLES..... DD257	314 4	311 0	30 8	9 3	1,190	230

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
208	³ 1,154	35.0	16	12	4	2	TAYLOR..... DD94	208
209	1,196	35.0	16	12	4	2	THATCHER..... DD162	209
210	1,236	35.0	16	12	4	2	THOMAS..... DD182	210
211	1,233	35.0	16	13½	4	2	THOMPSON, SMITH..... DD212	211
212	1,268	35.0	16	13½	4	2	THORNTON..... DD270	212
213	³ 1,154	35.0	16	12	4	2	TILLMAN..... DD135	213
214	1,272	35.0	16	13½	4	2	TINGEY..... DD272	214
215	1,234	35.0	16	13½	4	2	TRACY..... DD214	215
216	1,320	35.0	16	13½	4	2	TREVER..... DD339	216
217	1,238	35.0	16	13½	4	2	TRUXTON..... DD229	217
218							TUCKER..... DD374	218
							<i>TUCKER-EX..... See DD67</i>	
219	1,260	35.0	16	13½	4	2	TURNER..... DD259	219
220	1,193	35.0	16	12	4	2	TWIGGS..... DD127	220
221	⁴ 1,202	35.0	16	12	4	2	UPSHUR..... DD144	221
222	1,308	35.0	16	13½	4	2	UPSHUR, ABEL P..... DD193	222
223	1,034	30.0	14	10½	4	2	WADSWORTH..... DD60	223
224	³ 1,191	35.0	16	12	4	2	WALKER..... DD163	224
225	³ 1,154	35.0	16	12	4	2	WARD..... DD139	225
226	1,160	35.0	16	12	4	2	WARD, AARON..... DD132	226
227							WARRINGTON..... DD383	227
228	³ 1,215	35.0	16	13½	4	2	WASMUTH..... DD338	228
229	1,160	35.0	16	12	4	2	WATERS..... DD115	229
230	1,260	35.0	16	13½	4	2	WELLES..... DD257	230

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.⁴ At beginning of trial.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power, main engines	Turbogen- erator sets			
				Number and type	T. H. S.		Number	Kilowatts each	Volts	
208	TAYLOR.....	2	Parsons geared turb.....	4 Normand..	Sq. ft. 27,000	26,000	2	25	120	208
209	THATCHER.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	209
210	THOMAS.....	2	Curtis turb. ¹	4 Thorny....	28,000	25,000	2	25	120	210
211	THOMPSON, SMITH.	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	211
212	THORNTON.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	212
213	TILLMAN.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	213
214	TINGEY.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	214
215	TRACY.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	215
216	TREVER.....	2	do.....	4 Normand..	27,000	26,000	2	25	120	216
217	TRUXTUN.....	2	Parsons geared turb.....	4 W. F.....	27,500	27,000	2	25	120	217
218	TUCKER.....									218
219	TURNER.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	219
220	TWIGGS.....	2	Parsons geared turb.....	4 Thorny....	27,048	26,000	2	25	120	220
221	UPSHUR.....	2	Parsons geared turb.....	4 W. F.....	27,500	26,000	2	25	120	221
222	UPSHUR, ABEL P..	2	Westgh. geared turb.....	do.....	27,500	27,000	2	25	120	222
223	WADSWORTH.....	2	Parsons geared turb.....	4 Normand..	21,500	17,500	2	25	120	223
224	WALKER.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	224
225	WARD.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	225
226	WARD, AARON....	2	do.....	do.....	27,000	25,200	2	25	120	226
227	WARRINGTON.....									227
228	WASMUTH.....	2	Parsons geared turb.....	4 Normand..	27,000	26,000	2	25	120	228
229	WATERS.....	2	do.....	4 W. F.....	27,500	26,000	2	25	120	229
230	WELLES.....	2	Curtis geared turb.....	4 Yarrow....	27,540	27,000	2	25	120	230

¹ Geared cruising turbine on starboard shaft only.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
208	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	10				12	134	TAYLOR ⁴ DD94	208
209	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				12	113	THATCHER ¹ DD162	209
210	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				10	135	THOMAS ³ DD182	210
211	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				10	111	THOMPSON, SMITH... DD212	211
212	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				8	128	THORNTON ¹ DD270	212
213	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				10	149	TILLMAN..... DD135	213
214	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				8	123	TINGEY ³ DD272	214
215	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				9	111	TRACY..... DD214	215
216	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				9	106	TREVER..... DD339	216
217	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				8	105	TRUXTUN..... DD229	217
218	5" (max.)								TUCKER..... DD374	218
219	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	7				8	131	TURNER ¹ DD259	219
220	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				12	107	TWIGGS..... DD127	220
221	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				11	118	UPSHUR..... DD144	221
222	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				8	96	UPSHUR, ABEL P ¹ ... DD193	222
223	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" twin	6				8	111	WADSWORTH ¹ DD60	223
224	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	8				12	139	WALKER ¹ DD163	224
225	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				10	113	WARD ³ DD139	225
226	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9				10	113	WARD, AARON..... DD132	226
227	5" (max.)								WARRINGTON..... DD383	227
228	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	9				10	105	WASMUTH..... DD338	228
229	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	12				12	129	WATERS..... DD115	229
230	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8				8	121	WELLES ¹ DD257	230

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² Also 20 cots for crew.³ 1 berth for officers, emergency, not included in table.⁴ 5 berths for officers, emergency, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
208	TAYLOR.....	Navy yard, Mare Island.	\$ 1,440,000	Aug. 29, 1916	Nov. 22, 1916 ¹	Oct. 15, 1917	208
209	THATCHER.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	June 8, 1918	209
210	THOMAS.....	Newport News S. B. Co.	Cost+10%	----do-----	Sept. 28, 1917	Mar. 23, 1918	210
211	THOMPSON, SMITH.	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Mar. 24, 1919	211
212	THORNTON.....	Beth. S. B. Corp., Squantum.	Cost+fee	----do-----	Dec. 6, 1917	June 3, 1918	212
213	TILLMAN.....	Navy yard, Charleston.	(⁴)	Mar. 4, 1917	Aug. 7, 1917 ²	July 29, 1918	213
214	TINGEY.....	Beth. S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Aug. 8, 1918	214
215	TRACY.....	Wm. Cramp & Sons.	Cost+fee	----do-----	Dec. 19, 1917	Apr. 3, 1919	215
216	TREVER.....	Navy yard, Mare Island.	(⁴)	----do-----	Jan. 22, 1918 ²	Aug. 12, 1919	216
217	TRUXTUN.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Dec. 3, 1919	217
218	TUCKER.....	Navy yard, Norfolk.	-----	June 16, 1933	{Aug. 3, 1933 ² {Nov. 1, 1933 ¹	Aug. 15, 1934	218
219	TURNER.....	Beth. S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Dec. 19, 1918	219
220	TWIGGS.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	July 11, 1917	Jan. 23, 1918	220
221	UPSHUR.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 19, 1918	221
222	UPSHUR, ABEL P.	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	Aug. 20, 1918	222
223	WADSWORTH..	Bath Iron Works....	884,000	Mar. 4, 1913	Oct. 15, 1913	Feb. 23, 1914	223
224	WALKER.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	June 19, 1918	224
225	WARD.....	Navy yard, Mare Island.	(⁴)	----do-----	July 20, 1917 ²	May 15, 1918	225
226	WARD, AARON.	Bath Iron Works....	Cost+fee	----do-----	Aug. 31, 1917	Aug. 1, 1918	226
227	WARRINGTON.	Federal S. B. & D. Co.	3,946,000	Mar. 27, 1934	Aug. 22, 1934	Oct. 10, 1935	227
228	WASMUTH.....	Navy yard, Mare Island.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ²	Aug. 12, 1919	228
229	WATERS.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	July 26, 1917	229
230	WELLES.....	Beth. S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Nov. 13, 1918	230

¹ Beginning of construction period.² Date assigned to yard.³ Limit of cost.⁴ No limit of cost.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
208	Feb. 14, 1918	-----	-----	June 1, 1918	June 1, 1930	TAYLOR.....	208
209	Aug. 31, 1918	(?)	Jan. 14, 1919	Jan. 14, 1919	Jan. 14, 1931	THATCHER.....	209
210	July 4, 1918	(?)	Apr. 25, 1919	Apr. 25, 1919	Apr. 25, 1931	THOMAS.....	210
211	July 14, 1919	(?)	Dec. 10, 1919	Dec. 10, 1919	Dec. 10, 1931	THOMPSON, SMITH.....	211
212	Mar. 22, 1919	(?)	July 15, 1919	July 15, 1919	July 15, 1931	THORNTON.....	212
213	July 7, 1919	June 30, 1919 ¹	-----	Apr. 30, 1921	Apr. 30, 1933	TILLMAN.....	213
214	Apr. 24, 1919	(?)	July 25, 1919	July 25, 1919	July 25, 1931	TINGEY.....	214
215	Aug. 12, 1919	(?)	Mar. 9, 1920	Mar. 9, 1920	Mar. 9, 1932	TRACY.....	215
216	Sept. 15, 1920	-----	-----	Aug. 3, 1922	Aug. 3, 1934	TREVER.....	216
217	Sept. 28, 1920	(?)	Feb. 16, 1921	Feb. 16, 1921	Feb. 16, 1933	TRUXTUN.....	217
218	-----	Feb. 1, 1936	-----	-----	-----	TUCKER.....	218
219	May 17, 1919	(?)	Sept. 23, 1919	Sept. 24, 1919	Sept. 23, 1931	TURNER.....	219
220	Sept. 28, 1918	(?)	July 28, 1919	July 28, 1919	July 28, 1931	TWIGGS.....	220
221	July 4, 1918	(?)	Dec. 23, 1918	Dec. 23, 1918	Dec. 23, 1930	UPSHUR.....	221
222	Feb. 14, 1920	(?)	May 21, 1920	Nov. 23, 1920	May 21, 1932	UPSHUR, ABEL P.....	222
223	Apr. 29, 1915	Oct. 15, 1915	July 23, 1915	July 23, 1915	July 23, 1927	WADSWORTH.....	223
224	Sept. 14, 1918	(?)	Jan. 31, 1919	Jan. 31, 1919	Jan. 31, 1931	WALKER.....	224
225	June 1, 1918	Sept. 30, 1918 ¹	-----	July 24, 1918	July 24, 1930	WARD.....	225
226	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919	Apr. 21, 1931	WARD, AARON.....	226
227	-----	Feb. 22, 1937	-----	-----	-----	WARRINGTON.....	227
228	Sept. 15, 1920	-----	-----	Dec. 16, 1921	Dec. 16, 1933	WASMUTH.....	228
229	Mar. 9, 1918	(?)	Aug. 8, 1918	Aug. 8, 1918	Aug. 8, 1930	WATERS.....	229
230	May 8, 1919	(?)	Sept. 2, 1919	Sept. 2, 1919	Sept. 2, 1931	WELLES.....	230

¹ Expiration of construction period.² No contract date of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
231	WHIPPLE..... DD217	314 4	310 0	30 8	9 3	1, 190	231
232	WICKES..... DD75	314 4	309 0	30 6	8 8	1, 090	232
233	WILLIAMS..... DD108	314 4	309 0	30 6	8 6	1, 060	233
234	WILLIAMSON..... DD244	314 4	310 0	30 8	9 3	1, 190	234
235	WINSLOW..... DD359	-----	372 0	36 3	10 4	¹ 1, 850	235
	WINSLOW—EX..... See DD63						
236	WOOD, WELBORN C..... DD195	314 4	311 0	30 8	9 3	1, 190	236
237	WORDEN..... DD352	341 3	331 0	34 2	8 10	¹ 1, 410	237
238	YARNALL..... DD143	314 4	309 0	30 6	8 8	1, 090	238
239	ZANE..... DD337	314 4	310 0	30 8	9 3	1, 190	239
240	No. 394..... DD394	-----	-----	-----	-----	-----	240
241	No. 395..... DD395	-----	-----	-----	-----	-----	241
242	No. 396..... DD396	-----	-----	-----	-----	-----	242
243	No. 397..... DD397	-----	-----	-----	-----	-----	243
244	No. 398..... DD398	-----	-----	-----	-----	-----	244
245	No. 399..... DD399	-----	-----	-----	-----	-----	245
246	No. 400..... DD400	-----	-----	-----	-----	-----	246
247	No. 401..... DD401	-----	-----	-----	-----	-----	247
248	No. 402..... DD402	-----	-----	-----	-----	-----	248
249	No. 403..... DD403	-----	-----	-----	-----	-----	249
250	No. 404..... DD404	-----	-----	-----	-----	-----	250
251	No. 405..... DD405	-----	-----	-----	-----	-----	251
252	No. 406..... DD406	-----	-----	-----	-----	-----	252
253	No. 407..... DD407	-----	-----	-----	-----	-----	253
254	No. 408..... DD408	-----	-----	-----	-----	-----	254
	Total displacement.....	-----	-----	-----	-----	237, 895	

¹ Estimated, as designed.

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ¹				
231	<i>Tons</i> 1, 229	<i>Knots</i> 35. 0	<i>Tons</i> 16	<i>Ft.</i> 13½	4	2	WHIPPLE..... DD217	231
232	1, 149	35. 0	16	12	4	2	WICKES..... DD75	232
233	1, 201	35. 0	16	12	4	2	WILLIAMS..... DD108	233
234	1, 312	35. 0	16	13½	4	2	WILLIAMSON..... DD244	234
235	-----	-----	-----	-----	-----	-----	WINSLOW..... DD359	235
							<i>WINSLOW—EX..... See DD53</i>	
236	1, 312	35. 0	16	13½	4	2	WOOD, WELBORN C..... DD195	236
237	¹ 1, 726	36. 5	20	15½	2	2	WORDEN..... DD352	237
238	¹ 1, 154	35. 0	16	12	4	2	YARNALL..... DD143	238
239	1, 300	35. 0	16	13½	4	2	ZANE..... DD337	239
240	-----	-----	-----	-----	-----	-----	No. 394..... DD394	240
241	-----	-----	-----	-----	-----	-----	No. 395..... DD395	241
242	-----	-----	-----	-----	-----	-----	No. 396..... DD396	242
243	-----	-----	-----	-----	-----	-----	No. 397..... DD397	243
244	-----	-----	-----	-----	-----	-----	No. 398..... DD398	244
245	-----	-----	-----	-----	-----	-----	No. 399..... DD399	245
246	-----	-----	-----	-----	-----	-----	No. 400..... DD400	246
247	-----	-----	-----	-----	-----	-----	No. 401..... DD401	247
248	-----	-----	-----	-----	-----	-----	No. 402..... DD402	248
249	-----	-----	-----	-----	-----	-----	No. 403..... DD403	249
250	-----	-----	-----	-----	-----	-----	No. 404..... DD404	250
251	-----	-----	-----	-----	-----	-----	No. 405..... DD405	251
252	-----	-----	-----	-----	-----	-----	No. 406..... DD406	252
253	-----	-----	-----	-----	-----	-----	No. 407..... DD407	253
254	-----	-----	-----	-----	-----	-----	No. 408..... DD408	254

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbogen- erator sets			
				Number and type	T.H.S.		Number	Kilowatts each	Volts	
231	WHIPPLE.....	2	Parsons geared turb..	4 W. F.....	Sq. ft. 27,500	27,000	2	25	120	231
232	WICKES.....	2	do.....	4 Normand..	27,000	25,200	2	25	120	232
233	WILLIAMS.....	2	Curtis geared turb..	4 Yarrow....	27,540	27,000	2	25	120	233
234	WILLIAMSON.....	2	Westgh. geared turb..	4 W. F.....	27,500	27,000	2	25	120	234
235	WINSLOW.....									235
236	WOOD, WELBORN C..	2	Westgh. geared turb..	4 W. F.....	27,500	27,000	2	25	120	236
237	WORDEN.....	2	Parsons geared turb..	4 Yarrow....	{32, 140} (15, 820)	42,800	2	{132 176}	230	237
238	YARNALL.....	2	do.....	4 W. F.....	27,500	26,000	2	25	120	238
239	ZANE.....	2	do.....	4 Normand..	27,000	26,000	2	25	120	239
240	No. 394.....									240
241	No. 395.....									241
242	No. 396.....									242
243	No. 397.....									243
244	No. 398.....									244
245	No. 399.....									245
246	No. 400.....									246
247	No. 401.....									247
248	No. 402.....									248
249	No. 403.....									249
250	No. 404.....									250
251	No. 405.....									251
252	No. 406.....									252
253	No. 407.....									253
254	No. 408.....									254
Total shaft horsepower.....						5,352,650				

¹ Super-heating surface.² Kilovolt-amperes.

DESTROYERS (DD).

	Armament		Quarters available ¹						Name and official number	
	Guns	Torpedo tubes (deck)	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
231	4 4", 50 cal.; 13", 23 cal. A. A.	4 21" triple		9			13	118	WHIPPLE..... DD217	231
232	4 4", 50 cal.; 13", 23 cal. A. A.	do		9			10	134	WICKES ² DD75	232
233	4 4", 50 cal.; 13", 23 cal. A. A.	do		8			12	122	WILLIAMS ² DD108	233
234	4 4", 50 cal.; 13", 23 cal. A. A.	do		9			9	133	WILLIAMSON..... DD244	234
235	5" (max.)								WINSLOW..... DD359	235
236	4 4", 50 cal.; 13", 23 cal. A. A.	4 21" triple		9			9	111	WOOD, WELBORN C. DD195	236
237	5 5", 38 cal. A. A.	2 21" quad	2	9			14	161	WORDEN..... DD352	237
238	4 4", 50 cal.; 13", 23 cal. A. A.	4 21" triple		9			11	123	YARNALL..... DD143	238
239	4 4", 50 cal.; 13", 23 cal. A. A.	do		9			8	106	ZANE..... DD337	239
240									No. 394..... DD394	240
241									No. 395..... DD395	241
242									No. 396..... DD396	242
243									No. 397..... DD397	243
244									No. 398..... DD398	244
245									No. 399..... DD399	245
246									No. 400..... DD400	246
247									No. 401..... DD401	247
248									No. 402..... DD402	248
249									No. 403..... DD403	249
250									No. 404..... DD404	250
251									No. 405..... DD405	251
252									No. 406..... DD406	252
253									No. 407..... DD407	253
254									No. 408..... DD408	254

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 1 berth for officers, emergency, not included in table.³ 1 berth for officers, chart house, not included in table.

DESTROYERS (DD).

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing building	Contract signed	Keel laid	
231	WHIPPLE.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	June 12, 1919	231
232	WICKES.....	Bath Iron Works...	Cost+10%	Aug. 29, 1916	Nov. 30, 1916	June 26, 1917	232
233	WILLIAMS.....	Union Iron Works...	Cost+10%	Mar. 4, 1917 ¹	May 4, 1917	Mar. 25, 1918	233
234	WILLIAMSON...	New York S. B. Co.	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ² }	Mar. 27, 1919	234
235	WINSLOW.....	New York S. B. Corp.	3,775,000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	235
236	WOOD, WELBORN C.	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	Sept. 24, 1918	236
237	WORDEN.....	Navy yard, Puget Sound.	3,325,000	July 11, 1919 ⁶	{Sept. 29, 1931 ¹ Oct. 1, 1932 ⁷ }	Dec. 29, 1932	237
238	YARNALL.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 12, 1918	238
239	ZANE.....	Navy yard, Mare Island.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ¹	Jan. 15, 1919	239
240	No. 394 ⁸	-----	-----	Mar. 27, 1934	-----	-----	240
241	No. 395 ⁸	-----	-----	do.	-----	-----	241
242	No. 396 ⁸	-----	-----	do.	-----	-----	242
243	No. 397 ⁸	-----	-----	do.	-----	-----	243
244	No. 398 ⁸	-----	-----	do.	-----	-----	244
245	No. 399 ⁸	-----	-----	do.	-----	-----	245
246	No. 400 ¹⁰	-----	-----	do.	-----	-----	246
247	No. 401 ¹⁰	-----	-----	do.	-----	-----	247
248	No. 402 ¹¹	-----	-----	do.	-----	-----	248
249	No. 403 ¹¹	-----	-----	do.	-----	-----	249
250	No. 404 ¹²	-----	-----	do.	-----	-----	250
251	No. 405 ¹²	-----	-----	do.	-----	-----	251
252	No. 406 ¹²	-----	-----	do.	-----	-----	252
253	No. 407 ¹⁴	-----	-----	do.	-----	-----	253
254	No. 408 ¹⁴	-----	-----	do.	-----	-----	254

¹ Date assigned to yard.² Together with act of Aug. 29, 1916.³ Date of supplementary contract.⁴ No limit of cost.⁵ Destroyers Nos. 394, 395, and 396 to be built by Bath Iron Works Corp., Bath, Maine.⁶ Destroyers Nos. 397, 398, and 399 to be built by Federal Shipbldg. & Dry Dock Co., Kearny, N. J.⁷ Beginning of construction period.⁸ Destroyers Nos. 400 and 401 to be built by Bethlehem Shipbldg. Corp. (Union Plant), San Francisco, Calif.⁹ Destroyers Nos. 402 and 403 to be built at Navy Yard, Boston.¹⁰ Destroyer No. 404 to be built at Navy Yard, Philadelphia.¹¹ Destroyers Nos. 405 and 406 to be built at Navy Yard, Norfolk.¹² Destroyer No. 407 to be built at Navy Yard, Charleston.¹³ Destroyer No. 408 to be built at Navy Yard, Puget Sound.

DESTROYERS (DD).

	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
231	Nov. 6, 1919	(¹)	Apr. 23, 1920	Apr. 23, 1920	Apr. 23, 1932	WHIPPLE.....	231
232	June 25, 1918	(¹)	July 31, 1918	July 31, 1918	July 31, 1930	WICKES.....	232
233	July 4, 1918	(¹)	Mar. 1, 1919	Mar. 1, 1919	Mar. 1, 1931	WILLIAMS.....	233
234	Oct. 16, 1919	(¹)	Oct. 29, 1920	Oct. 29, 1920	Oct. 29, 1932	WILLIAMSON.....	234
235	-----	June 3, 1936	-----	-----	-----	WINSLOW.....	235
236	Mar. 6, 1920	(¹)	June 25, 1920	Jan. 14, 1921	June 25, 1932	WOOD, WELBORN C.....	236
237	Oct. 27, 1934	Oct. 1, 1934	-----	Jan. 15, 1935	Mar. 1, 1951 ²	WORDEN.....	237
238	June 19, 1918	(¹)	Nov. 29, 1918	Nov. 29, 1918	Nov. 29, 1930	YARNALL.....	238
239	Aug. 12, 1919	-----	-----	Feb. 15, 1921	Feb. 15, 1933	ZANE.....	239
240	-----	-----	-----	-----	-----	No. 394.....	240
241	-----	-----	-----	-----	-----	No. 395.....	241
242	-----	-----	-----	-----	-----	No. 396.....	242
243	-----	-----	-----	-----	-----	No. 397.....	243
244	-----	-----	-----	-----	-----	No. 398.....	244
245	-----	-----	-----	-----	-----	No. 399.....	245
246	-----	-----	-----	-----	-----	No. 400.....	246
247	-----	-----	-----	-----	-----	No. 401.....	247
248	-----	-----	-----	-----	-----	No. 402.....	248
249	-----	-----	-----	-----	-----	No. 403.....	249
250	-----	-----	-----	-----	-----	No. 404.....	250
251	-----	-----	-----	-----	-----	No. 405.....	251
252	-----	-----	-----	-----	-----	No. 406.....	252
253	-----	-----	-----	-----	-----	No. 407.....	253
254	-----	-----	-----	-----	-----	No. 408.....	254

¹ No contract date of completion.² Based upon date of completion of vessel by Navy Yard.

SUBMARINES (SS).

	Name and official number	Length over all	At standard displacement				Dis- place- ment, sub- merged	
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment		
1	BARRACUDA (B-1; <i>ex-V-1</i>)..... SS163	<i>Ft. in.</i> 341 6	<i>Ft. in.</i> 326 0	<i>Ft. in.</i> 27 1	<i>Ft. in.</i> 14 7	<i>Tons</i> 2,000	<i>Tons</i> 2,506	1
2	BASS (B-2; <i>ex-V-2</i>)..... SS164	341 6	326 0	27 1	14 7	2,000	2,506	2
3	BONITA (B-3; <i>ex-V-3</i>)..... SS165	341 6	326 0	27 1	14 7	2,000	2,506	3
4	CACHALOT (C-1; <i>ex-V-4</i>)..... SS170	271 10	260 0	24 9	12 10	1,110	1,650	4
5	CUTTLEFISH (C-2; <i>ex-V-5</i>)..... SS171	271 10	260 0	24 11	12 8	1,120	1,650	5
6	DOLPHIN (D-1; <i>ex-V-6</i>)..... SS169	319 1	307 0	27 10	13 1	1,540	2,215	6
7	NARWHAL (N-1; <i>ex-V-7</i>)..... SS167	371 0	349 0	33 3	15 9	2,730	3,960	7
8	NAUTILUS (N-2; <i>ex-V-8</i>)..... SS168	371 0	349 0	33 3	15 9	2,730	3,960	8
9	PERCH (P-5)..... SS176	-----	290 0	25 1	13 10	¹ 1,330	-----	9
10	PERMIT (<i>ex-PINNA</i>) (P-7)..... SS178	-----	290 0	25 1	13 10	¹ 1,330	-----	10
11	PICKEREL (P-6)..... SS177	-----	290 0	25 1	13 10	¹ 1,330	-----	11
12	PIKE (P-2)..... SS173	-----	283 0	24 11	13 0	¹ 1,290	-----	12
13	PLUNGER (P-8)..... SS179	-----	290 0	25 1	13 10	¹ 1,330	-----	13
14	POLLACK (P-9)..... SS180	-----	290 0	25 1	13 10	¹ 1,330	-----	14
15	POMPANO (P-10)..... SS181	-----	-----	-----	-----	¹ 1,330	-----	15
16	PORPOISE (P-1)..... SS172	-----	283 0	24 11	13 0	¹ 1,290	-----	16
17	SHARK (P-3)..... SS174	-----	288 0	25 1	13 10	¹ 1,320	-----	17
18	TARPON (P-4)..... SS175	-----	288 0	25 1	13 10	¹ 1,320	-----	18
19	S-1..... SS105	219 3	211 0	20 6	15 1	800	1,062	19
20	S-3..... SS107	231 0	231 0	21 6	12 2	790	1,092	20
21	S-4 ¹ SS109	231 0	231 0	21 6	12 2	790	1,092	21
22	S-6..... SS111	231 0	231 0	21 6	12 2	790	1,092	22
23	S-7..... SS112	231 0	231 0	21 6	12 2	790	1,092	23
24	S-8..... SS113	231 0	231 0	21 6	12 2	790	1,092	24
25	S-9..... SS114	231 0	231 0	21 6	12 2	790	1,092	25

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

² Exempt from treaty limitation under Part II, Annex II, sec. IV, par. c (2) of the London treaty.

³ Estimated, as designed.

TREATY NOTE.—NARWHAL and NAUTILUS retained under London treaty, Part II, art. 7, par. 2.

SUBMARINES (SS).

Armament		Torpedoes carried	Quarters available ¹			Name and official number	
Guns	Torpedo tubes		Officers	Chief petty officers	Other enlisted men		
1 15", 51 cal.	6	-----	7	(?)	81	BARRACUDA..... SS163	1
2 13", 50 cal. AA.	6	-----	7	13	68	BASS..... SS164	2
3 15", 51 cal.	6	-----	7	14	65	BONITA ² SS165	3
4 15", 50 cal. AA.	6	-----	6	-----	39	CACHALOT..... SS170	4
5 -----do.....	6	-----	8	6	40	CUTTLEFISH..... SS171	5
6 14", 50 cal.	6	-----	7	3	53	DOLPHIN..... SS169	6
7 26", 53 cal.	6	-----	9	12	70	NARWHAL..... SS167	7
8 -----do.....	6	-----	9	12	70	NAUTILUS..... SS168	8
9 3" (max.)	-----	-----	-----	-----	-----	PERCH..... SS176	9
10 3" (max.)	-----	-----	-----	-----	-----	PERMIT..... SS178	10
11 3" (max.)	-----	-----	-----	-----	-----	PICKEREL..... SS177	11
12 3" (max.)	-----	-----	-----	-----	-----	PIKE..... SS173	12
13 3" (max.)	-----	-----	-----	-----	-----	PLUNGER..... SS179	13
14 3" (max.)	-----	-----	-----	-----	-----	POLLACK..... SS180	14
15 -----do.....	-----	-----	-----	-----	-----	POMPANO..... SS181	15
16 3" (max.)	-----	-----	-----	-----	-----	PORPOISE..... SS172	16
17 -----do.....	-----	-----	-----	-----	-----	SHARK..... SS174	17
18 -----do.....	-----	-----	-----	-----	-----	TARPON..... SS175	18
19 14", 50 cal.	4	12	4	4	35	S-1..... SS105	19
20 -----do.....	4	12	4	-----	41	S-3..... SS107	20
21 -----do.....	-----	-----	-----	-----	-----	S-4..... SS109	21
22 14", 50 cal.	4	12	4	-----	41	S-6..... SS111	22
23 -----do.....	4	12	4	-----	41	S-7..... SS112	23
24 -----do.....	4	12	4	-----	41	S-8..... SS113	24
25 -----do.....	4	12	4	-----	41	S-9..... SS114	25

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² Included with other enlisted men.³ Space for 7 cots available.

SUBMARINES (SS).

	Name and official number	Number of propellers	Main engines					
			De- signed S. H. P.	R. P. M.	Cycle	Cylinders	Make	
1	BARRACUDA..... SS163	2	6,700	310	¹ 2, 4	6	Busch Sulzer; M. A. N.....	1
2	BASS..... SS164	2	6,700	310	¹ 2, 4	6	do.....	2
3	BONITA..... SS165	2	6,700	310	¹ 2, 4	6	do.....	3
4	CACHALOT..... SS170	2	3,100	435	4	9	M. A. N. (N. Y.).....	4
5	CUTTLEFISH..... SS171	2	3,100	435	4	9	M. A. N. (Elect. Boat).....	5
6	DOLPHIN..... SS169	2	4,200	380	4	6	M. A. N. (N. Y.).....	6
7	NARWHAL..... SS167	2	5,450	345	4	² 10, 6	do.....	7
8	NAUTILUS..... SS168	2	5,450	345	4	² 10, 6	do.....	8
9	PERCH..... SS176							9
10	PEMIT..... SS178							10
11	PICKEREL..... SS177							11
12	PIKE..... SS173							12
13	PLUNGER..... SS179							13
14	POLLACK..... SS180							14
15	POMPANO..... SS181							15
16	PORPOISE..... SS172							16
17	SHARK..... SS174							17
18	TARPON..... SS175							18
19	S-1..... SS105	2	1,200	380	4	8	M. A. N. Nelseco.....	19
20	S-3..... SS107	2	1,400	350	4	8	do.....	20
21	S-4..... SS109							21
22	S-6..... SS111	2	1,400	350	4	8	Nelseco (N. Y.).....	22
23	S-7..... SS112	2	1,400	350	4	8	do.....	23
24	S-8..... SS113	2	1,400	350	4	8	do.....	24
25	S-9..... SS114	2	1,400	350	4	8	do.....	25

¹ 2-cycle main engine and 4-cycle generator engines.² 10 cylinder main engines and 6 cylinder generator engines.

SUBMARINES (SS).

	Motors				Name	
	Make	De- signed B. H. P.	Control			
			Make	Type		
1	Elliott Co.....	1, 200	G. E. Co.....	Electropneumatic.....	BARRACUDA.....	1
2	do.....	1, 200	do.....	do.....	BASS.....	2
3	do.....	1, 200	do.....	do.....	BONITA.....	3
4	El. Dynamic.....	800	Westgh.....	Manual.....	CACHALOT.....	4
5	Westgh.....	800	G. E. Co.....	do.....	CUTTLEFISH.....	5
6	El. Dynamic.....	875	do.....	do.....	DOLPHIN.....	6
7	Westgh.....	1, 270	Westgh.....	do.....	NARWHAL.....	7
8	do.....	1, 270	do.....	do.....	NAUTILUS.....	8
9					PERCH.....	9
10					PERMIT.....	10
11					PICKEREL.....	11
12					PIKE.....	12
13					PLUNGER.....	13
14					POLLACK.....	14
15					POMPANO.....	15
16					PORPOISE.....	16
17					SHARK.....	17
18					TARPON.....	18
19	Ridgeway.....	1, 500	Cut.-Ham.....	Magnetic.....	S-1.....	19
20	Westgh.....	1, 200	Westgh.....	Pneumatic.....	S-3.....	20
21					S-4.....	21
22	Westgh.....	1, 200	Westgh.....	Pneumatic.....	S-6.....	22
23	do.....	1, 200	do.....	do.....	S-7.....	23
24	do.....	1, 200	do.....	do.....	S-8.....	24
25	do.....	1, 200	G. E. Co.....	do.....	S-9.....	25

SUBMARINES (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	Contract signed	
1	BARRACUDA... SS163	U. S. Government...	Navy yard, Portsmouth, N. H.	July 1, 1918 ¹	Mar. 13, 1920 ²	1
2	BASS..... SS164	do.....	do.....	do. ¹	do. ²	2
3	BONITA..... SS165	do.....	do.....	do. ¹	do. ²	3
4	CACHALOT... SS170	do.....	do.....	Mar. 2, 1929 ³	{ Feb. 21, 1931 ² Mar. 16, 1931 ⁴ }	4
5	CUTTLEFISH.. SS171	Electric Boat Co....	Electric Boat Co....	do. ³	June 29, 1931	5
6	DOLPHIN..... SS169	U. S. Government...	Navy yard, Portsmouth, N. H.	do. ³	{ Dec. 11, 1929 ² Feb. 1, 1930 ⁴ }	6
7	NARWHAL..... SS167	do.....	do.....	Feb. 11, 1925 ¹	Mar. 7, 1925 ²	7
8	NAUTILUS..... SS168	do.....	Navy yard, Mare Island.	do. ¹	do. ²	8
9	PERCH..... SS176	Electric Boat Co....	Electric Boat Co....	Mar. 27, 1934	Aug. 22, 1934	9
10	PERMIT..... SS178	do.....	do.....	do.....	do.....	10
11	PICKEREL..... SS177	do.....	do.....	do.....	do.....	11
12	PIKE..... SS173	U. S. Government...	Navy yard, Portsmouth, N. H.	June 16, 1933	{ June 19, 1933 ² Nov. 1, 1933 ⁴ }	12
13	PLUNGER..... SS179	U. S. Government...	Navy yard, Portsmouth, N. H.	Mar. 27, 1934	{ Aug. 22, 1934 ² Nov. 1, 1934 ⁴ }	13
14	POLLACK..... SS180	do.....	do.....	do.....	do.....	14
15	POMPANO..... SS181	do.....	Navy yard, Mare Island.	do.....	do.....	15
16	PORPOISE..... SS172	do.....	Navy yard, Portsmouth, N. H.	June 16, 1933	{ June 19, 1933 ² Nov. 1, 1933 ⁴ }	16
17	SHARK..... SS174	Electric Boat Co....	Electric Boat Co....	do.....	Aug. 3, 1933	17
18	TARPON..... SS175	do.....	do.....	do.....	do.....	18
19	S-1..... SS105	Electric Boat Co., New York.	Fore River S. B. Co., Quincy.	Aug. 29, 1916	Jan. 8, 1917	19
20	S-3..... SS107	United States Government. ⁵	Navy yard, Portsmouth, N. H.	do.....	Nov. 14, 1916 ²	20
21	S-4..... SS109	do. ⁵	do.....	Mar. 4, 1917 ¹	Mar. 16, 1917 ²	21
22	S-6..... SS111	do. ⁵	do.....	do. ¹	do. ²	22
23	S-7..... SS112	do. ⁵	do.....	do. ¹	do. ²	23
24	S-8..... SS113	do. ⁵	do.....	do. ¹	do. ²	24
25	S-9..... SS114	do. ⁵	do.....	do. ¹	do. ²	25

¹ Together with act of Aug. 29, 1916.² Date assigned to yard.³ Authorized, act of Aug. 29, 1916; naval appropriation act approved Mar. 2, 1929, contained funds for beginning construction.⁴ Beginning of construction period.⁵ Bureau design.

NOTE.—Submarine No. 108 was assigned as vessel to be equipped with Neff system of propulsion; authorized by act of Aug. 29, 1926. Not built.

SUBMARINES (SS).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	Oct. 20, 1921	July 17, 1924	-----	-----	Oct. 1, 1924	Nov. 1, 1937 ¹	BARRACUDA.....	1
2	do.....	Dec. 27, 1924	-----	-----	Sept. 26, 1925	Sept. 26, 1938	BASS.....	2
3	Nov. 16, 1921	June 9, 1925	-----	-----	May 22, 1926	June 17, 1939 ¹	BONITA.....	3
4	Oct. 21, 1931	Oct. 19, 1933	Feb. 1, 1934	-----	Dec. 1, 1933	Mar. 1, 1947 ¹	CACHALOT.....	4
5	Oct. 7, 1931	Nov. 21, 1933	Dec. 29, 1933	June 8, 1934	June 8, 1934	June 8, 1947	CUTTLEFISH.....	5
6	June 14, 1930	Mar. 8, 1932	Aug. 1, 1932	-----	June 1, 1932	Oct. 14, 1945 ¹	DOLPHIN.....	6
7	May 10, 1927	Dec. 17, 1929	-----	-----	May 15, 1930	July 21, 1943 ¹	NARWHALE.....	7
8	Aug. 2, 1927	Mar. 15, 1930	-----	-----	July 1, 1930	Oct. 18, 1943 ¹	NAUTILUS.....	8
9	Feb. 25, 1935	-----	Nov. 22, 1936	-----	-----	-----	PERCH.....	9
10	June 6, 1935	-----	May 22, 1937	-----	-----	-----	PERMIT.....	10
11	Mar. 25, 1935	-----	Feb. 22, 1937	-----	-----	-----	PICKEREL.....	11
12	Dec. 20, 1933	Sept. 12, 1935	May 1, 1936	-----	Dec. 2, 1935	-----	PIKE.....	12
13	July 17, 1935	-----	Feb. 1, 1937	-----	-----	-----	PLUNGER.....	13
14	Oct. 1, 1935	-----	May 1, 1937	-----	-----	-----	POLLACK.....	14
15	-----	-----	do.....	-----	-----	-----	POMPANO.....	15
16	Oct. 27, 1933	June 20, 1935	Feb. 1, 1936	-----	Aug. 15, 1935	-----	PORPOISE.....	16
17	Oct. 24, 1933	May 21, 1935	Aug. 3, 1935	-----	-----	-----	SHARK.....	17
18	Dec. 22, 1933	Sept. 4, 1935	Nov. 3, 1935	-----	-----	-----	TARPON.....	18
19	Dec. 11, 1917	Oct. 26, 1918	May 8, 1919	June 5, 1920	June 5, 1920	June 5, 1933	S-1.....	19
20	Aug. 29, 1917	Dec. 21, 1918	-----	-----	Jan. 30, 1919	Jan. 30, 1932	S-3.....	20
21	Dec. 4, 1917	Aug. 27, 1919	-----	-----	Nov. 19, 1919	Nov. 19, 1932	S-4.....	21
22	Jan. 29, 1918	Dec. 23, 1919	-----	-----	May 17, 1920	May 17, 1933	S-6.....	22
23	do.....	Feb. 5, 1920	-----	-----	July 1, 1920	July 1, 1933	S-7.....	23
24	Nov. 9, 1918	Apr. 21, 1920	-----	-----	Oct. 1, 1920	Oct. 1, 1933	S-8.....	24
25	Jan. 20, 1919	June 17, 1920	-----	-----	Feb. 21, 1921	Feb. 21, 1934	S-9.....	25

¹ Based upon date of completion of vessel by navy yard.

SUBMARINES (SS).

	Name and official number	Length over all	At standard displacement				Dis- place- ment sub- merged	
			Length on water line	Extreme beam at or below water line	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>	
26	S-10..... SS115	231 0	231 0	21 6	12 2	790	1,092	26
27	S-11..... SS116	231 0	231 0	21 6	12 2	790	1,092	27
28	S-12..... SS117	231 0	231 0	21 6	12 2	790	1,092	28
29	S-13..... SS118	231 0	231 0	21 6	12 2	790	1,092	29
30	S-14..... SS119	231 0	231 0	21 6	12 2	790	1,092	30
31	S-15..... SS120	231 0	231 0	21 6	12 2	790	1,092	31
32	S-16..... SS121	231 0	231 0	21 6	12 2	790	1,092	32
33	S-17..... SS122	231 0	231 0	21 6	12 2	790	1,092	33
34	S-18..... SS123	219 3	211 0	20 6	15 1	800	1,062	34
35	S-19..... SS124	219 3	211 0	20 6	15 1	800	1,062	35
36	S-20..... SS125	219 3	211 0	23 9	14 9	800	1,062	36
37	S-21..... SS126	219 3	211 0	20 6	15 1	800	1,062	37
38	S-22..... SS127	219 3	211 0	20 6	15 1	800	1,062	38
39	S-23..... SS128	219 3	211 0	20 6	15 1	800	1,062	39
40	S-24..... SS129	219 3	211 0	20 6	15 1	800	1,062	40
41	S-25..... SS130	219 3	211 0	20 6	15 1	800	1,062	41
42	S-26..... SS131	219 3	211 0	20 6	15 1	800	1,062	42
43	S-27..... SS132	219 3	211 0	20 6	15 1	800	1,062	43
44	S-28..... SS133	219 3	211 0	20 6	15 1	800	1,062	44
45	S-29..... SS134	219 3	211 0	20 6	15 1	800	1,062	45
46	S-30..... SS135	219 3	211 0	20 6	15 1	800	1,062	46
47	S-31..... SS136	219 3	211 0	20 6	15 1	800	1,062	47
48	S-32..... SS137	219 3	211 0	20 6	15 1	800	1,062	48
49	S-33..... SS138	219 3	211 0	20 6	15 1	800	1,062	49
50	S-34..... SS139	219 3	211 0	20 6	15 1	800	1,062	50

SUBMARINES (SS).

Armament		Tor- pedo tubes	Tor- pedoes carried	Quarters available ¹			Name and official number
Guns				Officers	Chief petty officers	Other enlist- ed men	
26	1 4", 50 cal.	5	14	4	3	36	S-10..... SS115 26
27	...do.....	5	14	4	3	37	S-11..... SS116 27
28	...do.....	5	14	4	3	37	S-12..... SS117 28
29	...do.....	5	14	4	4	36	S-13..... SS118 29
30	...do.....	4	12	4	3	37	S-14..... SS119 30
31	...do.....	4	12	4		40	S-15..... SS120 31
32	...do.....	4	12	4	3	37	S-16..... SS121 32
33	...do.....	4	12	4		40	S-17..... SS122 33
34	...do.....	4	12	4		40	S-18..... SS123 34
35	...do.....	4	12	4	4	38	S-19..... SS124 35
36	...do.....	4	12	4		34	S-20..... SS125 36
37	...do.....	4	12	4	4	38	S-21..... SS126 37
38	...do.....	4	12	4	4	35	S-22..... SS127 38
39	...do.....	4	12	4	4	36	S-23..... SS128 39
40	...do.....	4	12	4	4	36	S-24..... SS129 40
41	...do.....	4	12	4	4	36	S-25..... SS130 41
42	...do.....	4	12	4	4	35	S-26..... SS131 42
43	...do.....	4	12	4	4	35	S-27..... SS132 43
44	...do.....	4	12	4	4	35	S-28..... SS133 44
45	...do.....	4	12	4	4	35	S-29..... SS134 45
46	...do.....	4	12	4	3	36	S-30..... SS135 46
47	...do.....	4	12	4	3	36	S-31..... SS136 47
48	...do.....	4	12	4	3	36	S-32..... SS137 48
49	...do.....	4	12	4	3	36	S-33..... SS138 49
50	...do.....	4	12	4	3	36	S-34..... SS139 50

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

SUBMARINES (SS).

	Name and official number	Number of propellers	Main engines					
			Designed S. H. P.	R. P. M.	Cycle	Cylinders	Make	
26	S-10..... SS115	2	2,000	425	4	6	M. A. N. (N. Y.).....	26
27	S-11..... SS116	2	2,000	425	4	6	do.....	27
28	S-12..... SS117	2	2,000	425	4	6	do.....	28
29	S-13..... SS118	2	2,000	425	4	6	do.....	29
30	S-14..... SS119	2	2,000	425	4	6	do.....	30
31	S-15..... SS120	2	2,000	425	4	6	do.....	31
32	S-16..... SS121	2	2,000	425	4	6	do.....	32
33	S-17..... SS122	2	2,000	425	4	6	do.....	33
34	S-18..... SS123	2	1,200	380	4	8	Nelsec.....	34
35	S-19..... SS124	2	1,200	380	4	8	do.....	35
36	S-20..... SS125	2	1,200	380	4	8	do.....	36
37	S-21..... SS126	2	1,200	380	4	8	do.....	37
38	S-22..... SS127	2	1,200	380	4	8	do.....	38
39	S-23..... SS128	2	1,200	380	4	8	do.....	39
40	S-24..... SS129	2	1,200	380	4	8	do.....	40
41	S-25..... SS130	2	1,200	380	4	8	do.....	41
42	S-26..... SS131	2	1,200	380	4	8	do.....	42
43	S-27..... SS132	2	1,200	380	4	8	do.....	43
44	S-28..... SS133	2	1,200	380	4	8	do.....	44
45	S-29..... SS134	2	1,200	380	4	8	do.....	45
46	S-30..... SS135	2	1,200	380	4	8	do.....	46
47	S-31..... SS136	2	1,200	380	4	8	do.....	47
48	S-32..... SS137	2	1,200	380	4	8	do.....	48
49	S-33..... SS138	2	1,200	380	4	8	do.....	49
50	S-34..... SS139	2	1,200	380	4	8	do.....	50

SUBMARINES (SS)

	Motors				Name	
	Make	Designed B. H. P.	Control			
			Make	Type		
26	Westgh.....	1, 200	G. E. Co.....	Pneumatic.....	S-10.....	26
27	do.....	1, 200	do.....	do.....	S-11.....	27
28	do.....	1, 200	do.....	do.....	S-12.....	28
29	do.....	1, 200	do.....	do.....	S-13.....	29
30	do.....	1, 200	Westgh.....	do.....	S-14.....	30
31	do.....	1, 200	do.....	do.....	S-15.....	31
32	do.....	1, 200	do.....	do.....	S-16.....	32
33	do.....	1, 200	do.....	do.....	S-17.....	33
34	Ridgeway.....	1, 500	Cut.-Ham.....	Magnetic.....	S-18.....	34
35	do.....	1, 500	do.....	do.....	S-19.....	35
36	Elec. Dy. Co.....	1, 500	do.....	do.....	S-20.....	36
37	Ridgeway.....	1, 500	do.....	do.....	S-21.....	37
38	do.....	1, 500	do.....	do.....	S-22.....	38
39	do.....	1, 500	do.....	do.....	S-23.....	39
40	do.....	1, 500	do.....	do.....	S-24.....	40
41	do.....	1, 500	do.....	do.....	S-25.....	41
42	do.....	1, 500	do.....	do.....	S-26.....	42
43	do.....	1, 500	do.....	do.....	S-27.....	43
44	do.....	1, 500	do.....	do.....	S-28.....	44
45	do.....	1, 500	do.....	do.....	S-29.....	45
46	Elec. Dy. Co.....	1, 500	do.....	do.....	S-30.....	46
47	do.....	1, 500	do.....	do.....	S-31.....	47
48	do.....	1, 500	do.....	do.....	S-32.....	48
49	do.....	1, 500	do.....	do.....	S-33.....	49
50	do.....	1, 500	do.....	do.....	S-34.....	50

SUBMARINES (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	Contract signed	
26	S-10.... SS115	United States Gov- ernment. ¹	Navy yard, Ports- mouth, N.H.	Mar. 4, 1917 ¹	Mar. 16, 1917 ²	26
27	S-11.... SS116	do. ³	do.....	do. ¹	do. ¹	27
28	S-12.... SS117	do. ³	do.....	do. ¹	do. ¹	28
29	S-13.... SS118	do. ³	do.....	do. ¹	do. ¹	29
30	S-14.... SS119	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do. ¹	July 12, 1917	30
31	S-15.... SS120	do.....	do.....	do. ¹	do.....	31
32	S-16.... SS121	do.....	do.....	do. ¹	do.....	32
33	S-17.... SS122	do.....	do.....	do. ¹	do.....	33
34	S-18.... SS123	Electric Boat Co., New York.	Beth. S. B. Corp., Quincy.	Mar. 4, 1917 ¹	July 17, 1917	34
35	S-19.... SS124	do.....	do.....	do. ¹	do.....	35
36	S-20.... SS125	do.....	do.....	do. ¹	do.....	36
37	S-21.... SS126	do.....	do.....	do. ¹	do.....	37
38	S-22.... SS127	do.....	do.....	do.....	do.....	38
39	S-23.... SS128	do.....	do.....	do.....	do.....	39
40	S-24.... SS129	do.....	do.....	do.....	do.....	40
41	S-25.... SS130	do.....	do.....	do.....	do.....	41
42	S-26.... SS131	do.....	do.....	do.....	do.....	42
43	S-27.... SS132	do.....	do.....	do.....	do.....	43
44	S-28.... SS133	do.....	do.....	do.....	do.....	44
45	S-29.... SS134	do.....	do.....	do.....	do.....	45
46	S-30.... SS135	do.....	Beth S. B. Corp., San Francisco.	do.....	do.....	46
47	S-31.... SS136	do.....	do.....	do.....	do.....	47
48	S-32.... SS137	do.....	do.....	do.....	do.....	48
49	S-33.... SS138	do.....	do.....	do.....	do.....	49
50	S-34.... SS139	do.....	do.....	do.....	do.....	50

¹ Together with act of Aug. 29, 1916.² Date assigned to yard.³ Bureau design.

SUBMARINES (SS).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
26	Sept. 11, 1919	Dec. 9, 1920	-----	-----	Sept. 21, 1922	Sept. 21, 1935	S-10.....	26
27	Dec. 2, 1919	Feb. 7, 1921	-----	-----	Jan. 11, 1923	Jan. 11, 1936	S-11.....	27
28	Jan. 8, 1920	Aug. 4, 1921	-----	-----	Apr. 30, 1923	Apr. 30, 1936	S-12.....	28
29	Feb. 14, 1920	Oct. 20, 1921	-----	-----	July 14, 1923	July 14, 1936	S-13.....	29
30	Dec. 7, 1917	Oct. 22, 1919	July 12, 1919	Feb. 11, 1921	Feb. 11, 1921	Feb. 11, 1934	S-14.....	30
31	Dec. 13, 1917	Mar. 8, 1920	Aug. 12, 1919	Jan. 15, 1921	Jan. 15, 1921	Jan. 15, 1934	S-15.....	31
32	Mar. 19, 1918	Dec. 23, 1919	Sept. 12, 1919	Dec. 17, 1920	Dec. 17, 1920	Dec. 17, 1933	S-16.....	32
33	-----do-----	May 22, 1920	Oct. 12, 1919	Feb. 26, 1921	Mar. 1, 1921	Feb. 26, 1934	S-17.....	33
34	Aug. 15, 1918	Apr. 29, 1920	Feb. 17, 1919	Apr. 3, 1924	Apr. 3, 1924	Apr. 3, 1937	S-18.....	34
35	-----do-----	June 21, 1920	Mar. 17, 1919	Jan. 6, 1923	Jan. 6, 1923	Jan. 6, 1936	S-19.....	35
36	-----do-----	June 9, 1920	-----do-----	Nov. 22, 1922	Nov. 22, 1922	Nov. 22, 1935	S-20.....	36
37	Dec. 19, 1918	Aug. 18, 1920	Apr. 17, 1919	Sept. 14, 1923	Sept. 14, 1923	Sept. 14, 1936	S-21.....	37
38	Jan. 6, 1919	July 15, 1920	-----do-----	June 23, 1924	June 23, 1924	June 23, 1937	S-22.....	38
39	Jan. 18, 1919	Oct. 27, 1920	May 17, 1919	Oct. 30, 1923	Oct. 30, 1923	Oct. 30, 1936	S-23.....	39
40	Nov. 1, 1918	June 27, 1922	-----do-----	Aug. 24, 1923	Aug. 24, 1923	Aug. 24, 1936	S-24.....	40
41	Oct. 26, 1918	May 29, 1922	June 17, 1919	July 9, 1923	July 9, 1923	July 9, 1936	S-25.....	41
42	Nov. 7, 1918	Aug. 22, 1922	-----do-----	Oct. 15, 1923	Oct. 15, 1923	Oct. 15, 1936	S-26.....	42
43	Apr. 11, 1919	Oct. 18, 1922	-----do-----	Jan. 22, 1924	Jan. 22, 1924	Jan. 22, 1937	S-27.....	43
44	Apr. 16, 1919	Sept. 20, 1922	July 17, 1919	Dec. 13, 1923	Dec. 13, 1923	Dec. 13, 1936	S-28.....	44
45	Apr. 17, 1919	Nov. 9, 1922	-----do-----	May 22, 1924	May 22, 1924	May 22, 1937	S-29.....	45
46	Apr. 1, 1918	Nov. 21, 1918	Nov. 17, 1918	Oct. 29, 1920	Oct. 29, 1920	Oct. 29, 1933	S-30.....	46
47	Apr. 13, 1918	Dec. 28, 1918	Dec. 17, 1918	Mar. 8, 1923	Mar. 8, 1923	Mar. 8, 1936	S-31.....	47
48	Apr. 12, 1918	Jan. 11, 1919	-----do-----	-----	Feb. 21, 1923	Feb. 21, 1936	S-32.....	48
49	June 14, 1918	Dec. 5, 1918	Jan. 17, 1919	Dec. 21, 1922	Dec. 21, 1922	Dec. 21, 1935	S-33.....	49
50	May 28, 1918	Feb. 13, 1919	-----do-----	Apr. 23, 1923	Apr. 23, 1923	Apr. 23, 1936	S-34.....	50

SUBMARINES (SS).

	Name and official number	Length over all	At standard displacement				Dis- place- ment sub- merged	
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	
51	S-35..... SS140	219 3	211 0	20 6	15 1	800	1,062	51
52	S-36..... SS141	219 3	211 0	20 6	15 1	800	1,062	52
53	S-37..... SS142	219 3	211 0	20 6	15 1	800	1,062	53
54	S-38..... SS143	219 3	211 0	20 6	15 1	800	1,062	54
55	S-39..... SS144	219 3	211 0	20 6	15 1	800	1,062	55
56	S-40..... SS145	219 3	211 0	20 6	15 1	800	1,062	56
57	S-41..... SS146	219 3	211 0	20 6	15 1	800	1,062	57
58	S-42..... SS153	225 3	216 0	20 6	15 3	850	1,126	58
59	S-43..... SS154	225 3	216 0	20 6	15 3	850	1,126	59
60	S-44..... SS155	225 3	216 0	20 6	15 3	850	1,126	60
61	S-45..... SS156	225 3	216 0	20 6	15 3	850	1,126	61
62	S-46..... SS157	225 3	216 0	20 6	15 3	850	1,126	62
63	S-47..... SS158	225 3	216 0	20 6	15 3	850	1,126	63
64	S-48..... SS159	267 0	266 0	21 6	10 11	1,000	1,458	64
65	O-1..... SS62	172 4	164 0	17 6	13 3	480	629	65
66	O-2..... SS63	172 4	164 0	17 6	13 3	480	629	66
67	O-3..... SS64	172 4	164 0	17 6	13 3	480	624	67
68	O-4..... SS65	172 4	164 0	17 6	13 3	480	624	68
69	O-6..... SS67	172 4	164 0	17 6	13 3	480	624	69
70	O-7..... SS68	172 4	164 0	17 6	13 3	480	624	70
71	O-8..... SS69	172 4	164 0	17 6	13 3	480	624	71
72	O-9..... SS70	172 4	164 0	17 6	13 3	480	624	72
73	O-10..... SS71	172 4	164 0	17 6	13 3	480	624	73

SUBMARINES (SS).

	Armament		Torpedoes carried	Quarters available ¹			Name and official number	
	Guns	Torpedotubes		Officers	Chief petty officers	Other enlisted men		
51	1 4", 50 cal.....	4	12	4	3	36	S-35..... SS140	51
52	do.....	4	12	4	4	30	S-36 ² SS141	52
53	do.....	4	12	4	3	31	S-37 ³ SS142	53
54	do.....	4	12	4	4	31	S-38 ⁴ SS143	54
55	do.....	4	12	4	4	29	S-39 ⁵ SS144	55
56	do.....	4	12	4	4	29	S-40 ⁵ SS145	56
57	do.....	4	12	4	4	29	S-41 ⁵ SS146	57
58	do.....	4	12	4	4	34	S-42..... SS153	58
59	do.....	4	12	4	.....	39	S-43 ⁵ SS154	59
60	do.....	4	12	4	.....	39	S-44..... SS155	60
61	do.....	4	12	4	.....	39	S-45..... SS156	61
62	do.....	4	12	4	.....	39	S-46..... SS157	62
63	do.....	4	12	4	.....	37	S-47 ⁵ SS158	63
64	do.....	5	14	5	3	37	S-48..... SS159	64
65	1 3", 23 cal.....	4	8	3	.....	24	O-1..... SS62	65
66	do.....	4	8	3	.....	24	O-2..... SS63	66
67	do.....	4	8	3	.....	24	O-3..... SS64	67
68	do.....	4	8	3	.....	24	O-4..... SS65	68
69	do.....	4	8	3	.....	24	O-6..... SS67	69
70	do.....	4	8	3	.....	24	O-7..... SS68	70
71	do.....	4	8	3	.....	24	O-8..... SS69	71
72	do.....	4	8	3	.....	24	O-9..... SS70	72
73	do.....	4	8	3	.....	24	O-10..... SS71	73

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² Space for 6 cots available.

³ Space for 8 cots available.

⁴ Space for 10 cots available.

⁵ Space for 4 cots available.

SUBMARINES (SS).

	Name and official number	Number of propellers	Main engines					
			De- signed S. H. P.	R. P. M.	Cycle	Number of cylinders	Make	
51	S-35..... SS140	2	1,200	380	4	8	Nelseco.....	51
52	S-36..... SS141	2	1,200	380	4	8	do.....	52
53	S-37..... SS142	2	1,200	380	4	8	do.....	53
54	S-38..... SS143	2	1,200	380	4	8	do.....	54
55	S-39..... SS144	2	1,200	380	4	8	do.....	55
56	S-40..... SS145	2	1,200	380	4	8	do.....	56
57	S-41..... SS146	2	1,200	380	4	8	do.....	57
58	S-42..... SS153	2	1,200	380	4	8	do.....	58
59	S-43..... SS154	2	1,200	380	4	8	do.....	59
60	S-44..... SS155	2	1,200	380	4	8	do.....	60
61	S-45..... SS156	2	1,200	380	4	8	do.....	61
62	S-46..... SS157	2	1,200	380	4	8	do.....	62
63	S-47..... SS158	2	1,200	380	4	8	do.....	63
64	S-48..... SS159	2	2,000	425	4	6	M. A. N. (N. Y.).....	64
65	O-1..... SS62	2	880	400	4	6	New London S. E. Co..	65
66	O-2..... SS63	2	880	400	4	6	do.....	66
67	O-3..... SS64	2	880	400	4	6	do.....	67
68	O-4..... SS65	2	880	400	4	6	do.....	68
69	O-6..... SS67	2	880	400	4	6	do.....	69
70	O-7..... SS68	2	880	400	4	6	do.....	70
71	O-8..... SS69	2	880	400	4	6	do.....	71
72	O-9..... SS70	2	880	400	4	6	do.....	72
73	O-10..... SS71	2	880	400	4	6	do.....	73

SUBMARINES (SS).

Motors					Name	
Make	Designed B. H. P.	Control				
		Make	Type			
51	Elec. Dy. Co.....	1,500	Cut.-Ham.....	Magnetic.....	S-35.....	51
52	G. E. Co.....	1,500	G. E. Co.....	Pneumatic.....	S-36.....	52
53	do.....	1,500	do.....	do.....	S-37.....	53
54	do.....	1,500	do.....	do.....	S-38.....	54
55	do.....	1,500	do.....	do.....	S-39.....	55
56	do.....	1,500	do.....	do.....	S-40.....	56
57	do.....	1,500	do.....	do.....	S-41.....	57
58	Elec. Dy. Co.....	1,500	Westgh.....	do.....	S-42.....	58
59	do.....	1,500	do.....	do.....	S-43.....	59
60	do.....	1,500	do.....	do.....	S-44.....	60
61	do.....	1,500	do.....	do.....	S-45.....	61
62	do.....	1,500	do.....	do.....	S-46.....	62
63	do.....	1,500	do.....	do.....	S-47.....	63
64	Ridgeway.....	1,500	do.....	do.....	S-48.....	64
65	Nav. Yd., N. Y.....	740	Cut.-Ham.....	Mag. controller.....	O-1.....	65
66	do.....	740	do.....	do.....	O-2.....	66
67	Elec. Dy. Co.....	740	do.....	do.....	O-3.....	67
68	do.....	740	do.....	do.....	O-4.....	68
69	do.....	740	do.....	do.....	O-6.....	69
70	do.....	740	do.....	do.....	O-7.....	70
71	do.....	740	do.....	do.....	O-8.....	71
72	do.....	740	do.....	do.....	O-9.....	72
73	do.....	740	do.....	do.....	O-10.....	73

SUBMARINES (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	Contract signed	
51	S-35.... SS140	Electric Boat Co., New York.	Beth. S. B. Corp., San Francisco.	Mar. 4, 1917	July 17, 1917	51
52	S-36.... SS141	do.....	do.....	do.....	do.....	52
53	S-37.... SS142	do.....	do.....	do.....	do.....	53
54	S-38.... SS143	do.....	do.....	do.....	do.....	54
55	S-39.... SS144	do.....	do.....	do.....	do.....	55
56	S-40.... SS145	do.....	do.....	do.....	do.....	56
57	S-41.... SS146	do.....	do.....	do.....	do.....	57
58	S-42.... SS153	do.....	Beth. S. B. Corp., Quincy.	July 1, 1918 ⁴	July 1, 1919 ⁵	58
59	S-43.... SS154	do.....	do.....	do. ⁴	do. ⁵	59
60	S-44.... SS155	do.....	do.....	do. ⁴	do. ⁵	60
61	S-45.... SS156	do.....	do.....	do. ⁴	do. ⁵	61
62	S-46.... SS157	do.....	do.....	do. ⁴	do. ⁵	62
63	S-47.... SS158	do.....	do.....	do. ⁴	do. ⁵	63
64	S-48.... SS159	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do. ⁴	July 23, 1919 ⁵	64
65	O-1..... SS62	United States Government. ¹	Navy yard, Portsmouth N. H.	Mar. 3, 1915	Oct. 21, 1915 ^{2,3}	65
66	O-2..... SS63	do. ¹	Navy yard, Puget Sound.	do.....	do. ²	66
67	O-3..... SS64	Electric Boat Co., New York.	Fore River S. B. Co., Quincy.	do.....	Jan. 3, 1916	67
68	O-4..... SS65	do.....	do.....	do.....	do.....	68
69	O-6..... SS67	do.....	do.....	do.....	do.....	69
70	O-7..... SS68	do.....	do.....	do.....	do.....	70
71	O-8..... SS69	do.....	do.....	do.....	do.....	71
72	O-9..... SS70	do.....	do.....	do.....	do.....	72
73	O-10.... SS71	do.....	do.....	do.....	do.....	73

¹ Electric Boat Co. type.² Date assigned to yard.³ Construction period began Jan. 1, 1917.⁴ Together with act of Aug. 29, 1916.⁵ Order placed Aug. 1, 1918.

SUBMARINES (SS).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
51	June 14, 1918	Feb. 27, 1919	Jan. 17, 1919	May 7, 1923	May 7, 1923	May 7, 1936	S-35.....	51
52	Dec. 10, 1918	June 3, 1919	Feb. 17, 1919	Apr. 4, 1923	Apr. 4, 1923	Apr. 4, 1936	S-36.....	52
53	Dec. 12, 1918	June 20, 1919	do.....	July 16, 1923	July 16, 1923	July 16, 1936	S-37.....	53
54	Jan. 15, 1919	June 17, 1919	do.....	.....	May 11, 1923	May 11, 1936	S-38.....	54
55	Jan. 14, 1919	July 2, 1919	Mar. 17, 1919	.....	Sept. 14, 1923	Sept. 14, 1936	S-39.....	55
56	Mar. 5, 1919	Jan. 5, 1921	do.....	Nov. 20, 1923	Nov. 20, 1923	Nov. 20, 1936	S-40.....	56
57	Apr. 17, 1919	Feb. 21, 1921	do.....	Jan. 15, 1924	Jan. 15, 1924	Jan. 15, 1936	S-41.....	57
58	Dec. 16, 1920	Apr. 30, 1923	Dec. 30, 1920	Nov. 20, 1924	Nov. 20, 1924	Nov. 20, 1937	S-42.....	58
59	Dec. 13, 1920	Mar. 31, 1923	Jan. 30, 1923	Dec. 31, 1924	Dec. 31, 1924	Dec. 31, 1937	S-43.....	59
60	Feb. 19, 1921	Oct. 27, 1923	Feb. 28, 1923	Feb. 16, 1925	Feb. 16, 1925	Feb. 16, 1938	S-44.....	60
61	Dec. 29, 1920	June 26, 1923	Mar. 31, 1923	Mar. 31, 1925	Mar. 31, 1925	Mar. 31, 1938	S-45.....	61
62	Feb. 23, 1921	Sept. 11, 1923	Apr. 30, 1923	June 5, 1925	June 5, 1925	June 5, 1938	S-46.....	62
63	Feb. 26, 1921	Jan. 5, 1924	May 30, 1923	Sept. 16, 1925	Sept. 16, 1925	Sept. 16, 1938	S-47.....	63
64	Oct. 22, 1920	Feb. 26, 1921	July 1, 1921	Oct. 14, 1922	Oct. 14, 1922	Oct. 14, 1935	S-48.....	64
65	Mar. 26, 1917	July 9, 1918	.....	.....	Nov. 5, 1918	Nov. 5, 1931	O-1.....	65
66	July 27, 1917	May 24, 1918	.....	.....	Oct. 19, 1918	Oct. 19, 1931	O-2.....	66
67	Dec. 2, 1916	Sept. 29, 1917	Oct. 3, 1917	June 13, 1918	June 13, 1918	June 13, 1931	O-3.....	67
68	Dec. 4, 1916	Oct. 20, 1917	Nov. 3, 1917	May 29, 1918	May 28, 1918	May 29, 1931	O-4.....	68
69	Dec. 6, 1916	Nov. 25, 1917	Dec. 3, 1917	June 11, 1918	June 12, 1918	June 11, 1931	O-6.....	69
70	Feb. 14, 1917	Dec. 16, 1917	do.....	July 4, 1918	July 4, 1918	July 4, 1931	O-7.....	70
71	Feb. 27, 1917	Dec. 31, 1917	Jan. 3, 1918	July 11, 1918	July 11, 1918	July 11, 1931	O-8.....	71
72	Feb. 15, 1917	Jan. 27, 1918	do.....	July 27, 1918	July 27, 1918	July 27, 1931	O-9.....	72
73	Feb. 27, 1917	Feb. 21, 1918	Feb. 3, 1918	Aug. 17, 1918	Aug. 17, 1918	Aug. 17, 1931	O-10.....	73

SUBMARINES (SS).

	Name and official number	Length over all	At standard displacement				Dis- place- ment sub- merged	
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	
74	R-1..... SS78	186 1	179 0	17 6	13 8	530	680	74
75	R-2..... SS79	186 1	179 9	17 6	13 8	530	680	75
76	R-3..... SS80	186 1	179 0	17 6	13 8	530	680	76
77	R-4..... SS81	186 1	179 9	17 6	13 8	530	680	77
78	R-5..... SS82	186 1	179 0	17 6	13 8	530	680	78
79	R-6..... SS83	186 1	179 0	17 6	13 8	530	680	79
80	R-7..... SS84	186 1	179 0	17 6	13 8	530	680	80
81	R-8..... SS85	186 1	179 0	17 6	13 8	530	680	81
82	R-9..... SS86	186 1	179 0	17 6	13 8	530	680	82
83	R-10..... SS87	186 1	179 0	17 6	13 8	530	680	83
84	R-11..... SS88	186 1	179 0	17 6	13 8	530	680	84
85	R-12..... SS89	186 1	179 0	17 6	13 8	530	680	85
86	R-13..... SS90	186 1	179 0	17 6	13 8	530	680	86
87	R-14..... SS91	186 1	179 0	17 6	13 8	530	680	87
88	R-15..... SS92	186 1	179 0	17 6	13 8	530	680	88
89	R-16..... SS93	186 1	179 0	17 6	13 8	530	680	89
90	R-17..... SS94	186 1	179 0	17 6	13 8	530	680	90
91	R-18..... SS95	186 1	179 0	17 6	13 8	530	680	91
92	R-19..... SS96	186 1	179 0	17 6	13 8	530	680	92
93	R-20..... SS97	186 1	179 0	17 6	13 8	530	680	93
94	No. 182 ¹ SS182	-----	-----	-----	-----	-----	-----	94
95	No. 183 ¹ SS183	-----	-----	-----	-----	-----	-----	95
96	No. 184 ¹ SS184	-----	-----	-----	-----	-----	-----	96
97	No. 185 ¹ SS185	-----	-----	-----	-----	-----	-----	97
98	No. 186 ¹ SS186	-----	-----	-----	-----	-----	-----	98
99	No. 187 ¹ SS187	-----	-----	-----	-----	-----	-----	99
	Total displacement.....	-----	-----	-----	-----	80, 510	-----	

¹ To be named SALMON (SS182); SEAL (SS183); SKIPJACK (SS184); SNAPPER (SS185); STINGRAY (SS186); STURGEON (SS187), respectively.

SUBMARINES (SS).

	Armament		Torpedoes carried	Quarters available ¹			Name and official number	
	Guns	Torpedoes		Officers	Chief petty officers	Other enlisted men		
74	1 3", 50 cal.....	4	8	2	-----	24	R-1.....	SS78 74
75	do.....	4	8	4	-----	24	R-2.....	SS79 75
76	do.....	4	8	3	-----	24	R-3 ²	SS80 76
77	do.....	4	8	4	3	24	R-4.....	SS81 77
78	do.....	4	8	2	-----	24	R-5.....	SS82 78
79	do.....	4	8	2	-----	24	R-6.....	SS83 79
80	do.....	4	8	2	-----	24	R-7.....	SS84 80
81	do.....	4	8	2	-----	24	R-8.....	SS85 81
82	do.....	4	8	2	-----	24	R-9.....	SS86 82
83	do.....	4	8	4	3	21	R-10.....	SS87 83
84	do.....	4	8	4	-----	24	R-11.....	SS88 84
85	do.....	4	8	4	3	21	R-12.....	SS89 85
86	do.....	4	8	4	3	26	R-13.....	SS90 86
87	do.....	4	8	3	-----	24	R-14.....	SS91 87
88	do.....	4	8	2	-----	24	R-15.....	SS92 88
89	do.....	4	8	2	-----	24	R-16.....	SS93 89
90	do.....	4	8	2	-----	24	R-17.....	SS94 90
91	do.....	4	8	2	-----	24	R-18.....	SS95 91
92	do.....	4	8	2	-----	24	R-19.....	SS96 92
93	do.....	4	8	2	-----	24	R-20.....	SS97 93
94	-----	-----	-----	-----	-----	-----	No. 182.....	SS182 94
95	-----	-----	-----	-----	-----	-----	No. 183.....	SS183 95
96	-----	-----	-----	-----	-----	-----	No. 184.....	SS184 96
97	-----	-----	-----	-----	-----	-----	No. 185.....	SS185 97
98	-----	-----	-----	-----	-----	-----	No. 186.....	SS186 98
99	-----	-----	-----	-----	-----	-----	No. 187.....	SS187 99

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² Space for 1 cot for officers and 5 cots for chief petty officer or crew.

SUBMARINES (SS).

	Name and official number	Number of propellers	Main engines					
			De- signed S. H. P.	R. P. M.	Cycle	Number of cylinders	Make	
74	R-1..... SS78	2	880	400	4	6	New London S. E. Co.	74
75	R-2..... SS79	2	880	400	4	6	do	75
76	R-3..... SS80	2	880	400	4	6	do	76
77	R-4..... SS81	2	880	400	4	6	do	77
78	R-5..... SS82	2	880	400	4	6	do	78
79	R-6..... SS83	2	880	400	4	6	do	79
80	R-7..... SS84	2	880	400	4	6	do	80
81	R-8..... SS85	2	880	400	4	6	do	81
82	R-9..... SS86	2	880	400	4	6	do	82
83	R-10..... SS87	2	880	400	4	6	do	83
84	R-11..... SS88	2	880	400	4	6	do	84
85	R-12..... SS89	2	880	400	4	6	do	85
86	R-13..... SS90	2	880	400	4	6	do	86
87	R-14..... SS91	2	880	400	4	6	do	87
88	R-15..... SS92	2	880	400	4	6	do	88
89	R-16..... SS93	2	880	400	4	6	do	89
90	R-17..... SS94	2	880	400	4	6	do	90
91	R-18..... SS95	2	880	400	4	6	do	91
92	R-19..... SS96	2	880	400	4	6	do	92
93	R-20..... SS97	2	880	400	4	6	do	93
94	No. 182 ¹ SS182							94
95	No. 183 ¹ SS183							95
96	No. 184 ¹ SS184							96
97	No. 185 ¹ SS185							97
98	No. 186 ¹ SS186							98
99	No. 187 ¹ SS187							99
Total shaft horsepower.....			129, 120					

¹ To be named SALMON (SS182); SEAL (SS183); SKIPJACK (SS184); SNAPPER (SS185); STINGRAY (SS186); STURGEON (SS187), respectively.

SUBMARINES (SS).

Motors					Name	
Make	Designed B. H. P.	Control				
		Make	Type			
74	Elec. Dy. Co.....	934	Cut.-Ham.....	Mag. controller...	R-1.....	74
75	do.....	934	do.....	do.....	R-2.....	75
76	do.....	934	do.....	do.....	R-3.....	76
77	do.....	934	do.....	do.....	R-4.....	77
78	do.....	934	do.....	do.....	R-5.....	78
79	do.....	934	do.....	do.....	R-6.....	79
80	do.....	934	do.....	do.....	R-7.....	80
81	do.....	934	do.....	do.....	R-8.....	81
82	do.....	934	do.....	do.....	R-9.....	82
83	do.....	934	do.....	do.....	R-10.....	83
84	do.....	934	do.....	do.....	R-11.....	84
85	do.....	934	do.....	do.....	R-12.....	85
86	do.....	934	do.....	do.....	R-13.....	86
87	do.....	934	do.....	do.....	R-14.....	87
88	do.....	934	do.....	do.....	R-15.....	88
89	do.....	934	do.....	do.....	R-16.....	89
90	do.....	934	do.....	do.....	R-17.....	90
91	do.....	934	do.....	do.....	R-18.....	91
92	do.....	934	do.....	do.....	R-19.....	92
93	do.....	934	do.....	do.....	R-20.....	93
94					No. 182.....	94
95					No. 183.....	95
96					No. 184.....	96
97					No. 185.....	97
98					No. 186.....	98
99					No. 187.....	99
Total motor B. H. P....		97,555				

SUBMARINES (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	Contract signed	
74	R-1..... SS78	Electric boat Co., New York.	Fore River S. B. Co., Quincy.	Aug. 29, 1916	Jan. 8, 1917	74
75	R-2..... SS79	do.....	do.....	do.....	do.....	75
76	R-3..... SS80	do.....	do.....	do.....	do.....	76
77	R-4..... SS81	do.....	do.....	do.....	do.....	77
78	R-5..... SS82	do.....	do.....	do.....	do.....	78
79	R-6..... SS83	do.....	do.....	do.....	do.....	79
80	R-7..... SS84	do.....	do.....	do.....	do.....	80
81	R-8..... SS85	do.....	do.....	do.....	do.....	81
82	R-9..... SS86	do.....	do.....	do.....	do.....	82
83	R-10..... SS87	do.....	do.....	do.....	do.....	83
84	R-11..... SS88	do.....	do.....	do.....	do.....	84
85	R-12..... SS89	do.....	do.....	do.....	do.....	85
86	R-13..... SS90	do.....	do.....	do.....	do.....	86
87	R-14..... SS91	do.....	do.....	do.....	do.....	87
88	R-15..... SS92	do.....	Union Iron Works, San Francisco, Calif.	do.....	do.....	88
89	R-16..... SS93	do.....	do.....	do.....	do.....	89
90	R-17..... SS94	do.....	do.....	do.....	do.....	90
91	R-18..... SS95	do.....	do.....	do.....	do.....	91
92	R-19..... SS96	do.....	do.....	do.....	do.....	92
93	R-20..... SS97	do.....	do.....	do.....	do.....	93
94	No. 182 ¹ . SS182			Mar. 27, 1934		94
95	No. 183 ² . SS183			do.....		95
96	No. 184 ³ . SS184			do.....		96
97	No. 185 ⁴ . SS185			do.....		97
98	No. 186 ⁵ . SS186			do.....		98
99	No. 187 ⁶ . SS187			do.....		99

¹ SALMON (SS182) to be built by Electric Boat Co., Groton, Conn.² SEAL (SS183) to be built by Electric Boat Co., Groton, Conn.³ SKIPJACK (SS184) to be built by Electric Boat Co., Groton, Conn.⁴ SNAPPER (SS185) to be built at Navy Yard, Portsmouth.⁵ STINGRAY (SS186) to be built at Navy Yard, Portsmouth.⁶ STURGEON (SS187) to be built at Navy Yard, Mare Island.

SUBMARINES (SS).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
74	Oct. 16, 1917	Aug. 24, 1918	Mar. 8, 1919	Dec. 16, 1918	Dec. 16, 1918	Dec. 16, 1931	R-1.....	74
75	do.....	Sept. 23, 1918	Mar. 23, 1919	Jan. 24, 1919	Jan. 24, 1919	Jan. 24, 1932	R-2.....	75
76	Dec. 11, 1917	Jan. 18, 1919	May 8, 1919	Apr. 17, 1919	Apr. 17, 1919	Apr. 17, 1932	R-3.....	76
77	Oct. 16, 1917	Oct. 26, 1918	Apr. 8, 1919	Mar. 28, 1919	Mar. 28, 1919	Mar. 28, 1932	R-4.....	77
78	do.....	Nov. 24, 1918	Apr. 23, 1919	Apr. 15, 1919	Apr. 15, 1919	Apr. 15, 1932	R-5.....	78
79	Dec. 17, 1917	Mar. 1, 1919	May 23, 1919	May 1, 1919	May 1, 1919	May 1, 1932	R-6.....	79
80	Dec. 6, 1917	Apr. 5, 1919	June 8, 1919	June 12, 1919	June 12, 1919	June 12, 1932	R-7.....	80
81	Mar. 4, 1918	Apr. 17, 1919	June 23, 1919	July 21, 1919	July 21, 1919	July 21, 1932	R-8.....	81
82	Mar. 6, 1918	May 24, 1919	July 8, 1919	July 30, 1919	July 30, 1919	July 30, 1932	R-9.....	82
83	Mar. 21, 1918	June 28, 1919	July 23, 1919	Aug. 20, 1919	Aug. 20, 1919	Aug. 20, 1932	R-10.....	83
84	Mar. 18, 1918	July 21, 1919	Aug. 8, 1919	Sept. 5, 1919	Sept. 5, 1919	Sept. 5, 1932	R-11.....	84
85	Mar. 28, 1918	Aug. 15, 1919	Aug. 23, 1919	Sept. 23, 1919	Sept. 23, 1919	Sept. 23, 1932	R-12.....	85
86	Mar. 27, 1918	Aug. 27, 1919	Sept. 8, 1919	Oct. 17, 1919	Oct. 17, 1919	Oct. 17, 1932	R-13.....	86
87	Nov. 6, 1918	Oct. 10, 1919	Sept. 23, 1919	Dec. 24, 1919	Dec. 24, 1919	Dec. 24, 1932	R-14.....	87
88	Apr. 30, 1917	Dec. 10, 1917	Dec. 8, 1918	July 27, 1918	July 27, 1918	July 27, 1931	R-15.....	88
89	Apr. 26, 1917	Dec. 15, 1917	Dec. 23, 1918	Aug. 5, 1918	Aug. 5, 1918	Aug. 5, 1931	R-16.....	89
90	May 5, 1917	Dec. 24, 1917	Jan. 8, 1919	Aug. 17, 1918	Aug. 17, 1918	Aug. 17, 1931	R-17.....	90
91	June 16, 1917	Jan. 8, 1918	Jan. 23, 1919	Sept. 11, 1918	Sept. 11, 1918	Sept. 11, 1931	R-18.....	91
92	June 23, 1917	Jan. 28, 1918	Feb. 8, 1919	Oct. 7, 1918	Oct. 7, 1918	Oct. 7, 1931	R-19.....	92
93	June 4, 1917	Jan. 21, 1918	Feb. 22, 1919	Oct. 26, 1918	Oct. 26, 1918	Oct. 26, 1931	R-20.....	93
94	-----	-----	-----	-----	-----	-----	No. 182.....	94
95	-----	-----	-----	-----	-----	-----	No. 183.....	95
96	-----	-----	-----	-----	-----	-----	No. 184.....	96
97	-----	-----	-----	-----	-----	-----	No. 185.....	97
98	-----	-----	-----	-----	-----	-----	No. 186.....	98
99	-----	-----	-----	-----	-----	-----	No. 187.....	99

SUBMARINES (MINE-LAYING TYPE) (SM).

Name and official number	Length over all	At standard displacement				Displacement, submerged
		Length on water- line	Extreme beam at or below waterline	Mean draft	Displacement	
ARGONAUT (A-1; <i>ex-V-4</i>).....SM1 (<i>ex-SF7</i>)	<i>Ft. in.</i> 381 0	<i>Ft. in.</i> 358 0	<i>Ft. in.</i> 33 10	<i>Ft. in.</i> 15 4	<i>Tons</i> 2,710	<i>Tons</i> 4,080

Name	Number of propellers	Main engines				
		Designed S. H. P.	R. P. M.	Cycle	Number of cylinders	Make
ARGONAUT.....	2	3,175	345	4	6	M. A. N. (N. Y.)

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

¹ Together with act of Aug. 29, 1916.

TREATY NOTES.—ARGONAUT retained under London treaty, Part II, art. 7, par. 2.

SUBMARINES (MINE-LAYING TYPE) (SM).

Armament		Torpedoes carried	Quarters available ¹			Name and official number
Guns	Torpedo tubes		Officers	Chief petty officers	Other enlisted men	
2 6" 53 cal.	4	-----	9	11	69	ARGONAUT..... SM1

Motors				Name
Make	Designed B. H. P.	Control		
		Make	Type	
Ridgeway-----	1,200	G. E. Co-----	Electro pneumatic..	ARGONAUT.

Contract signed	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name
July 18, 1924 ²	May 1, 1925	Nov. 10, 1927	-----	-----	Apr. 2, 1928	May 28, 1941 ³	ARGONAUT.

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² Date assigned to yard.³ Based upon date of completion of vessel by navy yard.

MINE VESSELS—MINELAYERS (CM).

Name and official number	Length over all	At standard displacement				Service conditions	
		Length on water line	Extreme beam at or below water line	Mean draft	Displacement	Tons per inch immersion ¹	Maximum draft ²
AROOSTOOK ³ CM3	<i>Ft. in.</i> 395 0	<i>Ft. in.</i> 375 0	<i>Ft. in.</i> 52 2	<i>Ft. in.</i> 15 7	<i>Tons</i> 4,200	<i>Tons</i> 35	<i>Ft.</i> 18½ 1
2 BALTIMORE ⁴ CM1	335 0	326 0	48 7	18 0	3,950	26	28½ 2
3 OGLALA ⁵ CM4	395 0	375 0	52 2	15 7	4,200	35	18½ 3
4 YOSEMITE ⁶ CM2	324 6	308 0	49 4	17 6	3,700	25	23 4
Total displacement.....					16,050		

Name	Number of propellers	Engines						Boilers			Designed horsepower main engines	Turbogenerator sets		
		Type	Cylinder diameters			Stroke	Number and type	T. G. S.	T. H. S.	Number		Kilowatts each	Volts	
			H. P.	I. P.	L. P.									
1 AROOSTOOK	2	Vert., 3-Exp	In. 26	In. 43	In. 751	In. 42	8 S. E.....	Sq. ft. Oil.	Sq. ft. 17,797	7,000	2	50	120	
2 BALTIMORE	2	Hor., 3-Exp	42	60	94	42	8 B. & W	626	27,455	9,000	4	24	120	
3 OGLALA	2	Vert., 3-Exp	26	43	751	42	2 W. F	Oil.	13,750	7,000	2	50	120	
4 YOSEMITE	2	Hor., 3-Exp	42	60	94	36	8 B. & W	683	26,706	8,000	4	24	80	
Total horsepower										31,000				

Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1 AROOSTOOK.....	Wm. Cramp & Sons.....	\$ 1,350,000	(⁹)	Nov. 19, 1917 ¹⁰ 1
2 BALTIMORE.....	do.....	1,325,000	Aug. 3, 1886	Dec. 17, 1886 2
3 OGLALA.....	do.....	\$ 1,350,000	(⁹)	Nov. 9, 1917 ¹⁰ 3
4 YOSEMITE.....	Union Iron Works Co.....	1,428,000	Mar. 3, 1887	Oct. 26, 1887 4

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ AROOSTOOK formerly *S. S. Bunker Hill*.⁴ BALTIMORE formerly *Cruiser No. 3*. Fitted as flagship.⁵ OGLALA formerly *S. S. Massachusetts*, *S. S. Shawmut*, *U. S. S. Shawmut*.⁶ YOSEMITE formerly *Cruiser No. 5*, *U. S. S. San Francisco*. Fitted as flagship.⁷ Two L. P. cylinders.⁸ Purchase price.⁹ Purchased during the World War (1917-18).¹⁰ Date of purchase.

TREATY NOTE.—These vessels are listed as Special in Annex III, Part II, of the London treaty.

MINE VESSELS—MINELAYERS (CM).

	Trial displacement	Designed speed	Fuel capacity			Number of smoke pipes	Masts	Name and official number	
			Coal	Fuel oil					
			42 cubic feet per ton	40 cubic feet per ton	Gallons				
1	Tons -----	Knots 20.0	Tons -----	Tons 607	181,600	2	2	AROOSTOOK.....	CM3 1
2	-----	20.0	1,092	-----	-----	2	2	BALTIMORE.....	CM1 2
3	-----	20.0	-----	607	181,600	1	2	OGLALA.....	CM4 3
4	-----	19.0	663	-----	-----	2	2	YOSEMITE.....	CM2 4

	Armament	Quarters available ¹						Name and official number	
		Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	1 5", 51 cal.; 2 3", 50 cal. A. A.....	1	33	-----	-----	20	360	AROOSTOOK..	CM3 1
2	4 5", 51 cal.; 2 3", 50 cal. A. A.; 4 6-pdr.; 2 1-pdr....	1	11	-----	7	19	302	BALTIMORE..	CM1 2
3	1 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.; 4 1-pdr....	2	22	-----	-----	20	364	OGLALA.....	CM4 3
4	3 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.....	-----	30	-----	-----	18	218	YOSEMITE ² ..	CM2 4

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	-----	1907	-----	-----	Dec. 7, 1917	1923	AROOSTOOK.....	1
2	May 5, 1887	Oct. 6, 1888	June 17, 1888	-----	Jan. 7, 1890	Jan. 7, 1906	BALTIMORE.....	2
3	-----	1907	-----	-----	Dec. 7, 1917	1923	OGLALA.....	3
4	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Nov. 15, 1890	Oct. 3, 1906	YOSEMITE.....	4

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 1 berth for officers, emergency, not included in the table.

MINE VESSELS—LIGHT MINELAYERS (DM).

	Name and official number	Length over all	At standard displacement				
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	
1	ANTHONY..... DM12 <i>ex-DD172</i>	<i>Ft. in.</i> 314 4	<i>Ft. in.</i> 309 0	<i>Ft. in.</i> 30 6	<i>Ft. in.</i> 9 0	<i>Tons</i> 1,160	1
2	BREESE..... DM18 <i>ex-DD122</i>	314 4	309 0	30 6	9 0	1,160	2
3	GAMBLE..... DM15 <i>ex-DD123</i>	314 4	309 0	30 6	9 0	1,160	3
4	INGRAHAM..... DM9 <i>ex-DD111</i>	314 4	309 0	30 6	9 0	1,160	4
5	ISRAEL..... DM3 <i>ex-DD98</i>	314 4	309 0	30 6	9 0	1,160	5
6	LANSDALE..... DM6 <i>ex-DD101</i>	314 4	309 0	30 6	9 0	1,160	6
7	LUCE..... DM4 <i>ex-DD99</i>	314 4	309 0	30 6	9 0	1,160	7
8	MONTGOMERY..... DM17 <i>ex-DD121</i>	314 4	309 0	30 6	9 0	1,160	8
9	MURRAY..... DM2 <i>ex-DD97</i>	314 4	309 0	30 6	9 0	1,160	9
10	RAMSAY..... DM16 <i>ex-DD124</i>	314 4	309 0	30 6	9 0	1,160	10
11	SPROSTON..... DM13 <i>ex-DD173</i>	314 4	309 0	30 6	9 0	1,160	11
12	STRIBLING..... DM1 <i>ex-DD95</i>	314 4	309 0	30 6	9 0	1,160	12
	Total displacement.....					13,920	

MINE VESSELS—LIGHT MINELAYERS (DM).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ¹				
1	<i>Tons</i> 1,184	<i>Knots</i> 35.0	<i>Tons</i> 16	<i>Ft.</i> 12	4	2	ANTHONY..... DM12	1
2	1,252	35.0	16	12	4	2	BREESE..... DM18	2
3	1,206	35.0	16	12	4	2	GAMBLE..... DM15	3
4	1,206	35.0	16	12	4	2	INGRAHAM..... DM9	4
5	³ 1,189	35.0	16	12	4	2	ISRAEL..... DM3	5
6	³ 1,198	35.0	16	12	4	2	LANSDALE..... DM6	6
7	1,185	35.0	16	12	4	2	LUCE..... DM4	7
8	1,200	35.0	16	12	4	2	MONTGOMERY..... DM17	8
9	1,188	35.0	16	12	4	2	MURRAY..... DM2	9
10	1,235	35.0	16	12	4	2	RAMSAY..... DM16	10
11	1,180	35.0	16	12	4	2	SPROSTON..... DM13	11
12	³ 1,200	35.0	16	12	4	2	STRIBLING..... DM1	12

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.

MINE VESSELS—LIGHT MINELAYERS (DM).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		De- signed horse- power main engines	Turbo- generator sets			
				Number and type	T. H. S.		Number	Kilowatts (each)	Volts	
1	ANTHONY.....	2	Curtis geared turb.....	4 Yarrow.....	Sq. ft. 27,540	27,000	2	25	120	1
2	BREESE.....	2	Curtis turb. ¹	4 Thorny.....	28,000	25,000	2	25	120	2
3	GAMBLE.....	2	do. ¹	do.....	28,000	25,000	2	25	120	3
4	INGRAHAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	4
5	ISRAEL.....	2	do.....	do.....	27,540	27,000	2	25	120	5
6	LANSDALE.....	2	do.....	do.....	27,540	27,000	2	25	120	6
7	LUCE.....	2	do.....	do.....	27,540	27,000	2	25	120	7
8	MONTGOMERY.....	2	Curtis turb. ¹	4 Thorny.....	28,000	25,000	2	25	120	8
9	MURRAY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	9
10	RAMSAY.....	2	Curtis turb. ¹	4 Thorny.....	28,000	25,000	2	25	120	10
11	SPROSTON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	2	25	120	11
12	STRIBLING.....	2	do.....	do.....	27,540	27,000	2	25	120	12
Total shaft horsepower.....						316,000				

¹ Geared cruising turbine on starboard shaft only.

MINE VESSELS—LIGHT MINELAYERS (DM).

Quarters available ¹						Name and official number	
Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	8			13	124	ANTHONY..... DM12	1
2	9			10	104	BREESE..... DM18	2
3	9			10	103	GAMBLE..... DM15	3
4	8			13	123	INGRAHAM..... DM9	4
5	8			12	121	ISRAEL ² DM3	5
6	8			12	127	LANSDALE ³ DM6	6
7	8			10	111	LUCE..... DM4	7
8	9			10	117	MONTGOMERY ² DM17	8
9	8			12	133	MURRAY ³ DM2	9
10	9			10	121	RAMSAY..... DM16	10
11	8			13	123	SPROSTON..... DM13	11
12	8			13	124	STRIBLING..... DM1	12

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² 2 berths for officers, emergency, not included in the table.

³ 1 berth for officer, emergency, not included in the table.

MINE VESSELS—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.....	4 4", 50 cal.; 13", 23 cal. A. A.	Union Iron Works.....	Cost+10%.....	Mar. 4, 1917	1
2	BREESE.....	4 4", 50 cal.; 13", 23 cal. A. A.	Newport News S. B. Co.	Cost+10%.....	do.....	2
3	GAMBLE.....	4 4", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do.....	3
4	INGRAHAM.....	4 4", 50 cal.; 13", 23 cal. A. A.	Union Iron Works.....	Cost+10%.....	do.....	4
5	ISRAEL.....	4 4", 50 cal.; 13", 23 cal. A. A.	Fore River S. B. Co....	Cost+10%.....	do. ¹	5
6	LANSDALE.....	4 4", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	6
7	LUCE.....	4 4", 50 cal.; 13", 23 cal. A. A.	do.....	Cost+10%.....	do. ¹	7
8	MONTGOMERY....	4 4", 50 cal.; 13", 23 cal. A. A.	Newport News S. B. Co.	Cost+10%.....	do.....	8
9	MURRAY.....	4 4", 50 cal.; 13", 23 cal. A. A.	Fore River S. B. Co....	Cost+10%.....	do. ¹	9
10	RAMSAY.....	4 4", 50 cal.; 13", 23 cal. A. A.	Newport News S. B. Co.	Cost+10%.....	do.....	10
11	SPROSTON.....	4 4", 50 cal.; 13", 23 cal. A. A.	Union Iron Works.....	Cost+10%.....	do.....	11
12	STRIBLING.....	4 4", 50 cal.; 13", 23 cal. A. A.	Fore River S. B. Co....	Cost+10%.....	do. ¹	12

¹ Together with act of Aug. 29, 1916.

MINE VESSELS—LIGHT MINELAYERS (DM).

	Contract signed	Keel laid	Ship launched	Date of preliminary acceptance	Date of first commission	Date over age	Name	
1	Aug. 15, 1917	Apr. 18, 1918	Aug. 10, 1918	June 19, 1919	June 19, 1919	June 19, 1931	ANTHONY.....	1
2	June 29, 1917	Nov. 10, 1917	May 11, 1918	Oct. 22, 1918	Oct. 23, 1918	Oct. 22, 1930	BREESE.....	2
3	do.....	Nov. 12, 1917	do.....	Nov. 27, 1918	Nov. 29, 1918	Nov. 27, 1930	GAMBLE.....	3
4	May 4, 1917	Jan. 12, 1918	July 4, 1918	May 15, 1919	May 15, 1919	May 15, 1931	INGRAHAM.....	4
5	Apr. 27, 1917	Jan. 26, 1918	June 22, 1918	Sept. 13, 1918	Sept. 13, 1918	Sept. 13, 1930	ISRAEL.....	5
6	do.....	Apr. 20, 1918	July 21, 1918	Oct. 26, 1918	Oct. 26, 1918	Oct. 26, 1930	LANSDALE.....	6
7	do.....	Feb. 9, 1918	June 29, 1918	Sept. 11, 1918	Sept. 11, 1918	Sept. 11, 1930	LUCE.....	7
8	June 29, 1917	Oct. 2, 1917	Mar. 23, 1918	July 25, 1918	July 26, 1918	July 25, 1930	MONTGOMERY..	8
9	Apr. 27, 1917	Dec. 22, 1917	June 8, 1918	Aug. 20, 1918	Aug. 21, 1918	Aug. 20, 1930	MURRAY.....	9
10	June 29, 1917	Dec. 21, 1917	do.....	Feb. 14, 1919	Feb. 15, 1919	Feb. 14, 1931	RAMSAY.....	10
11	Aug. 15, 1917	Apr. 20, 1918	Aug. 10, 1918	July 11, 1919	July 12, 1919	July 11, 1931	SPROSTON.....	11
12	Apr. 27, 1917	Dec. 14, 1917	May 29, 1918	Aug. 16, 1918	Aug. 16, 1918	Aug. 16, 1930	STIBLING.....	12

MINE VESSELS—MINE SWEEPERS (AM).

	Name and official number	Length over all	At standard displacement				Service conditions		
			Length on water line	Extreme beam at or below waterline	Mean draft	Displace- ment	Tons per inch immer- sion ¹	Maxi- mum draft ²	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft.</i>	
1	AVOCET ³ AM19	187 10	174 0	35 5	8 10	840	10	15	1
2	BITTERN..... AM36	187 10	174 0	35 5	8 10	840	10	15	2
3	BOBOLINK..... AM20	187 10	174 0	35 5	8 10	840	10	15	3
4	BRANT..... AM24	187 10	174 0	35 5	8 10	840	10	15	4
5	CORMORANT..... AM40	187 10	174 0	35 5	8 10	840	10	15	5
6	EIDER..... AM17	187 10	174 0	35 5	8 10	840	10	15	6
7	FINCH..... AM9	187 10	174 0	35 5	8 10	840	10	15	7
8	GANNET ³ AM41	187 10	174 0	35 5	8 10	840	10	15	8
9	GREBE..... AM43	187 10	174 0	35 5	8 10	840	10	15	9
10	HERON ³ AM10	187 10	174 0	35 5	8 10	840	10	15	10
11	KINGFISHER..... AM25	187 10	174 0	35 5	8 10	840	10	15	11
12	LAPWING ³ AM1	187 10	174 0	35 5	8 10	840	10	15	12
13	LARK..... AM21	187 10	174 0	35 5	8 10	840	10	15	13
14	ORIOLE..... AM7	187 10	174 0	35 5	8 10	840	10	15	14
15	OWL..... AM2	187 10	174 0	35 5	8 10	840	10	15	15
16	PARTRIDGE..... AM16	187 10	174 0	35 5	8 10	840	10	15	16

¹ A average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Converted for use in connection with tending aircraft.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

MINE VESSELS—MINE SWEEPERS (AM).

	De- signed speed	Tonnage				Fuel ca- pacity Oil, 39 cubic feet per ton	Number of smoke pipes	Masts	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	14.0					275	1	2	AVOCET.....	AM19	1
2	14.0					275	1	2	BITTERN.....	AM36	2
3	14.0	697	Nil.	762	133	275	1	2	BOBOLINK.....	AM20	3
4	14.0					275	1	2	BRANT.....	AM24	4
5	14.0	713	Nil.	775	142	275	1	2	CORMORANT.....	AM40	5
6	14.0					275	1	2	EIDER.....	AM17	6
7	14.0					275	1	2	FINCH.....	AM9	7
8	14.0					275	1	2	GANNET.....	AM41	8
9	14.0	723	Nil.	784	168	275	1	2	GREBE.....	AM43	9
10	14.0					275	1	2	HERON.....	AM10	10
11	14.0			788	167	275	1	2	KINGFISHER.....	AM25	11
12	14.0					275	1	2	LAPWING.....	AM1	12
13	14.0	771	Nil.	787	151	275	1	2	LARK.....	AM21	13
14	14.0	732	Nil.	795	168	275	1	2	ORIOLE.....	AM7	14
15	14.0					275	1	2	OWL.....	AM2	15
16	14.0					275	1	2	PARTRIDGE.....	AM16	16

MINE VESSELS—MINE SWEEPERS (AM).

	Name	Number of propellers	Engines					Boilers (oil burning)		Designed horsepower, main engines	Turbogenerator sets			
			Type	Cylinder diameters			Stroke	Number and type	T. H. s.		Number	Kilowatts (each)	Volts	
				H. P.	I. P.	L. P.								
1	AVOCET.....	1	Vert., 3-exp....	<i>In.</i> 19	<i>In.</i> 29	<i>In.</i> 46	<i>In.</i> 30	2 B. & W....	<i>Sq. ft.</i> 5,800	1,400	2	25	120	1
2	BITTERN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	2
3	BOBOLINK.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	3
4	BRANT.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	4
5	CORMORANT.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	5
6	EIDER.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	6
7	FINCH.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	7
8	GANNET.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	8
9	GREBE.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	9
10	HERON.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	10
11	KINGFISHER.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	11
12	LAPWING.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	12
13	LARK.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	13
14	ORIOLE.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	14
15	OWL.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	15
16	PARTRIDGE.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	16

MINE VESSELS—MINE SWEEPERS (AM).

Quarters available ¹						Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	5			4	46	AVOCET ^{2 3}	AM19 1
2	5			4	48	BITTERN.....	AM36 2
3	1 3			4	58	BOBOLINK.....	AM20 3
4	5			6	63	BRANT.....	AM24 4
5	4			6	49	CORMORANT.....	AM40 5
6	5			4	61	EIDER.....	AM17 6
7	1 4			6	55	FINCH.....	AM9 7
8	1 3			6	75	GANNET ⁴	AM41 8
9	5			6	79	GREBE.....	AM43 9
10	1 2		2	4	60	HERON ⁵	AM10 10
11	5			6	53	KINGFISHER.....	AM25 11
12	5			4	47	LAPWING ⁵	AM1 12
13	5			6	55	LARK.....	AM21 13
14	5			4	56	ORIOLE.....	AM7 14
15	5			4	67	OWL.....	AM2 15
16	5			5	52	PARTRIDGE.....	AM16 16

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² Also 12 cots available for crew.³ Quarters for 6 aviation officers not included in table.⁴ Quarters for 8 aviation officers not included in table.⁵ Quarters for 12 aviation officers not included in table

MINE VESSELS—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	do.....	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	CORMORANT..... AM40	do. ¹	Todd Shipyard Corp., New York...	572,000	5
6	EIDER..... AM17	do. ¹	Pusey & Jones Co., Wilmington, Del.	Cost+10%	6
7	FINCH..... AM9	do.....	Standard S. B. Corp., New York...	Cost+10%	7
8	GANNET..... AM41	do. ¹	Todd Shipyard Corp., New York...	572,000	8
9	GREBE..... AM43	do. ¹	Staten Island S. B. Co., New York...	Cost+fee.	9
10	HERON..... AM10	do. ¹	Standard S. B. Co., New York.....	Cost+10%	10
11	KINGFISHER..... AM25	do. ¹	Navy yard, Puget Sound.....	.....	11
12	LAPWING..... AM1	do. ¹	Todd Shipyard Corp., New York...	465,000	12
13	LARK..... AM21	do. ¹	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	13
14	ORIOLE..... AM7	do. ¹	Staten Island S. B. Co., New York	Cost+10%	14
15	OWL..... AM2	do. ¹	Todd Shipyard Corp., New York...	465,000	15
16	PARTRIDGE..... AM16	do. ¹	Chester S. B. Co., Chester, Pa.....	Cost+10%	16

¹ Authorized battery—guns not on board.

MINE VESSELS—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	Sept. 4, 1918	Feb. 5, 1919	Jan. 1, 1919	May 15, 1919	COBIMORANT.....	5
6	Mar. 4, 1917 ¹	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918	(?)	Jan. 23, 1919	EIDER.....	6
7	do. ¹	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918	(?)	Sept. 10, 1918	FINCH.....	7
8	Oct. 6, 1917 ¹	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919	Feb. 1, 1919	July 10, 1919	GANNET.....	8
9	do. ¹	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	Sept. 1, 1918	May 1, 1919	GREBE.....	9
10	Mar. 4, 1917 ¹	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918	(?)	Oct. 30, 1918	HERON.....	10
11	do. ¹	Aug. 6, 1917 ²	Dec. 15, 1917	Mar. 30, 1918	.....	May 27, 1918	KINGFISHER.....	11
12	do. ¹	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918	Apr. 15, 1918	June 12, 1918	LAPWING.....	12
13	do. ¹	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918	(?)	Apr. 12, 1919	LARK.....	13
14	do. ¹	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918	(?)	Nov. 5, 1918	ORIOLE.....	14
15	do. ¹	do.....	Oct. 25, 1917	Mar. 4, 1918	May 15, 1918	July 11, 1918	OWL.....	15
16	do. ¹	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918	(?)	June 17, 1919	PARTRIDGE.....	16

¹ Emergency funds.² Date assigned to yard.³ No contract date of completion.

MINE VESSELS—MINE SWEEPERS (AM).

	Name and official number	Length over all	At standard displacement				Service conditions	
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	Tons per inch im- mersion ¹	Maxi- mum draft ²
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Ft.</i>
17	PEACOCK..... AM46	187 10	174 0	35 5	8 10	840	10	15
18	PELICAN ³ AM27	187 10	174 0	35 5	8 10	840	10	15
19	PENGUIN..... AM33	187 10	174 0	35 5	8 10	840	10	15
20	QUAIL..... AM15	187 10	174 0	35 5	8 10	840	10	15
21	RAIL..... AM26	187 10	174 0	35 5	8 10	840	10	15
22	ROBIN..... AM3	187 10	174 0	35 5	8 10	840	10	15
23	SANDERLING..... AM37	187 10	174 0	35 5	8 10	840	10	15
24	SANDPIPER ³ AM51	187 10	174 0	35 5	8 10	840	10	15
25	SEAGULL..... AM30	187 10	174 0	35 5	8 10	840	10	15
26	SWALLOW..... AM4	187 10	174 0	35 5	8 10	840	10	15
27	SWAN ³ AM34	187 10	174 0	35 5	8 10	840	10	15
28	TANAGER..... AM5	187 10	174 0	35 5	8 10	840	10	15
29	TEAL ³ AM23	187 10	174 0	35 5	8 10	840	10	15
30	TERN..... AM31	187 10	174 0	35 5	8 10	840	10	15
31	THRUSH..... AM18	187 10	174 0	35 5	8 10	840	10	15
32	TURKEY..... AM13	187 10	174 0	35 5	8 10	840	10	15
33	VIREO..... AM52	187 10	174 0	35 5	8 10	840	10	15
34	WARBLER..... AM53	187 10	174 0	35 5	8 10	840	10	15
35	WHIPPOORWILL..... AM35	187 10	174 0	35 5	8 10	840	10	15
36	WILLET..... AM54	187 10	174 0	35 5	8 10	840	10	15
37	WOODCOCK..... AM14	187 10	174 0	35 5	8 10	840	10	15
	Total displacement.....					31,080		

PEACOCK, WARBLER, and WILLET loaned to Shipping Board.

¹ Average for service displacements.

² At emergency displacement, including projections, if any. Ship without trim.

³ Converted for use in connection with tending aircraft.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

NOTE.—U. S. S. REDWING (*ex-AM48*) is being operated by U. S. Coast Guard, having been transferred under date of May 24, 1924. The principal dimensions of this vessel are similar to other vessels of the class.

MINE VESSELS—MINE SWEEPERS (AM).

	De- signed speed	Tonnage				Fuel ca- pacity	Number of smoke pipe	Masts	Name and official number	
		United States register		Panama Canal		Oil, 39 cubic feet per ton				
		Gross	Net	Gross	Net					
	<i>Knots</i> 14.0	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i> 275				
17	14.0					275	1	2	PEACOCK..... AM46	17
18	14.0	697	Nil.	762	133	275	1	2	PELICAN..... AM27	18
19	14.0					275	1	2	PENGUIN..... AM33	19
20	14.0					275	1	2	QUAIL..... AM15	20
21	14.0	717	Nil.	788	153	275	1	2	RAIL..... AM26	21
22	14.0	721	Nil.	779	164	275	1	2	ROBIN..... AM3	22
23	14.0					275	1	2	SANDERLING..... AM37	23
24	14.0					275	1	2	SANDPIPER..... AM51	24
25	14.0					275	1	2	SEAGULL..... AM30	25
26	14.0					275	1	2	SWALLOW..... AM4	26
27	14.0	723	Nil.	784	168	275	1	2	SWAN..... AM34	27
28	14.0	697	Nil.	762	133	275	1	2	TANAGER..... AM5	28
29	14.0	697	Nil.	762	133	275	1	2	TEAL..... AM23	29
30	14.0					275	1	2	TERN..... AM31	30
31	14.0					275	1	2	THRUSH..... AM18	31
32	14.0	697	Nil.	762	133	275	1	2	TURKEY..... AM13	32
33	14.0					275	1	2	VIREO..... AM52	33
34	14.0					275	1	2	WARBLER..... AM53	34
35	14.0	697	Nil.	762	133	275	1	2	WHIPPOORWILL..... AM35	35
36	14.0					275	1	2	WILLET..... AM54	36
37	14.0	723	Nil.	784	168	275	1	2	WOODCOCK..... AM14	37

MINE VESSELS—MINE SWEEPERS (AM).

	Name	Number of propellers	Engines					Boilers (oil burning)		Designed horsepower main engines	Turbo- generator sets			
			Type	Cylinder diameters			Stroke	Number and type	T. H. S.		Number	Kilowatts (each)	Volts	
				H. P.	I. P.	L. P.								
17	PEACOCK.....	1	Vert., 3-exp...	In. 19	In. 29	In. 46	In. 30	2 B. & W..	Sq. ft. 5,800	1,400	2	25	120	17
18	PELICAN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	18
19	PENGUIN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	19
20	QUAIL.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	20
21	RAIL.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	21
22	ROBIN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	22
23	SANDERLING.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	23
24	SANDPIPER.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	24
25	SEAGULL.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	25
26	SWALLOW.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	26
27	SWAN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	27
28	TANAGER.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	28
29	TEAL.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	29
30	TERN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	30
31	THRUSH.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	31
32	TURKEY.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	32
33	VIREO.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	33
34	WARBLER.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	34
35	WHIPPOORWILL.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	35
36	WILLET.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	36
37	WOODCOCK.....	1	do.....	19	29	46	30	do.....	5,800	1,400	2	25	120	37
Total horsepower.....										51,800				

MINE VESSELS—MINE SWEEPERS (AM).

	Quarters available ¹						Name and official number	
	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
17		5			4	53	PEACOCK..... AM46	17
18	1	4			4	50	PELICAN..... AM27	18
19		4			4	44	PENGUIN..... AM33	19
20		5			4	52	QUAIL..... AM15	20
21	1	4			6	63	RAIL..... AM26	21
22	1	4			5	56	ROBIN..... AM3	22
23		5			4	55	SANDERLING..... AM37	23
24		4			6	49	SANDPIPER ² AM51	24
25	1			4	6	52	SEAGULL..... AM30	25
26		7			6	51	SWALLOW..... AM4	26
27		5			4	50	SWAN ³ AM34	27
28		5			4	56	TANAGER..... AM5	28
29		5			4	49	TEAL ⁴ AM23	29
30		5			4	47	TERN..... AM31	30
31		5			4	53	THRUSH..... AM18	31
32		5			5	60	TURKEY..... AM13	32
33		5			4	67	VIREO..... AM52	33
34		5			4	53	WARBLER..... AM53	34
35		5			4	57	WHIPPOORWILL..... AM35	35
36		5			4	53	WILLET..... AM54	36
37		4			4	48	WOODCOCK..... AM14	37

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² Quarters for 6 aviation officers not included in table.³ Quarters for 4 aviation officers not included in table.⁴ Quarters for 9 aviation officers not included in table.

MINE VESSELS—MINE SWEEPERS (AM).

	Name and official number	Battery	By whom and where built or building	Contract price of hull and machinery (dollars)	
17	PEACOCK..... AM46	23", 50 cal. A. A. ¹	Staten Island S. B. Co., New York..	Cost+fee	17
18	PELICAN..... AM27	do. ¹	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	18
19	PENGUIN..... AM33	do.....	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10%	19
20	QUAIL..... AM15	do. ¹	Chester S. B. Co., Chester Pa.....	Cost+10%	20
21	RAIL..... AM26	do. ¹	Navy yard, Puget Sound.....	.....	21
22	ROBIN..... AM3	do. ¹	Todd Shipyard Corp., New York...	465,000	22
23	SANDERLING..... AM37	do. ¹	do.....	572,000	23
24	SANDPIPER..... AM51	do. ¹	Navy yard, Philadelphia.....	.....	24
25	SEAGULL..... AM30	do. ¹	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	25
26	SWALLOW..... AM4	do. ¹	Todd Shipyard Corp., New York....	465,000	26
27	SWAN..... AM34	do. ¹	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	27
28	TANAGER..... AM5	do. ¹	Staten Island S. B. Co., New York...	Cost+10%	28
29	TEAL..... AM23	do. ¹	Sun S. B. Co., Chester, Pa.....	Cost+10%	29
30	TERN..... AM31	do. ¹	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	30
31	THRUSH..... AM18	do. ¹	Pusey & Jones Co., Wilmington, Del.	Cost+10%	31
32	TURKEY..... AM13	do. ¹	Chester S. B. Co., Chester, Pa.....	Cost+10%	32
33	VIREO..... AM52	do. ¹	Navy yard, Philadelphia.....	.....	33
34	WARBLER..... AM53	do. ¹	do.....	.....	34
35	WHIPPOORWILL.. AM35	do. ¹	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	35
36	WILLET..... AM54	do. ¹	Navy yard, Philadelphia.....	.....	36
37	WOODCOCK..... AM14	do.....	Chester S. B. Co., Chester, Pa.....	Cost+10%	37

¹ Authorized battery; guns not on board.

MINE VESSELS—MINE SWEEPERS (AM).

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

¹ Emergency funds.² Date assigned to yard.³ No contract date of completion.

PATROL VESSELS—EAGLES (PE).

Name and official number	Length over all	At standard displacement			
		Length on water line	Extreme beam at or below water line	Mean draft	Displacement
EAGLE 1 to EAGLE 60.....	<i>Ft. in.</i> 200 9	<i>Ft. in.</i> 194 0	<i>Ft. in.</i> 25 9	<i>Ft. in.</i> 6 6	<i>Tons</i> 430

Name	Propeller	Type of engine	Boilers (oil burning)		Designed S. H. P.	Fuel capacity	Fuel capacity (oil, 39 cu. ft. per ton)
			Number and type	T. H. S.			
EAGLE 1 to EAGLE 60..	1	Poole geared turb.	2 Bu. Exp...	<i>Sq. ft.</i> 3,000	1 2,500	<i>Gals.</i> 44,400	<i>Tons</i> 152

Name	Date of act authorizing building	Builder	Quarters available ¹		
			Officers	Chief petty officers	Other enlisted men
EAGLE 1 to EAGLE 60..	Mar. 4, 1917 ²	Ford Motor Co., Detroit, Mich. ⁴	5	12	42

¹ Total S. H. P. for the 23 boats on Navy list July 1, 1935, 57,500.² Data representative of average conditions. On some vessels of this class arrangements are different.³ Emergency fund.⁴ Built on basis of cost plus a fixed sum

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, 1918.....	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. 20, 1921.....	1
EAGLE 17 wrecked; stricken Oct. 11, 1923.....	1
EAGLE 31 sold May 18, 1923.....	1
EAGLES sold in 1930, PE 1 to 5, 8, 9, 13, 18, 23, 24, 28, 29, 33, 37, 41, 42, 43, 45, 49, 50, 53, 54.....	23
EAGLES stricken in 1930, disposed of by sinking 1934, PE 6, 7, 14, 40.....	4
EAGLE sold in 1932, PE 34.....	1
EAGLE sold in 1934, PE 15.....	1
EAGLE stricken in 1934, to be sold, PE 11.....	1
Remaining in service July 1, 1935.....	23

Total..... 112
 (EAGLE 22, transferred to Coast Guard Dec. 19, 1919, was returned to the Navy June 22, 1923.)
 (EAGLE 46, transferred to Shipping Board Dec. 18, 1930, was returned to the Navy June 13, 1932.)

PATROL VESSELS—EAGLES (PE).

Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number
		Tons per inch immersion ¹	Maximum draft ²			
<i>Tons</i> 494	<i>Knots</i> 18.0	<i>Tons</i> 8.5	<i>Ft.</i> 12	1	2	EAGLE 1 to EAGLE 60.

Turbogenerator sets					Endurance	Cruising speed	Name
Number	Kilowatts (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 Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.⁴ Nos. 35 and 58 have 2 each 10 kw., 120 v., 4,000 r. p. m. Westinghouse.

PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 148 and 149]

	Name and official number	Keel laid	Ship launched	Date of preliminary acceptance	Date of first commission	
1	EAGLE 10..... PE10	July 6, 1918	Nov. 9, 1918	Oct. 27, 1919	Oct. 31, 1919	1
2	EAGLE 12 ¹ PE12	July 13, 1918	Nov. 12, 1918	Nov. 6, 1919	Nov. 6, 1919	2
3	EAGLE 19..... PE19	Aug. 6, 1918	Jan. 30, 1919	June 25, 1919	June 25, 1919	3
4	EAGLE 22..... PE22	Sept. 5, 1918	Feb. 10, 1919	July 17, 1919	July 17, 1919	4
5	EAGLE 26..... PE26	Sept. 25, 1918	Mar. 1, 1919	Sept. 15, 1919	Oct. 1, 1919	5
6	EAGLE 27..... PE27	Oct. 22, 1918	do.....	July 14, 1919	July 14, 1919	6
7	EAGLE 32..... PE32	Nov. 30, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919	7
8	EAGLE 35..... PE35	Jan. 13, 1919	Mar. 22, 1919	Aug. 21, 1919	Aug. 22, 1919	8
9	EAGLE 36 ² PE36	Jan. 22, 1919	do.....	Aug. 18, 1919	Aug. 20, 1919	9
10	EAGLE 38..... PE38	Jan. 31, 1919	Mar. 29, 1919	July 30, 1919	July 30, 1919	10
11	EAGLE 39..... PE39	Feb. 3, 1919	do.....	Sept. 10, 1919	Sept. 20, 1919	11

¹ EAGLE 12 stricken from Navy Register Aug. 13, 1935.² EAGLE 36 stricken from Navy Register Aug. 6, 1935.

PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 148 and 149]

	Name and official number	Keel laid	Ship launched	Date of preliminary acceptance	Date of first commission	
12	EAGLE 44..... PE44	Feb. 20, 1919	May 24, 1919	Sept. 30, 1919	Oct. 4, 1919	12
13	EAGLE 46..... PE46	Feb. 24, 1919	do.....	Sept. 29, 1919	Oct. 3, 1919	13
14	EAGLE 47 ¹ PE47	Mar. 3, 1919	June 19, 1919	Sept. 27, 1919	Oct. 4, 1919	14
15	EAGLE 48..... PE48	do.....	May 24, 1919	Sept. 23, 1919	Oct. 8, 1919	15
16	EAGLE 51..... PE51	Mar. 10, 1919	June 14, 1919	Sept. 19, 1919	Oct. 2, 1919	16
17	EAGLE 52..... PE52	do.....	July 9, 1919	Sept. 24, 1919	Oct. 10, 1919	17
18	EAGLE 55..... PE55	Mar. 17, 1919	July 22, 1919	Sept. 30, 1919	do.....	18
19	EAGLE 56..... PE56	Mar. 25, 1919	Aug. 15, 1919	Oct. 15, 1919	Oct. 26, 1919	19
20	EAGLE 57..... PE57	do.....	July 29, 1919	Sept. 30, 1919	Oct. 15, 1919	20
21	EAGLE 58..... PE58	do.....	Aug. 2, 1919	Oct. 8, 1919	Oct. 20, 1919	21
22	EAGLE 59..... PE59	Mar. 31, 1919	Apr. 12, 1919	Sept. 9, 1919	Sept. 19, 1919	22
23	EAGLE 60..... PE60	do.....	Aug. 13, 1919	Oct. 15, 1919	Oct. 27, 1919	23

¹ EAGLE 47 stricken from Navy Register Aug. 13, 1935.

Eagles on Navy list July 1, 1935, 23; total standard displacement, 9,890 tons.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

PATROL VESSELS—SUBMARINE CHASERS (PC).

Name and official number	Length over all	At standard displacement				Service conditions	
		Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	Tons per inch immer- sion ¹	Maxi- mum draft ²
SUBMARINE CHASERS.....	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 106 0	<i>Ft. in.</i> 13 6	<i>Ft. in.</i> 5 5	<i>Tons</i> 75	<i>Tons</i> 2.5	<i>Feet</i> 6

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

¹ Average for service displacement.² At emergency displacement, including projections, if any. Ship without trim.³ Total S. H. P. for the 20 boats on Navy list July 1, 1935: 13,200.

PATROL VESSELS—SUBMARINE CHASERS (PC).

Trial displacement	Designed speed	Battery	Quarters available ¹			Date of act authorizing building	Type
			Officers	Chief petty officers	Other enlisted men		
Tons 1 65	Knots 17	13'', 23 cal.	2	2	15	Mar 4, 1917 ² Oct. 6, 1917 ²	SUBMARINE CHASERS.

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

¹ Estimated.² Emergency funds.³ Data representative of average conditions. On some vessels of this class arrangements are different.

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
Transferred to Department of Justice, No. 306	1
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, 63, 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, 130, 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, 210, 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, 271, 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	259
Stricken in 1935. To be disposed of: Nos. 57, 326 and 328	3
Remaining on naval register, July 1, 1935 (including No. 428 loaned to the city of Baltimore)	20
Total	448

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 152 and 153]

	Name and official number	Builder	Contract price, hull and machinery (dollars)	Date of contract	Date of first commission	
1	S. C. 64..... PC64	Navy yard, Brooklyn.....	-----	Mar. 19, 1917	May 16, 1918	1
2	S. C. 102... PC102	Elco Co., Bayonne, N. J.....	72, 150. 00	Apr. 15, 1917	Mar. 12, 1918	2
3	S. C. 103... PC103	-----do-----	72, 150. 00	-----do-----	Mar. 7, 1918	3
4	S. C. 143... PC143	Rocky River D. D. Co., Rocky River, Ohio.	74, 150. 00	Apr. 16, 1917	Nov. 10, 1917	4
5	S. C. 185... PC185	International S. B. & M. E. Co., Upper Nyack, N. Y.	68, 650. 00	-----do-----	Apr. 27, 1918	5
6	S. C. 192... PC192	General S. B. & Aero Co., Alexandria, Va.	70, 900. 50	Apr. 10, 1917	Apr. 5, 1918	6
7	S. C. 223 ¹ PC223	New York Y., L & E. Co., Morris Heights.	72, 600. 00	Apr. 16, 1917	Dec. 5, 1917	7
8	S. C. 224... PC224	-----do-----	72, 600. 00	-----do-----	Dec. 13, 1917	8
9	S. C. 229... PC229	-----do-----	72, 600. 00	-----do-----	Jan. 23, 1918	9
10	S. C. 231... PC231	-----do-----	72, 600. 00	-----do-----	Feb. 8, 1918	10
11	S. C. 252... PC252	Camden Anchor-Rockland Machine Co., Camden, Maine	73, 650. 00	-----do-----	Mar. 7, 1918	11

S. C. 223 stricken from Navy Register Aug. 16, 1935.

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 152 and 153]

	Name and official number	Builder	Contract price, hull and machinery (dollars)	Date of contract	Date of first commission	
15	S. C. 330.... PC330	Burger Boat Co., Manitowoc----	74,650.00	Apr. 16, 1917	Feb. 8, 1918	15
16	S. C. 353 ¹ .. PC353	College Point Boat Co., College Point, N. Y.	68,650.00	Apr. 30, 1917	Mar. 20, 1918	16
17	S. C. 412.... PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	May 1, 1919	17
18	S. C. 428 ¹ .. PC428	Mathis Yacht Building Co., Camden, N. J.	69,000.00	do.....	Dec. 23, 1918	18
19	S. C. 431 ² .. PC431	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	do.....	Sept. 1, 1921	19
20	S. C. 432.... PC432	do.....	73,250.00	do.....	Apr. 1, 1919	20
21	S. C. 433 ² .. PC433	do.....	73,250.00	do.....	Sept. 1, 1921	21
22	S. C. 437 ² .. PC437	Rocky River, D. D. Co., Rocky River, Ohio.	70,250.00	do.....	do.....	22
23	S. C. 440.... PC440	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	do.....	Jan. 20, 1919	23

¹ Loaned to city of Baltimore.² Returned to the Navy from the Treasury Department (Coast Guard), and commissioned Sept. 1, 1921.³ S. C. 353 stricken from Navy Register Aug. 16, 1935.

Submarine chasers on Navy list July 1, 1935, 20; total standard displacement, 1,500 tons.

TREATY NOTE.—Under art. 8, Part II, of the London treaty vessels of this class are exempt from limitation.

PATROL VESSELS—GUNBOATS (PG).

	Name and official number	Length over all	At standard displacement				Service conditions	
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment	Tons per inch im- mersion ¹	Maxi- mum draft ²
1	ASHEVILLE..... PG21	<i>Ft. in.</i> 241 2	<i>Ft. in.</i> 225 0	<i>Ft. in.</i> 41 3	<i>Ft. in.</i> 9 11	<i>Tons</i> 1,270	<i>Tons</i> 14	<i>Ft.</i> 13
2	CHARLESTON..... PG51		308 0	41 4	11 5	2,000		
3	ERIE..... PG50		308 0	41 4	11 5	2,000		
4	SACRAMENTO..... PG19	226 2	210 0	40 10	9 7	1,140	15	13½
5	TULSA..... PG22	241 2	225 0	41 3	9 11	1,270	14	13
	Total displacement.....					7,680		

	Name	Number of propellers	Engines					Boilers			Designed horsepower, main engines	Turbogen- erator sets				
			Type	Cylinder diameters			Stroke	Number and type	T. G. S.	T. H. S.		Number	Kilowatts (each)	Volts		
				H. P.	I. P.	L. P.										
1	ASHEVILLE...	1	Parsons turb., red. gear.	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	3 Bu. mod. Thorny.	<i>Sq. ft.</i> Oil.	<i>Sq. ft.</i> 3, 950	850	2	35	120	1	
2	CHARLESTON...															2
3	ERIE...															3
4	SACRAMENTO...	1	Vert., 3-exp...	16	26½	44	26	2 B. & W...	112	3, 800	950	{	2	35	120	4
5	TULSA.....	1	Parsons geared turb.					3 Bu. mod. Thorny.	Oil.	3, 950	850		2	35	120	5
Total horsepower.....											2, 650					

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated, as designed.TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class, are exempt from limita-
tion.

PATROL VESSELS—GUNBOATS (PG).

	Trial displacement	Designed speed	Fuel capacity			Number of smoke pipes	Masts	Name and official number		
			Coal ¹	Fuel oil						
			42 cubic feet per ton	40 cubic feet per ton	Gallons					
	Tons	Knots	Tons	Tons						
1	² 1, 575	12. 0	-----	440	131, 670	1	2-----	ASHEVILLE-----	PG21	1
2			-----				-----	CHARLESTON-----	PG51	2
3			-----				-----	ERIE-----	PG50	3
4	1, 395	12. 5	³ 428			1	1 pole, 1 mil----	SACRAMENTO-----	PG19	4
5	² 1, 575	12. 0	-----	440	131, 670	1	2-----	TULSA-----	PG22	5

Armament			Quarters available ⁴						Name and official number			
Guns			Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men				
Main	Secondary											
1	3 4", 50 cal.	2 3-pdr.; 3 1-pdr.		1	12	-----	-----	12	40	ASHEVILLE ⁵ -----	PG21	1
2	6" (max.)	-----				-----	-----	-----	-----	CHARLESTON-----	PG51	2
3	6" (max.)	-----				-----	-----	-----	-----	ERIE-----	PG50	3
4	3 4", 50 cal.	2 3-pdr.; 2 1-pdr.; 4 30 cal.		1	11	-----	-----	12	70	SACRAMENTO-----	PG19	4
5	do.	do.		1	12	-----	-----	15	93	TULSA-----	PG22	5

¹ Calculated to 6 inches below beams.² Estimated.³ Calculated to bottom of beams.⁴ For crew, data includes total berths and hammock swings. Does not include cots provided.⁵ Also space available for 200 cots for crew.

PATROL VESSELS—GUNBOATS (PG).

	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	ASHEVILLE... PG21	Navy yard, Charleston.....	¹ 1, 100, 000	Aug. 29, 1916	Aug. 29, 1916 ²	1
2	CHARLESTON... PG51	do.....		June 16, 1933	{ June 19, 1933 ³ Nov. 1, 1933 ³	2
3	ERIE..... PG50	Navy yard, New York.....		do.....	do.....	3
4	SACRAMENTO... PG19	Wm. Cramp & Sons.....	492, 500	Mar. 4, 1911	Sept. 9, 1912	4
5	TULSA..... PG22	Navy yard, Charleston.....		{ Aug. 29, 1916 July 1, 1918	July 2, 1918 ²	5

¹ Limit of cost.² Date assigned to yard.³ Beginning of construction period.**PATROL VESSELS—RIVER GUNBOATS (PR).**

	Name and official number	Length over all	At standard displacement				Service condition		
			Length on water line	Extreme beam at or below water line	Mean draft	Displacement	Tons per inch immersion ¹	Maximum draft ²	
1	GUAM..... PR3 <i>ex-PG43</i>	<i>Ft. in.</i> 159 5	<i>Ft. in.</i> 150 0	<i>Ft. in.</i> 27 1	<i>Ft. in.</i> 5 1	<i>Tons</i> 370	<i>Tons</i> 7.8	<i>Ft.</i> 6	1
2	LUZON ³ PR7 <i>ex-PG47</i>	210 9	198 0	31 1	5 7	560	11.5	7	2
3	MINDANAO ³ PR8 <i>ex-PG48</i>	210 9	198 0	31 1	5 7	560	11.5	7	3
4	MONOCACY..... PR2 <i>ex-PG20</i>	165 6	160 0	24 7	2 3	180	7.6	2½	4
5	OAHU..... PR6 <i>ex-PG46</i>	191 1	180 0	28 1	5 3	450	9.8	6½	5
6	PALOS..... PR1 <i>ex-PG16</i>	165 6	160 0	24 7	2 3	180	7.6	2½	6
7	PANAY..... PR5 <i>ex-PG45</i>	191 1	180 0	28 1	5 3	450	9.8	6½	7
8	TUTUILA..... PR4 <i>ex-PG44</i>	159 5	150 0	27 1	5 1	370	7.8	6	8
	Total displacement.....					3, 120			

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Fitted as flagship.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, these vessels of the river gunboat class are exempt from limitation.

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. 27, 1934	-----	Feb. 1, 1936	-----	-----	CHARLESTON.....	2
3	Dec. 17, 1934	-----	do.....	-----	-----	ERIE.....	3
4	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	Apr. 26, 1914	Apr. 26, 1914	SACRAMENTO.....	4
5	Dec. 9, 1919	Aug. 25, 1922	-----	-----	Dec. 3, 1923	TULSA.....	5

¹ Expiration of contract period.**PATROL VESSELS—RIVER GUNBOATS (PR).**

	Trial dis- place- ment	De- signed speed	Fuel capacity			Num- ber of smoke pipes	Masts	Name and official number	
			Coal ¹	Fuel oil					
				42 cubic feet per ton	39 cubic feet per ton					Gal- lons
1	Tons 390	Knots 14.5	Tons	Tons	75	22,000	2 2.....	GUAM..... PR3	1
2	591	16.0	-----	173	50,400	2 2.....	2.....	LUZON..... PR7	2
3	598	16.0	-----	173	50,400	2 2.....	2.....	MINDANAO..... PR8	3
4	² 190	13.25	34	-----	-----	2 1 pole, 1 mil....	1 pole, 1 mil....	MONOCACY..... PR2	4
5	477	15.0	-----	² 103	-----	2 2.....	2.....	OAHU..... PR6	5
6	² 190	13.25	34	-----	-----	2 1 pole, 1 mil....	1 pole, 1 mil....	PALOS..... PR1	6
7	471	15.0	-----	² 103	-----	2 2.....	2.....	PANAY..... PR5	7
8	395	14.5	-----	75	22,000	2 2.....	2.....	TUTUILA..... PR4	8

¹ Calculated to 6 inches below beams.² Estimated.

PATROL VESSELS—RIVER GUNBOATS (PR.)

Name	Number of propellers	Engines					Boilers			Designed horsepower main engines	Turbogenerator sets				
		Type	Cylinder diameter			Stroke	Number and type	T. G. S.	T. H. S.		Number	Kilowatts (each)	Volts		
			H. P.	I. P.	L. P.										
1	GUAM.....	2	Vert. 3 exp.....	In. 12	In. 18	In. 29	In. 16	2 Thorny..	Sq. ft. Oil.	Sq. ft. 5,200	1,950	{ 2 1	25 10	120 120	1
2	LUZON ¹	2	do.....	15	23	36½	18	do.....	Oil.	8,400	3,150	{ 2 1	25 10	120 120	2
3	MINDANAO ¹	2	do.....	15	23	36½	18	do.....	Oil.	8,400	3,150	{ 2 1	25 10	120 120	3
4	MONOCACY.....	2	Vert. compd.....	14	.....	26	14	2 B. & W..	95	2,900	800	{ 1 2	5 10	120 120	4
5	OAHU ¹	2	Vert. 3 exp.....	13½	22	34	16	2 Thorny..	Oil.	6,000	2,250	{ 2 1	25 10	120 120	5
6	PALOS.....	2	Vert. compd.....	14	.....	26	14	2 B. & W..	95	2,900	800	{ 2 1	10 5	120 120	6
7	PANAY ¹	2	Vert. 3 exp.....	13½	22	34	16	2 Thorny..	Oil.	6,000	2,250	{ 2 1	25 10	120 120	7
8	TUTUILA.....	2	do.....	12	18	29	16	do.....	Oil.	5,200	1,950	{ 2 1	25 10	120 120	8
Total horsepower.....											16,300				

	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.	\$ 212,900	Dec. 18, 1924	Mar. 1, 1926	1
2	LUZON.....	do.....	\$ 274,330	do.....	do.....	2
3	MINDANAO.....	do.....	\$ 274,330	do.....	do.....	3
4	MONOCACY.....	Navy yard, Mare Island.....	\$ 215,000	Mar. 4, 1911	.....	4
5	OAHU.....	Kiangnan Dock & Engineering Works, Shanghai, China.	\$ 234,770	Dec. 18, 1924	Mar. 1, 1926	5
6	PALOS.....	Navy yard, Mare Island ⁴	\$ 260,000	{ May 4, 1898 Aug. 22, 1912 }	.....	6
7	PANAY.....	Kiangnan Dock & Engineering Works, Shanghai, China.	\$ 234,770	Dec. 18, 1924	Mar. 1, 1926	7
8	TUTUILA.....	do.....	\$ 212,900	do.....	do.....	8

¹ Engines built at navy yard, New York.² Exclusive of bullet-proof steel and certain auxiliaries.³ Exclusive of main engines, bullet-proof steel, and certain auxiliaries.⁴ Reerected by the Shanghai Dock & Engineering Co. (Ltd.), Shanghai, China.⁵ Limit of cost.

PATROL VESSELS—RIVER GUNBOATS (PR).

Armament (guns)		Quarters available ¹						Name and official number
Main	Secondary	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1 2 3", 23 cal.....	10 30 cal.....	---	5	---	---	6	52	GUAM ² PR3 1
2 2 3", 50 cal.....	do.....	1	9	---	---	8	64	LUZON..... PR7 2
3 2 3", 50 cal.....	do.....	2	7	2	---	8	59	MINDANAO..... PR8 3
4 2 3", 23 cal.....	7 30 cal.....	---	4	---	---	---	50	MONOCACY ³ PR2 4
5 2 3", 50 cal.....	10 30 cal.....	1	6	---	---	8	50	OAHU..... PR6 5
6 2 3", 23 cal.....	7 30 cal.....	---	4	---	---	---	51	PALOS..... PR1 6
7 2 3", 50 cal.....	10 30 cal.....	1	6	---	---	8	50	PANAY..... PR5 7
8 2 3", 23 cal.....	do.....	---	6	---	---	6	46	TUTUILA..... PR4 8

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	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

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² 1 berth for officer's emergency, not included in table.

³ Also space available for 8 cots for crew.

PATROL VESSELS—CONVERTED YACHTS (PY).

	Name and official number	Length over all	At standard displacement				De- signed speed
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment	
1	ISABEL.....PY10	<i>Ft. in.</i> 245 3	<i>Ft. in.</i> 230 0	<i>Ft. in.</i> 26 0	<i>Ft. in.</i> 8 6	Tons 710	<i>Knots</i> 26
2	NOKOMIS.....PY6	243 0	202 0	31 7	10 6	910	16
Total displacement.....						1,620	

Name	Number of propellers	Engines					Boilers				Designed horsepower, main engines	Turbogen-erator sets		
		Type	Cylinder diameters			Stroke	Number and type	T. G. S	T. H. S.	Number		Kilowatts, each	Volts	
			H. P.	I. P.	L. P.									
1 ISABEL.....	2	Parsons turbine.....	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	2 Normand.....	<i>Sq. ft.</i> Oil.	<i>Sq. ft.</i> 10,750	8,400	2	25	120	1
2 NOKOMIS.....	2	Vert. 3 exp.....	14	22½	36	24	2 B. & W....	157	6,920	2,000	2	25	120	2
Total horsepower.....										10,400				

	Name and official number	By whom and where built	When built	Purchase price
1	ISABEL.....PY10	Bath Iron Works, Bath, Maine.....	1917	\$611,553
2	NOKOMIS ¹.....PY6	Pusey & Jones, Wilmington, Del.....	1917	510,000

¹ Approximate.² Formerly *NOKOMIS II*.

TREATY NOTE.—Under art. 8. Part II, of the London treaty, vessels of this class except the ISABEL which is listed as "special" in Annex III, Part II of the London treaty, are exempt from limitation.

PATROL VESSELS—CONVERTED YACHTS (PY).

	United States register tonnage		Service conditions		Number of smoke pipes	Masts	Name and official number	
	Gross	Net	Tons per inch immersion ¹	Maximum draft ²				
			Tons	Feet				
1	-----	-----	10	11	2	2	ISABEL.....PY10	1
2	872	593	11	14½	1	2	NOKOMIS.....PY6	2

Fuel capacity				Quarters available *						Name and official number	
Coal		Fuel oil		Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
42 cubic feet per ton	40 cubic feet per ton	Gallons									
Tons	Tons										
1	-----	-----	-----	1	5	-----	-----	9	73	ISABEL 4-----PY10	1
2	303	-----	-----	-----	15	-----	-----	7	123	NOKOMIS-----PY6	2

	Guns		Date delivered	Date of first commission	Name and official number	
1	2 3", 50 cal.; 2 3", 23 cal. A. A.; 2 3-pdr., 4 30 cal.		1917 ⁵	Dec. 28, 1917	ISABEL.....PY10	1
2	4 6-pdr., 2 30 cal.....		June 1, 1917 ⁵	Dec. 3, 1917	NOKOMIS.....PY6	2

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ For crew, data includes total berths and hammock swings. Does not include cots provided.⁴ Flag quarters for C-in-C. Asiatic, plus 5 officers of staff; and 5 berths for flag personnel not included in table.⁵ Date of purchase.

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 (Max. no trim)	Displacement	Tons per inch immersion
1	ALTAIR..... AD11	<i>Ft. in.</i> 423 9	<i>Ft. in.</i> 410 5	<i>Ft. in.</i> 54 0	<i>Ft. in.</i> 20 0	<i>Tons</i> 10,000	<i>Tons</i> 45.1
2	BLACK HAWK ¹ AD9	420 2	404 6	53 9	19 9	8,900	41.7
3	BRIDGEPORT ¹ AD10 <i>EX-AR²</i>	447 4	429 4	54 4	24 7½	11,750	45.7
4	DENEBOLA..... AD12	423 9	410 5	54 0	20 0	10,000	45.1
5	DOBBIN ¹ AD3	483 10	460 0	61 1	24 2	12,450	50.7
6	MELVILLE ¹ AD2	417 3	400 0	54 5½	20 0	7,150	36.9
7	RIGEL..... AD13	423 9	410 5	54 0	20 0	10,000	45.1
8	WHITNEY ¹ AD4	483 10	460 0	61 0	24 2	12,450	50.7
Total displacement.....						82,700	

	Name and official number	Quarters available ³				
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers
1	ALTAIR..... AD11	1		23	11	49
2	BLACK HAWK..... AD9	2	24		14	45
3	BRIDGEPORT..... AD10	2	27			44
4	DENEBOLA..... AD12	1	31			24
5	DOBBIN ^{5 6} AD3	2	35		14	47
6	MELVILLE ⁷ AD2	2	15	6	7	44
7	RIGEL..... AD13		13		14	38
8	WHITNEY ⁸ AD4	3	42		14	40

¹ Flagship.² Extreme.³ For crew, data include total berths and hammock swings. Do not include cots provided.⁴ Cots are used by crew. Space for 600 men.⁵ Also space for 100 cots for crew.⁶ 2 berths for officers, emergency, not included in table.⁷ Also space for 330 cots for crew.⁸ Also space for 200 cots for crew.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class except the BRIDGEPORT, WHITNEY, DOBBIN, and MELVILLE, which are listed as "special" in Annex III, Part II, of the London, treaty are exempt from limitation.

AUXILIARIES—DESTROYER TENDERS (AD).

	Trial displacement	De-signed speed	Tonnage				Fuel 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	-----	10.5	7,068	4,543	7,498	5,002	1,344	ALTAIR.....	AD11 1
2	-----	12.5	¹ 6,381	¹ 3,857	-----	-----	1,554	BLACK HAWK.....	AD9 2
3	-----	12.5	8,005	3,710	8,080	3,780	² 2,055	BRIDGEPORT.....	AD10 3
4	-----	10.5	6,985	4,586	7,567	4,839	1,344	DENEbola.....	AD12 4
5	10,878	16.0	8,154	5,294	9,186	6,000	961	DOBBIN.....	AD3 5
6	6,679	15.0	5,522	3,126	5,567	3,092	930	MELVILLE.....	AD2 6
7	-----	10.5	7,052	4,538	7,482	4,998	1,344	RIGEL.....	AD13 7
8	11,366	16.0	8,154	5,294	9,186	6,000	961	WHITNEY.....	AD4 8

	Armament	Cargo capacity ⁴		Number of smoke pipes	Masts	Name	
		Not refrigerated	Refrigerated				
1	4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³ ..	Cu. ft. 34,382	Cu. ft. 4,972	1	2	ALTAIR.....	1
2	4 5", 51 cal.; 2 3-pdr. saluting; 2 1-pdr.....	⁵ 92,460	⁵ 3,412	1	2	BLACK HAWK.....	2
3	8 5", 51 cal.; 4 3", 60 cal. A. A. ³	46,780	-----	1	2	BRIDGEPORT.....	3
4	4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³ ..	221,340	-----	1	2	DENEbola.....	4
5	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³ ..	(⁶)	(⁶)	1	2	DOBBIN.....	5
6	8 5", 51 cal.; 1 3", 50 cal. A. A.; 2 3-pdr.....	⁵ 41,740	-----	1	2	MELVILLE.....	6
7	4 5", 51 cal.; 4 3", 50 cal. A. A. ³	97,182	4,972	1	2	RIGEL.....	7
8	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³ ..	60,673	9,286	1	2	WHITNEY.....	8

¹ Tonnage before acquired by Navy.² Bunker capacity, 42 cubic feet per ton.³ Authorized battery; guns not on board.⁴ Exclusive of, for cargo ammunition and cargo fuel oil.⁵ Estimated.⁶ Separate compartments not provided for stores for issue to vessels tended and stores for ship's use.

AUXILIARIES—DESTROYER TENDERS (AD).

	Name	Number of propellers	Engines				
			Type	Cylinder diameters			Stroke
				H. P.	I. P.	L. P.	
1	ALTAIR.....	1	Curtis geared turbine.....	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>
2	BLACK HAWK.....	1	Vert., 4-exp.....	25½	52½ 37	76	54
3	BRIDGEPORT.....	2	do.....	20½	42 29	61½	43½
4	DENEBOLA.....	1	Curtis geared turbine.....				
5	DOBBIN.....	1	Parsons geared turbine.....				
6	MELVILLE.....	1	do.....				
7	RIGEL.....	1	Curtis geared turbine.....				
8	WHITNEY.....	1	Parsons geared turbine.....				

	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 ¹		1
2	BLACK HAWK.....	Wm. Cramp & Sons.....	² 1,900,000		Dec. 13, 1917 ³	2
3	BRIDGEPORT.....	Bremer Vulcan, Vegesack, Germany.			1917 ⁴	3
4	DENEBOLA.....	Skinner & Eddy, Seattle.....		Oct. 29, 1921 ¹		4
5	DOBBIN.....	Navy yard, Philadelphia.....	⁵ 3,400,000	Mar. 4, 1917 ⁶	July 9, 1919 ⁷	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 ¹		7
8	WHITNEY.....	Navy yard, Boston, Mass.....	(⁸)	July 1, 1918 ⁶	Dec. 6, 1919 ⁷	8

¹ Date of Executive order authorizing transfer from U. S. Shipping Board.² Purchase price.³ Date of purchase.⁴ Date acquired.⁵ Limit of cost.⁶ Together with act of Aug. 29, 1916.⁷ Date assigned to yard.⁸ No limit of cost.

AUXILIARIES—DESTROYER TENDERS (AD).

Boilers				De- signed horse- power, main engines	Turbogenerator sets			Name and official number
Number and type		T. G. S.	T. H. S.		No.	Kilo- watts each	Volts	
1	2 Bu. Mod. Yarrow....	Sq. ft. Oil.	Sq. ft. 10,750	2,500	2 2	200 50	120 120	ALTAIR..... AD11
2	3 S. E.....	Oil.	8,881	3,400	3	100	120	BLACK HAWK.....AD9
3	2 D. E..... 2 S. E.....	291	9,946	3,400	2 1	100 35	120 120	BRIDGEPORT..... AD10
4	3 S. E.....	Oil.	7,500	2,500	1 1 1	200 100 50	120 120 120	DENEBOLA..... AD12
5	2 Bu. Mod. Thorny....	Oil.	14,400	7,000	1 2	100 200	120 120	DOBBIN..... AD3
6	2 Thorny.....	Oil.	9,068	4,000	2	200	120	MELVILLE..... AD2
7	3 S. E.....	Oil.	7,500	2,500	1 1 2	35 200 100	120 120 120	RIGEL..... AD13
8	2 Bu. Mod. Thorny....	Oil.	14,400	7,000	2 1	200 100	120 120	WHITNEY..... AD4
Total horsepower.....				32,300				

Keel laid	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Name	
1	1 1919		Dec. 5, 1921 ²	Dec. 6, 1921	ALTAIR.....	
2	1 1913			May 15, 1918	BLACK HAWK.....	
3	Aug. 14, 1901			Aug. 25, 1917	BRIDGEPORT.....	
4	1 1919			Nov. 28, 1921	DENEBOLA.....	
5	Dec. 23, 1919	May 5, 1921		July 23, 1924	DOBBIN.....	
6	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE.....
7	1 1918		Nov. 16, 1921 ²	Feb. 24, 1922	RIGEL.....	
8	Apr. 23, 1921	Oct. 12, 1923		Sept. 2, 1924	WHITNEY.....	

¹ Year built.² 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 (max., no trim)	Displacement	Tons per inch immersion	
1	ARGONNE (ex-AP4) AS10	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 58 0	<i>Ft. in.</i> 23 9	<i>Tons</i> 11, 100	<i>Tons</i> 45. 0	1
2	BEAVER ¹ AS5	380 0	² 357 6	47 0	20 3½	6, 250	30. 7	2
3	BUSHNELL ¹ AS2	350 6	300 0	45 8	15 0	3, 580	23. 0	3
4	CAMDEN ¹ AS6	403 8	389 2	48 0	22 4	9, 000	37. 5	4
5	CANOPUS ¹ AS9	373 9	360 0	51 6	21 5	8, 000	34. 6	5
6	HOLLAND ¹ AS3	513 1	460 0	61 1	22 9	11, 570	50. 1	6
	Total displacement.....					49, 500		

	Name and official number	Quarters available ¹						
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	ARGONNE ⁴ AS10	2	30	.....	6	50	310	1
2	BEAVER AS5	2	39	.....	10	40	443	2
3	BUSHNELL ^{5 6} AS2	3	13	8	.....	28	190	3
4	CAMDEN ⁷ AS6	.....	46	.....	.....	36	338	4
5	CANOPUS ⁶ AS9	3	48	.....	14	48	61	5
6	HOLLAND AS3	3	70	.....	18	63	663	6

¹ Flagship.² Registered.³ For crew, data includes total berths and hammock swings. Does not include cots provided.⁴ Also 56 cots for enlisted men.⁵ 1 berth emergency cabin not included in table.⁶ Also space for 60 cots for crew.⁷ 2 berths for officers, emergency, not included in table.⁸ Also 430 cots for crew.

TREATY NOTE.—Under art 8, Part II, of the London treaty, vessels of this class except the HOLLAND, which is listed as "special" in Annex III, Part II, of the London treaty, are exempt from limitation.

AUXILIARIES—SUBMARINE TENDERS (AS).

	Trial displacement	Designed speed	Tonnage				Fuel capacity (40 cubic feet per ton) (oil)	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	-----	15.5	7,555	3,908	8,046	5,212	1,263	ARGONNE..... AS10
2	-----	16.5	4,461	2,425	4,836	2,742	530	BEAVER..... AS5
3	3,548	14.0	2,869	1,496	2,948	1,315	688	BUSHNELL..... AS2
	-----	12	4,752	2,360	5,227	2,586	1,030	CAMDEN..... AS6
	-----	13	5,506	2,900	6,216	3,791	776	CANOPUS..... AS9
6	10,995	16.0	8,008	5,097	9,424	6,216	1,221	HOLLAND..... AS3

	Armament	Cargo capacity		Number of smoke pipes	Masts	Name	
		Not refrigerated	Refrigerated				
		Cu. ft.	Cu. ft.				
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.....	6,400	1,247	1	2	BEAVER.....	2
3	4 5", 51 cal.....	25,810	-----	1	2	BUSHNELL.....	3
4	4 4", 50 cal.; 2 1-pdr.; 2 3-pdr.....	21,136	-----	2	2	CAMDEN.....	4
5	2 5", 51 cal.; 4 3", 50 cal. A. A.; 2 3-pdr. ¹	17,134	4,152	1	2	CANOPUS.....	5
6	8 5", 51 cal.; 4 3", 50 cal. A. A. ² ; 2 6-pdr.; 1 21" submerged torpedo tube.	47,156	1,783	1	2	HOLLAND.....	6

¹ Bunker capacity; 42 cubic feet per ton.² Authorized battery—guns not on board.³ Exclusive of, for cargo ammunition and cargo fuel oil.⁴ Estimated.

AUXILIARIES—SUBMARINE TENDERS (AS).

	Name	Number of pro- pellers	Engines					
			Type	Cylinder diameters			Stroke	
				H. P.	I. P.	L. P.		
1	ARGONNE.....	1	G. E. Curtis geared tur- bine.	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	1
2	BEAVER.....	1	Vert., 3-exp.....	31	50	84	54	2
3	BUSHNELL.....	1	Parsons geared turbine.....					3
4	CAMDEN.....	1	Vert., 4-exp.....	24.9	34.2 50.14	74	54	4
5	CANOPUS.....	1	do.....	25½	55½ 34½	81	54	5
6	HOLLAND.....	1	Parsons geared turbine.....					6

	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	ARGONNE... AS10	American Intern'l S. B. Corp., Hog Island, Pa.	-----	(1)	-----	1
2	BEAVER.... AS5	Newport News S. B. & D. D. Co....	\$ 1,300,000	-----	July 1, 1918 ³	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 ⁴	4
5	CANOPUS... AS9	New York S. B. Co.....	-----	Oct. 29, 1921 ⁵	-----	5
6	HOLLAND... AS3	Navy yard, Puget Sound.....	\$ 3,400,000	Mar. 4, 1917 ⁷	Dec. 6, 1919 ⁸	6

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

² Purchase price.

³ Date of purchase.

⁴ Date acquired.

⁵ Date of Executive order authorizing transfer from U. S. Shipping Board.

⁶ Limit of cost.

⁷ Together with act of Aug. 29, 1916.

⁸ Date assigned to yard.

AUXILIARIES—SUBMARINE TENDERS (AS).

Boilers			De- signed horse- power main engines	Turbogenerator sets			Name and official number
Number and type	T. G. S.	T. H. S.		No.	Kilo- watts each	Volts	
1 6 B. & W.....	Sq. ft. Oil.	Sq. ft. 17,400	6,000	1 2 1	6 200 20	120 120 2/20	ARGONNE..... AS10
2 6 S. E.....	Oil.	12,660	4,500	2 1 1	35 100 400	120 120 150/350	BEAVER..... AS5
1 aux.....				1	20	2/20	
3 2 Yarrow.....	Oil.	5,120	2,500	2 2	300 50	120/300 120	BUSHNELL..... AS2
4 4 B. & W.....	264	10,568	2,550	2 2 1	100 400 20	120 150/350 2/20	CAMDEN..... AS6
5 4 S. E.....	Oil.	8,957	3,850	4 1 2 1	25 400 50 20	120 150/350 120 2/20	CANOPUS..... AS9
6 2 Bu. Mod. Thorny...	Oil.	14,400	7,000	2 2 1	400 200 100	150/350 120 120	HOLLAND..... AS3
Total horsepower.....			26,400				

Keel laid	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Name and official number
1	1920 ¹	.....	Nov. 3, 1921 ²	Nov. 8, 1921	ARGONNE..... AS10
2	1910	.....	.....	Oct. 1, 1918	BEAVER..... AS5
3 Jan. 3, 1914	Feb. 9, 1915	Mar. 30, 1915	Nov. 30, 1915	Nov. 24, 1915	BUSHNELL..... AS2
4	1900	.....	.....	Aug. 15, 1917	CAMDEN..... AS6
5	1919 ¹	.....	Nov. 22, 1921 ³	Jan. 24, 1922	CANOPUS..... AS9
6 Apr. 11, 1921	Apr. 12, 1926	.....	.....	June 1, 1926	HOLLAND..... AS3

¹ Year built.² Date taken over from War Dept.³ Date taken over from Shipping Board.

AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (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 (max., no trim)	Displacement	Tons per inch immersion
1 JASON..... AV2 Ex. AC12	<i>Ft. in.</i> 536 0	<i>Ft. in.</i> 514 0	<i>Ft. in.</i> 165 0	<i>Ft. in.</i> 18 5	<i>Tons</i> 12,470	<i>Tons</i> 61.2
2 WRIGHT ² AV1	448 0	448 0	58 0	24 6	11,500	45.2
Total displacement.....					23,970	

Name and official number	Quarters available ⁴					
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1 JASON..... AV2	2	17	12	-----	30	242
2 WRIGHT ⁵ AV1	2	51	-----	21	52	381

Name	No. of propellers	Engines				
		Type	Cylinder diameters			Stroke
			H. P.	I. P.	L. P.	
1 JASON.....	2	Vert., 3-Exp.....	<i>In.</i> 27	<i>In.</i> 46	<i>In.</i> 76	<i>In.</i> 48
2 WRIGHT.....	1	G. E., Curtis geared turbine.	-----	-----	-----	-----

Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1 JASON.....	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911
2 WRIGHT.....	American International S. B. Corp., Hog Island, Pa.	³ 596,450	July 11, 1919 ³	June 30, 1920 ³

¹ Molded.² Fitted as flagship.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. 680.⁴ For crew, data includes total berths and hammock swings. Does not include cots provided.⁵ Also space for 169 cots for crew.⁶ Mean draft, vessel with trim.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

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

	Trial displacement	Designed speed	Tonnage				Fuel capacity (oil) (40 cubic feet per ton)	Name and official number
			United States register		Panama Canal			
			Gross	Net	Gross	Net		
1	<i>Tons</i> 18,862	<i>Knots</i> 14.5	<i>Tons</i> 10,939	<i>Tons</i> 6,257	<i>Tons</i> 11,364	<i>Tons</i> 6,345	<i>Tons</i> 12,300	JASON..... AV2
2	-----	15.0	9,193	3,943	9,661	4,450	1,629	WRIGHT..... AV1

	Armament	Cargo capacity ¹		Number of smoke pipes	Masts	Name
		Not refrigerated	Refrigerated			
		<i>Cu. ft.</i>	<i>Cu. ft.</i>			
1	4 4", 50 cal.....	391,116	-----	2	2	JASON.....
2	2 5", 51 cal.; 2 3", 50 cal. A. A.; 4 30 cal.....	103,517	-----	1	2	WRIGHT.....

	Boilers			Designed horsepower, main engines	Turbogenerator sets			Name
	Number and type	T. G. S.	T. H. S.		Number	Kilowatts each	Volts	
		<i>Sq. ft.</i>	<i>Sq. ft.</i>					
1	3 D. E..... 1 Aux.....	440 22	18,921 623	7,000	3	35	120	JASON.....
2	6 B. & W.....	Oil	17,400	6,000	{ 2 1 }	{ 100 50 }	120	WRIGHT.....
	Total horsepower.....			13,000				

	Keel laid	Ship 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.....
2	-----	Apr. 28, 1920	-----	-----	Dec. 16, 1921	WRIGHT.....

¹ Bunker capacity, 42 cubic feet per ton.² Abreast.³ Exclusive of, for cargo ammunition and cargo fuel oil.

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 (max., no trim)	Displacement	Tons per inch immersion
1	MEDUSA..... AR1	<i>Ft. in.</i> 483 10	<i>Ft. in.</i> 460 0	<i>Ft. in.</i> 70 0	<i>Ft. in.</i> 19 11	<i>Tons</i> 10, 620	<i>Tons</i> 53.8
2	PROMETHEUS..... AR3	465 9	450 0	60 1	18 0	8, 100	45.5
3	VESTAL..... AR4	465 9	450 0	60 1	18 0	8, 100	45.5
Total displacement.....						26, 820	

Name and official number		Quarters available ¹					
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	MEDUSA ² AR1	1	21	-----	12	76	389
2	PROMETHEUS ³ AR3	1	11	-----	12	48	247
3	VESTAL..... AR4	1	15	-----	12	56	302

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.

² Also 236 cots for crew.

³ Also 28 hammock swings available for emergency use of crew.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—REPAIR SHIPS (AR).

	Trial dis- ment place-	Designed speed	Tonnage				Fuel capacity (40 cubic feet per ton) (oil)	Name and official number
			United States register		Panama Canal			
			Gross	Net	Gross	Net		
	<i>Tons</i> 11,045	<i>Knots</i> 16	<i>Tons</i> 10,715	<i>Tons</i> 6,741	<i>Tons</i> 12,103	<i>Tons</i> 7,775	<i>Tons</i> 1,834	
1	-----	16	6,689	3,712	6,863	3,747	872	MEDUSA.....AR1
2	-----	16	6,691	3,714	6,933	3,771	928	PROMETHEUS.....AR3
3	-----	16						VESTAL.....AR4

	Armament	Cargo capacity ²		Number of smoke pipes	Masts	Name
		Not refrigerated	Refrigerated			
		<i>Cu. ft.</i>	<i>Cu. ft.</i>			
1	4 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr., saluting; 2 30 cal. ¹	-----	-----	1	2	MEDUSA 1
2	4 5", 50 cal.; 1 3", 50 cal. A. A.; 4 30 cal.	41,551	-----	1	2	PROMETHEUS..... 2
3	4 5", 51 cal.; 1 3", 50 cal. A. A.; 4 30 cal.	-----	-----	1	2	VESTAL..... 3

¹ Authorized battery; guns not on board.² Exclusive of, for cargo ammunition and cargo fuel oil.

AUXILIARIES—REPAIR SHIPS (AR).

	Name	Number of propellers	Engines					
			Type	Cylinder diameters			Stroke	
				H. P.	I. P.	L. P.		
1	MEDUSA.....	1	Parsons geared turbine.....	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	1
2	PROMETHEUS.....	2	Vert., 3-exp.....	28	44½	75	54	2
3	VESTAL.....	2	do.....	28	44½	75	54	3

	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.....	(¹)	July 1, 1918 ³	Apr. 25, 1919 ⁴	1
2	PROMETHEUS.....	Navy yard, Mare Island.....	² 1,550,000	Apr. 27, 1904	July 12, 1906 ⁴	2
3	VESTAL.....	Navy yard, New York.....	² 1,550,000	do.....	do. ⁴	3

¹ No limit of cost.² Limit of cost.³ Together with act of Aug. 29, 1916.⁴ Date assigned to yard.

AUXILIARIES—REPAIR SHIPS (AR).

Boilers (oil burning)		Designed horse- power, main engines	Turbogenerator sets			Name and official number
Number and type	T. H. S.		No.	Kilo- watts each	Volts	
1 2 Bu. Mod. Thorny.....	<i>Sq. ft.</i> 14, 400	7, 000	2 2	300 100	120	MEDUSA..... AR1
2 6 B. & W.....	19, 974	7, 500	2 2	32 100	120	PROMETHEUS..... AR3
3 2 W. F.....	13, 750	7, 500	2 2	100 50	120	VESTAL..... AR4
Total horsepower.....		22, 000				

	Keel laid	Ship launched	Contract date of com- pletion	Date of pre- liminary 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 ¹	-----	Jan. 15, 1910	PROMETHEUS.....	2
3	Mar. 25, 1907	May 19, 1908	do. ¹ -----	-----	Oct. 4, 1909	VESTAL.....	3

¹ Expiration of construction period.² Also superheat surface, 2,724 sq. ft.

FLOATING DRY DOCK (ARD).

	Name and official number	Length over all (mould- ed)	Breadth (moulded) load water line max. draft	Mean draft	Displace- ment (light condition)	
1	ARD1.....ARD1	<i>Ft. in.</i> 393 6	<i>Ft. in.</i> 60 0	<i>Ft. in.</i> 5 1	<i>Tons</i> 2,315	1

	Name and official number	By whom and where built or building	Contract price (dollars)	Date of act authorizing building	Contract signed	
1	ARD1.....ARD1	Dravo Construction Co., Pitts- burgh, Pa., and Wilmington, Del.	369,892.45	May 14, 1930	Mar. 9, 1933	1

NOTE.—For additional data relative to ARD 1 see pages 408 and 410.

FLOATING DRY DOCK (ARD).

	Quarters available			Name and official number	
	Officers	C. P. O.	Other enlisted men		
1	3	3	30	ARD1.....	ARD1 1

	Keel laid	Date launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Aug. 22, 1933	Aug. 11, 1934	Sept. 11, 1934	Sept. 11, 1934	Jan. 22, 1935	ARD1.....	1

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 (max., no trim)	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	ARCTIC..... AF7	416 6	402 6	53 0	1 26 5	12,600	43.2 1
2	BOREAS..... AF8	416 6	402 6	53 0	1 26 5	12,600	43.2 2
3	BRIDGE ² AF1	422 11	400 0	55 2½	20 8	8,500	41.8 3
4	YUKON..... AF9	416 6	402 6	53 0	1 26 5	12,600	43.2 4
Total displacement.....						46,300	

Name and official number		Quarters available ⁴				
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers
1	ARCTIC..... AF7	1	18			16
2	BOREAS ³ AF8		9			
3	BRIDGE..... AF1	1	15			17
4	YUKON..... AF9		13			3

¹ Loaded summer draft and displacement.² Has towing machine.³ 1 berth for officers, emergency, not included in table.⁴ For crew, data includes total berths and hammock swings. Does not include cots provided.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—STORESHIPS (AF).

Designed speed	Tonnage				Fuel capacity (40 cubic feet per ton) (oil)	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	1,616	ARCTIC..... AF7
2 11	6,100	4,585	-----	-----	1,616	BOREAS..... AF8
3 14	6,357	3,394	6,631	3,869	946	BRIDGE..... AF1
4 11	5,969	4,365	-----	-----	1,616	YUKON..... AF9

Armament	Cargo capacity ²		Number of smoke pipes	Masts	Name
	Not refrigerated	Refrigerated			
	<i>Cu. ft.</i>	<i>Cu. ft.</i>			
1 2 5", 51 cal.; 4 3", 50 cal. A. A. ³	99,295	167,837	1	2	ARCTIC.....
2 2 5", 51 cal.; 4 3", 50 cal. A. A. ³	48,320	275,255	1	2	BOREAS.....
3 4 5", 51 cal.; 1 3", 50 cal. A. A.; 1 3-pdr.....	101,300	56,590	1	2	BRIDGE.....
4 2 5", 51 cal.; 4 3", 50 cal. A. A. ³	48,320	252,880	1	2	YUKON.....

¹ Tonnage before acquired by Navy.² Exclusive of, for cargo ammunition and cargo fuel oil.³ Authorized; not on board.

AUXILIARIES—STORESHIPS (AF).

	Name	Number of propellers	Engines					
			Type	Cylinder diameters			Stroke	
				H. P.	I. P.	L. P.		
1	ARCTIC.....	1	Parsons geared turbine.....	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	1
2	BOREAS.....	1	Curtis turbine.....					2
3	BRIDGE.....	2	Vert., 3-exp.....	21 ¹ / ₁₆	37	63 ¹ / ₄	48	3
4	YUKON.....	1	Parsons geared turbine.....					4

	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 ¹		1
2	BOREAS.....	do.....		do. ¹		2
3	BRIDGE.....	Navy yard, Boston.....	² 1,425,000	Mar. 4, 1913	Feb. 19, 1914 ³	3
4	YUKON.....	Moore S. B. Co., Oakland, Calif.....		Oct. 29, 1921 ¹		4

¹ Date of Executive order authorizing transfer from U. S. Shipping Board.² Limit of cost.³ Date assigned to yard.

AUXILIARIES—STORESHIPS (AF).

Boilers				Turbogenerator sets			Name and official number
Number and type	T. G. S.	T. H. S.	Designed horse-power, main engines	Number	Kilo-watts each	Volts	
1 4 Heine.....	<i>Sq. ft.</i> Oil ..	<i>Sq. ft.</i> 11, 500	2, 800	2	35	120	ARCTIC..... AF7 1
2 Do.....	Oil ..	11, 500	2, 800	2	15	120	BOREAS..... AF8 2
3 2 W. F.....	Oil ..	11, 400	4, 000	2	50	120	BRIDGE..... AF1 3
4 3 S. E.....	Oil ..	11, 500	2, 800	2	15	120	YUKON..... AF9 4
Total horsepower			12, 400				

	Keel laid	Ship 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	.....	1920 ¹	.....	Nov. 14, 1921 ²	Dec. 6, 1921	YUKON.....	4

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

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 (max. no trim)	Displacement	Tons per inch immersion
1	NEPTUNE..... AC8	<i>Ft. in.</i> 542 0	<i>Ft. in.</i> 520 0	<i>Ft. in.</i> 1 65 0	<i>Ft. in.</i> 27 8	<i>Tons</i> 19,480	<i>Tons</i> 64.8
2	NEREUS..... AC10	522 0	500 0	1 62 0	27 8	19,080	63.8
3	PROTEUS..... AC9	522 0	500 0	1 62 0	27 8	19,080	63.8
Total displacement.....						57,640	

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

¹ Molded.² Abreast.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—COLLIERS (AC).

	Trial displacement	Designed 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				
1	Tons 19, 531	Knots 14. 0	Tons 9, 899	Tons 5, 876	Tons 11, 075	Tons 6, 425	Steel...	Tons 2, 500	NEPTUNE..... AC8	1
2	18, 838	14. 0	9, 681	5, 722	10, 704	6, 350	Steel...	2, 220	NEREUS..... AC10	2
3	18, 933	14. 0	9, 681	5, 722	10, 704	6, 350	Steel...	2, 220	PROTEUS..... AC9	3

	Maximum cargo capacity		Deadweight 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		
	Tons	Tons	Tons	Tons	Tons	Tons	Tons		
1	{ 11, 700 1 10, 200 }	{ 2, 925 1 1, 250 }	10, 500	2, 000	100	400	13, 000	NEPTUNE..... AC8	1
2	{ 11, 800 1 10, 100 }	{ 3, 050 1 1, 125 }	10, 500	2, 000	100	300	12, 900	NEREUS..... AC10	2
3	{ 11, 800 1 10, 100 }	{ 3, 050 1 1, 125 }	10, 500	2, 000	100	300	12, 900	PROTEUS..... AC9	3

1 With maximum oil.

2 With maximum coal.

AUXILIARIES—COLLIERS (AC).

	Name	Number of propellers	Engines					Boilers			Designed horsepower, main engines	Turbo-generator sets											
			Type	Cylinders diameters			Stroke	Number and type	T. G. S.	T. H. S.		No.	Kilowatts each	Volts									
				H. P.	I. P.	L. P.																	
1	NEPTUNE	2	In. In. In. In. Westinghouse geared turbine					{ 3 D. E. 1 Aux. }	Sq. ft. 462	Sq. ft. 19, 544	6, 000	2	15	120	1								
2	NEREUS	2	Vert., 3-Exp..	26	43½	74	48									3 D. E.	430	18, 492	6, 800	2	35	120	2
3	PROTEUS	2	do	26	43½	74	48									3 D. E.	430	18, 492	6, 800	2	35	120	3
Total horsepower											19, 600												

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	NEPTUNE AC8	Maryland Steel Co., Sparrows Point, Md.	889,600	Mar. 3, 1909	Sept. 23, 1909	1
2	NEREUS AC10	Newport News S. B. Co.	990,000	June 24, 1910	Aug. 29, 1911	2
3	PROTEUS AC9	do	990,000	do	do	3

AUXILIARIES—COLLIERS (AC).

Quarters available ¹						Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	-----	20	-----	12	320	NEPTUNE ² -----	AC8 1
2	1	16	-----	10	157	NEREUS-----	AC10 2
3	1	13	-----	8	157	PROTEUS-----	AC9 3

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911	-----	Sept. 20, 1911	NEPTUNE-----	1
2	Dec. 4, 1911	Apr. 28, 1913	June 29, 1913	-----	Sept. 10, 1913	NEREUS-----	2
3	Oct. 31, 1911	Sept. 14, 1912	-----do-----	-----	July 9, 1913	PROTEUS-----	3

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 2 berths for officers, emergency, not included in table.

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 (max., no trim)	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	BARNES, ROBERT L ¹ AO14	258 6	251 10	43 2	15 0	3,850	23	1
2	BRAZOS..... AO4	475 7	455 0	56 0	26 8	14,800	50.3	2
3	CUYAMA ² AO3	475 7	455 0	56 0	26 2	14,500	50.2	3
4	KANAWHA ² AO1	475 7	455 0	56 0	26 2	14,500	50.2	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	56 0	26 2	14,500	50.2	8
9	NECHES..... AO5	475 7	455 0	56 0	26 8	14,800	50.3	9
10	PATOKA ⁴ AO9	477 10	463 3	60 0	26 2	16,800	57.8	10
11	PECOS..... AO6	475 7	455 0	56 0	26 8	14,800	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	477 10	463 3	60 0	26 2	16,800	57.8	16
17	TIPPECANOE..... AO21	477 10	463 3	60 0	26 2	16,800	57.8	17
18	TRINITY..... AO13	477 10	463 3	60 0	26 2	16,800	57.8	18
Total displacement.....						269,500		

¹ ROBERT L. BARNES, used for oil storage, Guam.² Molded.³ Has towing machine.⁴ PATOKA, fitted with mast for mooring lighter-than-air aircraft.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—OILERS (AO).

	Trial displacement	Design 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	-----	8.5	-----	-----	-----	-----	Steel	103	BARNES, ROBERT L. AO14	1
2	14,500	14.0	7,449	5,063	8,029	5,363	...do...	824	BRAZOS..... AO4	2
3	-----	14.0	7,454	5,035	8,035	5,278	...do...	824	CUYAMA..... AO3	3
4	14,540	14.0	7,404	5,033	7,980	5,271	...do...	824	KANAWHA..... AO1	4
5	14,330	11.0	7,253	5,348	7,679	5,664	...do...	1,288	KAWEAH..... AO15	5
6	14,316	11.0	7,252	5,393	7,679	5,655	...do...	1,288	LARAMIE..... AO16	6
7	14,295	11.0	7,252	5,395	7,679	5,661	...do...	1,288	MATTOLE..... AO17	7
8	-----	14.0	7,894	5,181	8,016	5,198	...do...	824	MAUMEE..... AO2	8
9	14,736	14.0	7,383	4,860	8,004	5,102	...do...	828	NECHES..... AO5	9
10	-----	10.5	8,267	6,246	8,457	6,210	...do...	1,109	PATOKA..... AO9	10
11	-----	14.0	7,383	4,860	8,004	5,102	...do...	828	PECOS..... AO6	11
12	16,648	10.5	8,246	6,258	8,671	6,424	...do...	1,109	RAMAPO..... AO12	12
13	-----	10.5	8,246	6,258	8,671	6,424	...do...	1,109	RAPIDAN..... AO18	13
14	13,050	10.5	8,246	6,258	8,671	6,415	...do...	1,109	SALINAS..... AO19	14
15	12,500	10.5	8,246	6,258	8,671	6,424	...do...	1,109	SAPELO..... AO11	15
16	13,040	10.5	8,266	6,308	8,671	6,534	...do...	1,109	SEPULGA..... AO20	16
17	13,118	10.5	8,266	6,308	8,671	6,467	...do...	1,109	TIPPECANOE..... AO21	17
18	16,880	10.5	8,266	6,278	8,671	6,444	...do...	1,109	TRINITY..... AO13	18

AUXILIARIES—OILERS (AO).

Name	Number of propellers.	Engines						Boilers (oil burning)		Designed horsepower, main engines	Turbogen- erator sets		
		Type	Cylinder diameters			Stroke	Number and type	Total heating surface	Number		Kilowatts (each)	Volts	
			H. P.	I. P.	L. P.								
1 BARNES, ROBT. L.	1	Vert., 3-exp	18	30	50	42	2 S. E.	Sq. ft. 2,380	1,100	1	30 15	120 120	1
2 BRAZOS	2	do.	23	39½	68½	48	4 B. & W.	12,272	5,200	2	50	120	2
3 CUYAMA	2	do.	23	39½	68½	48	4 B. & W.	12,000	5,200	2	50	120	3
4 KANAWHA	2	do.	23	39½	68½	48	4 B. & W.	12,000	5,200	2	50	120	4
5 KAWEAH	1	do.	27	45½	76	51	3 S. E.	8,095	2,800	2	20 12½	120	5
6 LARAMIE	1	do.	27	45½	76	51	3 S. E.	8,095	2,800	2	20 12½	120	6
7 MATTOLE	1	do.	27	45½	76	51	3 S. E.	8,095	2,800	2	20 12½	120	7
8 MAUMEE	2	(1)					2 B. & W.	5,160	5,000	1 2	25 50	120 120	8
9 NECHES	2	Vert., 3-exp	23	39½	68½	48	4 Ward.	12,680	5,200	2	50	120	9
10 PATOKA	1	Vert., 4-exp	24	51 35	75	51	3 S. E. 1 aux.	7,035 1,223	2,900	2 1	50 12½	120 120	10
11 PECOS	2	Vert., 3-exp	23	39½	68½	48	4 Ward.	12,680	5,200	2	50	120	11
12 RAMAPO	1	Vert., 4-exp	24	51 35	75	51	3 S. E. 1 aux.	7,035 1,223	2,900	2 1	35 12½	120	12
13 RAPIDAN	1	do.	24	51 35	75	51	3 S. E. 1 aux.	7,035 1,223	2,900	2 1	20 12½	120	13
14 SALINAS	1	do.	24	51 35	75	51	3 S. E. 1 aux.	7,035 1,223	2,900	2 1	35 12½	120	14
15 SAPELO	1	do.	24	51 35	75	51	3 S. E. 1 aux.	7,035 1,223	2,900	2 1	35 12½	120	15
16 SEPULGA	1	do.	24	51 35	75	51	3 S. E. 1 aux.	7,035 1,223	2,900	2 1	20 12½	120	16
17 TIPPECANOE	1	Curtis turb. red. gear					3 S. E. 1 aux.	7,035 1,223	2,900	2 1	20 12½	120	17
18 TRINITY	1	do.					3 S. E. 1 aux.	7,035 1,223	2,900	2 1	20 12½	120	18
Total horsepower										63,700			

¹ Diesel 6 cyl. 2 cycle, per shaft $\frac{25.197}{39.37}$ 2,500 S. H. P. at 130 R. P. M.

AUXILIARIES—OILERS (AO).

	Quarters available ¹						Name and official number	
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	-----	1	-----	-----	3	56	BARNES, ROBERT L. AO14	1
2	1	13	-----	-----	12	201	BRAZOS ² AO4	2
3	1	13	-----	-----	12	290	CUYAMA AO3	3
4	1	11	-----	-----	12	225	KANAWHA AO1	4
5	1	9	-----	-----	12	86	KAWEAH AO15	5
6	1	9	-----	-----	9	86	LARAMIE AO16	6
7	-----	11	-----	-----	12	44	MATTOLE ³ AO17	7
8	-----	14	-----	-----	12	449	MAUMEE AO2	8
9	1	13	-----	-----	12	215	NECHES ⁴ AO5	9
10	1	27	-----	-----	20	148	PATOKA AO9	10
11	1	14	-----	-----	12	290	PECOS AO6	11
12	1	13	-----	-----	12	98	RAMAPO ⁵ AO12	12
13	1	12	-----	-----	9	86	RAPIDAN AO18	13
14	1	11	-----	-----	10	94	SALINAS AO19	14
15	1	13	-----	-----	10	98	SAPELO ⁶ AO11	15
16	1	14	-----	-----	16	86	SEPULGA AO20	16
17	1	19	-----	-----	24	26	TIPPECANOE AO21	17
18	1	13	-----	-----	4	82	TRINITY AO13	18

¹ For crew, data includes berths and hammock swings. Does not include cots provided.

² Also space for 30 cots for crew.

³ 1 berth for officer emergency, not included in table.

⁴ 150 berths (movable) for crew, not included in table.

⁵ Also 50 cots for crew.

⁶ 26 berths for enlisted passengers not included in table.

AUXILIARIES—OILERS (AO).

	Name	Guns	Number of smoke pipes	Masts	Maximum cargo capacity—by space (in ton units)	
					Oil—38 cu. ft./ton	Gasoline— 50 cu. ft./ton
					<i>Tons</i> ¹ 1,900	<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	³ 7,878	528
3	CUYAMA.....	4 5", 50 cal.....	1	2	³ 7,854	237
4	KANAWHA.....	4 4", 50 cal.....	1	2	³ 7,899	536
5	KAWEAH.....	2 5", 51 cal.; 2 3", 50 cal. A. A.¹	1	2	³ 9,323	5
6	LARAMIE.....	2 5", 51 cal.; 2 3", 50 cal. A. A.¹	1	3	³ 9,323	6
7	MATTOLE.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	³ 9,323	7
8	MAUMEE.....	4 4", 50 cal.¹	1	2	³ 7,854	617
9	NECHES.....	4 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	³ 7,843	431
10	PATOKA.....	2 5", 51 cal.²	1	2	³ 11,739	10
11	PECOS.....	4 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	³ 7,843	11
12	RAMAPO.....	2 5", 51 cal.....	1	2	³ 11,739	12
13	RAPIDAN.....	2 5", 51 cal.; 2 3", 50 cal. A. A.¹	1	2	³ 11,739	13
14	SALINAS.....	2 5", 51 cal.; 2 3", 50 cal. A. A.¹	1	2	³ 11,739	720
15	SAPELO.....	2 5", 51 cal.¹	1	2	³ 11,739	15
16	SEPULGA.....	2 5", 51 cal.; 2 3", 50 cal. A. A.¹	1	2	³ 11,739	16
17	TIPPECANOE.....	2 5", 51 cal.; 2 3", 50 cal. A. A.¹	1	2	³ 11,739	17
18	TRINITY.....	2 5", 51 cal.¹	1	2	³ 11,739	18

¹ Battery now in reserve; guns not on board.

² 1 gun aboard.

³ Main cargo tanks.

AUXILIARIES—OILERS (AO).

For maximum allowed mean draft								Name and official number		
Draft	Dead-weight capacities				Oil-carrying capacities					
	Total	Cargo fuel	Bunker fuel	Other weights	Cubic feet	42-gallon barrels				
	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>						
1							BARNES, ROBERT L.....	AO14	1	
2	26 6	9, 500	7, 878	872	1 750	299, 111	53, 270	BRAZOS.....	AO4	2
3	26 6	9, 700	7, 854	869	1 977	298, 200	53, 108	CUYAMA.....	AO3	3
4	26 6	9, 800	7, 899	872	1 1, 029	299, 909	53, 412	KANAWHA.....	AO1	4
5	25 8	10, 200	8, 532	1, 357	2 311	323, 942	57, 693	KAWEAH.....	AO15	5
6	25 8	10, 200	8, 532	1, 357	2 311	323, 942	57, 693	LARAMIE.....	AO16	6
7	25 8	10, 200	8, 532	1, 357	2 311	323, 942	57, 693	MATTOLE.....	AO17	7
8	26 6	9, 800	7, 854	869	1 1, 077	298, 200	53, 108	MAUMEE.....	AO2	8
9	26 6	9, 400	7, 843	872	1 685	297, 782	53, 034	NECHES.....	AO5	9
10	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	PATOKA.....	AO9	10
11	26 6	9, 400	7, 843	872	1 685	297, 782	53, 034	PECOS.....	AO6	11
12	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	RAMAPO.....	AO12	12
13	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	RAPIDAN.....	AO18	13
14	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	SALINAS.....	AO19	14
15	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	SAPELO.....	AO11	15
16	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	SEPULGA.....	AO20	16
17	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	TIPPECANOE.....	AO21	17
18	27 8	12, 600	11, 116	1, 168	2 316	422, 051	75, 165	TRINITY.....	AO13	18

¹ Includes complement, stores, potable and reserve feed water and miscellaneous weights to complete total dead weight.

² Includes complement, stores, portable and reserve feed water.

NOTE:—For gasoline (aviation, 50 cu. ft./ton) 8.9 barrels (42 gals.) = 1 ton.
For fuel oil (38 cu. ft./ton) 6.75 barrels (42 gals.) = 1 ton.

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 ⁸	-----	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 ⁸	-----	12
13	RAPIDAN..... AO18	do.....	-----	do. ⁵	-----	13
14	SALINAS..... AO19	do.....	-----	do. ⁵	-----	14
15	SAPELO..... AO11	do.....	-----	do. ⁵	-----	15
16	SEPULGA..... AO20	do.....	-----	do. ⁵	-----	16
17	TIPPECANOE... AO21	do.....	-----	do. ⁵	-----	17
18	TRINITY..... AO13	do.....	-----	do. ⁵	-----	18

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 completion	Date of preliminary 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	-----	1920 ¹	-----	Mar. 6, 1922 ²	(³)	TIPPECANOE. AO21	17
18	Nov. 10, 1919	July 3, 1920	-----	Sept. 4, 1920	Sept. 4, 1920	TRINITY. AO13	18

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

AUXILIARIES—AMMUNITION SHIPS (AE).

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	Maximum draft (aft)
1 NITRO..... AE2	<i>Ft. in.</i> 482 9	<i>Ft. in.</i> 460 0	<i>Ft. in.</i> 60 11½	<i>Ft. in.</i> 20 11	<i>Tons</i> 10,600	<i>Tons</i> 50.5	<i>Ft. in.</i> 25 5
2 PYRO..... AE1	482 9	460 0	60 11½	20 11	10,600	50.5	25 5
Total displacement.....					21,200		

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.....	(¹)	July 1, 1918 ⁴	July 2, 1918 ⁴
2 PYRO.....	do.....	² 3,550,000	Aug. 29, 1916	Jan. 5, 1917 ⁴

Name and official number	Quarters available ¹					
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1 NITRO ³ AE2	1	9	3	12	18	257
2 PYRO ³ AE1	1	11	-----	8	18	261

Name	Number of propellers	Type of engines	Boilers			Designed horsepower main engines	Turbogenerator sets		
			Number and type	T. G. S.	T. H. S.		No.	Kilo-watts each	Volts
1 NITRO.....	2	Parsons geared turbine.	4 B. & W.	<i>Sq. ft.</i> Oil	<i>Sq. ft.</i> 14,420	5,300	2	50	120
2 PYRO.....	2	do.....	4 B. & W.	Oil	14,420	5,300	2	50	120
Total shaft horsepower.....						10,600			

¹ For crew, data includes total berths and hammock swings. Does not include cots provided.² 1 spare stateroom, not included in table.³ 2 berths, emergency use, not included in table.⁴ Together with act of Aug. 29, 1916.⁵ Date assigned to yard.⁶ Limit of cost.⁷ Also superheat surface, 1,440 sq. ft.⁸ No limit of cost.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—AMMUNITION SHIPS (AE).

	Trial displacement	Design- ed speed	Tonnage				Fuel capacity (oil) (40 cubic feet per ton)	Name and official number		
			United States register		Panama Canal					
			Gross	Net	Gross	Net				
1	<i>Tons</i> 11, 777	<i>Knots</i> 13. 0	<i>Tons</i> 7, 440	<i>Tons</i> 4, 405	<i>Tons</i> 8, 425	<i>Tons</i> 5, 269	<i>Tons</i> 1, 493	NITRO.....	AE2	1
2	10, 604	13. 0	7, 440	4, 405	8, 425	5, 269	1, 493	PYRO.....	AE1	2

	Keel laid	Ship 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	Number of smoke pipes	Masts	Name	
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

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 (max. no trim)	Displacement	Tons per inch immersion
		<i>Ft.</i> <i>in.</i>	<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	CAPELLA..... AK13	401 0	390 0	54 0	1 24 5	11,450	43.3
2	REGULUS..... AK14	391 9	377 0	52 0	1 24 0	10,550	39.7
3	SIRIUS..... AK15	401 0	390 0	54 0	1 24 5	11,450	43.3
4	SPICA..... AK16	401 0	390 0	54 0	1 24 5	11,450	43.3
5	VEGA..... AK17	401 0	390 0	54 0	1 24 5	11,450	43.3
Total displacement.....						56,350	

Name and official number		Quarters available ²				
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers
1	CAPELLA..... AK13	1	16			8
2	REGULUS ³ AK14		11			
3	SIRIUS..... AK15	1	17			18
4	SPICA ³ AK16		8			8
5	VEGA..... AK17	1	20			12

¹ Loaded summer draft and displacement.² For crew, data includes berths and hammock swings. Does not include cots provided.³ 1 berth for officers, emergency, not included in table.

TREATY NOTE—Under article 8, part II, of the London treaty vessels of this class are exempt from limitations.

AUXILIARIES—CARGO SHIPS (AK).

Designed speed	Tonnage				Fuel capacity (40 cubic feet per ton) (oil)	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	1,051	CAPELLA AK13 1
2 11.5	² 4,980	² 3,087			1,055	REGULUS AK14 2
3 11.5	² 5,581	² 3,415	5,697	3,454	1,904	SIRIUS AK15 3
4 11.5	² 5,562	² 3,434			1,051	SPICA AK16 4
5 11.5	² 5,562	² 3,434	6,105	4,355	1,051	VEGA AK17 5

Armament	Cargo capacity ¹		Number of smoke pipes	Masts	Name
	Not Refrigerated	Refrigerated			
1 2 5", 51 cal.; 4 3", 50 cal. A. A. ²	<i>Cu. ft.</i> 297,980	<i>Cu. ft.</i>	1	2	CAPELLA 1
2 . . . do. ³	351,580		1	2	REGULUS 2
3 . . . do. ³	257,849		1	2	SIRIUS 3
4 . . . do. ³	315,245		1	2	SPICA 4
5 . . . do. ³	264,118		1	2	VEGA 5

¹ Exclusive of, for cargo ammunition and cargo fuel oil.² Tonnage before acquired by Navy.³ Authorized battery—guns not on board.

AUXILIARIES—CARGO SHIPS (AK).

	Name	Number of propellers	Engines					
			Type	Cylinder diameters			Stroke	
				H. P.	I. P.	L. P.		
				<i>Inches</i>	<i>Inches</i>	<i>Inches</i>	<i>Inches</i>	
1	CAPELLA.....	1	Curtis geared turbine.....					1
2	REGULUS.....	1	Vert., 3-exp.....	24	41	68	48	2
3	SIRIUS.....	1	Curtis geared turbine.....					3
4	SPICA.....	1	do.....					4
5	VEGA.....	1	do.....					5

	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 ¹	1
2	REGULUS.....	Beth. S. B. Corp., Wilmington, Del.			do. ¹	2
3	SIRIUS.....	Am. Int. S. B. Corp., Hog Island, Pa.			do. ¹	3
4	SPICA.....	do.....			do. ¹	4
5	VEGA.....	do.....			do. ¹	5

¹ Date of Executive order for transfer to Navy.

AUXILIARIES—CARGO SHIPS (AK).

Boilers			Designed horse- power, main engines	Turbogenerator sets			Name and official number	
Number and type	Total grate sur- face	Total heat- ing surface		Num- ber	Kilo- watts (each)	Volts		
1 3 B. & W.....	Sq. ft. Oil.	Sq. ft. 8,700	2,500	2	15	120	CAPELLA..... AK13	1
2 3 S. E.....	Oil.	7,237	2,500	2	10	120	REGULUS..... AK14	2
3 3 B. & W.....	Oil.	8,700	2,500	2	25	120	SIRIUS..... AK15	3
4 .....do.....	Oil.	8,700	2,500	2	15	120	SPICA..... AK16	4
5 .....do.....	Oil.	8,700	2,500	3	15	120	VEGA..... AK17	5
Total horsepower.....			12,500					

Keel laid	Ship launched	Contract date of com- pletion	Date of pre- liminary acceptance	Date of first commission	Name	
1	1920 ¹	.....	Nov. 20, 1921 ²	Dec. 8, 1921	CAPELLA.....	1
2	1920 ¹	.....	Nov. 7, 1921 ²	(³)	REGULUS.....	2
3	1919 ¹	.....	Dec. 10, 1921 ²	Jan. 20, 1922	SIRIUS.....	3
4	1919 ¹	.....	Nov. 16, 1921 ²	(³)	SPICA.....	4
5	1919 ¹	.....	Dec. 2, 1921 ²	Dec. 21, 1921	VEGA.....	5

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

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 (max., no trim)	Displacement	Tons per inch immersion
1	CHAUMONT..... AP5	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 58 0	<i>Ft. in.</i> 23 0	<i>Tons</i> 10,700	<i>Tons</i> 44.6
2	HENDERSON..... AP1	483 10	460 0	60 11½	19 11	10,000	49.7
3	HEYWOOD ² AP2						
Total displacement.....						20,700	

Name	No. of propellers	Engines				
		Type	Cylinder diameters			Stroke
			H. P.	I. P.	L. P.	
1	CHAUMONT..... 1	G. E., Curtis geared turbine	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>
2	HENDERSON..... 2	Vert., 3-Exp.	21¼	37	63¼	48
3	HEYWOOD.....					

¹ On load water line.² Authorized by act of Aug. 29, 1916, but no appropriation provided.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class, except the HENDERSON, which is listed as "special" in Annex III, Part II, of the London treaty, are exempt from limitation.

AUXILIARIES—TRANSPORTS (AP).

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

	Boilers (oil burning)		Designed horsepower main engines	Turbogenerator sets			Name
	Number and type	T. H. S.		No.	Kilo watts each	Volts	
1	6 B. & W.....	<i>Sq. ft.</i> 17,400	6,000	{ 1 1 1	5 50 100	120 120 120	CHAUMONT.....
2	3 B. & W.....	11,400	4,000	2	200	120	HENDERSON.....
3	-----	-----	-----	-----	-----	-----	HEYWOOD.....
Total shaft horsepower..			10,000	-----	-----	-----	-----

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 ⁴						
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	CHAUMONT ⁵ AP5	1	18			17	250	1
2	HENDERSON ⁶ AP1	1	17		5	20	425	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 For crew, data includes berths and hammock swings. Does not include cots provided.

⁵ Space available for 116 cabin passengers and 1,200 troop-class passengers.

⁶ Space available for 86 first-class passengers, 29 chief petty-officer passengers, and 1,580 troop-class passengers.

AUXILIARIES—TRANSPORTS (AP).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary 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	Cargo capacity ³		Number of smoke pipes	Masts	Name	
		Not refrigerated	Refrigerated				
1	None.....	<i>Cu. ft.</i> 165,037	<i>Cu. ft.</i> -----	1	2	CHAUMONT.....	1
2	8 5", 51 cal.; 2 3", 50 cal. A. A.; 2 3-pdr.; 2 1-pdr.	112,388	-----	1	2	HENDERSON.....	2
3	-----	-----	-----	-----	-----	HEYWOOD.....	3

¹ Year built.² Date taken over from War Department.³ Exclusive of, for cargo ammunition and cargo fuel oil.

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			
1	MERCY..... AH4	<i>Ft. in.</i> 429 10	<i>Ft. in.</i> 1413 0	<i>Ft. in.</i> 50 2	<i>Ft. in.</i> 22 8	<i>Tons</i> 9,450	<i>Tons</i> 40.0	<i>Tons</i> 1,757	<i>Ft. in.</i> 2 23 4	1
2	RELIEF..... AH1	483 10	460 0	60 11½	19 7	9,800	49.7	1,951	2 19 10	2
Total displacement.....						19,250				

	Name	Number of propellers	Engines					Boilers			Designed horsepower main engines	Turbo-generator sets			
			Type	Cylinder diameters			Stroke	Number and type	T. G. S.	T. H. S.		No.	Kilowatts each	Volts	
				H. P.	I. P.	L. P.									
1	MERCY	2	Vert., 3-exp	<i>In.</i> 32	<i>In.</i> 52	<i>In.</i> 86	<i>In.</i> 48	8 S. E.	<i>Sq. ft.</i> 572	<i>Sq. ft.</i> 20,667	8,500	3	50	120	1
2	RELIEF	2	Parsons geared turbine					3 B. & W.	Oil.	11,424	5,250	2	300	120	2
Total horsepower											13,750				

	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	\$ 2,240,000	.....	Sept. 27, 1917	1
2	RELIEF.....	Navy yard, Philadelphia, Pa.	\$ 4,355,000	Aug. 29, 1916	Aug. 29, 1916	2

¹ Registered.² Forward.³ Fuel oil (40 cu. ft. per ton).⁴ Also superheat, surface 1,140 sq. ft.⁵ Purchase price.⁶ Limit of cost.⁷ Date of purchase.⁸ Date assigned to the yard.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—HOSPITAL SHIPS (AH).

	Trial displacement	Designed speed	Tonnage				Number of smoke pipes	Masts	Name and official number	
			U. S. register		Panama Canal					
			Gross	Net	Gross	Net				
1	<i>Tons</i> 10, 070	<i>Knots</i> 15	<i>Tons</i> 6, 644	<i>Tons</i> 2, 463	<i>Tons</i> 7, 364	<i>Tons</i> 3, 283	2	2	MERCY..... AH4	1
2	10, 070	15	8, 288	4, 037	9, 324	5, 764	1	2	RELIEF..... AH1	2

Quarters available ¹						Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	27			20	373	MERCY ² AH4	1
2	1	21	7	32	636	RELIEF ³ AH1	2

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1		1907 ⁴		Sept. 27, 1917 ⁵	Jan. 24, 1918	MERCY.....	1
2	July 14, 1917	Dec. 23, 1919			Dec. 28, 1920	RELIEF.....	2

¹ For crew, data includes berths and hammock swings. Does not include cots provided.

² Accommodations for 6 nurses, 11 sick officers, and 221 in wards not included in table.

³ Accommodations for 12 nurses, 10 sick officers, and 525 in wards not included in table.

⁴ Year built.

⁵ Date of purchase.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Material of hull	Dimensions					Designed 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	13.0	1
2	ALLEGHENY..... AT19	do	155 10	149 4	30 0	14 7	1,000	14.0	2
3	ARAPAHO..... AT14	do	122 6	115 0	24 0	12 10	575	11.0	3
4	BAGADUCE..... AT21	do	156 8	149 4	30 0	14 7	1,000	13.0	4
5	BAY SPRING..... AT60	do	150 0	141 4	27 8	14 1	775	-----	5
6	CHALLENGE (S. P. 1015)..... AT59	Iron	129 3	122 0	22 2	13 2	515	14.0	6
7	CHEMUNG..... AT18	Steel	123 6	115 0	26 8	11 6	575	11.0	7
8	GENESEE (S. P. 1116)..... AT55	do	170 0	158 0	29 0	16 0	1,000	15.0	8
9	IUKA..... AT37	do	156 8	149 4	30 0	14 7	1,000	13.0	9
10	KALMIA..... AT23	do	156 8	149 4	30 0	14 7	1,000	13.0	10
11	KEOSANOUA..... AT38	do	156 8	149 4	30 0	14 7	1,000	13.0	11
12	KEWAYDIN..... AT24	do	156 8	149 4	30 0	14 7	1,000	13.0	12
13	KOKA..... AT31	do	156 8	149 4	30 0	14 7	1,000	13.0	13
14	MAHOPAC..... AT29	do	156 8	149 4	30 0	14 7	1,000	13.0	14
15	MONTCALM..... AT39	do	156 8	149 4	30 0	14 7	1,000	13.0	15
16	NAPA..... AT32	do	156 8	149 4	30 0	14 7	1,000	13.0	16

¹ Estimated.² Extreme.³ Registered.⁴ Designed draft.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Tonnage				Fuel capacity		Num- ber of smoke pipes	Masts	Name and official number	
	United States register		Panama Canal		Coal, 42 cubic feet per ton	Oil, 40 cubic feet per ton				
	Gross	Net	Gross	Net						
1	<i>Tons</i> 502	<i>Tons</i> Nil	<i>Tons</i> 546	<i>Tons</i> Nil 1 134	<i>Tons</i> -----	<i>Tons</i> 256	1	2-----	ALGORMA..... AT34	1
2	-----	-----	-----	-----	-----	240	1	2-----	ALLEGHENY... AT19	2
3	-----	-----	-----	-----	-----	142	1	1 mast; 1 derrick	ARAPAHO..... AT14	3
4	-----	-----	-----	-----	-----	258	1	2-----	BAGADUCE..... AT21	4
5	¹ 426	¹ 74	-----	-----	-----	-----	-----	-----	BAY SPRING... AT60	5
6	¹ 255	¹ 127	-----	-----	-----	110	1	2-----	CHALLENGE... AT59	6
7	-----	-----	-----	-----	-----	147	1	2-----	CHEMUNG..... AT18	7
8	¹ 617	¹ 420	-----	-----	286	-----	1	2-----	GENESEE..... AT55	8
9	502	Nil	546	Nil 1 134	-----	256	1	2-----	IUKA..... AT37	9
10	-----	-----	-----	-----	-----	258	1	2-----	KALMIA..... AT23	10
11	502	Nil	546	Nil 1 134	-----	256	1	2-----	KEOSANQUA... AT38	11
12	-----	-----	-----	-----	-----	258	1	2-----	KEWAYDIN... AT24	12
13	-----	-----	-----	-----	-----	249	1	2-----	KOKA..... AT31	13
14	-----	-----	-----	-----	-----	249	1	2-----	MAHOPAC..... AT29	14
15	502	Nil	546	Nil 1 134	-----	256	1	2-----	MONTCALM... AT39	15
16	-----	-----	-----	-----	-----	249	1	2-----	NAPA..... AT32	1

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

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name	Number of propellers	Engines					Boilers			Designed horsepower main engines	Turbogen- erator sets				
			Type	Cylinder diameters			Stroke	Number and type	T. G. S.	T. H. S.		Number	Kilowatts, each	Volts		
				H. P.	I. P.	L. P.										
				In.	In.	In.	In.		Sq. ft. Oil	Sq. ft.						
1	ALGORMA.....	1	Vert., 3-exp.	21	33½	55½	42	2 S. E.....								
2	ALLEGHENY.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	2	
3	ARAPAHO.....	1	do.....	15	24	38	24	do.....	Oil	2, 290	800	1	10	120	3	
4	BAGADUCK.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	4	
5	BAY SPRING.....	1	do.....	17	25	43	30	do.....	Oil	3, 060	850	1	7	120	5	
6	CHALLENGE.....	1	do.....	16	24	40	28	1 S. E.; 1 aux.	Oil	2, 167	750	1	4.5	120	6	
7	CHEMUNG.....	1	do.....	15	24	38	24	2 S. E.....	Oil	3, 617	800	2	5	120	7	
8	GENESEE.....	1	do.....	18	28	45	30	do.....	127	3, 488	1, 000	{ 1 7 1 3.5 }			120	8
9	IUKA.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	9	
10	KALMIA.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	10	
11	KEOSANQUA.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	11	
12	KEWAYDIN.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	12	
13	KOKA.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	13	
14	MAHOP.C.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	14	
15	MONTCALM.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	15	
16	NAPA.....	1	do.....	21	33½	55½	42	do.....	Oil	4, 972	1, 800	2	10	120	16	

AUXILIARIES—OCEAN-GOING TUGS (AT).

Quarters available ¹						Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	5				45	ALGORMA..... AT34	1
2	3			3	26	ALLEGHENY..... AT19	2
3	3				23	ARAPAHO..... AT14	3
4	3			3	35	BAGADUCE..... AT21	4
5	7				21	BAY SPRING..... AT60	5
6	1			2	18	CHALLENGE..... AT59	6
7	5				20	CHEMUNG..... AT18	7
8	1			2	27	GENESEE..... AT55	8
9	4			3	42	IUKA..... AT37	9
10	4				45	KALMIA..... AT23	10
11	5			3	41	KEOSANQUA..... AT38	11
12	5			2	43	KEWAYDIN..... AT24	12
13	3			3	44	KOKA..... AT31	13
14	4				42	MAHOPAC..... AT29	14
15	3			3	42	MONTCALM..... AT39	15
16	1	4			42	NAPA..... AT32	16

¹ For crew, data includes berths and hammock swings. Does not include cots provided.

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.	555,000	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	GENESEE..... AT55	2 3", 50 cal. broadside ¹ .	Maryland Steel Co., Sparrows Point, Md.	\$ 315,000	8
9	IUKA..... AT37	2 3", 50 cal. A. A. ¹	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	9
10	KALMIA..... AT23	2 3", 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	10
11	KEOSANQUA... AT38	2 3", 50 cal. A. A. ¹	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	11
12	KEWAYDIN.... AT24	2 3", 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	12
13	KOKA..... AT31	2 3", 50 cal. A. A. ¹	Navy yard, Puget Sound.....	-----	13
14	MAHOPAC..... AT29	2 3", 50 cal. A. A. ¹	do.....	-----	14
15	MONTCALM.... AT39	2 3", 50 cal. A. A. ¹	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	15
16	NAPA..... AT32	2 3", 50 cal. A. A.....	Navy yard, Puget Sound.....	-----	16

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	Ship 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	Dec. 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 ²	.....	Oct. 4, 1918	CHALLENGE.....	6
7	.....	Nov. 21, 1914	Oct. 2, 1915	Apr. 1, 1916	.....	Mar. 14, 1917	CHEMUNG.....	7
8	.....	July 27, 1917 ³	.....	1905 ²	Sept. 25, 1917	Nov. 10, 1917	GENESEE.....	8
9	Mar. 4, 1917 ¹	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	Oct. 29, 1920	IUKA.....	9
10	do. ¹	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	.....	Nov. 18, 1919	KALMIA.....	10
11	do. ¹	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	Dec. 9, 1920	KEOSANQUA.....	11
12	do. ¹	May 21, 1918	Aug. 23, 1918	June 25, 1919	.....	Nov. 4, 1919	KEWAYDIN.....	12
13	do. ¹	May 18, 1918 ⁴	Nov. 30, 1918	July 11, 1919	.....	Feb. 18, 1920	KOKA.....	13
14	do. ¹	do. ⁴	do.....	May 27, 1919	.....	Oct. 20, 1919	MAHOPAC.....	14
15	do. ¹	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	Jan. 19, 1921	MONTCALM.....	15
16	do. ¹	May 18, 1918 ⁴	Mar. 5, 1919	July 24, 1919	.....	Dec. 5, 1919	NAPA.....	16

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

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Material of hull	Dimensions					Designed 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>
17	NAVAJO..... AT52	Steel	141 4		27 6	14 1	800	12.0
18	ONTARIO..... AT13	...do...	185 2	175 0	34 0	12 6	1,120	14.0
19	PATAPSCO..... AT10	...do...	157 1	148 0	29 0½	12 3	1 755	13.0
20	PATUXENT ¹ AT11	...do...	156 7	148 0	29 0½	12 3	1 755	13.0
21	PINOLA..... AT33	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
22	SAGAMORE..... AT20	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
23	SCIOTA..... AT30	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
24	SONOMA..... AT12	...do...	185 2	175 0	34 0	12 6	1,120	14.0
25	SUNNADIN..... AT28	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
26	TADOUSAC..... AT22	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
27	TATNUCK..... AT27	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
28	TILLAMOOK..... AT16	...do...	122 6	115 0	24 0	12 10	575	10.5
29	UMPQUA..... AT25	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
30	UNDAUNTED..... AT58	...do...	143 0		28 0	14 10	1 450	11.5
31	WANDANK..... AT26	...do...	156 8	149 4	30 0	14 7	1 1,000	13.0
32	WANDO..... AT17	...do...	123 6	115 0	26 8	11 6	575	-----
	Total displacement.....						28,590	

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

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from limitation.

NOTE.—U. S. S. CARRABASSET (*ex-AT35*) is being operated by U. S. Coast Guard, having been transferred under date of May 24, 1924. The principal dimensions of this vessel are similar to U. S. S. ALGORMA (AT34).

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Tonnage				Fuel capacity		Number of smoke pipes	Masts	Name and official number	
	United States register		Panama Canal		Coal, 42 cubic feet per ton	Oil, 40 cubic feet per ton				
	Gross	Net	Gross	Net						
	Tons	Tons	Tons	Tons	Tons	Tons				
17	438	45	483	128	-----	164	1	2.....	NAVAJO..... AT52	17
18	883	131	875	177	483	-----	1	2.....	ONTARIO..... AT13	18
19	-----	-----	-----	-----	311	-----	1	2.....	PATAPSCO..... AT10	19
20	521	101	569	112	313	-----	1	2.....	PATUXENT..... AT11	20
21	-----	-----	-----	-----	-----	249	1	2.....	PINOLA..... AT33	21
22	-----	-----	-----	-----	-----	240	1	2.....	SAGAMORE..... AT20	22
23	-----	-----	-----	-----	-----	249	1	2.....	SCIOTA..... AT30	23
24	883	131	875	177	483	-----	1	2.....	SONOMA..... AT12	24
25	-----	-----	-----	-----	-----	249	1	2.....	SUNNADIN..... AT28	25
26	-----	-----	-----	-----	-----	258	1	2.....	TADOUSAC..... AT22	26
27	-----	-----	-----	-----	-----	249	1	2.....	TATNUCK..... AT27	27
28	-----	-----	-----	-----	-----	142	1	1 mast, 1 derrick.	TILLAMOOK... AT16	28
29	-----	-----	546	134	-----	258	1	2.....	UMPQUA..... AT25	29
30	-----	-----	-----	-----	-----	329	1	2.....	UNDAUNTED.. AT58	30
31	-----	-----	-----	-----	-----	258	1	2.....	WANDANK.... AT26	31
32	-----	-----	-----	-----	-----	144	1	2.....	WANDO..... AT17	32

¹ Subject to 50 percent limitation on propelling power.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name	Number of propellers	Engine				Boilers			Designed horsepower main engines	Turbogenerator sets				
			Type	Cylinder diameters			Number and type	Total grate surface	Total heating surface		Number	Kilowatts (each)	Volts		
				H. P.	I. P.	L. P.									
				In.	In.	In.	Stroke		Sq. ft. Oil	Sq. ft.					
17	NAVAJO.....	1	Vert., 3-exp..	16½	24	41	30	2 S. E.....			935	1	10	120	17
18	ONTARIO.....	1	do.....	19¾	31½	54¼	36	do.....	158	5,812	1,800	1	10	120	18
19	PATAPSCO.....	2	do.....	11¾	18½	32	27	do.....	97	3,078	1,160	1	10	120	19
20	PATUXENT.....	2	do.....	11¾	18½	32	27	do.....	97	3,078	1,160	1	10	120	20
21	PINOLA.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	21
22	SAGAMORE.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	22
23	SCIOTA.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	23
24	SONOMA.....	1	do.....	19¾	31½	54¼	36	do.....	Oil	5,812	1,800	2	10	120	24
25	SUNNADIN.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	25
26	TADOUSAC.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	26
27	TATNUCK.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	27
28	TILLAMOOK.....	1	do.....	15	24	38	24	do.....	Oil	2,260	800	1	10	120	28
29	UMPQUA.....	1	do.....	21	33½	55½	42	do.....	Oil	4,972	1,800	2	10	120	29
30	UNDAUNTED.....	1	do.....	16½	26	44	30	2 Union.....	Oil	3,870	1,000	1	7	120	30
31	WANDANK.....	1	do.....	21	33½	55½	42	2 S. E.....	Oil	4,972	1,800	2	10	120	31
32	WANDO.....	1	do.....	15	24	38	24	do.....	Oil	3,617	800	2	5	120	32
Total horsepower.....											47,855				

AUXILIARIES—OCEAN-GOING TUGS (AT).

Quarters available ¹						Name and official number	
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other Enlisted men		
17	1			3	24	NAVAJO.....	AT52 17
18	2	5		6	27	ONTARIO ²	AT13 18
19	1	3		3	27	PATAPSCO.....	AT10 19
20	1	4		3	27	PATUXENT.....	AT11 20
21		5		3	41	PINOLA.....	AT33 21
22		3		3	39	SAGAMORE.....	AT20 22
23		5		3	40	SCIOTA.....	AT30 23
24	1	4		5	48	SONOMA.....	AT12 24
25	1	4		3	45	SUNNADIN.....	AT28 25
26		5			46	TADOUSAC.....	AT22 26
27		4			31	TATNUCK.....	AT27 27
28		3			12	TILLAMOOK.....	AT16 28
29	1	2			46	UMPQUA.....	AT25 29
30		3		2	25	UNDAUNTED.....	AT58 30
31		5		3	42	WANDANK.....	AT26 31
32		2		5	23	WANDO.....	AT17 32

¹ For crew, data includes berths and hammock swings. Does not include cots provided.² Also 18 cots provided for enlisted men.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Armament	By whom and where built or building	Contract price of hull and machinery (dollars)	
17	NAVAJO..... AT52	2 3-pdr. ¹	Neafie & Levy, Philadelphia.....	\$ 115,000	17
18	ONTARIO..... AT13	1 3' 50 cal. broadside; 1 3' 50 cal. A. A.	New York S. B. Co., Camden, N. J.	194,000	18
19	PATAPSCO..... AT10	1 3' 50 cal. A. A. ¹	Navy yard, Portsmouth, N. H....	\$ 175,000	19
20	PATUXENT..... AT11	1 3' 50 cal. A. A. ¹	Navy yard, Norfolk, Va.....	\$ 175,000	20
21	PINOLA..... AT33	2 3' 50 cal. A. A. ¹	Navy yard, Puget Sound.....		21
22	SAGAMORE..... AT20	2 3' 50 cal. A. A. ¹	American S. B. Co., Buffalo, N. Y.	430,921	22
23	SCIOTA..... AT30	2 3' 50 cal. A. A. ¹	Navy yard, Puget Sound.....		23
24	SONOMA..... AT12	1 3' cal. broadside; 1 3' 50 cal. A. A. ¹	New York S. B. Co., Camden, N. J.	194,000	24
25	SUNNADIN..... AT28	2 3' 50 cal. A. A. ¹	Navy yard, Puget Sound.....		25
26	TADOUSAC..... AT22	2 3' 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	26
27	TATNUCK..... AT27	2 3' 50 cal. A. A. ¹	Navy yard, Puget Sound.....		27
28	TILLAMOOK..... AT16	2 3-pdr. ¹	Seattle C. & D. D. Co., Seattle, Wash.		28
29	UMPQUA..... AT25	2 3' 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	29
30	UNDAUNTED... AT58	1 3' 50 cal. A. A. ¹	Union Iron Works, San Francisco..	\$ 222,500	30
31	WANDANK..... AT26	2 3' 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	31
32	WANDO..... AT17	2 3-pdr. ¹	Navy yard, Charleston, S. C.....	\$ 125,000	32

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

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

AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR).

Name and official number		Dimensions						De- signed speed
		Length over all	Length between perpen- diculars	Breadth, molded	Depth, molded	Mean draft	Dis- place- ment	
1	CHEWINK..... ASR3 ex-AM39	<i>Ft. in.</i> 187 10	<i>Ft. in.</i> 180 0	<i>Ft. in.</i> 35 6	<i>Ft. in.</i> 18 8½	<i>Ft. in.</i> 11 2	<i>Tons</i> 1,120	<i>Knots</i> 14.0
2	FALCON..... ASR2 ex-AM28	187 10	180 0	35 6	18 8½	12 3	1,270	14.0
3	MALLARD..... ASR4 ex-AM44	187 10	180 0	35 6	18 8½	11 10	1,210	14.0
4	ORTOLAN..... ASR5 ex-AM45	187 10	180 0	35 6	18 8½	12 2	1,270	14.0
5	PIGEON..... ASR6 ex-AM47	187 10	180 0	35 6	18 8½	11 11	1,210	14.0
6	WIDGEON..... ASR1 ex-AM22	187 10	180 0	35 6	18 8½	11 8	1,210	14.0
Total displacement.....							7,290	

Name	Number of propellers	Engines					Boilers, oil burning		Designed horsepower, main engines	Turbogen- erator sets			
		Type	Cylinder diameters			Stroke	Number and type	T. H. S.		Number	Kilowatts each	Volts	
			H. P.	I. P.	L. P.								
1	CHEWINK.....	1	Vert., 3-exp.	<i>In.</i> 19	<i>In.</i> 29	<i>In.</i> 46	<i>In.</i> 30	2 B & W....	<i>Sq. ft.</i> 5,800	1,400	¹ 1 2	50 25	120
2	FALCON.....	1	do.....	19	29	46	30	do.....	5,800	1,400	¹ 1 2	50 25	120
3	MALLARD.....	1	do.....	19	29	46	30	do.....	5,800	1,400	¹ 1 2	50 25	120
4	ORTOLAN.....	1	do.....	19	29	46	30	do.....	5,800	1,400	¹ 1 2	50 25	120
5	PIGEON.....	1	do.....	19	29	46	30	do.....	5,800	1,400	¹ 1 2	50 25	120
6	WIDGEON.....	1	do.....	19	29	46	30	do.....	5,800	1,400	¹ 1 2	50 25	120
Total horsepower.....										8,400			

¹ For underwater cutting apparatus.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, vessels of this class are exempt from imitation.

AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR).

	Tonnage				Fuel capacity (oil), 39 cubic feet per ton	Number of smoke pipes	Masts	Name and official number	
	United States register		Panama Canal						
	Gross	Net	Gross	Net					
1	Tons 723	Tons Nil.	Tons 784	Tons 168	Tons 275	1	2	CHEWINK..... ASR3	1
2					275	1	2	FALCON..... ASR2	2
3	771	Nil.	786	156	275	1	2	MALLARD..... ASR4	3
4					275	1	2	ORTOLAN..... ASR5	4
5	736	Nil.	797	164	275	1	2	PIGEON..... ASR6	5
6	697	Nil.	762	133	275	1	2	WIDGEON..... ASR1	6

	Armament	Quarters available ¹						Name and official number	
		Cabin	Wardroom	Junior officers	Warrent off- cers	Chief petty offi- cers	Other enlisted men		
1	2 3", 50 cal. AA. ²		5			6	57	CHEWINK..... ASR3	1
2	do. ²	1	4			6	63	FALCON..... ASR2	2
3	do. ²		7			5	56	MALLARD..... ASR4	3
4	do. ²		5			6	68	ORTOLAN..... ASR5	4
5	do. ²	1	5			6	60	PIGEON..... ASR6	5
6	do. ²	1			4	7	56	WIDGEON..... ASR1	6

¹ For crew, data includes berths and hammock swings. Does not include cots provided.² Authorized battery; guns not on board.

AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR).

	Name and official number	By whom and where built or building	Contract Price of hull and machinery	Date of act authorizing building	
1	CHEWINK..... ASR3	Todd Shipyard Corp., New York.....	\$572,000	Oct. 6, 1917 ¹	1
2	FALCON..... ASR2	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	Mar. 4, 1917 ¹	2
3	MALLARD..... ASR4	Staten Island S. B. Co., New York.....	Cost+fee	Oct. 6, 1917 ¹	3
4	ORTOLAN..... ASR5	do.....	Cost+fee	do. ¹	4
5	PIGEON..... ASR6	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee	do. ¹	5
6	WIDGEON..... ASR1	Sun S. B. Co., Chester, Pa.....	Cost+10%	Mar. 4, 1917 ¹	6

¹ Emergency funds.

AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR).

	Contract signed	Keel laid	Ship launched	Contract date of completion	Date of first commission	Name	
1	Mar. 28, 1918	July 8, 1918	Dec. 21, 1918	Dec. 1, 1918	Apr. 9, 1919	CHEWINK.....	1
2	July 31, 1917	Nov. 14, 1917	Sept. 7, 1918	(¹)	Nov. 12, 1918	FALCON.....	2
3	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	Nov. 1, 1918	June 25, 1919	MALLARD.....	3
4	-----do-----	July 9, 1918	Jan. 30, 1919	Dec. 15, 1918	Sept. 17, 1919	ORTOLAN.....	4
5	May 4, 1918	June 15, 1918	Jan. 29, 1919	Sept. 1, 1918	July 15, 1919	PIGEON.....	5
6	June 13, 1917	Oct. 8, 1917	May 5, 1918	(¹)	July 27, 1918	WIDGEON.....	6

¹ No contract date of completion.

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 (max. no trim)	Displacement	Tons per inch immersion
1	ANTARES ¹ AG10	<i>Ft.</i> 401 0	<i>in.</i> 390 0	<i>Ft.</i> 54 0	<i>Ft.</i> 24 5	<i>Tons</i> 11,450	<i>Tons</i> 43.3
2	BOGGS..... AG19 <i>Ex-DD136</i>	314 4	309 0	30 6	12 0	1,060	16.0
3	GOLD STAR ² AG12	391 9	377 0	52 0	24 0	10,550	39.7
4	HANNIBAL..... AG1	274 1	263 4	39 3	15 6	3,550	21.0
5	LAMBERTON..... AG21 <i>Ex-DD119</i>	314 4	309 0	30 6	12 0	1,090	16.0
6	SEMMES..... AG24 <i>Ex-DD189</i>	314 4	311 0	30 8	13 6	1,190	16.0
7	SEQUOIA..... AG23	104 0	96 0	19 0	4 5	100	3.0
8	UTAH (mobile target)..... AG16 <i>Ex-BB31</i>	521 6	512 0	106 1	29 5	19,800	80.0
9	WYOMING..... AG17 <i>Ex-BB32</i>	562 0	555 5	93 1	28 3	19,700	85.7
Total displacement.....						68,490	

	Name and official number	Quarters available ¹⁰					
		Cabin	Ward room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men
1	ANTARES..... AG10	2	17	13	6	26	84
2	BOGGS..... AG19		9			13	83
3	GOLD STAR ¹¹ AG12	2	15			12	25
4	HANNIBAL ¹² AG1	1	14			19	51
5	LAMBERTON..... AG21		6			10	103
6	SEMMES..... AG24		9			8	76
7	SEQUOIA ¹³ AG23		1				9
8	UTAH..... AG16	1	22		11	36	704
9	WYOMING..... AG17	3	27	45	12	51	917

¹ Fitted as flagship.² Loaded summer draft and displacement.³ *Ex. AECTURUS.*⁴ On water line at standard displacement.⁵ Extreme, at or below water line at standard displacement.⁶ At emergency displacement including projections, if any. Ship without trim.⁷ Standard displacement.⁸ Average for service displacements.⁹ On load water line.¹⁰ For crew, data includes berths and hammock swings. Does not include cots provided.¹¹ Accommodations for 22 passengers and 125 crew on cots not included in table.¹² Accommodations for 3 hydrographers not included in table.¹³ Accommodations for 9 passengers not included in table.

TREATY NOTES.—UTAH—Retained as mobile target, under the Washington treaty, part 2, sec. II c. WYOMING—Retained for training purposes under London treaty, Part I, art 2. BOGGS and LAMBERTON (ex-destroyers)—Retained as mobile targets. SEMMES (ex-destroyer)—Retained for experimental purposes. Remaining vessels of this class are exempt from limitation under art 8, Part II, of the London treaty.

AUXILIARIES—MISCELLANEOUS (AG).

Designed speed	Tonnage				Fuel capacity (40 cubic feet per ton)	Name and official number			
	United States register		Panama Canal						
	Gross	Net	Gross	Net					
1	<i>Knots</i> 11.5	<i>Tons</i> 5,501	<i>Tons</i> 2,809	<i>Tons</i> 6,227	<i>Tons</i> 3,776	<i>Tons</i> 1,051	ANTARES.....	AG10	1
2	35.0						BOGGS.....	AG19	2
3	11.0	5,066	2,957	5,559	3,792	1,491	GOLD STAR.....	AG12	3
4	9.0	1,953	1,109			1,855	HANNIBAL.....	AG1	4
5	35.0						LAMBERTON.....	AG21	5
6	35.0						SEMMES.....	AG24	6
7	12.0						SEQUOIA.....	AG23	7
8	21.0						UTAH.....	AG16	8
9	21.0						WYOMING.....	AG17	9

	Armament	Cargo capacity ¹		Number of smoke pipes	Masts	Name	
		Not refrigerated	Refrigerated				
1	2 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. ³	Cu. ft. 116,750	Cu. ft.	1	2	ANTARES	1
2	4 4", 50 cal.; 1 3", 23 cal. A. A. ³			4	2	BOGGS	2
3	2 5", 51 cal.; 4 3", 50 cal. A. A. ³	214,515	11,497	1	2	GOLD STAR	3
4	1 6", 40 cal.; 2 3", 50 cal. A. A. ³			1	2	HANNIBAL	4
5	4 4", 50 cal.; 1 3", 23 cal. A. A. ³			4	2	LAMBERTON	5
6	5 4", 50 cal.; 1 3", 23 cal. A. A.			4	2	SEMMES	6
7				1	1	SEQUOIA	7
8				1	1 cage, 1 pole.	UTAH	8
9	6 12", 50 cal.; 16 5", 51 cal.; 8 3", 50 cal. A. A.; 4 6-pdr. saluting.			1	1 cage, 1 tripod.	WYOMING	9

¹ Bunker capacity, 42 cu. ft. per ton.² Exclusive of, for cargo ammunition and cargo fuel oil.³ Authorized battery; guns not on board.⁴ As designed, prior to conversion to training ship. Converted April 25, 1932; maximum speed now 18 knots (see "Treaty Notes," page 224).

AUXILIARIES—MISCELLANEOUS (AG).

Name and official number	Number of propellers	Engines				
		Type	Cylinder diameters			Stroke
			H. P.	I. P.	L. P.	
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>
1 ANTARES..... AG10	1	Curtis geared turbine.....				
2 BOGGS..... AG19	2	Parsons geared turb.....				
3 GOLD STAR..... AG12	1	Vert., 3-exp.....	24½	41½	72	48
4 HANNIBAL..... AG1	1	do.....	20½	33	54	39
5 LAMBERTON..... AG21	2	Curtis turb. ¹				
6 SEMMES..... AG24	2	Westgh. geared turb.....				
7 SEQUOIA..... AG23	2	Winton-Diesel ²				
8 UTAH..... AG16	4	Parsons turbine ⁴				
9 WYOMING..... AG17	4	do.....				

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.			Oct. 29, 1921 ¹	1
2 BOGGS.....	Navy Yard, Mare Island	(⁶)	Mar. 4, 1917	June 20, 1917 ²	2
3 GOLD STAR.....	Beth. S. B. Corp., Wilmington, Del.			Oct. 29, 1921 ¹	3
4 HANNIBAL.....	J. Blumer & Co., Sunderland, England.	\$ 147,941		Apr. 16, 1898 ³	4
5 LAMBERTON.....	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	June 29, 1917	5
6 SEMMES.....	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	6
7 SEQUOIA.....	Mathis Yacht S. B. Co., Camden, N. J.				7
8 UTAH.....	New York S. B. Co.	3,946,000	May 13, 1908	Nov. 24, 1908	8
9 WYOMING.....	Wm. Cramp & Sons.	4,550,000	Mar. 3, 1909	Oct. 14, 1909	9

¹ Date of Executive order authorizing transfer to Navy from U. S. Shipping Board.² Purchase price.³ Date of purchase.⁴ Geared high pressure impulse turbine on L. P. shaft.⁵ Geared cruising turbine on starboard shaft only.⁶ No limit of cost.⁷ 2-6 cyl. 4 cycle, 400 S. H. P. at 700 R. P. M.⁸ Date assigned yard.

AUXILIARIES—MISCELLANEOUS (AG).

Boiler (oil burning)		Designed horse-power main engines	Turbogenerator sets			Name
Number and type	T. H. S.		No.	Kilo-watts each	Volts	
	<i>Sq. ft.</i>					
1 3 B. & W.	8,700	2,500	{ 2	15	120	ANTARES.....
2 4-Normand.....	27,000	24,200	{ 2	50		BOGGS.....
3 3 S. E.	7,237	2,500	2	25	120	GOLD STAR.....
4 2 S. E.	4 3,972	1,100	3	12½	120	HANNIBAL.....
5 4-Thorny.....	28,000	25,000	2	25	120	LAMBERTON.....
6 4 W. F.	27,500	27,000	2	25	120	SEMMES.....
7		400	2	5	120	SEQUOIA.....
8 4 W. F.	{ 45,000	28,000	4	300	120	UTAH.....
9 ..do.....	{ 45,000					
	{ 14,364	4 28,000	4	300	120	WYOMING.....
Total horsepower.....		138,700				

	Keel laid	Launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name
1	.....	1919 ¹	.....	Nov. 14, 1921 ²	Feb. 23, 1922	ANTARES.....
2	Nov. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Sept. 23, 1918	BOGGS.....
3	.....	1920 ²	.....	Nov. 8, 1921 ²	Feb. 1, 1922	GOLD STAR.....
4	.....	1898	.....	.....	June 7, 1898	HANNIBAL.....
5	Oct. 1, 1917	Mar. 30, 1918	.....	Aug. 20, 1918	Aug. 22, 1918	LAMBERTON.....
6	July 10, 1918	Dec. 21, 1918	.....	Feb. 21, 1920	Feb. 21, 1920	SEMMES.....
7	.....	1925 ²	.....	Mar. 25, 1933 ³	Mar. 25, 1933	SEQUOIA.....
8	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	UTAH.....
9	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	WYOMING.....

¹ Superheat.² Year built.³ Date taken over from Shipping Board.⁴ Coal burning, 122 sq. ft. T. G. S.⁵ Date taken over from Department of Commerce.⁶ As designed, prior to conversion to training ship. Converted April 25, 1932; maximum speed now 18 knots (see "Treaty Notes", page 224).

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	Name	Type and remarks	Dimensions				
			Length (B. P.)	Beam	Mean draft	Dis- place- ment	
1	ALTON ⁹ <i>ex-Chicago</i> <i>ex-CA14</i>	Old cruiser (submarine barracks).....	<i>Ft. in.</i> 325 0	<i>Ft. in.</i> 48 2½	<i>Ft. in.</i> 19 0	<i>Tons</i> 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	BRAIRCLIFF ¹	Freighter; lent to N. Y. Naval Militia	268 0	45 2	² 23 11	² 5,990	5
6	CALIFORNIA STATE.... <i>ex-Henry County</i>	Merchant Ship; taken over from U. S. Shipping Board 1930; lent to State of California for School Ship.	253 6	43 8	15 6	3,640	6
7	CHEYENNE. <i>ex-BM10</i>	Old monitor (ex-Wyoming); training Naval Reserves.	⁶ 252 0	⁷ 50 0	⁸ 11 2	² 2,800	7
8	CONSTELLATION.....	Old sailing frigate, 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.).....	⁴ 176 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	EMPIRE STATE..... <i>ex-Procyon AG11</i>	Formerly Procyon; lent to State of New York.	390 0	54 0	² 24 5	² 11,450	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	³ 11,552	15
16	KEARSARGE.. <i>ex-BB5</i>	Crane ship No. 1, capacity 250 tons....	368 0	72 2½	23 6	³ 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	NEWTON ¹	Freighter; training Naval Reserves....	268 0	45 2	² 23 11	² 5,990	18
19	OLYMPIA..... <i>ex-CL15</i>	Old Cruiser.....	⁶ 338 0	⁷ 53 1	⁸ 18 2	² 5,400	19
20	OREGON..... <i>ex-BB3</i>	Old battleship, relic; lent to State of Oregon.	348 0	69 3	24 0	³ 10,288	20
21	PADUCAH..... <i>ex-AG7</i>	Old gunboat; training Naval Reserves.	174 0	35 0	12 3	1,085	21
22	REINA MERCEDES.....	Old Spanish cruiser, housed over (R. S.).	292 0	43 3	16 9	2,835	22
23	SEATTLE..... <i>ex-CA11</i>	Old Cruiser.....	⁶ 502 0	⁷ 72 11	⁸ 23 10	² 13,700	23
24	WHEELING.. <i>ex-PG14</i>	Old gunboat; training Naval Reserves.	174 0	34 0	12 0	990	24
25	WILMETTE.....	Formerly S. S. Eastland, purchased in 1918; training Naval Reserves.	265 0	38 2	15 6	³ 2,600	25
26	WILMINGTON. <i>ex-PG8</i>	Old gunboat; training Naval Reserves.	250 9	39 8	9 0	1,392	26
Total displacement.....						111,369	

¹ BRIARCLIFF taken over from Shipping Board Jan. 1, 1922; NEWTON, Oct. 2, 1922.² Loaded summer draft and displacement.³ Standard displacement.⁴ Length on designed water line.⁵ Estimated.⁶ On water line at standard displacement.⁷ Extreme at or below water line at standard displacement.⁸ At standard displacement.⁹ ALTON stricken from Navy Register Aug. 16, 1935.

TREATY NOTE.—Under art. 8, Part II, of the London treaty, the above vessels are exempt, except the CHEYENNE, OLYMPIA, SEATTLE, OREGON, and ILLINOIS. The CHEYENNE is listed as "special" in Annex III, Part II. The SEATTLE and OLYMPIA are subject to treaty limitation. SEATTLE to be converted to a hulk. OLYMPIA awaiting congressional action to establish her as a naval relic. The OREGON and ILLINOIS are retained under the Washington treaty, Ch. II, Part 3, Sec. II.

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	Length over all	Material of hull	Year built	By whom and where built	Name	
1	<i>Ft. in.</i> 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.....	BRAIRCLIFF.....	5
6	261 10	Steel.....	1919	American S. B. Co., Cleveland, Ohio...	CALIFORNIA STATE.....	6
7	255 1	Steel.....	1898-02	Union Iron Works.....	CHEYENNE... <i>ex-BM10</i>	7
8	-----	Wood.....	1797	United States, Baltimore, Md.....	CONSTELLATION.....	8
9	-----	Wood.....	1797	Hart's Shipyard, 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	401 0	Steel.....	1919	Am. Int. S. B. Corp., Hog Island, Pa...	EMPIRE STATE.....	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	-----	Wood.....	1919	L. H. Shattuck (Inc.), Portsmouth, N. H.	NEWTON.....	18
19	344 1	Steel.....	1891-94	Union Iron Works.....	OLYMPIA.....	19
20	351 2	Steel.....	1890-96	Union Iron Works, San Francisco.....	OREGON..... <i>ex-BB3</i>	20
21	200 5	Composite	1905	Gas Engine & Power Co., Morris Heights, N. Y.	PADUCAH.....	21
22	-----	Iron.....	1887	Cartagena, Spain.....	REINA MERCEDES.....	22
23	504 5	Steel.....	1903-06	New York S. B. Co.....	SEATTLE.....	23
24	189 7	Composite	1897	Union Iron Works.....	WHEELING... <i>ex-PG14</i>	24
25	275 3	Steel.....	1903	Jenks S. B. Co., Port Huron, Mich.....	WILMETTE.....	25
26	251 10	Steel.....	1897	Newport News S. B. Co.....	WILMINGTON.....	26

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	Name	Number of propellers	Engines					Boilers			Designed horsepower, main engines
			Type	Cylinder diameters			Stroke	Number and type	Total grate surface	Total heating surface	
				H. P.	I. P.	L. P.					
1	ALTON.....	2	Horiz., 3-exp...	In. 33½	In. 50½	In. 76	In. 40	4 S. E.....	Sq. ft. 273	Sq. ft. 8,553	1
2	AMERICA.....										2
3	ANNAPOLIS.....	1	Vert., 3-exp...	15	24½	40	28	2 B. & W....	100	3,814	800
4	BOSTON.....	1	Horiz., compd.	54		74	42	8 S. E.....	382	8,920	4,300
5	BRIARCLIFF.....										5
6	CALIFORNIA STATE ¹	1	Vert., 3-exp...	21	35	59	42	2 S. E.....	Oil.	4,660	1,500
7	CHEYENNE.....	2	do.....	17	26¼	40	24	4 B. & W....	216	8,800	2,400
8	CONSTELLATION.....										8
9	CONSTITUTION.....										9
10	CUMPERLAND.....							2 S. E.....	49	1,499	
11	DUPUQUE.....	2	Vert., 3-exp...	9	15¼	25½	21	2 B. & W....	Oil.	4,159	1,000
12	EMPIRE STATE ²	1	Curtis gear turb.					3 B. & W....	Oil.	8,700	2,500
13	HARTFORD.....	1	Horiz., compd.	35		66	48	4 S. E.....	186	6,340	2,000
14	HAWK.....	1	Vert., 4-exp...	15 { 23 30½ }	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	11,000
17	NANTUCKET.....	1	Horiz., compd.	28		42	42	4 S. E.....	120	2,945	500
18	NEWTON.....	1	Vert., 3-exp...	19	32	56	36	2 Adv. W. T.	155	5,036	1,400
19	OLYMPIA.....	2	do.....	42	59	92	42	{ 4 D. E..... 2 S. E..... }	824	28,299	13,500
20	OREGON.....	2	do.....	34½	48	75	42	4 D. E.....	552	16,832	
21	PADUCAH.....	2	do.....	9	15¼	25½	21	2 B. & W....	Oil.	4,200	1,000
22	REINA MERCEDES.....							2 S. E.....	84	2,948	
23	SEATTLE.....	2	Vert., 3-exp...	38½	63½	74	48	16 B. & W....	1,600	70,944	17,250
24	WHEELING.....	2	do.....	12	18	28	18	2 S. E.....	60	2,508	800
25	WILMETTE.....	2	do.....	21	34	56	30	3 S. E.....	Oil.	5,693	4,000
26	WILMINGTON.....	2	do.....	15	22½	34½	18	4 B. & W....	Oil.	5,140	1,600
Total horsepower.....											66,450

¹ Ex: HENRY COUNTY.² Ex: PROCYON.³ Two L. P. cyls.

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	Generating sets			Armament	Number of smoke pipes	Masts	Name	
	Number	Kilowatts (each)	Volts					
1	3	24	80		2	Sch.	ALTON	1
2							AMERICA	2
3	{ 1 1	{ 12½ 10	{ 120 120		1	Sch.	ANNAPOLIS	3
4	1	7.5	120		2	2	BOSTON	4
5				1 4", 50 cal.			BRIARCLIFF ¹	5
6	{ 1 2	{ 25 10	{ 120 120				CALIFORNIA STATE	6
7	4	32	80	4 4", 50 cal.; 2 3", 50 cal. A. A.; 2 6-pdr.	1	1 mil.	CHEYENNE	7
8						Ship	CONSTELLATION	8
9						Ship	CONSTITUTION	9
10	2	24	120			Bark	CUMBERLAND	10
11	2	24	120			Sch.	DUBUQUE	11
12	2	50	120			2	EMPIRE STATE	12
13	2	16	80	2 6-pdr.	1	Bark	HARTFORD	13
14	1	1	120	1 3-pdr.; 2 1-pdr.	1	2	HAWK	14
15	8	32	80			(²)	ILLINOIS	15
16	{ 6 2	{ 50 200	{ 80 240				KEARSARGE	16
17	{ 1 1	{ 7.5 10	{ 120 120		1	Bark	NANTUCKET	17
18	{ 1 1	{ 10 15	{ 120 120	1 4", 50 cal.; 2 6-pdr.			NEWTON	18
19	{ 4 2	{ 32 34	{ 80 80	{ 10 5", 51 cal.; 2 3", 50 cal. A. A. ³	2	2	OLYMPIA	19
20	3	100	120		2	1 cage; 1 mil.	OREGON	20
21	2	24	120	4 4", 50 cal.; 2 6-pdr.; 2 3-pdr.; 2 1-pdr. ³		Sch.	PADUCAH	21
22				4 6-pdr.		(²)	REINA MERCEDES	22
23	6	100	120	4 10", 40 cal.; 4 6", 50 cal.; 4 21" submerged torpedo tubes. ¹	4	1 cage; 1 mil.	SEATTLE	23
24	2	8	80	3 4", 40 cal.; 1 4", 50 cal.; 2 3-pdr.	1	Sch.	WHEELING	24
25	{ 1 2	{ 35 10	{ 120 120	{ 4 4", 50 cal.; 2 3", 50 cal. A. A.; 2 1-pdr.			WILMETTE	25
26	2	16	120	8 4", 50 cal.; 4 3-pdr. ³		1 mil.	WILMINGTON	26

¹ Uses yard current.² Ship housed over.³ On board. In addition: 12 6" 50 cal.; 12 3" 50 cal.; 2 3" 50 cal. A. A.; and 2 6 pdr. are in reserve.⁴ Authorized battery; guns not on board.⁵ Used for crane power.

DISTRICT CRAFT SUMMARY

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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.

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.
	Total S H. P.				300			

NOTE.—The above built of wood; engine, Union gas motor, 4 cylinder, 4 cycle, 12" by 15".

HOUSE BOATS (YHB).

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>				
YHB1...	127 0	148 0	.....	Steel.....	Survey duty...	Staten Island S. B. Co., 1912.	Wood house; ex-YTT1.

¹ Molded.

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	do.....	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	Steel.....		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.	
YO15	108 0	23 4½	2,090	do.....		4th district.	Coal barge No. 81, built 1903, converted, New York, 1915.	Flush deck.

FUEL-OIL BARGES (YO).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
YO17	<i>Ft. in.</i> 108 0	<i>Ft. in.</i> 23 4½	<i>Barrels</i> 2,090	Steel	-----	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	6th 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---	-----	Annapolis	Converted at Washington yard.	Ex-ammunition lighter No. 14; ex-ash lighter 18; ex-car float No. 5; flush deck.
*YO40	182 0	29 0	7,124	---do---	-----	6th district.	Navy yard, Charleston, 1930.	
YO41	37 0	13 0	286	---do---	-----	16th district.	Naval station, Cavite, 1931.	For aviation gasoline.
YO42	92 0	30 0	-----	---do---	125	---do---	Naval station, Cavite, 1907.	Self-propelled, ex-YW19.
Total I. H. P.-----					3,129			

¹ Molded, extreme.

OIL STORAGE BARGES (YOS).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YOS1	<i>Ft. in.</i> 122 0	<i>Ft. in.</i> 34 0	<i>Tons</i> 600	Steel	12th district	American Bridge Co., Pittsburgh, Pa., 1918, for Panama Canal.	Ex-YCD1.

PONTOON STOWAGE BARGES (YPK).

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>				
YPK1	122 0	34 0	600	Steel....	11th district...	American Bridge Co., Pittsburgh, Pa., 1918, for Panama Canal.	Ex-YCD2.
YPK2	110 0	34 0	500	...do....	14th district...	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	Ex-YC475.
YPK3	110 0	34 0	500	...do....	...do....	...do....	Ex-YC476.
YPK4	110 0	34 0	500	...do....	15th district...	Leonard Construction Co., Chicago, Ill., 1918.	Ex-YC463.
YPK5	110 0	34 0	500	...do....	...do....	...do....	Ex-YC465.
YPK6	110 0	34 0	500	...do....	16th district...	Cavite, 1920-1927.	Ex-YC538.
YPK7	110 0	34 0	500	...do....	...do....	...do....	Ex-YC539.

SLUDGE REMOVAL BARGES (YSR).

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>				
YSR1	194 7½	30 7½	10,500	Steel.....	5th district..	Navy yard, Norfolk, Va., 1930-1932.	Welded construction.
YSR2	90 0	20 0	122	Wood...	16th district..	Naval station, Cavite, 1908.	Ex-power float No. 25.

¹ Over all.

STEVEDORING BARGES (YS).

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>				
YS51	35 4	18 0	-----	Wood..	1st district.	Henry B. Nevins Co., City Island, N. Y.	Used as landing float, Jamestown, R. I.

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>				
YTT2	TORPEDO TESTING BARGE No. 2.	127 0	148 0	-----	Steel..	1st district..	Navy yard, Boston, 1916.	Woodhouse.
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.

YTT1, designation changed to YHB1.

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	-----	15th district	Navy yard, New York, 1904-5.	Well type; 2 houses.
YW12	120 0	23 6	100,000	do	-----	Guantanamo.	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.
YW22	112 0	30 0	100	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.
YW50	54 6	20 0	14,100	Wood	-----	Guam	Naval station, Guam, 1923.	
YW53	110 7	34 7	140,000	Steel	-----	5th district	Navy yard, Norfolk, 1930-33.	Welded construction.
YW54	110 8	30 8	75,000	do	-----	16th district	Navy yard, Cavite 1932-33.	
YW55	54 6	20 0	14,100	Wood	-----	Guam	Naval station, Guam, 1931; material furnished by navy yard, Mare Island.	Ex-Y F222; ex-YC675.
Total I. H. P.					670			

¹ Tons.**SUBMARINE RESCUE CHAMBERS (YRC).**

Official No.	Diameter (maximum)	Height (maximum)	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>			
YRC 1	7 10½	10 8½	3d district	Navy yard, New York, 1931	On duty with U. S. S. Falcon.
YRC 2	7 10½	10 8½	15th district	Navy yard, New York, 1931-32.	On duty with U. S. S. Mallard.
YRC 3	7 10½	10 8½	11th district	do	On duty with U. S. S. Ortolan.
YRC 4	7 10½	10 8½	16th district	do	On duty with U. S. S. Pigeon.
YRC 5	7 10½	10 8½	14th district	do	On duty with U. S. S. Widgeon.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
YD1 ¹	<i>Ft. in.</i> 66 9	<i>Ft. in.</i> 61 1	<i>Tons</i> 75	Steel....	6th district...	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886.	Revolving pontoon; flush deck; house; steel mast; boom.
YD3 ¹	95 6	33 0	-----	Wood....	3d district....	Purchased from Merritt-Chapman Co., New York, 1898.	Flush deck; house removed.
YD7	68 0	30 0	10	Steel....	5th district...	Industrial Works, Bay City, Mich., 1903.	Steam revolving derrick.
YD8 ²	134 0	44 0	120	...do....	...do....	Snare & Triest Co., New York, N. Y., 1902. Steel pontoon, built in 1925.	Flush deck; "A" frame.
YD9 ²	63 6	35 0	20	Wood....	1st district...	Snare & Triest Co., Kennebunk, Me., 1902.	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	70 0	40 0	6	Wood....	...do....	Wm. Miller, 1904; new pontoon, 1917-18.	Copper sheathed; fitted with steel "A" frame, stiff leg, and boom.
YD19	45 1	18 2	4	...do....	16th district...	Naval station, Cavite, 1908.	Copper sheathed; shear legs; flush deck.
YD20	87 0	30 0	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 Wellman-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.
YD25	125 0	70 0	150	...do....	14th district...	Pontoon built by Union Iron Works, San Francisco, Calif., 1913; superstructure by Wellman-Seaver-Morgan Co., Cleveland, Ohio; assembled in Honolulu.	

¹ Derrick removed. Known as Floating Hull No. 3.² Hull rebuilt at Norfolk, 1926.³ Fitted with pile-driving outfit.⁴ Being surveyed.

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>				
YD26	142 0	87 0	150	Steel.....	5th district...	Pontoon and crane assembled at Norfolk Navy Yard, 1913, by Wellman-Seaver-Morgan Co.	Electric revolving derrick.
YD27	110 0	30 0	5	Wood....	12th district..	Coal barge No. 237, built at Mare Island, 1909; converted 1915.	Sheathed with red-wood; flush deck and house.
YD29 ¹	110 0	34 0	75	Steel.....	3d district....	Coal barge No. 298, built, New York, 1914; converted 1919.	Has house; shear legs.
YD30	110 5	37 7	20	...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	84 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.	Copper sheathed; derrick.
YD35	108 0	42 0	20	...do.....	1st district....	Navy yard, Boston, 1918.	Copper sheathed; house; steel "A" frame and boom.
YD43	95 0	41 8	25	...do.....	5th district....	Purchased from Thames Towboat Co., New London, Conn., 1918; built 1914, by S. Flory, Bangor, Pa. Rebuilt 1932.	Ex-Captain Dud; Id. No. 3507; pontoon hull; steel "A" frame; house.
YD47	110 0	30 0	13.4	...do.....	16th district..	Converted from freight lighter No. 28, Cavite, 1919; built, Cavite, 1910. New pontoon built.	Steam derrick; steel mast and steel boom; copper sheathed.
YD48	110 0	36 0	20	...do.....	3d district....	Commandeered while building from Auten Eng. Co., 1918.	Rebuilt with machinery from YD3 and pontoon from YD48.
YD49	110 0	35 0	8	...do.....	...do.....	Commandeered while building from Auten Eng. Co., 1918.	Ex-Auten Co. No. 6; gasoline hoisting engines.
YD51	61 3	31 4	10	...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.

¹ Ordered transferred to Coast Guard July 26, 1935.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
YD52	<i>Ft. in.</i> 100 0	<i>Ft. in.</i> 60 0	<i>Tons</i> 100	Steel.....	13th district..	Puget Sound, 1919-1920.	Formerly 100-ton bridge crane, built 1910, flush deck; house.
YD56	60 0	20 0	3	Wood...	16th district..	Converted from freight lighter No. 21, Cavite, 1920; built 1907. New pontoon built 1928.	Copper sheathed; house.
YD59 ^a	80 0	40 0	20	...do.....	13th district..	Navy yard, Puget Sound, 1921.	Steam derrick; 70-ft. boom; 3 pumps; sheathed with copper; flush deck; house.
YD60 ^a	80 0	40 0	20	Steel.....	16th district..	Naval station, Cavite, 1925.	Machinery from YD16 installed.
YD61	110 0	30 0	7	Wood...	Guantanamo.	Navy yard, Philadelphia, 1908. Rebuilt 1931.	Formerly YC206 rebuilt using hull of YC163, old hull scrapped.
YD64	111 3	31 0	5	...do.....	12th district..	Puget Sound, 1918..	K-type crane; clam-shell bucket ex-YCD13.
YD65	50 0	20 0	-----	...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.
YD66	100 0	45 0	25	Steel.....	12th district..	R. W. Kaltenbach Corp., Bedford, Ohio, 1932-1933.	
YD67	100 0	45 0	25	...do.....	11th district..	...do.....	
YD68	72 0	40 0	15	...do.....	14th district..	Navy Yard, Pearl Harbor, 1933, machinery from YD53 installed.	Welded construction.

^a Wrecking barge.^a Being surveyed.

SEAPLANE WRECKING DERRICKS (YSD).

Official No.	Length	Breadth	Crane capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
YSD2	<i>Ft. in.</i> 78 0	<i>Ft. in.</i> 40 0	<i>Tons</i> 5	Steel....	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.
YSD7	104 0	1 31 2	10	...do....	400	5th district...	Navy yard, New York, 1931.	Welded construction.
YSD8	104 0	1 31 2	10	...do....	400	15th district..	Navy yard, Portsmouth, N. H., 1930-1932.	Do.
YSD9	104 0	1 31 2	10	...do....	400	14th district..	Navy yard, Pearl Harbor, 1930-1933.	Do.

¹ Over guards.

Total I. H. P., 1,460.

DREDGES (YM).

Official No.	Length	Breadth	Material	Allocation	Where and when built or purchased	Remarks
YM4	<i>Ft. in.</i> 60 9	<i>Ft. in.</i> 20 0	Wood...	16th district..	Naval station, Olon-gapo, 1908; rebuilt 1928.	Copper sheathed; bucket type; no hopper; 1½ cubic yard orange-peel bucket.
YM9	90 8	28 8	...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	Steel....	12th district..	Leonard Construction Co., Chicago, Ill., 1918.	Flush deck; flashboards.
YM13	60 0	30 0	...do....	Guam.....	Guam, 1925; rebuilt 1935.	Machinery from YM5 installed; 1½ cubic yard orange-pee bucket.
YM14	85 0	34 0	Wood...	12th district..	Built 1918; converted from YCD6 to YF185 at Mare Island, 1922; converted to YM14, 1930.	

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.
YFB280	INCA.....	100 0	28 0	Steel str.	150	4th district...	Herreshoff Mfg. Co., Bristol, R. I., 1911.
YFB1163	NARRAGANSETT....	117 0	43 0	Wooden str.	100	1st district...	M. H. Saunders & Sons, Saunders-town, R. I., 1905.
YFB663	OTTER.....	77 0	20 0	Comp. str.	300	6th district...	Navy yard, Portsmouth, 1906, ex-Kite.
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.	¹ 71 0 ¹ 71 0	13 0	Wood....	150	16th district..	Naval station, Cavite, 1908, copper sheathed.
YFB682	WORKING LAUNCH No. 682, ROSAL.	¹ 71 0	13 0	...do....	150	...do....	Do.
YFB683	WORKING LAUNCH No. 683, CAMIA.	¹ 71 0	13 0	...do....	150	...do....	Do.
YFB684	WORKING LAUNCH No. 684, DAPDAP.	¹ 71 0	13 0	...do....	150	...do....	Do.
YFB685	WORKING LAUNCH No. 685, RIVERA.	¹ 71 0	13 0	...do....	150	...do....	Do.
YFB687	WORKING LAUNCH No. 687, MAGDA- LENA.	¹ 71 0	13 0	...do....	150	...do....	Do.
YFB688	WORKING LAUNCH No. 688, YACAL.	¹ 71 0	13 0	...do....	150	...do....	Navy yard, Cavite, 1932, copper sheathed.

¹ Length over all.

Total I. H. P., 3,180.

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

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 0½	31 6¾	1 100	Steel	Washington	Navy yard, Norfolk, 1903-4.	Was ammunition lighter No. 6.
YCF2	103 0½	31 6¾	1 100	do	do	Navy yard, Norfolk, 1904.	Was ammunition lighter No. 9.
YCF3	103 0½	31 6¾	1 100	do	do	Navy yard, Norfolk, 1907.	Was ammunition lighter No. 12.
YCF4	128 0½	31 6¾	100	do	do	Fore River S. B. Co., Quincy, Mass., 1909.	Was ammunition lighter No. 13.
YCF6	128 0½	31 6¾		do	do	Newport News, Va., 1912.	Was ammunition lighter No. 24.
YCF7	90 0	31 5½		do	do	Pusey & Jones' Wilmington, Del.	Was ammunition lighter No. 21, converted 1913.
YCF8	128 0½	31 6¾		do	do	Edward P. Farley Co., Chicago, Ill., 1918.	
YCF9	128 0½	31 6¾		do	do	do	

¹ Estimated.

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

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.
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.	Sheathed with red-wood; flush deck.
YA32 ¹	50 0	15 0	63	do	do	do	Do.
YA46	50 0	20 0	50	do	11th district	Mare Island, 1916	Converted freight lighter No. 28.
YA48	45 0	18 0	25	do	14th district	Naval station, Pearl Harbor, 1917.	Sheathed with red-wood; flush deck.
YA52 ²	50 7	19 7	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.
YA64	36 0	15 0	15	do	do	do	Do.
YA65	50 7	19 7	50	do	16th district	Naval Station, Cavite, 1929.	Do.
YA66	50 0	20 0	30	Steel	14th district	Naval station, Pearl Harbor, 1930-31.	Welded structure.
YA68	50 8	20 8	40	Wood	Annapolis	Navy yard, Norfolk, 1934.	

¹ Temporary house for mechanics.² Normal capacity; maximum capacity is 70 tons.³ Fitted with 8,000 gallon fuel-oil tank.

NOTE.—Construction of YA67 canceled.

YA14—Conversion to YD65 authorized 1928.

COVERED 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>					
YF2	80 0	28 0	250	Steel	-----	3d district	Navy yard, New York, 1898.	
YF12 ¹	86 2	29 2	-----	Wood	-----	1st district	New York, 1904.	Flush deck.
YF45	90 0	28 0	250	...do	-----	13th district	Navy yard, Puget Sound, 1914.	Coppersheathed; 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	Compos- ite.	136	1st district	Navy yard, Portsmouth, 1915-16.	Self-propelled.
YF53	110 0	30 0	250	Wood	-----	5th district	Converted coal barge No. 210, Norfolk, 1915.	Sheathed.
YF54 ²	112 0	30 0	250	Steel	275	11th district	Built 1915. Converted ash lighter No. 44, Norfolk, 1916.	Self-propelled.
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.
YF79	110 0	30 0	250	...do	-----	1st district	Boston, 1918-19.	Copper sheathed house.
YF80	110 0	30 0	250	...do	-----	3d district	...do	Flush deck, house.
YF81	110 0	30 0	250	...do	-----	1st district	...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. Rhode & Sons, Baltimore, Md. Converted coal barge No. 352; Norfolk, 1918.	Sheathed, yellow pine; flush deck, with house.
YF86	110 0	30 0	250	...do	-----	16th district	Converted coal barge No. 174; built N. Y., and shipped knocked down to Cavite, 1918.	Coppersheathed; 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.	Coppersheathed; flush deck; house.

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.

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

³ Carries 120 tons water.

COVERED LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
YF88	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 30 0	<i>Tons</i> 250	Wood		13th district.	Converted coal barge No. 363; navy yard, Puget Sound, 1918, built Puget Sound, 1918.	Coppersheathed; flush deck; house.
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.
YF93	100 0	32 0		do		do	do	Moran Towing & Inspection Co. No. 70.
YF94	100 6	32 8		do		do	do	Moran Towing & Inspection Co. No. 72.
YF95	100 6	32 8		do		do	do	Moran owing Inspection Co. No. 76; covered.
YF96	100 6	32 8		do		do	do	Moran Towing & Inspection Co. No. 84; covered.
YF98 ⁴	110 0	30 0	250	do		1st district.	Ira Bushey & Sons Co., 1918. Converted New York, 1918.	Flush deck and house.
YF101 ⁴	110 0	30 0	250	do		5th district.	do	
YF107	110 0	30 0	250	do		3d district.	do	House.
YF159	50 0	20 0	50	do		Annapolis.	Norfolk, 1911.	Ex farm scow No. 3; copper sheathed.
YF177	110 0	30 0	250	do		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.
YF180	110 0	30 0	250	do		do	Cavite, 1920-1922.	Authorized May 21, 1920; completed Jan. 30, 1926.
YF181	110 0	34 0	250	do		do	do	Refrigerator, completed 1922.

⁴ Contracted for by Ira Bushey & Sons as coal barge; afterwards finished as freight lighter by New York Navy Yard.

COVERED 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>					
YF186	110 0	34 0	500	Steel		5th district	Built as YC380 by Imperial Shipbuilding Co., Detroit, Mich., 1918; converted Norfolk, 1923.	Flush deck, flash-boards.
YF187	110 0	34 0	500	do		do	Built as YC303 at Norfolk, 1915; converted Norfolk, 1923.	Do.
YF198	110 0	30 0	250	Wood		12th district	Converted from YC239 at Mare Island; built Puget Sound, 1918.	Do.
YF199	110 0	30 0	250	do		11th district	Converted from YC383 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.
YF201	110 0	30 0	250	do		do	Converted from YC246 at Mare Island; built Puget Sound, 1918.	Do.
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.	
YF211	110 0	30 0	250	Wood		Guantanamo.	Navy Yard, Philadelphia, 1908.	Copper sheathed ex-YC203.
YF212	80 0	20 0	100	do		16th district	Naval station, Cavite, 1930.	
YF214	60 0	25 0	120	do		Tutuila	Tutuila 1930-32; material furnished by navy yard, Mare Island.	
YF215	60 0	25 0	120	do		do		
YF217	110 0	34 0	500	Steel		13th district	Navy yard, Puget Sound, 1916-17.	Ex-YC321.
YF218	110 0	34 0	500	do		do	Leonard Construction Co., Chicago, Ill., 1918.	Ex-YC467.
YF220	110 0	30 0	250	Wood		1st district	Union Ship & Dock Co., Port Jefferson, N. Y., 1918-19.	Ex-YC504.
YF221	120 0	30 0	250	Steel	360	3d district	Navy yard, New York, 1930-33.	
YF223	50 0	20 0	50	Wood		16th district	Naval station Cavite, 1931.	Sheathed with felt and red-wood.
YF224	50 0	20 0	50	do		do	do	Do.

COVERED LIGHTERS (YF).

Official No.	Length	Breadth	Capacity	Material	Horse-power	Allocation	Where and when built or purchased	Remarks
YF225 ^a	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 34 0	<i>Tons</i> 500	Steel		15th district	Navy yard Philadelphia, Pa., 1914.	Ex-YC291.
YF226	110 0	34 0	500	do		5th district	Interlake Engineering Co., Cleveland, Ohio, 1918.	Ex-YC488.
YF227	61 0	21 0	84	do		12th district	Navy yard, Mare Island, 1899.	Ex-YE1, well deck and house.
YF228	61 0	21 0	84	do		do	do	Ex-YE2, well deck and house.
YF229	61 0	21 0	100	do		13th district	Navy yard, Puget Sound, 1901.	Ex-YE4, flush deck house.
YF230	110 0	28 0	200	do	200	16th district	Naval station, Cavite, 1907.	Ex-YE8, self-propelled; flush deck and house.
YF231	122 0	30 0	600	do		1st district	Navy yard, New York, 1905.	Ex-YE11, mast and steam hoisting gear.
YF232	90 0	28 0	250	Wood		13th district	Navy yard, Puget Sound, 1910.	Ex-YE15, sheathed with yellow metal; house; flush deck.
YF233	90 0	28 0	250	do		do	do	Ex-YE16, sheathed with yellow metal; house; flush deck.
YF236	110 0	34 0	500	Steel		3d district	Built Interlake Engine Works, Cleveland, Ohio, 1918; converted at navy yard, New York, 1920-1922.	Ex-YC484; Ex-YE32.
YF238	110 0	34 0	500	do		4th district	Built, Philadelphia, 1914; converted at navy yard, Philadelphia, 1920-1922.	Ex-YC292; Ex-YE34.
YF239	110 0	34 0	500	do		12th district	Built, Seattle, Wash., 1913; converted at navy yard, Mare Island, 1920-1921.	Ex-YC280; Ex-YE35, sheathed.
YF240	110 0	34 0	500	do		14th district	Built Leonard Construction Co., Chicago, 1918; converted at Pearl Harbor, 1920-1922.	Ex-YC468; Ex-YE36.
YF241	110 0	34 0	500	do		do	Converted at Pearl Harbor, 1923; built Leonard Construction Co., Chicago, 1918.	Ex-YC469; Ex-YE37.

^a Fitted for laying mines.

COVERED 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>					
YF242	110 0	34 0	500	Steel		12th district	Built, Seattle, 1913; converted, 1924.	Ex-YC282; Ex-YE38.
YF243	110 0	34 0	500	do		5th district	Wm. Cramp & Sons, Philadelphia, Pa., 1913.	Ex-YC271; Ex-YE39, flush deck, flashboards.
YF244	110 0	34 0	500	do		do	do	Ex-YC273, flashboards.
YF245	110 0	34 0	500	do		do	Leonard Construction Co., Chicago, Ill., 1918.	Ex-YC462, flashboards.
YF246	110 0	34 0	500	do		12th district	Seattle Construction Co., Seattle, Wash., 1913.	Ex-YC285, flashboards.
YF247	110 0	34 0	500	do		do	Navy yard, Mare Island, 1915.	Ex-YC311, flashboards.
Total I. H. P.					1,246			

YF185 converted to YM14.

GARBAGE LIGHTERS (YG).

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>Cu. ft.</i>					
YG5	110 0	29 8	11,536	Wood		1st district	Navy yard, Boston, 1905.	8-pocket, side-dumping; well deck.
YG7	62 0	20 8	2,300	do		11th district	Navy yard, Puget Sound, 1909.	Side-dumping; well deck.
YG14	65 6	20 6	2,448	do		Guantanamo	Navy yard, Charleston, S. C., 1930.	Sheathed with galvanized metal.
YG15	50 0	20 0	1,450	Steel		14th district	Naval station, Pearl Harbor, 1931.	Welded structure.
YG16	118 0	26 0	5,000	do	180	11th district	Navy yard, Mare Island, 1930-31.	Welded structure, self-propelled.
YG17	118 0	26 0	5,000	do	180	1st district	Navy yard, Portsmouth N. H., 1930-1932.	Do.
YG18	118 0	26 0	5,000	do	180	11th district	Navy yard, Pearl Harbor, 1931-1933.	Welded construction, self-propelled.
YG19	40 0	20 0		Wood		Guantanamo	Naval station, Guantanamo, 1909.	Copper sheathed, converted from ash lighter YA-27.
YG20	40 0	20 0		do		do	do	Copper sheathed; converted from ash lighter YA-28.

Total H. P., 540.

OPEN LIGHTERS (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>				
YC111	86 2	29 2	250	Wood...	Guantanamo...	Navy yard, Pensacola, 1904-5.	Copper sheathed; flashboards; flush deck.
YC112	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.
YC156	110 0	30 0	250	...do...	13th district...	Navy yard, Puget Sound, 1907.	Copper sheathed; flush deck; flashboards.
YC173	110 0	30 0	250	...do...	...do...	Navy yard, Puget Sound, 1908.	Do.
YC178	110 0	30 0	250	...do...	16th district...	Navy yard, New York, 1908	Sheathed; flashboards.
YC181	110 0	30 0	250	...do...	...do...	...do...	Copper sheathed; flashboards.
YC182 ¹	110 0	30 0	50	...do...	...do...	...do...	Copper sheathed; flashboards; flush deck.
YC199	110 0	30 0	250	...do...	6th district...	Navy yard, Philadelphia, 1908.	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.
YC204	110 0	30 0	250	...do...	...do...	...do...	Do.
YC205	110 0	30 0	250	...do...	...do...	...do...	Do.
YC207	110 0	30 0	250	...do...	...do...	...do...	Do.
YC255	110 0	34 0	500	Steel...	4th district...	Maryland Steel Co., Sparrows Point, Md., 1911.	Flush deck; flashboards.
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...	Guantanamo...	...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.
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.
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.

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

² Fitted for laying nets.

OPEN LIGHTERS (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>				
YC289	110 0	34 0	500	Steel	1st district	Navy yard, Boston, 1914.	Flush deck; flash boards.
YC290 ³	110 0	34 0	500	do	4th district	Navy yard, Philadelphia, 1914.	Do.
YC293	110 0	34 0	500	do	12th district	do	Do.
YC295	110 0	34 0	500	do	11th district	Navy yard, Charleston, 1914.	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.
YC301	110 0	34 0	500	do	4th district	Navy yard, Norfolk, 1914.	Do.
YC302	110 0	34 0	500	do	Washington	Navy yard, Norfolk, 1915.	Do.
YC304 ⁴	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 ⁵	110 0	34 0	500	do	13th district	do	Do.
YC307	110 0	34 0	500	do	12th district	do	Do.
YC308 ⁶	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.
YC312	110 0	34 0	500	do	12th district	do	Do.
YC313	110 0	34 0	500	do	5th district	do	Flush deck; house flashboards.
YC314	110 0	34 0	500	do	12th district	do	Flush deck; flashboards.
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.
YC322	110 0	34 0	500	do	13th district	Navy yard, Puget Sound, 1916-17.	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	110 0	30 0	250	do	do	do	Sheathed with redwood treated with carbolineum; Navy special 52C2 flush deck; flashboards.
YC354	110 0	32 0	250	do	5th district	C. L. Rhode & Sons Co., Baltimore, Md., 1918.	Flush deck; flashboards.
YC360	110 0	30 0	250	do	11th district	Navy yard, Puget Sound, 1918-19.	Flush deck. Flashboards.
YC362	110 0	30 0	250	do	do	do	Sheathed with redwood; flush deck.

³ Fitted for laying mines.⁴ Converted into floating pipe shop in 1918 by temporary installation.⁵ Converted into floating machine shop in 1918. To remain temporarily.⁶ Coated with bitumastic solution or enamel on flat bottom, ends, and sides to 7' water line.

OPEN LIGHTERS (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>				
YC365	110 0	30 0	250	Wood	11th district	Navy yard, Puget Sound, 1918-19.	Sheathed with red-wood; flush deck.
YC366	110 0	30 0	250	do	do	do	Do.
YC367	110 0	30 0	250	do	do	do	Do.
YC368	110 0	30 0	250	do	do	do	Do.
YC370	110 0	30 0	250	do	13th district	do	Do.
YC374	110 0	30 0	250	do	do	do	Do.
YC386	110 0	30 0	250	do	12th district	do	Do.
YC392	110 0	30 0	250	do	11th district	do	Do.
YC393	110 0	30 0	250	do	do	do	Do.
YC395	110 0	30 0	250	do	13th district	do	Do.
YC429	110 0	34 0	500	Steel	14th district	Pearl Harbor, 1919	Flush deck; flashboards.
YC445	75 0	21 0	100	Wood	13th district	Navy yard, Puget Sound, 1918.	Sheathed with red-wood; flush deck; flashboards.
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; flashboards.
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	11th district	do	Do.
YC464	110 0	34 0	500	do	Washington	do	Flush deck.
YC466	110 0	34 0	500	do	11th district	do	Do.
YC470	110 0	34 0	500	do	14th district	do	Do.
YC471	110 0	34 0	500	do	5th district	do	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, D. C.	do	Do.
YC477	110 0	34 0	500	do	14th district	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, D. C.	do	Do.
YC489	110 0	34 0	500	do	Guantanamo	do	Do.
YC490	110 0	34 0	500	do	1st district	do	Do.
YC523	110 0	30 0	250	Wood	1st district	Holler-Davis-Flood Co., Hudson Falls, N. Y., 1918.	Flush deck.
YC525	110 0	30 0	250	do	do	do	Do.
YC526	110 0	30 0	250	do	do	do	Do.
YC537	110 0	34 0	500	Steel	16th district	Cavite, 1920-26	

YC460 converted to dredge YM12.

OPEN LIGHTERS (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>				
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.
YC643	110 0	30 0	250	Wood.....	16th district.....	Cavite, 1929.....	
YC644	110 0	30 0	250	do.....	do.....	do.....	
YC645	110 0	30 0	250	do.....	do.....	do.....	
YC646	110 0	30 0	250	do.....	do.....	do.....	
YC647	110 0	30 0	250	do.....	do.....	Cavite, 1930.....	
YC648	110 0	30 0	250	do.....	do.....	do.....	
YC649	110 0	30 0	250	do.....	do.....	Cavite, 1930-31.....	
YC650	110 0	30 0	250	Steel.....	13th district.....	Puget Sound, 1931.....	Welded construction.
YC651	50 0	20 0	30	do.....	14th district.....	Navy yard, Pearl Harbor, 1931-32.....	Do.
YC652	80 0	20 0	100	Wood.....	16th district.....	Navy yard, Cavite, 1931.....	Sheathed with felt and redwood.
YC653	80 0	20 0	100	do.....	do.....	do.....	Do.
YC654	60 0	20 0	60	do.....	do.....	do.....	Do.
YC655	40 0	20 0	30	do.....	Guantanamo.....	Naval station, Guantanamo, 1906.....	Copper sheathed; ex-YF14.
YC656	40 0	20 0	30	do.....	do.....	do.....	Copper sheathed; ex-YF15.
YC657	50 0	20 0	40	do.....	16th district.....	Naval station, Cavite, 1908.....	Copper sheathed; converted ash lighter No. 20, flush deck; ex-YF34.
YC658	101 7	25 6	200	do.....	do.....	Hong Kong, 1906.....	Copper sheathed; house, ex-YF38.
YC664	54 6	20 0	94	do.....	Guam.....	Guam, 1923.....	Ex-YF189.
YC665	54 6	20 0	94	do.....	do.....	do.....	Ex-YF190.
YC666	54 6	20 0	94	do.....	do.....	do.....	Ex-YF191.
YC667	54 6	20 0	94	do.....	do.....	do.....	Ex-YF192.
YC668	54 6	20 0	94	do.....	do.....	Guam, 1925.....	Flush deck; flashboards. Ex YF202.
YC669	60 8	20 0	75	do.....	16th district.....	Cavite, 1925.....	Ex-YF203.
YC670	60 0	20 0	75	do.....	Guam.....	Guam, 1926.....	Ex-YF204.
YC671	45 0	20 0	62	do.....	do.....	Guam, 1927.....	Ex-YF206.
YC672	54 6	20 0	94	do.....	do.....	Guam, 1923-24, ex-YW49.....	Ex-YF210.
YC673	54 6	20 0	94	do.....	do.....	Guam, material furnished by navy yard, Mare Island, 1931.....	Ex-YF213.
YC674	54 6	20 0	94	do.....	do.....	do.....	Ex-YF219.

Construction of YC540 canceled Sept. 8, 1927.

OPEN LIGHTERS (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>				
YC676	60 0	25 0	120	Wood....	Tutuila.....	Tutuila, 1930-32, material furnished by navy yard, Mare Island.	Ex-YF216.
YC677	50 0	15 0	20	...do.....	13th district....	Navy yard, Puget Sound, 1907.	Ex-YA35; copper sheathed; flush deck.
YC678	50 0	15 0	20	...do.....	...do.....	...do.....	Ex-YA36; copper sheathed; flush deck.
YC679	61 0	21 0	100	Steel.....	...do.....	Navy yard, Puget Sound, 1901.	Ex-YE3; flush deck.
YC680	36 0	12 0	12	Wood....	...do.....	Navy yard, Puget Sound, 1915.	Ex-YF50; copper sheathed; flush deck.
YC681	36 0	12 0	12	...do.....	...do.....	...do.....	Ex-YF51; copper sheathed; flush deck.
YC682	60 0	19 0	75	...do.....	...do.....	...do.....	Ex-YF52; copper sheathed; flush deck.
YC683	60 0	20 0	60	...do.....	16th district....	Navy yard, Cavite, 1927.	Ex-YF207.
YC684	92 0	20 0	100	Steel.....	8th district....	Transferred from War Department June 16, 1925.	
YC685	60 2	21 2	80	Wood....	Guam.....	Naval Station, Guam, 1927-29.	Ex-YW52.
YC686	40 0	20 0	30	...do.....	Guantanamo....	Naval station, Guantanamo, 1909.	Ex-YA25; copper sheathed.
YC687	40 0	20 0	30	...do.....	...do.....	...do.....	Ex-YA26; copper sheathed.

FLOATING PILE DRIVERS (YPD).

Official No.	Length	Breadth	Length of leads	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>				
YPD2	65 0	24 4	65 0	Wood...	13th district...	Navy yard, Puget Sound, 1901; re-built 1925.	1 3,700-lb. hammer; 2 3,100-lb. and 1 2,100-lb. drop hammers; 1 9,600-lb. steam hammer; 5,000-lb. ram, single acting; flush deck; house.
YPD4	60 0	30 0	70 0	Steel....	12th district...	Navy yard, Mare Island, 1904.	Wood house; converted derrick; flush deck; 4,000-lb. drop hammer.
YPD10	55 0	27 0	67 0	Wood....	4th district....	Navy yard, Philadelphia.	Flush deck and house; sheathed with wood; 23,000-lb. drop hammers.
YPD13	54 0	20 0	50 0	do.....	Guantanamo...	Built by Snare & Triest Co., naval station, Guantanamo, Cuba, 1905. Rebuilt 1931.	Copper sheathed; 1 3,000-lb. drop hammer.
YPD14	50 5	24 4	55 0	do.....	5th district....	Navy yard, Norfolk, 1911.	Creosoted lumber throughout; 1 3,375-lb. drop hammer.
YPD15	65 0	30 0	50 0	do.....	6th district....	Navy yard, Norfolk, 1908, assembled 1922 by installing machinery from YPD18 on YC150.	Sheathed; 13,300-lb. drop hammer.
YPD16	65 11	26 0	70 0	do.....	14th district...	John A. Hughes, Honolulu, 1913.	Copper sheathed; copper at turn of bilge; 1 10,000-lb. steam hammer, 2,000-lb. ram, single acting.
YPD20	60 0	20 0	45 0	do.....	1st district....	Navy yard, Boston, 1908; converted at Newport, R. I., 1913.	Converted from coal barge No. 227; 1 2,780-lb. drop hammer; 1 5,000-lb. steam hammer; 800-lb. ram, single acting; 1 6,000-lb. steam hammer; 3,000-lb. ram, single acting.
YPD21	63 9	25 9	36 0	do.....	11th district...	Built, San Diego; completed May 28, 1926.	1 5,000-lb. steam hammer; 5,000 lb. ram, single acting; 8-inch sand pump for dredging additional equipment.
YPD22	60 0	30 0	50 0	do.....	16th district...	Pontoon built at navy yard, Cavite, 1933; machinery from YPD17 installed.	Copper, sheathed. 1 9,940-lb. steam hammer; 5,000-lb. ram, single acting.

NOTE.—YPD6 condemned and used as landing float.

SALVAGE PONTOONS (YSP).

Official No.	Length	Diameter	Net lifting capacity (estimated)	Dead weight	Built	Allocation
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Tons</i>		
YSP1	32 0	11 0	60	35.0	Navy yard, Norfolk, 1915.....	3d district.
YSP2	32 0	11 0	60	35.0	do.....	Do.
YSP3	32 0	12 6	85	38.4	do.....	Do.
YSP4	32 0	12 6	85	38.4	do.....	15th district.
YSP5	32 0	12 6	85	38.4	Navy yard, New York, 1926.....	3d district.
YSP6	32 0	12 6	85	38.4	do.....	Do.
YSP7	32 0	12 6	85	38.4	do.....	Do.
YSP8 ¹	32 0	12 6	85	38.4	Navy yard, New York, 1928.....	15th district.
YSP9	32 0	12 6	85	38.4	Navy yard, New York, 1926.....	3d district.
YSP10	32 0	12 6	85	38.4	do.....	Do.
YSP11 ¹	32 0	12 6	80	40.1	Navy yard, Pearl Harbor, 1929.....	14th district.
YSP12	32 0	12 6	80	40.1	do.....	Do.
YSP13	32 0	12 6	80	40.1	do.....	Do.
YSP14	32 0	12 6	80	40.1	do.....	Do.
YSP15	32 0	12 6	80	35.0	do.....	Do.
YSP16	32 0	12 6	80	35.0	do.....	Do.
YSP17	32 0	12 6	80	35.0	do.....	Do.
YSP18	32 0	12 6	80	35.0	do.....	Do.
YSP19	32 0	12 6	80	35.0	do.....	Do.
YSP20	32 0	12 6	80	35.0	do.....	Do.
YSP21	32 0	12 6	80	40.1	Navy yard, Mare Island, 1929.....	11th district.
YSP22	32 0	12 6	80	40.1	do.....	Do.
YSP23	32 0	12 6	80	40.1	do.....	Do.
YSP24	32 0	12 6	80	40.1	do.....	Do.
YSP25	32 0	12 6	80	40.1	do.....	Do.
YSP26	32 0	12 6	80	40.1	do.....	Do.
YSP27	32 0	12 6	80	35.0	do.....	Do.
YSP28	32 0	12 6	80	35.0	do.....	Do.
YSP29	32 0	12 6	80	35.0	do.....	Do.
YSP30	32 0	12 6	80	35.0	do.....	Do.
YSP31	32 0	12 6	80	35.0	Navy yard, Norfolk, 1929.....	3d district.
YSP32	32 0	12 6	80	35.0	do.....	Do.
YSP33	32 0	12 6	80	35.0	do.....	15th district.
YSP34	32 0	12 6	80	35.0	do.....	Do.
YSP35	32 0	12 6	80	35.0	do.....	Do.
YSP36	32 0	12 6	80	35.0	do.....	Do.
YSP37	32 0	12 6	80	35.0	Naval station, Balboa, 1929.....	Do.
YSP38	32 0	12 6	80	35.0	do.....	Do.
YSP39	32 0	12 6	80	35.0	do.....	Do.
YSP40	32 0	12 6	80	35.0	do.....	Do.
YSP41	32 0	12 6	80	40.0	Navy yard, Cavite, 1929.....	16th district.
YSP42	32 0	12 6	80	40.0	do.....	Do.
YSP43	32 0	12 6	80	40.0	do.....	Do.
YSP44	32 0	12 6	80	40.0	do.....	Do.
YSP45	32 0	12 6	80	40.0	do.....	Do.
YSP46	32 0	12 6	80	40.0	do.....	Do.
YSP47	32 0	12 6	80	40.0	do.....	Do.
YSP48	32 0	12 6	80	40.0	do.....	Do.
YSP49	32 0	12 6	80	40.0	do.....	Do.
YSP50	32 0	12 6	80	40.0	do.....	Do.

¹ Ex-YSP 11; original YSP8 lost.² Second of this number; original renumbered YSP8.

HARBOR TUGS (YT).

Official No.	Name	Length Ft. in.	Breadth Ft. in.	Draft Ft. in.	Horse-power	Allocation	Where and when built or purchased	Remarks
YT2	IWANA-----	92 6	20 11½	1 10 0	350	1st district	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	Engine <u>12½ x 20 x 32</u> 24 1. S. E., coal burning.
*YT4	UNADILLA----	110 0	25 0	1 9 11	450	12th district.	Navy yard, Mare Island; authorized July 26, 1894.	Oil burning.
YT5	SAMOSSET 2----	92 6	21 0	1 9 7	450	4th district.	Navy yard, Norfolk; authorized Mar. 2, 1895.	Engine <u>13¼ x 20 x 31¾</u> 24 1. S. E., coal burning.
YT6	PENACOOK----	92 6	21 1	1 9 11	450	1st district	Navy yard, New York; authorized Mar. 3, 1897.	Engine <u>13¾ x 18¾ x 31.8</u> 24 1. S. E., coal burning.
YT7	PAWTUCKET--	92 6	21 1	1 9 11	500	13th district.	Navy yard, Mare Island; authorized Mar. 3, 1897.	Engine <u>13½ x 20 x 31½</u> 30 1. S. E., coal burning.
YT8	PENTUCKET--	92 6	21 1	1 9 2	500	4th district	Navy yard, Boston; authorized July 1, 1902.	Engine <u>13 x 20 x 31½</u> 21 1. S. E., coal burning.
YT9	SOTOYOMO----	92 6	21 1	-----	450	14th district.	Navy yard, Mare Island, authorized July 1, 1902.	Engine <u>13 x 32</u> 24 1. S. E., oil burning.
YT13	HERCULES 2--	101 6	20 6	1 10 5	350	4th district.	J. H. Dialogue & Sons, Camden, N. J.; purchased 1898.	Engine <u>14 x 22¾ x 36¾</u> 24 1. S. E., coal burning.
YT15	MASSASOIT---	89 5	19 0	8 6	200	do-----	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-A. W. Booth. Engine <u>14.41 x 26.21</u> 22 1. S. E., coal burning.
YT16	MODOC 2----	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. 1 Compound engine; 1 S. E., coal burning.
YT17	MOHAWK-----	103 10	24 0	1 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. Engine <u>20 x 40¾</u> 24 1. S. E., coal burning.

¹ Full-load mean draft.

• Built of iron.

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Horse-power	Allocation	Where and when built or purchased	Remarks
YT18	NOTTOWAY ²	<i>Ft. in.</i> 81 5	<i>Ft. in.</i> 18 10½	<i>Ft. in.</i> 19 1	320	1st district.	Newport News S. B. & D. D. Co.; purchased, 1898.	Ex-E1 Toro; ex-Accomac. Engine $\frac{10\frac{1}{4} \times 14\frac{1}{2} \times 18 \times 26\frac{1}{4}}{22}$ 1 S. E., coal burning.
YT23	SEBAGO.....	99 0	21 0	18 0	450	4th district.	J. H. Dialogue & Sons, Camden, N. J., 1893.	2 Engines 13 x 25¼ x 18 stroke. 1 S. E., coal burning.
YT24	TECUMSEH...	100 9	21 9	18 2	540	Washington Yard.	Built by J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898, from Luckenbach & Co.	Ex-Edward Luckenbach. Engine $\frac{18 \times 36}{30}$ 1 S. E., coal burning.
YT26	WICOMICO ² ...	100 9	21 0	19 5	550	5th district.	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-Choctaw; ex-C. G. Coyle. Engine $\frac{20 \times 36}{26}$ 1 S. E., coal burning.
*YT27	WOMPATUCK...	130 0	25 0	12 0	650	16th district.	Built by Harlan & Hollingsworth, Wilmington, Del.; purchased, 1893, from Standard Oil Co.	Ex-Atlas. Engine $\frac{14\frac{1}{2} \times 24\frac{3}{4} \times 39\frac{1}{4}}{28}$ 2 S. E., coal burning.
YT29	BARNETT..... (1149).	111 0	21 7	9 3	500	Guantanamo.	J. H. Dialogue & Sons, Camden, N. J., 1911; purchased, 1918, from Steel Towing & Wrecking Co.	Engine $\frac{22 \times 36}{36}$ 1 S. E., coal burning.
YT32	CATAWBA..... (2200).	92 0	22 0	9 10	600	6th district.	Baltimore D. D. & S. B. C., 1917.	Ex-Howard Greene.
YT33	MUSCOTAH... (773).	140 0	25 0	11 6	750	Washington yard.	Chas. H. Hillman, Philadelphia, 1898.	Ex-Concord; ex-Mendota. Eng. $\frac{15.5 \times 24 \times 40}{28}$ 1 S. E., coal burning.
*YT34	DREADNAUGHT. (1951).	135 0	23 0	14 10	1,000	12th district.	Union Iron Works, San Francisco, 1917.	Oil burning.
YT36	CHOPTANK...	1108 0	24 3	13 4	800	Washington yard.	Johnston Bros., Ferrysburg, Mich., 1909.	Ex-Francis B. Hackett; ex-Shenandoah; coal burning.
*YT39	NAVIGATOR... (2225).	134 4	26 0	13 9	1,000	12th district.	J. H. Dialogue & Sons, Camden, N. J., 1898.	Eng. $\frac{16\frac{1}{2} \times 24 \times 41}{30}$ 2 B. & W.; oil burning.

¹ Full loan mean draft.² Built of iron.³ Over all.

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>				
*YT42	PENOBSCOT... (182).	121 6	24 6	13 6	700	3d district.	Risdon Iron Works, San Francisco, 1904.	Ex-Luckenbach No. 5. Engine $\frac{15\frac{1}{2} \times 25 \times 40\frac{1}{4}}{28}$ 2 B. & W., oil burning.
YT45	WOOLEY, JAMES.	80 9	21 0	8 6½	300	1st district.	Lockwood Mfg. Co., East Boston, Mass., 1899; acquired 1918.	Eng. $\frac{14\frac{1}{2} \times 30}{30}$ 1 Cornish; coal burning.
YT55	HARBOR TUG No. 55.	88 0	20 0	9 8	300	6th district.	Clayton S. B. Co., Clayton, N. Y., 1919.	Ice sheathed. Eng. 18" x 22" Heine boiler; coal burning.
YT56	HARBOR TUG No. 56.	88 0	20 0	9 8	300	4th district.	Eastern Shipyard Co., Greenport, Long Island, 1918.	Eng. 18" x 22" Heine boiler; coal burning.
YT70	HARBOR TUG No. 70.	88 0	20 0	9 8	300	1st district.	Robert Jacob, City Island, N. Y., 1918.	Eng. 18" x 24" Heine boiler; coal burning.
YT72	HARBOR TUG No. 72.	88 0	20 0	9 8	300	1st district.	Luders Marine Construction Co., Stamford, Conn., 1918.	Galvanized-iron ice sheathing. Eng. 18" x 22" Mar. leg boiler; coal burning.
YT73	HARBOR TUG No. 73.	88 0	20 0	9 8	300	1st district.	...do.....	1½" oak ice sheathing. Eng. 18" x 22" Mar. leg boiler.
YT104	BANAAG ¹	96 0	16 0	67 ¾	100	16th district.	Whompoo Dock Co., Hong Kong, China, 1910.	Copper sheathed.
YT107	IONA ¹	56 6	10 3	3 11	125	...do.....	Captured with Cavite, 1898.	
YT108	MERCEDES ¹ ..	53 6	9 2	3 10½	270	...do.....	...do.....	
YT112	ACTIVE.....	94 10	24 0	10 9	450	3d district.	Taken over from Shipping Board Apr. 20, 1925.	Engine $\frac{18 \times 36}{26}$ Coal burning; 1 S. E.
YT113	DILIGENT....	94 10	24 0	10 9	450	4th district.	Taken over from Shipping Board May 2, 1925.	Engine $\frac{18 \times 36}{26}$ 1 S. E., coal burning.
YT114	CHOCTAW.....	100 8	24 8	12 7	450	...do.....	Taken over from Shipping Board June 22, 1926.	Ex-Sampson. $\frac{18 \times 38}{26}$ 1 S. E., coal burning.

¹ Full load mean draft.¹ Composite.¹ Wood.

YT54, YT61, and YT67 are used as heating scows; designations changed to YHT4, YHT5, and YHT6. Designations of YT86 to YT90, YT92 to YT96, YT98, YT99, YT117, and YT118 changed to YMT1 to YMT14, respectively.

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>				
YT115	REINDEER....	94 6	24 9	11 10½	425	5th district.	Built by Chance Marine Const. Co., Eastport, Md., 1920.	Engine $\frac{18 \times 38}{26}$ 1 W. T. (Taylor); coal burning. Taken over from Shipping Board Dec. 9, 1929.
YT116	VAGA.....	148 6	26 2	12 10	1,000	16th district.	Built at Shanghai, China, 1910. Taken over from War Department Apr. 7, 1930.	Ex-Gen'l Weeks. Eng. $\frac{17\frac{3}{4} \times 28 \times 46}{33}$ 2 S. E., coal burning.
YT119	HARBOR TUG (119).	110 6	24 0	-----	600	14th district.	Navy yard, Boston, 1931-1933.	Diesel electric of welded construction.
YT120	STALLION.....	94 6	24 9	10 9	450	5th district.	Built by Chance Marine Const. Co., Eastport, Md., 1920.	Taken over from Shipping Board. 1931.
Total, I. H. P.					18,255			

MOTOR TUGS (YMT).

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>				
YMT1	MOTOR TUG No. 1.	65 0	16 2	6 2	150	11th district.	Navy yard, Mare Island, 1918.	Copper sheathed; ex-motor tug No. 86. Gasoline Eng.
YMT2	MOTOR TUG No. 2.	65 0	16 2	6 2	150	12th district.	do.....	Copper sheathed; ex-motor tug No. 87. Diesel eng.
YMT3	MOTOR TUG No. 3.	65 0	16 2	6 2	150	11th district.	do.....	Copper sheathed; ex-motor tug No. 88. Gasoline Eng.
YMT4	MOTOR TUG No. 4.	65 0	16 2	6 2	150	12th district.	do.....	Copper sheathed; ex-motor tug No. 89. Gasoline Eng.
YMT5	MOTOR TUG No. 5.	65 0	16 2	6 2	150	14th district.	Naval station, Pearl Harbor, T. H., 1919.	Ex-motor tug No. 90. Gasoline Eng.
YMT7	MOTOR TUG No. 7.	65 0	16 2	6 2	150	do.....	Navy yard, Mare Island, 1919.	Copper sheathed; ex-motor tug No. 93. Gasoline Eng.
YMT8	MOTOR TUG No. 8.	65 0	16 2	6 2	150	12th district.	do.....	Ex-motor tug No. 94; gasoline eng.

MOTOR TUGS (YMT).

Official No.	Name	Length	Breadth	Draft	Horse-power	Allocation	Where and when built or purchased	Remarks
YMT9	MOTOR TUG No. 9.	<i>Ft. in.</i> 65 0	<i>Ft. in.</i> 16 2	<i>Ft. in.</i> 6 2	150	12th district	Navy yard, Mare Island, 1919.	Copper sheathed; ex-motor tug No. 95; Diesel eng.
YMT10	MOTOR TUG No. 10.	65 0	16 2	6 2	150	-----do-----	-----do-----	Copper sheathed; ex-motor tug No. 96; gasoline eng.
YMT11	MOTOR TUG No. 11.	65 0	16 2	6 2	150	13th district	-----do-----	Ex-motor tug No. 98; gasoline eng.
YMT12	MOTOR TUG No. 12.	65 0	16 2	6 2	150	11th district	-----do-----	Copper sheathed; ex-motor tug No. 99; gasoline eng.
YMT13	MOTOR TUG No. 13.	65 8	17 0	4 11	240	Annapolis..	Navy yard, Charleston, 1930-1932.	Steel, welded; ex-YT117 Diesel eng., 8 cy. 41 cycle Ex "K" eng.
YMT14	MOTOR TUG No. 14.	50 0	14 9	5 0	85	11th district	Navy yard, Mare Island, 1917.	Copper sheathed; converted from special motor boat No. 3187; ex-YT118; gasoline eng.
YMT15	MOTOR TUG No. 15.	65 8	17 0	4 11	240	3d district..	Navy yard, Boston, 1930-1932.	Steel, welded. Diesel Eng., 8 cyl. 4 cyc.; ex-K engine.
Total I. H. P.-----					2,215			

NOTE.—Motor tugs YMT1 to YMT12 built of wood. The gasoline engines are 4 cyl., 4 cycle, 12" x 15".

FLOATING WORKSHOPS (YR).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YR15	<i>Ft. in.</i> 124 6	<i>Ft. in.</i> 33 4	-----	Wood	1st district-----	Purchased from Emergency Fleet Corp., 1919.	Ex-repair barge No. 3; flush deck, and house.
YR19	85 0	35 0	-----	do...	Nav. Res. and Exp. Lab., Bellevue, D. C.	Auten Engineering Construction Co., Albany, N. Y., 1918-1919.	Ex-fueling barge No. 10.
YR20	110 0	34 0	-----	Steel..	14th district-----	Wm. Cramp & Sons, Philadelphia, Pa., 1913.	Ex-YC274.
YR21	110 0	34 0	-----	do...	-----do-----	Navy yard, Charleston, 1914.	Ex-YC294.

DISTRICT PATROL VESSELS (YP).

Official number	Name	Length	Breadth	Draft	Engine	Horsepower	Allocation (district)	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>					
YP3	SANDA ¹	36 2					3d.....	W. E. Haff, N. Y., 1917.	
YP4	STEPHANOTIS ² ..	66 0	15 2	3 9	Diesel.	90	1st....	Transferred to Navy, 1933.	Ex-Coast Guard, C. G.-975.
YP5	DISTRICT PATROL VESSEL No. 5. ³	74 11	13 7	4 0	Gas ³ ..	400	Wash., D. C.	Camden, N. J., 1924; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-102.
YP6	SKANEATELES ² ..	74 11	13 7	4 0	...do. ³	400	...do...	Kingston, N. Y., 1925; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-209.
YP7	DISTRICT PATROL VESSEL No. 7. ³	74 11	13 7	4 0	...do. ³	400	13th...	Seattle, Wash., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-272.
YP8	DISTRICT PATROL VESSEL No. 8. ³	74 11	13 7	4 0	...do. ³	400	3d.....	Portsmouth, N. H., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-191.
YP9	DISTRICT PATROL VESSEL No. 9. ³	74 11	13 7	4 0	...do. ³	400	...do...	Camden, N. J., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-105.
YP10	DISTRICT PATROL VESSEL No. 10. ³	74 11	13 7	4 0	...do. ³	400	...do...	Annapolis, Md., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-194.
YP11	DISTRICT PATROL VESSEL No. 11. ³	74 11	13 7	4 0	...do. ³	400	...do...	...do.....	Ex-Coast Guard, C. G.-196.
YP12	DISTRICT PATROL VESSEL No. 12. ³	74 11	13 7	4 0	...do. ³	400	...do...	Kingston, N. Y., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-204.
YP13	DISTRICT PATROL VESSEL No. 13. ³	74 11	13 7	4 0	...do. ³	400	...do...	Bay City, Mich., 1925; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-123.
YP14	DISTRICT PATROL VESSEL No. 14. ³	74 11	13 7	4 0	...do. ³	400	8th....	Newport News, Va., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-181.
YP15	DISTRICT PATROL VESSEL No. 15. ³	74 11	13 7	4 0	...do. ³	400	1st....	Benton Harbor, Mich., 1925; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-149.
YP16	DISTRICT PATROL VESSEL No. 16. ³	74 11	13 7	4 0	...do. ³	400	13th...	Seattle, Wash., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-267.
YP17	DISTRICT PATROL VESSEL No. 17. ³	74 11	13 7	4 0	...do. ³	400	...do...	Seattle, Wash., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-275.
YP18	DISTRICT PATROL VESSEL No. 18. ³	74 11	13 7	4 0	...do. ³	400	...do...	...do.....	Ex-Coast Guard, C. G.-263.
YP19	DISTRICT PATROL VESSEL No. 19. ³	74 11	13 7	4 0	...do. ³	400	8th....	East Boothbay, Me., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-177.
YP20	DISTRICT PATROL VESSEL No. 20. ³	74 11	13 7	4 0	...do. ³	400	Annapolis.	New York, N. Y., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-163.

¹ Loaned to dock department, City of New York.² Wood construction.³ 2-"Sterling" Gasoline engines, 6 cylinders each—6¼" diameter x 7¾" stroke.

DISTRICT PATROL VESSELS (Y.P.)

Official number	Name	Length	Breadth	Draft	Engine	Horsepower	Allocation (district)	Where and when built or purchased	Remarks
YP21	DISTRICT PATROL VESSEL No. 21. ¹	74 11	13 7	4 0	Gas ¹ .	400	...do...	Annapolis, Md., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-199.
YP22	DISTRICT PATROL VESSEL No. 22. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Milford, Del., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-221.
YP23	DISTRICT PATROL VESSEL No. 23. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Norfolk, Va., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-286.
YP24	DISTRICT PATROL VESSEL No. 24. ¹	74 11	13 7	4 0	...do. ¹	400	9th...	Camden, N. J., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-106.
YP25	DISTRICT PATROL VESSEL No. 25. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Benton Harbor, Mich., 1924; transferred to Navy, 1931.	Ex-Coast Guard, C. G.-142
YP26	DISTRICT PATROL VESSEL No. 26. ¹	74 11	13 7	4 0	...do. ¹	400	9th...	Jacksonville, Fla., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-252.
YP27	DISTRICT PATROL VESSEL No. 27. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	...do...	Ex-Coast Guard, C. G.-301.
YP28	DISTRICT PATROL VESSEL No. 28. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Norfolk, Va., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-225.
YP29	DISTRICT PATROL VESSEL No. 29. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Bay City, Mich., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-116.
YP30	DISTRICT PATROL VESSEL No. 30. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Jacksonville, Fla., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-251.
YP31	DISTRICT PATROL VESSEL No. 31. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	New York, N. Y., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-167.
YP32	DISTRICT PATROL VESSEL No. 32. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Kingston, N. Y., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-208.
YP33	DISTRICT PATROL VESSEL No. 33. ¹	74 11	13 7	4 0	...do. ¹	400	11th...	Alameda, Calif., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-253.
YP34	DISTRICT PATROL VESSEL No. 34. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Alameda, Calif., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-258.
YP35	DISTRICT PATROL VESSEL No. 35. ¹	74 11	13 7	4 0	...do. ¹	400	1st...	Milford, Del., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-222.
YP36	DISTRICT PATROL VESSEL No. 36. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Camden, N. J., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-280.
YP37	DISTRICT PATROL VESSEL No. 37. ¹	74 11	13 7	4 0	...do. ¹	400	11th...	Seattle, Wash., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-273.
YP38	DISTRICT PATROL VESSEL No. 38. ¹	74 11	13 7	4 0	...do. ¹	400	...do...	Seattle, Wash., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-269.

¹ Wood construction.² "Sterling" Gasoline engines, 6 cylinders each—6¼" diameter x 7¾" stroke.

DISTRICT PATROL VESSELS (YP).

Official number	Name	Length	Breadth	Draft	Engine	Horsepower	Allocation (district)	Where and when built or purchased	Remarks
YP39	DISTRICT PATROL VESSEL No. 39. ¹	74 11	13 7	4 0	Gas ³ ..	400	11th...	Seattle, Wash., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-276.
YP40	DISTRICT PATROL VESSEL No. 40. ¹	74 11	13 7	4 0	...do. ³ ..	400	Dahlgren, Va.	East Boothbay, Maine 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-175.
YP41	DISTRICT PATROL VESSEL No. 41. ⁴	99 8	23 0	8 0	Diesel ⁵	300	Special survey duty.	Bay City, Mich., 1926; transferred to Navy, 1934.	Ex-Coast Guard, Mahoning.
YP42	DISTRICT PATROL VESSEL No. 42. ⁴	99 8	23 0	8 0	...do. ⁵ ..	300	...do...	...do...	Ex-Coast Guard, Gallatin.
YP44	DISTRICT PATROL VESSEL No. 44. ¹	65 0	13 0	.....	Gas ⁴ ..	200	Annapolis, Md.	Transferred to Navy, 1934.	Ex-Coast Guard, Winnie.
YP45	DISTRICT PATROL VESSEL No. 45.	74 11	13 7	4 0	...do. ³ ..	400	7th....	Fall River, Mass., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-133.
YP46	DISTRICT PATROL VESSEL No. 46.	74 11	13 7	4 0	...do. ³ ..	400	...do...	Benton Harbor, Mich., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-146.
YP47	DISTRICT PATROL VESSEL No. 47.	74 11	13 7	4 0	...do. ³ ..	400	...do...	Freeport, Me., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-152.
YP48	DISTRICT PATROL VESSEL No. 48.	74 11	13 7	4 0	...do. ³ ..	400	...do...	Camden, N. J., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-103.
YP49	DISTRICT PATROL VESSEL No. 49.	74 11	13 7	4 0	...do. ³ ..	400	...do...	Newport News, Va., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-182.
YP50	DISTRICT PATROL VESSEL No. 50.	74 11	13 7	4 0	...do. ³ ..	400	...do...	Camden, N. J., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-278.
YP51	DISTRICT PATROL VESSEL No. 51.	74 11	13 7	4 0	...do. ³ ..	400	12th...	Alameda, Calif., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-261.
YP52	DISTRICT PATROL VESSEL No. 52.	74 11	13 7	4 0	...do. ³ ..	400	3d....	New York, N. Y., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-160.
YP53	DISTRICT PATROL VESSEL No. 53.	74 11	13 7	4 0	...do. ³ ..	400	Annapolis.	Camden, N. J., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-101.
YP54	DISTRICT PATROL VESSEL No. 54.	74 11	13 7	4 0	...do. ³ ..	400	...do...	New York, N. Y., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-168.
YP55	DISTRICT PATROL VESSEL No. 55.	74 11	13 7	4 0	...do. ³ ..	400	...do...	New York, N. Y., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-169.
Total H. P.						19,690			

¹ Wood construction.³ 2-"Sterling" Gasoline engines, 6 cylinders each—6¼" diameter x 7¾" stroke.⁴ Steel construction.⁵ 2-"Winton" Diesel engines, 6 cylinders each—8" diameter x 11" stroke.⁶ 2-"Navy V-6" Gasoline engines, 6 cylinders—5½" diameter x 6" stroke.

UNCLASSIFIED.

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

Name and No.	Type	Length	Material	Horsepower	Where and when built or purchased	Status July 1, 1935
		<i>Ft. in.</i>				
ADVANCE-BASE LIGHTER NO. 5.	Lighter-----	24 0	Wood-----		Olongapo Station, 1927.	16th district.
CUYAHOGA-----	Patrol vessel.	125 0	Steel--	600	Built Camden, N.J., 1927; taken over from U. S. Coast Guard May 29, 1933.	Navy yard, Washington, D. C.
FAVORITE (1385)-----	Salvage tug.	180 8	Wood.	1,200	Buffalo, S. B. Co., Buffalo, N. Y., 1907.	Loaned to Panama Canal.
POWER FLOAT NO. 24.	-----	60 0	Steel-----		Naval station, Cavite, 1908.	16th district.
TRANSFER-----	Freight steamer.	110 0	---do---	500	Navy yard, New York, 1904.	3d district.
WELDING BARGE NO. 1.	Barge-----	30 0	Wood-----		Navy yard, New York, 1919.	Do.
Total indicated horsepower-----				2,300		

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

Open lighters: YC 289, 299, 490, 523, 525, 526, 623, 624, 625, 626.
Fuel-oil barges: YO 3, 13, 14.
Stevedoring barge: YS 51
Torpedo-testing barges: YTT 2, 4.
Water barge: YW 5.
Floating derricks: YD 9, 11, 13, 20, 23, 35, 65.
Ferryboats and launches: NARRAGANSETT, WAVE.
Ash lighter: YA 13.
Covered lighters: YF 12, 49, 79, 81, 82, 98, 220, 231.
Garbage lighters: YG 5, 17.
Floating pile driver: YPD 20.
District tugs: IWANA, PENACOOK, NOTTOWAY, JAMES WOOLEY; harbor tugs, YT 70, 72, 73.
Floating workshop: YR 15.
District patrol vessels: STEPHANOTIS, YP 15, 35, 36.

Third Naval District

Open lighters: YC 258, 287.
Fuel-oil barge: YO 5.
Floating derricks: YD 3, 21, 29, 48, 49.
Covered lighters: YF 2, 80, 92, 93, 94, 95, 96, 107, 221, 236.
District tugs: ACTIVE, PENOBSCOT.
Unclassified: TRANSFER, welding barge No. 1.
Salvage pontoons: YSP 1, 2, 3, 5, 6, 7, 9, 10, 31, 32.
Motor tug: YMT 15.
Submarine rescue chamber: YRC 1.
District patrol vessels: SANDA; YP 8, 9, 10, 11, 12, 13, 52.

Fourth Naval District

Open lighters: YC 255, 256, 290, 301.
Fuel-oil barge: YO 15.
Floating derrick: YD 30.
Floating pile driver: YPD 10.
District tugs: MODOC, SAMOSET, PENTUCKET, DILIGENT, SEBAGO, CHOCTAW; harbor tug YT 56. HERCULES, MASSASOIT.
Ferryboat and launch: INCA.
Covered lighter: YF 238.

Fifth Naval District

Ambulance boat: YH 2.
Open lighters: YC 261, 262, 264, 265, 266, 267, 270, 272, 286, 313, 317, 318, 319, 354, 459, 471, 481, 486.
Fuel-oil barges: YO 6, 31.
Floating derricks: YD 7, 8, 26, 43.
Scaplane wrecking derrick: YSD 7.
Covered lighters: YF 53, 56, 101, 186, 187, 209, 226, 243, 244, 245.
Floating pile driver: YPD 14.
District tugs: MOHAWK, WICOMICO, REINDEER, STALLION.
Water barge: YW 53
Sludge removal barge: YSR 1.

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

Open lighters: YC 199, 310, 340, 341, 458.
Fuel-oil barges: YO 22, 40.
Floating derrick: YD 1.
Dredge: YM 9.
Ferryboat and launch: OTTER.
Ash lighter: YA 29.
Covered lighter: YF 84.
Floating pile driver: YPD 15.
District tugs: harbor tug, YT 55, CATAWBA.

Seventh Naval District

District patrol vessels: YP 45, 46, 47, 48, 49, 50.

Eighth Naval District

Open lighters: YC 325, 684.
Seaplane wrecking derrick: YSD 2.
District patrol vessels: YP 14, 19.

Ninth Naval District

District patrol vessels: YP 24, 25, 26, 27, 28, 29, 30, 31, 32.

Eleventh Naval District

Open lighters: 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.
Pontoon stowage barge: YPK 1.
Seaplane wrecking derrick: YSD 4.
Ash lighter: YA 46.
Covered lighters: YF 54, 199, 208.
Garbage lighters: YG 7, 16, 18.
Floating pile driver: YPD 21.
Motor tugs: YMT 1, 3, 12, 14.
Salvage pontoons: YSP 21, 22, 23, 24, 25, 26, 27, 28, 29, 30.
District patrol vessels: YP 33, 34, 37, 38, 39.
Submarine rescue chamber: YRC 3.
Floating derrick: YD 67.

Twelfth Naval District

Ambulance boat: YH 1.
Open lighters: YC 131, 283, 293, 307, 309, 312, 314, 386.
Fuel-oil barge: YO 32.
Water barge: YW 16.
Floating derricks: YD 27, 33, 64, 66.
Dredges: YM 12 (Endicott), YM 14.
Oil storage barge: YOS 1.
Ash lighters: YA 31, 32.
Covered lighters: YF 198, 200, 201, 227, 228, 239, 242, 246, 247.
Floating pile driver: YPD 4.
Motor tugs: YMT 2, 4, 8, 9, 10.
District tugs: UNADILLA, DREADNAUGHT, NAVIGATOR.
District patrol vessel: YP 51.

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

Open lighters: YC 156, 173, 278, 304, 306, 315, 322, 323, 324, 370, 374, 395, 445, 447, 448, 650, 677, 678, 679, 680, 681, 682.

Fuel-oil barges: YO 1, 4.

Water barge: YW 23.

Floating derricks: YD 52, 59.

Covered lighters: YF 45, 46, 47, 87, 88, 89, 217, 218, 229, 232, 233.

Floating pile driver: YPD 2.

Motor tug: YMT 11.

District tug: PAWTUCKET.

District patrol vessels: YP 7, 16, 17, 18.

Fourteenth Naval District

Open lighters: YC 296, 429, 470, 473, 477, 479, 651.

Fuel-oil barge: YO 21.

Torpedo testing barge: YTT 3.

Pontoon stowage barges: YPK 2, 3.

Water barges: YW 10, 15.

Floating derricks: YD 25, 68.

Ash lighters: YA 48, 66.

Garbage lighter: YG 15.

Floating pile driver: YPD 16.

Motor tugs: YMT 5, 7.

District tugs: SOTOYOMO, YT 119.

Salvage pontoons: YSP 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.

Covered lighters: YF 240, 241.

Seaplane wrecking derrick: YSD 9.

Floating workshops: YR 20, 21.

Submarine rescue chamber: YRC 5.

Fifteenth Naval District

Open lighter: YC 472.

Covered lighter: YF 225.

Fuel-oil barge: YO 11.

Pontoon stowage barges: YPK 4, 5.

Water barge: YW 11.

Unclassified: FAVORITE.

Salvage pontoons: YSP 4, 8, 33, 34, 35, 36, 37, 38, 39, 40.

Seaplane wrecking derrick: YSD 8.

Submarine rescue chamber: YRC 2.

Sixteenth Naval District

Open lighters: YC 145, 178, 181, 182, 537, 643, 644, 645, 646, 647, 648, 649, 652, 653, 654, 657, 658, 669, 683.

Water barge: YW 54.

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

Dredge: YM 4.

Ferryboats and launches: SAN FELIPE; working launches Nos. 681, 682, 683, 684, 685, 687, 688.

Ash lighters: YA 52, 59, 65.

Covered lighters: YF 86, 177, 178, 179, 180, 181, 212, 223, 224, 230.

Floating pile driver: YPD 22.

District tugs: WOMPATUCK, BANAAG, IONA, MERCEDES, VAGA.

ALLOCATION OF DISTRICT CRAFT.**Sixteenth Naval District—Continued**

Unclassified: Advance base lighter No. 5; power float No. 24.
Fuel-oil barge: YO 41, 42.
Pontoon stowage barges: YPK 6, 7.
Salvage pontoons: YSP 41, 42, 43, 44, 45, 46, 47, 48, 49, 50.
Sludge removal barge: YSR 2.
Submarine rescue chamber: YRC 4.

Annapolis

Fuel-oil barge: YO 17, 37.
Floating derrick: YD 51.
Ash lighters: YA 62, 64, 68.
Covered lighters: YF 159.
Motor tug: YMT 13.
District patrol vessels: YP 20, 21, 22, 23, 44, 53, 54, 55.

Guam

Open lighters: YC 664, 665, 666, 667, 668, 670, 671, 672, 673, 674, 685.
Water barges: YW 50, 55.
Dredge: YM 13.

Indianhead, Md., and Dahlgren, Va.

Ferryboats and launches: BERCEAU.
Covered lighters: YF 64, 73.
District patrol vessel: YP 40.

Guantanamo

Open lighters: YC 111, 112, 200, 201, 204, 205, 207, 268, 482, 483, 489, 655, 656, 686, 687.
Fuel-oil barges: YO 2, 20.
Water barges: YW 12, 22, 25.
Floating derrick: YD 61.
Garbage lighter: YG 14, 19, 20.
Covered lighter: YF 211.
Floating pile driver: YPD 13.
District tug: BARNETT (1149).

Tutuila, Samoa

Floating derrick: YD 34.
Covered lighters: YF 214, 215.
Open lighter: YC 676.

Washington, D. C.

Open lighters: YC 302, 457, 464, 474, 487.
Car floats: YCF 1, 2, 3, 4, 6, 7, 8, 9.
District tugs: TECUMSEH, CHOPTANK, MUSCOTAH.
District patrol vessels: SKANEATELES, YP 5.
Unclassified: CUYAHOGA.

Naval Research and Experimental Laboratory

Floating workshop: YR 19.

Special Survey Duty

House boat: YHB 1.
District patrol vessels: YP 41, 42.

AIRSHIPS

RIGID AIRSHIPS (ZR).

Name and official number	When built	Engines	Revolutions per minute	Horse-power	Over-all dimensions		
					Length	Height	Diameter (maximum)
Los Angeles (ZR-3).....	1924.....	5 Maybach.....	1,600	5x520	660	102	91
ZMX-1.....	1929.....	2 Wright J-5.....	1,800	2x220	150	64	53

NONRIGID AIRSHIPS (ZN).

J-4.....	1923.....	2 Wright R-760-94	2,000	2x240	196	59	44.5
K-1.....	1931.....	2 Wright R-975-20	2,000	2x300	220	71	54

AIRSHIPS

RIGID AIRSHIPS (ZR).

Volume	Speed (miles per hour)		Armament	Load		Altitude (maximum)	Endurance (cruising speed)	
	Maximum	Cruising		Gross	Useful		Hours	Miles
2,400,000	70	50	-----	153,000	60,000	10,000	70	3,500
202,000	66	51	-----	12,242	3,127	9,000	14	700

NONRIGID AIRSHIPS (ZN).

205,000	60	40	-----	12,200	4,500	6,000	20	800
320,000	60	40	-----	20,400	7,500	8,000	50	2,000

STRICKEN FROM NAVY LIST.

This list covers vessels of the Navy which have been disposed of since June 30, 1931, 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 number	Type	Status
ASS (<i>ex-SAVANNAH</i>).....	Submarine Tender.....	Stricken June 26, 1934. Sold Sept. 26, 1934.
BEALE (<i>ex-DD40</i>).....	Destroyer.....	Stricken June 28, 1934. Scrapped 1934, materials sold.
BENHAM (<i>ex-DD49</i>).....	do.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
BRUCE (<i>ex-DD329</i>).....	do.....	Stricken Nov. 6, 1931. Scrapped 1932, materials sold Aug. 23, 1932.
BURROWS (<i>ex-DD29</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
CONTOCOOK (<i>ex-AT36</i>).....	Ocean-going tug.....	Stricken Nov. 28, 1933. Sold Feb. 8, 1934.
DD23 (<i>ex-DRAYTON</i>).....	Destroyer.....	Stricken Mar. 8, 1935. Sold June 28, 1935; to be scrapped by purchaser.
DD26 (<i>ex-PERKINS</i>).....	do.....	Do.
DD32 (<i>ex-MONAGHAN</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
DD34 (<i>ex-WALKER</i>).....	do.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
DD35 (<i>ex-AMMEN</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
DD36 (<i>ex-PATTERSON</i>).....	do.....	Stricken June 28, 1934. Scrapped 1934, materials sold.
DD43 (<i>ex-CASSIN</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
DD44 (<i>ex-CUMMINGS</i>).....	do.....	Do.
DD45 (<i>ex-DOWNES</i>).....	do.....	Do.
DD47 (<i>ex-AYLWIN</i>).....	do.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
DD50 (<i>ex-BALCH</i>).....	do.....	Do.
DD54 (<i>ex-McDUGALL</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
DD58 (<i>ex-COYNGHAM</i>).....	do.....	Do.
DD59 (<i>ex-PORTER</i>).....	do.....	Do.
DD68 (<i>ex-SHAW</i>).....	do.....	Do.
DAVIS (<i>ex-DD65</i>).....	do.....	Do.
DUNCAN (<i>ex-DD48</i>).....	do.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
EAGLE 11 (<i>ex-PE11</i>).....	Eagle boat.....	Stricken Sept. 7, 1934.
EAGLE 15 (<i>ex-PE15</i>).....	do.....	Stricken Feb. 2, 1934. Sold June 14, 1934.
EAGLE 34 (<i>ex-PE34</i>).....	do.....	Stricken Apr. 27, 1932. Sold as hulk June 9, 1932.
ERICSSON (<i>ex-DD56</i>).....	Destroyer.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
FANNING (<i>ex-DD37</i>).....	do.....	Stricken June 28, 1934. Scrapped 1934, materials sold.
FULTON (<i>ex-PG49</i>).....	Gunboat.....	Stricken May 18, 1935. Sold June 6, 1935.
HART (<i>ex-DM8</i>).....	Light minelayer.....	Stricken Nov. 11, 1931. Scrapped 1932, materials sold Feb. 25, 1932.
HAZELWOOD (<i>ex-DD107</i>).....	Destroyer.....	Stricken June 5, 1935. To be sold for scrapping.
HELENA (<i>ex-PG9</i>).....	Gunboat.....	Stricken May 27, 1932. Sold July 7, 1932.
HENLEY (<i>ex-DD39</i>).....	Destroyer.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
JARVIS (<i>ex-DD38</i>).....	do.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
JENKINS (<i>ex-DD42</i>).....	do.....	Do.
JOUETT (<i>ex-DD41</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
KITTERY (<i>ex-AK2</i>).....	Cargo ship.....	Stricken Apr. 11, 1933. Transferred to Shipping Board June 26, 1933.
LYKENS (<i>ex-AT56</i>).....	Ocean-going tug.....	Stricken Nov. 21, 1933. Sold Feb. 3, 1934.
MARCUS (<i>ex-DD321</i>).....	Destroyer.....	Stricken Jan. 28, 1935. Sunk by gunfire June 25, 1935.
MAYRANT (<i>ex-DD31</i>).....	do.....	Stricken Mar. 8, 1935. Sold June 28, 1935; to be scrapped by purchaser.
MCCALL (<i>ex-DD28</i>).....	do.....	Stricken June 28, 1934. Scrapped 1934, materials sold.
MCDERMUT (<i>ex-DD262</i>).....	do.....	Stricken Nov. 11, 1931. Scrapped 1932, materials sold Feb. 25, 1932.
NEWPORT.....	Unclassified—old gunboat.....	Stricken Oct. 12, 1931. Turned over by act of Congress dated May 14, 1934, to city of Aberdeen, Wash., for training Naval Reserves.
NIAGARA (<i>ex-PY9</i>).....	Converted yacht.....	Stricken Dec. 10, 1931. Sold Sept. 13, 1933.
O'BRIEN (<i>ex-DD61</i>).....	Destroyer.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
ORION (<i>ex-AC11</i>).....	Collier.....	Stricken July 10, 1931. Sold Aug. 30, 1933.
PARKER (<i>ex-DD48</i>).....	Destroyer.....	Stricken Mar. 8, 1935. Scrapped 1935 and materials sold.
PAULDING (<i>ex-DD22</i>).....	do.....	Stricken June 28, 1934. Scrapped 1934, materials sold.

STRICKEN FROM NAVY LIST.

Name and official number	Type	Status
PITTSBURGH (<i>ex-CA4</i>).....	Heavy cruiser.....	Stricken Oct. 28, 1931. Sold Dec. 21, 1931. Scrapped by purchaser.
PRESTON (<i>ex-DD327</i>).....	Destroyer.....	Stricken Nov. 6, 1931. Scrapped 1932, materials sold Aug 23, 1932.
RAPPAHANNOCK (<i>ex-AF6</i>).....	Storeship.....	Stricken July 19, 1933. Sold Oct. 5, 1933.
ROE (<i>ex-DD24</i>).....	Destroyer.....	Stricken June 28, 1934. Scrapped 1934, materials sold.
RIZAL (<i>ex-DM14</i>).....	Light minelayer.....	Stricken Nov. 11, 1931. Scrapped, materials sold Feb. 25, 1932.
SINCLAIR (<i>ex-DD275</i>).....	Destroyer.....	Stricken June 5, 1935. To be sold for scrapping.
SLOAT (<i>ex-DD316</i>).....	do.....	Stricken Jan. 28, 1935. Sunk by gunfire June 26, 1935.
SOUTHERY.....	Unclassified—old collier.....	Stricken Sept. 1, 1933. Sold Dec. 1, 1933.
STERETT (<i>ex-DD27</i>).....	Destroyer.....	Stricken Mar. 8, 1935. Sold June 28, 1935; to be scrapped by purchaser.
STODDERT (<i>ex-DD 302</i>).....	do.....	Stricken June 5, 1935. To be sold for scrapping.
SUBMARINE CHASER 57.....	Submarine chaser.....	Stricken Jan. 3, 1935.
SUBMARINE CHASER 271.....	do.....	Stricken Jan. 7, 1934. Sold June 18, 1934.
SUBMARINE CHASER 326.....	do.....	Stricken Jan. 3, 1935.
SUBMARINE CHASER 328.....	do.....	Do.
TERRY (<i>ex-DD85</i>).....	Destroyer.....	Stricken June 28, 1934. Scrapped 1934, materials sold.
THOMPSON, SARA (<i>ex-AO8</i>).....	Oiler.....	Stricken Dec. 12, 1933. Sold Aug. 9, 1934.
TRIPPE (<i>ex-DD33</i>).....	Destroyer.....	Stricken July 5, 1934. Scrapped 1934, materials sold.
WAINWRIGHT (<i>ex-DD62</i>).....	do.....	Do.
WARRINGTON (<i>ex-DD30</i>).....	do.....	Stricken Mar. 8, 1935. Sold June 28, 1935; to be scrapped by purchaser.
WILKES (<i>ex-DD67</i>).....	do.....	Stricken July 5, 1934. Scrapped 1934, materials sold.

STRICKEN AND SALE LIST OF DISTRICT CRAFT

This list covers district craft disposed of or ordered disposed of either by sale or otherwise since June 30, 1931.

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 number	Allocation	Status
Open lighters:		
YC55.....	Guantanamo.....	Surveyed Dec. 20, 1934; sold Feb. 21, 1935.
YC87.....	7th district.....	Surveyed Jan. 22, 1932. Sold March 1933.
YC113.....	Guantanamo.....	Sold Dec. 13, 1934.
YC147.....	16th district.....	Surveyed Mar. 20, 1930. Condemned.
YC160.....	1st district.....	Surveyed Mar. 10, 1932. Sold Oct. 20, 1932.
YC161.....	3d district.....	Surveyed for disposal Dec. 29, 1931. Survey approved.
YC168.....	do.....	Surveyed Dec. 29, 1931. Sold Apr. 14, 1932.
YC198.....	Guantanamo.....	Surveyed Aug. 16, 1932. Disposed of by scuttling or burning Dec. 1, 1932.
YC253.....	14th district.....	Surveyed for sale Sept. 20, 1934. Survey approved.
YC288.....	1st district.....	Surveyed Nov. 23, 1934; sold Mar. 20, 1935.
YC320.....	8th district.....	Surveyed June 10, 1932. Sold Nov. 15, 1932.
YC358.....	13th district.....	Sold May 10, 1934.
YC390.....	do.....	Surveyed Jan. 18, 1934. Sold May 10, 1934.
YC394.....	do.....	Do.
YC396.....	do.....	Do.
YC405.....	14th district.....	Surveyed for sale Mar. 11, 1934. Survey approved.
YC492.....	Guantanamo.....	Surveyed Aug. 12, 1932. Disposed of by scuttling or burning Dec. 1, 1932.
YC496.....	do.....	Surveyed Dec. 18, 1931. Expended from books Apr. 18, 1932.
YC501.....	5th district.....	Surveyed for sale Jan. 22, 1931. Survey approved.
YC505.....	1st district.....	Surveyed for disposal Oct. 28, 1934. Survey approved.
YC507.....	do.....	Surveyed Mar. 10, 1932. Sold Oct. 20, 1932.
YC508.....	Washington.....	Surveyed for disposal Aug. 31, 1933. Survey approved.
YC522.....	do.....	Do.
YC524.....	1st district.....	Surveyed Mar. 10, 1932. Sold Oct. 20, 1932.
YC527.....	3d district.....	Surveyed Jan. 28, 1932. Sold June 1932.
YC584.....	do.....	Surveyed Oct. 18, 1933, sold Jan. 24, 1934.
YC659.....	Guam.....	Surveyed for disposal Aug. 8, 1932. Survey approved.
YC660.....	3d district.....	Surveyed Apr. 28, 1932. Sold Sept. 29, 1932.
YC661.....	Guantanamo.....	Surveyed Sept. 18, 1931; to be expended from books.
YC662.....	do.....	Surveyed Oct. 2, 1934. Sold Dec. 12, 1934.
Covered lighters:		
YF6.....	16th district.....	Surveyed Mar. 17, 1930. Sold Dec. 27, 1933.
YF41.....	1st district.....	Surveyed May 21, 1930. Sold June 26, 1933.
YF77.....	do.....	Surveyed Oct. 1, 1934, sold Mar. 20, 1935.
YF85.....	Annapolis.....	Surveyed Jan. 4, 1933; ordered disposed of by sinking.
YF112.....	3d district.....	Surveyed Oct. 18, 1932. Sold Mar. 22, 1933.
YF158.....	Indianhead.....	Surveyed Aug. 1, 1930. Scrapped.
YF234 (ex-YE17).....	1st district.....	Surveyed May 1, 1934; sold Mar. 20, 1935.
YF235 (ex-YE22).....	do.....	Surveyed for sale Feb. 16, 1934. Survey approved.
YF237 (ex-YE33).....	3d district.....	Sold May 23, 1934.
Water barges:		
YW30.....	11th district.....	Stricken Apr. 6, 1932. Sold July 6, 1932.
Floating derricks:		
YD17.....	7th district.....	Transferred to Department of Commerce September 1932.
YD53.....	14th district.....	Hull beached, will be burned. Machinery installed on YD68.
YD55.....	7th district.....	Surveyed. Sold March 1933.
YD58.....	3d district.....	Sold June 25, 1934.
Floating pile drivers:		
YPD1.....	3d district.....	Sold Nov. 21, 1933.
YPD17.....	16th district.....	Surveyed May 11, 1933. Pontoon destroyed—pile driver installed on YPD22.
YPD19.....	7th district.....	Sold Dec. 6, 1932.
Ferryboats and launches:		
YFB1059 (SPRAY).....	3d district.....	Stricken Oct. 7, 1932. Sold Dec. 1932.
Ash lighters:		
YA47.....	Annapolis.....	Surveyed for disposal Oct. 13, 1933. Survey approved.
YA49.....	14th district.....	Surveyed June 26, 1930. Scrapped in October 1932.
YA63.....	Annapolis.....	Surveyed for disposal Dec. 15, 1932. Survey approved.

STRICKEN AND SALE LIST OF DISTRICT CRAFT

Name and official number	Allocation	Status
Garbage lighters:		
YG1.....	3d district.....	Surveyed Mar. 18, 1932. Sold June 1932.
YG9.....	do.....	Surveyed May 18, 1933, sold Dec. 19, 1933.
YG10.....	do.....	Surveyed Dec. 29, 1933, sold Mar. 27, 1934.
YG12.....	7th district.....	Surveyed May 16, 1932. Sold March 1933.
Seaplane wrecking derricks:		
YSD1.....	5th district.....	Transferred to War Department May 16, 1933.
Heating scows:		
YHT4.....	3d district.....	Surveyed Jan. 26, 1932. Sold Sept. 29, 1932.
YHT5.....	do.....	Surveyed Nov. 9, 1933, sold May 1934.
YHT6.....	do.....	Surveyed Jan. 26, 1932. Sold Sept. 29, 1932.
Stevedoring barges:		
YS14.....	do.....	Surveyed for disposal Sept. 26, 1931. Survey approved.
Ambulance boat:		
YH3.....	5th district.....	Stricken Mar. 8, 1935; sold July 10, 1935.
Harbor tugs:		
ADVANCE (ex-YT28).....	5th district.....	Stricken Dec. 12, 1933. Sold June 14, 1934.
NAUSETT (ex-YT35).....	4th district.....	Stricken Mar. 13, 1933. Sold May 24, 1933.
YT111 (ex-DELAWARE).....	14th district.....	Stricken Feb. 15, 1934. Sold Apr. 9, 1935.
CHRISTINE (ex-YT106).....	16th district.....	Stricken Mar. 8, 1935. Sold Mar. 14, 1935.
Motor tugs:		
YMT6.....	do.....	Stricken Nov. 21, 1933. Sold June 22, 1934.
Floating workshop:		
YR5.....	12th district.....	Surveyed for sale Aug. 3, 1932. Survey approved.
YR18.....	3d district.....	Surveyed for sale Nov. 15, 1932. Survey approved.
District patrol vessels:		
EDITHA (ex-YP214).....	do.....	Stricken July 19, 1933. Sold Oct. 3, 1933.
Unclassified district craft:		
ADDEK.....	9th district.....	Stricken Oct. 25, 1933. Sold Dec. 27, 1933.
ARAMIS.....	Quantanamo.....	Stricken July 20, 1933. Sold Nov. 13, 1933.
ESTELLE.....	9th district.....	Stricken Oct. 25, 1933. Sold Dec. 27, 1933.
ROBERT CENTER.....	Annapolis.....	Stricken Jan. 4, 1933. Sold May 24, 1933.

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

[For information in detail regarding disposal of the vessels mentioned below see Historical Data, pp. 279 to 327]

BATTLESHIPS, FIRST LINE

DELAWARE (BB28)
INDIANA (BB50)
IOWA (BB53)
MASSACHUSETTS (BB54)
MONTANA (BB51)
NORTH CAROLINA (BB52)
NORTH DAKOTA ¹ (BB29)
SOUTH DAKOTA (BB49)
WASHINGTON (BB47)
UTAH ¹ (BB 31)

BATTLESHIP, SECOND LINE

CONNECTICUT (BB18)
GEORGIA (BB15)
ILLINOIS ¹ (BB7)
KANSAS (BB21)
LOUISIANA (BB19)
MAINE (BB10)
MICHIGAN (BB27)

BATTLESHIPS, SECOND LINE—Continued

MINNESOTA (BB22)
MISSOURI (BB11)
NEBRASKA (BB14)
NEW HAMPSHIRE (BB25)
NEW JERSEY (BB16)
OHIO (BB12)
OREGON ¹ (BB3)
RHODE ISLAND (BB17)
SOUTH CAROLINA (BB26)
VERMONT (BB20)
VIRGINIA (BB13)

BATTLE CRUISERS, FIRST LINE

CONSTELLATION (CC2)
CONSTITUTION (CC5)
LEXINGTON ¹ (CC1)
RANGER (CC4)
SARATOGA ¹ (CC3)
UNITED STATES (CC6)

U. S. NAVAL VESSELS DISPOSED OF IN ACCORDANCE WITH TREATY FOR THE LIMITATION AND REDUCTION OF NAVAL ARMAMENT (LONDON TREATY), EFFECTIVE FROM DECEMBER 31, 1930

[For information in detail regarding disposal of the vessels mentioned below see Historical Data, pp. 279 to 327]

BATTLESHIPS

WYOMING ¹ (BB32) **32**
UTAH ¹ (BB31)
FLORIDA (BB30)
NORTH DAKOTA ¹ (BB29)

CRUISERS

CHARLOTTE (CA12)
HUNTINGTON (CA5)
MISSOULA (CA13)
PUEBLO (CA7)
St. LOUIS (CA18)

HEAVY CRUISERS

PITTSBURGH (CA4)

LIGHT CRUISERS

BIRMINGHAM (CL2)
DENVER (CL16)
GALVESTON (CL19)
YORK (*ex-Chester*) (CL1)

DESTROYERS

BEALE (DD40)
BENHAM (DD49)
BILLINGSLEY (DD293)
BRECK (DD283)
BRUCE (DD329)
BURROWS (DD29)
CASE (DD285)
CHARLES AUSBURN (DD294)
CHASE (DD323)
COGHLAN (DD326)
CONVERSE (DD291)
CORRY (DD334)
DD23 (*ex-DRAYTON*)
DD26 (*ex-PERKINS*)
DD32 (*ex-MONAGHAN*)

DESTROYERS—Continued

DD34 (*ex-WALKER*)
DD35 (*ex-AMMEN*)
DD36 (*ex-PATTERSON*)
DD43 (*ex-CASSIN*)
DD44 (*ex-CUMMINGS*)
DD45 (*ex-DOWNES*)
DD47 (*ex-AYLEWIN*)
DD50 (*ex-BALCH*)
DD54 (*ex-McDOUGAL*)
DD58 (*ex-CONYNGHAM*)
DD59 (*ex-PORTER*)
DD68 (*ex-SHAW*)
DALE (DD290)
DAVIS (DD65)
DOYEN (DD280)
DUNCAN (DD48)
ERICSSON (DD56)
FANNING (DD37)
FARENHOLT (DD332)
FARRAGUT (DD304)
FARRAGUT (DD300)
FLUSSER (DD289)
HENLEY (DD39)
HENSHAW (DD278)
HULL (DD330)
ISHERWOOD (DD284)
J. F. BURNES (DD299)
JARVIS (DD38)
JENKINS (DD42)
JOUETT (DD41)
KENNEDY (DD306)
KIDDER (DD319)
LAMSON (DD328)
LARDNER (DD286)
LAVALLETTE (DD315)
MACDONOUGH (DD331)
MCCALL (DD28)
MCCAWLEY (DD276)
McDERMUT (DD262)

¹ NORTH DAKOTA rendered incapable of further warlike service May 29, 1924. Retained, as a mobile target, in accordance with the terms of the Washington Treaty until 1931. Replaced as a mobile target by UTAH. Stricken Jan. 7, 1931; sold Mar. 16, 1931, and scrapped by purchaser. UTAH rendered incapable of further warlike service June 4, 1931; retained as a mobile target in accordance with the terms of the Washington Treaty.

² Retained in accordance with Washington treaty, part 3, Sec. II.

³ WYOMING retained for training purposes under London Treaty, pt. I, art. 2, and sec. V of Annex II to pt. II.

⁴ Converted to aircraft carrier.

**U. S. NAVAL VESSELS DISPOSED OF IN ACCORDANCE WITH TREATY
FOR THE LIMITATION AND REDUCTION OF NAVAL ARMAMENT
(LONDON TREATY), EFFECTIVE FROM DECEMBER 31, 1930**

DESTROYERS—Continued

MARCUS (DD321)
MAYRANT (DD31)
MELVIN (DD335)
MERVINE (DD322)
MEYER (DD279)
MOODY (DD277)
MULLANY (DD325)
O'BRIEN (DD51)
OSBORNE (DD295)
PARKER (DD48)
PAULDING (DD22)
PAUL HAMILTON (DD307)
PERCIVAL (DD298)
PRESTON (DD327)
PUTNAM (DD287)
REID (DD292)
RENO (DD303)
ROBERT SMITH (DD324)
ROE (DD24)
SELFRIDGE (DD320)
SHARKEY (DD281)
SHIRK (DD318)
SLOAT (DD316)
SOMERS (DD301)
STERETT (DD27)
SUMMER (DD333)
TERRY (DD25)
THOMPSON (DD305)
TOUCEY (DD282)
TRIPPE (DD33)
WAINWRIGHT (DD62)
WARRINGTON (DD30)
WILKES (DD67)
WILLIAM JONES (DD308)
WOOD (DD317)
WORDEN (DD288)
YARBOROUGH (DD314)
ZEILIN (DD313)

LIGHT MINELAYERS

BURNS (DM11)
HART (DM8)
LUDLOW (DM10)
MAHAN (DM7)
MAURY (DM5)
RIZAL (DM14)

SUBMARINES

H-2 (SS29)
H-3 (SS30)
H-4 (SS147)
H-5 (SS148)
H-6 (SS149)
H-7 (SS150)
H-8 (SS151)
H-9 (SS152)
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)
N-1 (SS53)
N-2 (SS54)
N-3 (SS55)
O-11 (SS72)
O-12 (SS73)
O-13 (SS74)
O-14 (SS75)
O-15 (SS76)
O-16 (SS77)
R-21 (SS98)
R-22 (SS99)
R-23 (SS100)
R-24 (SS101)
R-25 (SS102)
R-26 (SS103)
R-27 (SS104)
S-2 (SS106)
S-49 (SS160)
S-50 (SS161)
S-61 (SS162)
T-1 (SF1)
T-2 (SF2)
T-3 (SF3)

GUNBOAT

TOPEKA) ex-PG35)

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, except those acquired during World War for temporary use, which have been assigned numbers under the standard nomenclature approved by the Secretary of the Navy. 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 or status
	BATTLESHIPS				
	<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 Habana 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 Jan. 4, 1924; ³ retained as naval relic; unclassified, ex-BB3. Loaned to State of Oregon.
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.

³ In accordance with the treaty (Washington) limiting naval armaments.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
BATTLESHIPS—Continued					
BB5	<i>Er-Kearsarge</i> KEARSARGE, CRANE SHIP No. 1.	1895- 1920	Newport News S. B. Co. (converted at navy yard, Phil- adelphia, Pa.).	Coast battleship No. 5.	Changed to KEAR- SARGE , craneship No. 1 Aug. 5, 1920; con- verted at navy yard Philadelphia; unclas- sified, ex-BB5.
BB6	KENTUCKY.....	1895	Newport News S. B. Co.	Coast battleship No. 6.	Battleship, 2d line; sold Mar. 24, 1923.
BB7	ILLINOIS.....	1896	do.....	Coast battleship No. 7.	Battleship, 2d line; ren- dered incapable of further warlike serv- ice Feb. 14, 1924, ² transferred to unclas- sified, 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 De- partment 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; sold Jan. 26, 1922; ren- dered incapable of further warlike service Dec. 17, 1923; broken up and scrapped. ¹
BB11	MISSOURI.....	1898	Newport News S. B. Co.	Coast battleship No. 11.	Do. ¹
BB12	OHIO.....	1898	Union Iron Works..	Coast battleship No. 12.	Battleship, 2d line; rendered incapable of further warlike serv- ice; sold as scrap Mar. 24, 1923. ²
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. Disposed of. ¹
BB14	NEBRASKA.....	1899	Moran Bros., Seat- tle, Wash.	Coast battleship No. 14.	Battleship, 2d line; rendered incapable of further warlike serv- ice Nov. 9, 1923; sold Nov. 30, 1923; broken up and scrapped. ¹
BB15	GEORGIA.....	1899	Bath Iron Works....	Coast battleship No. 15.	Battleship, 2d line; rendered incapable of further warlike serv- ice Oct. 4, 1923; sold Nov. 1, 1923; broken up and scrapped. ¹
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. ¹
BB17	RHODE ISLAND...	1900	do.....	Coast battleship No. 17.	Battleship, 2d line; rendered incapable of further warlike serv- ice Oct. 4, 1923; sold Nov. 1, 1923; broken up and scrapped. ¹

¹ Disposed of in accordance with the treaty (Washington) limiting naval armaments.² In accordance with the treaty (Washington) limiting naval armaments.³ Not listed in Washington Treaty for disposal.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
BATTLESHIPS—Continued					
BB18	CONNECTICUT.....	1902	Navy yard, New York.	First-class battleship No. 18.	Battleship, 2d line; rendered incapable of further warlike service Oct. 12, 1923; sold Nov. 1, 1923; broken up and scrapped. ¹
BB19	LOUISIANA.....	1902	Newport News S. B. Co.	First-class battleship No. 19.	Battleship, 2d line; rendered incapable of further warlike service Sept. 25, 1923; sold Nov. 1, 1923; broken up and scrapped. ¹
BB20	VERMONT.....	1903	Fore River S. & E. Co.	First-class battleship No. 20.	Battleship, 2d line; rendered incapable of further warlike service Nov. 9, 1923; sold Nov. 30, 1923; broken up and scrapped. ¹
BB21	KANSAS.....	1903	New York S. B. Co.	First-class battleship No. 21.	Battleship, 2d line; rendered incapable of further warlike service Oct. 9, 1923; sold Jan. 23, 1924, Oct. 10, 1924, and Jan. 2, 1925; broken up and scrapped. ¹
BB22	MINNESOTA.....	1903	Newport News S. B. Co.	First-class battleship No. 22.	Do. ¹
-----	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 Sept. 18, 1923; sold Nov. 1, 1923; broken up and scrapped. ¹
BB26	SOUTH CAROLINA.	1905	Wm. Cramp & Sons.	First-class battleship No. 26.	Battleship, 2d line; rendered incapable of further warlike service Jan. 12, 1924; partly sold as scrap Apr. 24, 1924; balance sold July 21, 1924; broken up and scrapped. ¹
BB27	MICHIGAN.....	1905	New York S. B. Co.	First-class battleship No. 27.	Battleship, 2d line; rendered incapable of further warlike service Oct. 17, 1923; sold Jan. 23, 1924; Oct. 10, 1924; and Jan. 2, 1925; broken up and scrapped. ¹

¹ Disposed of in accordance with the treaty (Washington) limiting naval armaments.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	BATTLESHIPS—Continued				
BB28	DELAWARE.....	1906	Newport News S. B. Co.	First-class battleship No. 28.	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. ¹
BB29	NORTH DAKOTA...	1907	Fore River S. B. Co.	First-class battleship No. 29.	Battleship, 1st line; replaced by U. S. S. WEST VIRGINIA, Dec. 1, 1923; rendered incapable of further warlike service May 29, 1924; ² unclassified, ex-BB29; mobile target. Replaced by UTAH as mobile target; stricken Jan. 7, 1931; sold Mar. 16, 1931; scrapped. ³
BB30	FLORIDA.....	1908	Navy yard, New York.	First-class battleship No. 30.	Battleship, 1st line; rendered incapable of further warlike service; stricken Apr. 6, 1931; scrapped 1931; ⁴ materials sold.
BB31	UTAH.....	1908	New York S. B. Co.	First-class battleship No. 31.	Battleship; converted to "Target use exclusively" to replace NORTH DAKOTA. ^{1,4} Auxiliary miscellaneous.
BB32	WYOMING.....	1909	Wm. Cramp & Sons.	First-class battleship No. 32.	Battleship; converted to training ship. ⁴ Auxiliary miscellaneous.
BB33	ARKANSAS.....	1909	New York S. B. Co.	First-class battleship No. 33.	Battleship.
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	do.....	First-class battleship No. 40.	Name changed Mar. 22, 1916. Battleship.
BB41	MISSISSIPPI.....	1914	Newport News S. B. Co.	First-class battleship No. 41.	Battleship.
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 percent completed; sunk by submarine explosions and gunfire ¹ Nov. 25, 1924.
BB48	WEST VIRGINIA...	1916	Newport News S. B. Co.	First-class battleship No. 48.	Battleship.

¹ Disposed of in accordance with the treaty (Washington) limiting naval armaments.² Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament³ In accordance with the treaty (Washington) limiting naval armaments.⁴ In accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
BATTLESHIPS—Continued					
BB49	SOUTH DAKOTA...	1916-17	Navy yard, New York.	First-class battleship No. 49.	Battleship, 1st line; construction stopped Feb. 8, 1922; 38.5 percent completed; sold Oct. 25, 1923; broken up and scrapped. ¹
BB50	INDIANA.....	1916-17	do.....	First-class battleship No. 50.	Battleship, 1st line; construction stopped Feb. 8, 1922; 34.7 percent completed; sold Oct. 25, 1923; broken up and scrapped. ¹
BB51	MONTANA.....	1916-17	Navy yard, Mare Island.	First-class battleship No. 51.	Battleship, 1st line; construction stopped Feb. 8, 1922; 27.6 percent completed; sold Oct. 25, 1923; broken up and scrapped. ¹
BB52	NORTH CAROLINA.	1916-18	Navy yard, Norfolk, Va.	First-class battleship No. 52.	Battleship, 1st line; construction stopped Feb. 8, 1922; 36.7 percent completed; sold Oct. 25, 1923; broken up and scrapped. ¹
BB53	IOWA.....	1916-18	Newport News S. B. Co.	First-class battleship No. 53.	Battleship, 1st line; construction stopped Feb. 8, 1922; 31.8 percent completed; sold Nov. 8, 1923; broken up and scrapped. ¹
BB54	MASSACHUSETTS..	1916-18	Bethlehem S. B. Co., Quincy, Mass.	First-class battleship No. 54.	Battleship, 1st line; construction stopped Feb. 8, 1922; 11 percent completed; sold Nov. 8, 1923; broken up and scrapped. ¹
MONITORS					
-----	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>Tonawanda</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).

¹ Disposed of in accordance with the treaty (Washington) limiting naval armaments.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
BATTLE CRUISERS					
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; ² aircraft carrier.
CC2	CONSTELLATION...	1916	Newport News S. B. Co.	Battle cruiser No. 2.	Battle cruiser; construction stopped Feb. 8, 1922; 22.7 percent completed; sold Nov. 8, 1923; broken up and scrapped. ¹
CC3	SARATOGA.....	1916	New York S. B. Co.	Battle cruiser No. 3.	Converted to aircraft carrier July 1, 1922; ² aircraft carrier.
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 percent completed; sold Nov. 8, 1923; broken up and scrapped. ¹
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 percent completed; sold Oct. 25, 1923; broken up and scrapped. ¹
CC6	UNITED STATES...	1916-18	do.....	Battle cruiser No. 6.	Battle cruiser; construction stopped Feb. 8, 1922; 12.1 percent completed; sold Oct. 25, 1923; broken up and scrapped. ¹
CRUISERS					
-----	<i>Ex-Chicago</i> ... ALTON.	1883	John Roach & Sons.	Cruiser.....	Cruiser, 2d line, CA14. Name changed to ALTON July 16, 1928. Unclassified.
{-----	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 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.
-----	<i>Ex-San Francisco</i> ... YOSEMITE.	1887	Union Iron Works..	Cruiser No. 5.....	Mine layer, CM2. Name changed to YOSEMITE Jan. 1, 1931.
-----	OLYMPIA.....	1888	do.....	Cruiser No. 6.....	Cruiser, 2d line, CA15; then to light cruiser, 2d line, CL15; transferred to unclassified (ex-CL15).

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	CRUISERS—Continued.				
	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; sold Aug. 5, 1921.
CA2	<i>Ex-New York</i> <i>Ex-Saratoga</i> ROCHESTER.....	1888	Wm. Cramp & Sons.	Armored cruiser No. 2.	Name changed to SARATOGA Feb. 16, 1911; to ROCHESTER Dec. 1, 1917; Heavy cruiser, CA2.
	<i>Ex-Columbia</i> OLD 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; stricken Mar. 12, 1931; sold Sept. 13, 1933. ²
	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Gunboat, PG29; then to light cruiser, CL17; stricken Dec. 13, 1929; sold Mar. 11, 1930.
	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Gunboat, PG30; then to light cruiser, 2d line, CL18; stricken Dec. 13, 1929; sold Mar. 11, 1930.
	GALVESTON.....	1899	Wm. R. Trigg, Richmond, Va.	Cruiser No. 17.....	Gunboat, PG31; then to light cruiser, CL19; stricken Nov. 1, 1930; sold Sept. 13, 1933. ²
	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; stricken Dec. 13, 1929; sold Mar. 11, 1930.
CA4	<i>Ex-Pennsylvania</i> PITTSBURGH.....	1899	Wm. Cramp & Sons.	Armored cruiser No. 4.	Name changed to PITTSBURGH Aug. 27, 1912; stricken Oct. 28, 1931; sold Dec. 21, 1931. ²
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; stricken Mar. 12, 1930; scrapped; material sold Aug. 13, 1930. ²
	<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.

Disposed of in accordance with the treaty (London) for the limitation of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	CRUISERS—Continued				
CA7	<i>Ex-Colorado</i> PUEBLO.	1900	Wm. Cramp & Sons.	Armored cruiser No. 7.	Name changed to PUEBLO Nov. 9, 1916; stricken Feb. 21, 1930; scrapped; materials sold Sept. 14, 1931. ¹
CA8	<i>Ex-Maryland</i> FREDERICK.	1900	Newport News S. B. Co.	Armored cruiser No. 8.	Name changed to FREDERICK Nov. 9, 1916; stricken Nov. 13, 1929; sold Feb. 11, 1930.
CA9	<i>Ex-South Dakota</i> ... HURON.	1900	Union Iron Works...	Armored cruiser No. 9.	Name changed to HURON June 7, 1920; stricken Nov. 15, 1929; sold Feb. 11, 1930.
-----	<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; transferred to unclassified.
CA12	<i>Ex-North Carolina</i> CHARLOTTE.	1904	Newport News S. B. Co.	Armored cruiser No. 12.	Name changed to CHARLOTTE June 7, 1920; stricken July 15, 1930; sold Sept. 29, 1930. ¹
CA13	<i>Ex-Montana</i> MISSOULA.	1904	-----do-----	Armored cruiser No. 13.	Name changed to MISSOULA June 7, 1920; stricken July 15, 1930; sold Sept. 29, 1930. ¹
CA14	<i>Ex-Chicago</i> ALTON.	1883	John Roach & Sons...	Cruiser.....	Changed to light cruiser, 2d line, CL14; then to unclassified (ex-CL 14); name changed to ALTON July 16, 1928.
CA15	OLYMPIA.....	1888	Union Iron Works...	Cruiser No. 6.....	Changed to light cruiser, 2d line, CL15; transferred to unclassified.
CA16	<i>Ex-Columbia</i> OLD COLUMBIA.	1890	Wm. Cramp & Sons.	Cruiser No. 12.....	Name changed to OLD COLUMBIA Nov. 17, 1921; sold Jan. 26, 1922.
CA17	MINNEAPOLIS.....	1891	-----do-----	Cruiser No. 13.....	Sold Aug. 5, 1921.
CA18	ST. LOUIS.....	1900	Neafie & Levy.....	Cruiser No. 20.....	Stricken Mar. 20, 1930; scrapped; materials sold Aug. 13, 1930. ¹
-----	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.....	Stricken Nov. 25, 1929; sold Feb. 11, 1930.
	HEAVY CRUISERS				
CA24	PENSACOLA.....	1924	Navy yard, New York.	Light cruiser, 1st line.	Heavy cruiser.
CA25	SALT LAKE CITY...	1924	American Brown Boveri Elec. Corp., Camden, N. J.	-----do-----	Do.
CA26	NORTHAMPTON...	1924	Bethlehem S. B. Corp., Quincy.	-----do-----	Do.
CA27	CHESTER.....	1924	American Brown Boveri El. Corp., Camden, N. J.	-----do-----	Do.
CA28	LOUISVILLE.....	1924	Navy yard, Puget Sound.	-----do-----	Do.
CA29	CHICAGO.....	1924	Navy yard, Mare Island.	-----do-----	Do.
CA30	HOUSTON.....	1924	Newport News S. B. Co.	-----do-----	Do.
CA31	AUGUSTA.....	1924	-----do-----	-----do-----	Do.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
HEAVY CRUISERS—Contd.					
CA32	NEW ORLEANS...	1929	Navy yard, New York.	Light cruiser	Heavy cruiser.
CA33	PORTLAND.....	1929	Bethlehem S. B. Corp., Quincy.	do.....	Do.
CA34	ASTORIA.....	1929	Navy yard, Puget Sound.	do.....	Do.
CA35	INDIANAPOLIS.....	1929	New York S. B. Co., Camden, N. J.	do.....	Do.
CA36	MINNEAPOLIS.....	1929	Navy yard, Philadelphia.	do.....	Do.
CA37	TUSCALOOSA.....	1929	New York S. B. Co., Camden, N. J.	do.....	Do.
CA38	SAN FRANCISCO...	1929	Navy yard, Mare Island.	do.....	Do.
CA39	QUINCY.....	1929	Bethlehem S. B. Corp., Quincy.	do.....	Heavy cruiser, building.
CA40-43	Not used.....		See light cruiser CL40-43.		
CA44	VINCENNES.....	1933	Bethlehem S. B. Corp., Quincy.	Heavy cruiser	Heavy cruiser, building.
CA45	WICHITA.....	1929-34	Navy yard, Philadelphia.	Light cruiser	Do.
LIGHT CRUISERS					
CL1	<i>Ex-Chester</i> YORK.	1904	Bath Iron Works....	Scout cruiser No. 1.	Light cruiser, 2d line; name changed to YORK July 16, 1928; stricken Jan. 21, 1930; sold May 13, 1930. ¹
CL2	BIRMINGHAM.....	1904	Fore River S. B. Co.	Scout cruiser No. 2.	Light cruiser, 2d line; stricken Jan. 21, 1930; sold May 13, 1930. ¹
CL3	SALEM.....	1904	do.....	Scout cruiser No. 3.	Light cruiser, 2d line; stricken Nov. 13, 1929; sold Feb. 11, 1930.
CL4	OMAHA.....	1916	Todd D. D. & C. Co.	Scout cruiser No. 4.	Light cruiser.
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.	Do.
CL13	MEMPHIS.....	1916-18	do.....	Scout cruiser No. 13.	Do.
CL14	<i>Ex-Chicago</i> ALTON.	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.
CL15	OLYMPIA.....	1888	Union Iron Works...	Cruiser No. 6.....	Cruiser, 2d line, CA15; changed to light cruiser, 2d line; changed to unclassified.

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
LIGHT CRUISERS—Contd.					
CL16	DENVER.....	1899	Neafle & Levy, Philadelphia, Pa.	Cruiser No. 14.....	Gunboat, PG28; changed to light cruiser, 2d line; stricken Mar. 12, 1931; sold Sept. 13, 1933. ¹
CL17	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Gunboat, PG29; changed to light cruiser, 2d line; stricken Dec. 13, 1929; sold Mar. 11, 1930.
CL18	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Gunboat, PG30; changed to light cruiser, 2d line; stricken Dec. 13, 1929; sold Mar. 11, 1930.
CL19	GALVESTON.....	1899	Wm. R. Trigg Co., Richmond, Va.	Cruiser No. 17.....	Gunboat, PG31; changed to light cruiser, 2d line; stricken Nov. 1, 1930; sold Sept. 13, 1933. ¹
CL20	TACOMA.....	1899	Union Iron Works...	Cruiser No. 18.....	Gunboat, PG32; 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, PG33; changed to light cruiser, 2d line; stricken Dec. 13, 1929; sold Mar. 11, 1930.
CL22	NEW ORLEANS...	1896	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1898; originally named <i>Amazonas</i> ; gunboat PG34; changed to light cruiser, 2d line; stricken Nov. 13, 1929; sold Feb. 11, 1930.
CL23	ALBANY.....	1898	...do.....	...do.....	Purchased from Brazilian Government Mar. 16, 1898; originally named <i>Almirante Abreu</i> ; gunboat PG36; changed to light cruiser, 2d line; stricken Nov. 13, 1929; sold Feb. 11, 1930.
CL24 to CL38	Light cruisers 24 to 38.	1924-29	See heavy cruisers CA24-38.	Light cruisers, 1st line.	Transferred to heavy cruisers (CA).
CL40	BROOKLYN.....	1929	Navy yard, New York.	Light cruiser No. 40.	Light cruiser, building.
CL41	PHILADELPHIA...	1933	Navy yard, Philadelphia.	Light cruiser No. 41.	Do.
CL42	SAVANNAH.....	1933	New York S. B. Corp.	Light cruiser No. 42.	Do.
CL43	NASHVILLE.....	1933	...do.....	Light cruiser No. 43.	Do.
CL44-45	Not used.....		See heavy cruiser CA44-45.		
CL46	PHOENIX.....	1929-34	New York S. B. Corp.	Light cruiser No. 46.	Light cruiser, building.
CL47	BOISE.....	1929-34	Newport News S. B. and D. D. Co.	Light cruiser No. 47.	Do.
CL48	HONOLULU.....	1929-34	Navy yard, New York.	Light cruiser No. 48.	Do.
AIRCRAFT CARRIERS					
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.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
AIRCRAFT CARRIERS—Contd.					
{	CV2 LEXINGTON.....	1916 1922	Fore River S. B. Corp.	Battle cruiser No. 1.	Conversion to aircraft carrier authorized July 1, 1922; aircraft carrier. Do.
	CV3 SARATOGA.....	1916 1922	New York S. B. Co.	Battle cruiser No. 3.	
	CV4 RANGER.....	1929	Newport News S. B. & D. D. Co.	Aircraft carrier No. 4.	Aircraft carrier.
{	CV5 YORKTOWN.....	1933	do.....	Aircraft carrier No. 5.	Aircraft carrier, building Do.
CV6 ENTERPRISE.....	1933	do.....	Aircraft carrier No. 6.		
MINE LAYERS					
CM1	BALTIMORE.....	1886	Wm. Cramp & Sons.	Cruiser No. 3.....	Mine layer. Name changed to <i>Yosemite</i> Jan. 1, 1931; mine layer.
CM2	<i>Ex-San Francisco</i> . YOSEMITE.	1887	Union Iron Works..	Cruiser No. 5.....	
{	CM3 AROOSTOOK.....	1917	Wm. Cramp & Sons.	Mine planter..... (Id. No. 1256.)	Purchased 1917; formerly named <i>Bunker Hill</i> ; mine layer. Purchased 1917; formerly named <i>Massachusetts</i> ; mine layer; named changed to OGLALA Jan. 1, 1928.
CM4	<i>Ex-Shawmut</i> OGLALA.	1917	do.....	Mine planter..... (Id. No. 1255.)	
WOOD TORPEDO BOAT					
	STILETTO.....	1887	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat.....	Purchased as authorized by act of Mar. 3, 1887; sold July 18, 1911.
TORPEDO BOATS					
	CUSHING.....	1886	do.....	Torpedo boat No. 1.	Stricken Apr. 6, 1912; used as target. Do.
	ERICSSON.....	1890	Iowa Iron Works, Dubuque, Iowa.	Torpedo boat No. 2.	
{	<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.	
	WINSLOW.....	1894	do.....	Torpedo boat No. 5.	Changed to Coast Torpedo Boat No. 2, Aug. 1, 1918; sold July 19, 1920.
{	PORTER.....	1895	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 6.	Sold January 1911.
	<i>Ex-DuPont</i> C. T. B. No. 3.	1895	do.....	Torpedo boat No. 7.	Sold Nov. 7, 1912.
	ROWAN.....	1895	Moran Bros., Seattle, Wash.	Torpedo boat No. 8.	Changed to Coast Torpedo Boat No. 3, Aug. 1, 1918; sold July 19, 1920.
{	<i>Ex-Dahlgren</i> C. T. B. No. 4.	1896	Bath Iron Works...	Torpedo boat No. 9.	Stricken Oct. 29, 1912; used as target; sold June 3, 1918.
	CRAVEN.....	1896	do.....	Torpedo boat No. 10.	
	<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. 4, Aug. 1, 1918; sold July 19, 1920.
{	DAVIS.....	1896	Wolf & Zwicker, Portland, Oreg.	Torpedo boat No. 12.	Stricken Nov. 15, 1913; used as target. Changed to Coast Torpedo Boat No. 5, Aug. 1, 1918; sold Sept. 9, 1919.
	FOX.....	1896	do.....	Torpedo boat No. 13.	

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	TORPEDO BOATS—Contd.				
-----	<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, August 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.
{-----	<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.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	TORPEDO BOATS—Contd.				
	<i>Er-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.....	Transferred to U. S. Coast Guard Apr. 28, 1924; returned Oct. 18, 1930; stricken June 28, 1934; scrapped 1934; material sold. ¹
DD23	<i>Er-Drayton</i> DD23.	1908	do.....	Destroyer No. 23.....	Name dropped July 1, 1933. Stricken Mar. 8, 1935; sold June 28, 1935; to be scrapped by purchaser. ¹
DD24	ROE.....	1908	Newport News S. B. Co.	Destroyer No. 24.....	Transferred to U. S. Coast Guard June 7, 1924; returned Oct. 18, 1930; stricken June 28, 1934; scrapped 1934; materials sold. ¹
DD25	TERRY.....	1908	do.....	Destroyer No. 25.....	Do. ¹
DD26	<i>Er-Perkins</i> DD26.	1908	Fore River S. B. Co.	Destroyer No. 26.....	Name dropped Nov. 1, 1933. Stricken Mar. 8, 1935; sold June 28, 1935; to be scrapped by purchaser. ¹
DD27	STERETT.....	1908	do.....	Destroyer No. 27.....	Stricken Mar. 8, 1935; sold June 28, 1935; to be scrapped by purchaser. ¹
DD28	MCCALL.....	1908	New York S. B. Co.	Destroyer No. 28.....	Transferred to U. S. Coast Guard June 7, 1924; returned Oct. 18, 1930; stricken June 28, 1934; scrapped 1934; materials sold. ¹
DD29	BURROWS.....	1908	do.....	Destroyer No. 29.....	Transferred to U. S. Coast Guard Apr. 28, 1921; returned May 2, 1931; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD30	WARRINGTON.....	1908	Wm. Cramp & Sons.	Destroyer No. 30.....	Stricken Mar. 8, 1935; sold June 28, 1935; to be scrapped by purchaser. ¹
DD31	MAYRANT.....	1908	do.....	Destroyer No. 31.....	Do.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	DESTROYERS —Continued.				
DD32	<i>Ex-Monaghan</i> DD32.	1909	Newport News S. B.	Destroyer No. 32...	Transferred to U. S. Coast Guard June 7, 1924; returned May 8, 1931; destroyer; name dropped July 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD33	TRIPPE.....	1909	Bath Iron Works....	Destroyer No. 33...	Transferred to U. S. Coast Guard June 7, 1924; returned May 2, 1931; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD34	<i>Ex-Walke</i> DD34.	1909	Fore River S. B. Co.	Destroyer No. 34...	Name dropped July 1, 1933. Stricken Mar. 8, 1935; scrapped 1935 and materials sold. ¹
DD35	<i>Ex-Ammen</i> DD35.	1909	New York S. B. Co.	Destroyer No. 35...	Transferred to U. S. Coast Guard Apr. 28, 1924; returned May 22, 1931; name dropped July 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD36	<i>Ex-Patterson</i> DD36.	1909	Wm. Cramp & Sons.	Destroyer No. 36...	Transferred to U. S. Coast Guard Apr. 28, 1924; returned Oct. 18, 1930; name dropped July 1, 1933; stricken June 28, 1934; scrapped 1934; materials sold. ¹
DD37	FANNING.....	1910	Newport News S. B. Co.	Destroyer No. 37...	Transferred to U. S. Coast Guard June 7, 1924; returned Nov. 24, 1930; stricken June 28, 1934; scrapped 1934; materials sold. ¹
DD38	JARVIS.....	1910	New York S. B. Co.	Destroyer No. 38...	Stricken Mar. 8, 1935; scrapped 1935 and materials sold. ¹
DD39	HENLEY.....	1910	Fore River S. B. Co.	Destroyer No. 39...	Transferred to U. S. Coast Guard May 16, 1924; returned May 8, 1931; destroyer; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD40	BEALE.....	1910	Wm. Cramp & Sons.	Destroyer No. 40...	Transferred to U. S. Coast Guard Apr. 28, 1924; returned Oct. 18, 1930; stricken June 28, 1934; scrapped 1934; materials sold. ¹
DD41	JOUETT.....	1910	Bath Iron Works....	Destroyer No. 41...	Transferred to U. S. Coast Guard Apr. 28, 1924; returned May 22, 1931; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD42	JENKINS.....	1910	do.....	Destroyer No. 42...	Stricken Mar. 8, 1935; scrapped 1935 and materials sold. ¹
DD43	<i>Ex-Cassin</i> , DD43.	1911	do.....	Destroyer No. 43...	Transferred to U. S. Coast Guard June 7, 1924; returned June 30, 1933; name dropped Nov. 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ¹

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS —Continued.					
DD44	<i>Ex - Cummings</i> , DD44.	1911	Bath Iron Works...	Destroyer No. 44...	Transferred to U. S. Coast Guard, June 7, 1924; returned May 23, 1932; name dropped July 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ²
DD45	<i>Ex-Downes</i> , DD45	1911	New York S. B. Co.	Destroyer No. 45...	Transferred to U. S. Coast Guard Apr. 28, 1924; returned May 2, 1931; name dropped July 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ²
DD46	DUNCAN.....	1911	Fore River S. B. Co.	Destroyer No. 46...	Stricken Mar. 8, 1935; scrapped 1935 and materials sold. ²
DD47	<i>Ex-Aylwin</i> , DD47	1911	Wm. Cramp & Sons.	Destroyer No. 47...	Name dropped July 1, 1933. Stricken Mar. 1935; scrapped 1935 and materials sold. ²
DD48	PARKER.....	1911	do.....	Destroyer No. 48...	Stricken Mar. 8, 1935; scrapped 1935 and materials sold. ²
DD49	BENHAM.....	1911	do.....	Destroyer No. 49...	Do. ²
DD50	<i>Ex-Balch</i> , DD50.	1911	do.....	Destroyer No. 50...	Name dropped Nov. 1, 1933. Stricken Mar. 8, 1935; scrapped 1935 and materials sold. ²
DD51	O'BRIEN.....	1912	do.....	Destroyer No. 51...	Stricken Mar. 8, 1935; scrapped and materials sold 1935. ²
DD52	NICHOLSON.....	1912	do.....	Destroyer No. 52...	Destroyer.
DD53	<i>Ex - Winslow</i> , DD53.	1912	do.....	Destroyer No. 53...	Destroyer; name dropped July 1, 1933.
DD54	<i>Ex - McDougal</i> , DD54.	1912	Bath Iron Works....	Destroyer No. 54...	Transferred to U. S. Coast Guard June 7, 1924; returned June 30, 1933; name dropped Nov. 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ²
DD55	<i>Ex - Cushing</i> , DD55.	1912	Fore River S. B. Co.	Destroyer No. 55...	Destroyer; name dropped July 1, 1933.
DD56	ERICSSON.....	1912	New York S. B. Co.	Destroyer No. 56...	Transferred to U. S. Coast Guard June 7, 1924; returned May 23, 1932; stricken July 5, 1934; scrapped 1934; materials sold. ²
DD57	<i>Ex-Tucker</i> , DD57.	1913	Fore River S. B. Co.	Destroyer No. 57...	Transferred to U. S. Coast Guard Mar. 25, 1926; returned June 30, 1933; destroyer; name dropped Nov. 1, 1933.
DD58	<i>Ex - Conyngham</i> , DD58.	1913	Wm. Cramp & Sons.	Destroyer No. 58...	Transferred to U. S. Coast Guard June 7, 1924; returned June 30, 1933; name dropped Nov. 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ²
DD59	<i>Ex-Porter</i> , DD59.	1913	do.....	Destroyer No. 59...	Transferred to U. S. Coast Guard June 7, 1924; returned June 30, 1933; name dropped July 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ²
DD60	WADSWORTH.....	1913	Bath Iron Works...	Destroyer No. 60...	Destroyer.
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...	Transferred to U. S. Coast Guard Apr. 2, 1926; returned Apr. 27, 1934; stricken July 5, 1934; scrapped 1934; materials sold. ²

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS—Continued					
DD63	SAMPSON.....	1914	Fore River S. B. Co.	Destroyer No. 63...	Destroyer.
DD64	ROWAN.....	1914	do.....	Destroyer No. 64...	Do.
DD65	DAVIS.....	1914	Bath Iron Works...	Destroyer No. 65...	Transferred to U. S. Coast Guard Mar. 25, 1926; returned June 30, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD66	ALLEN.....	1914	do.....	Destroyer No. 66...	Destroyer.
DD67	WILKES.....	1914	Wm. Cramp & Sons.	Destroyer No. 67...	Transferred to U. S. Coast Guard Mar. 25, 1926; returned Apr. 27, 1934; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD68	<i>Ex-Shaw</i> DD68.	1914	Navy yard, Mare Island.	Destroyer No. 68...	Transferred to U. S. Coast Guard Mar. 25, 1926; returned June 30, 1933; name dropped Nov. 1, 1933; stricken July 5, 1934; scrapped 1934; materials sold. ¹
DD69	CALDWELL.....	1915	do.....	Destroyer No. 69...	Destroyer.
DD70	<i>Ex-Craven</i> DD70.	1915	Navy yard, Norfolk.	Destroyer No. 70...	Destroyer; name dropped May 31, 1935.
DD71	GWIN.....	1915	Seattle C. & D. D. Co.	Destroyer No. 71...	Destroyer.
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.
Nos. 75 to 185 class					
DD75	WICKES.....	1916	Bath Iron Works...	Destroyer No. 75...	Destroyer.
DD76	PHILIP.....	1916	do.....	Destroyer No. 76...	Do.
DD77	WOOLSEY.....	1916	do.....	Destroyer No. 77...	Destroyer, sunk Feb. 26, 1921.
DD78	EVANS.....	1916	do.....	Destroyer No. 78...	Destroyer.
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	<i>Ex-Gridley</i> DD92.	1916	do.....	Destroyer No. 92...	Destroyer; name dropped May 31, 1935.
DD93	FAIRFAX.....	1916	Navy yard, Mare Island.	Destroyer No. 93...	Destroyer.
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.
DD97	MURRAY.....	1916-17	do.....	Destroyer No. 97...	Light mine layer.
DD98	ISRAEL.....	1916-17	do.....	Destroyer No. 98...	Light mine layer.
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; stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DD101	LANSDALE.....	1916-17	do.....	Destroyer No. 101...	Light mine layer.
DD102	MAHAN.....	1916-17	do.....	Destroyer No. 102...	Light mine layer; stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DD103	SCHLEY.....	1916-17	Union Iron Works...	Destroyer No. 103...	Destroyer.
DD104	CHAMPLIN.....	1916-17	do.....	Destroyer No. 104...	Do.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS Continued					
Nos. 75 to 135 class Continued					
DD105	<i>Er-Mugford</i> DD105.	1916-17	Union Iron Works..	Destroyer No. 105..	Destroyer; name dropped May 31, 1935.
DD106	CHew.....	1916-17	do.....	Destroyer No. 106..	Destroyer.
DD107	HAZELWOOD.....	1916-17	do.....	Destroyer No. 107..	Stricken June 5, 1935; to be sold for scrapping.
DD108	WILLIAMS.....	1916-17	do.....	Destroyer No. 108..	Destroyer.
DD109	CRANE.....	1916-17	do.....	Destroyer No. 109..	Do.
DD110	HART.....	1917	do.....	Destroyer No. 110..	Light mine layer; stricken Nov. 11, 1931; scrapped; materials sold Feb. 25, 1932. ¹
DD111	INGRAHAM.....	1917	do.....	Destroyer No. 111..	Light mine layer.
DD112	LUDLOW.....	1917	do.....	Destroyer No. 112..	Light mine layer; stricken Nov. 18, 1930; scrapped, 1931; materials sold. ¹
DD113	RATHBURNE.....	1917	Wm. Cramp & Sons.	Destroyer No. 113..	Destroyer.
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..	Designated auxiliary miscellaneous, Apr. 16, 1932.
DD120	RADFORD.....	1917	do.....	Destroyer No. 120..	Designated auxiliary miscellaneous, Apr. 16, 1932; change canceled June 27, 1932; destroyer.
DD121	MONTGOMERY.....	1917	do.....	Destroyer No. 121..	Changed to light mine layer, Jan. 5, 1931.
DD122	BREESE.....	1917	do.....	Destroyer No. 122..	Changed to light mine layer, Jan. 5, 1931.
DD123	GAMBLE.....	1917	do.....	Destroyer No. 123..	Changed to light mine layer, June 13, 1930.
DD124	RAMSAY.....	1917	do.....	Destroyer No. 124..	Changed to light mine layer, June 13, 1930.
DD125	TATTNALL.....	1917	New York S. B. Co.	Destroyer No. 125..	Destroyer.
DD126	BADGER.....	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, wrecked Dec. 1, 1921; sold Sept. 25, 1922.
DD130	JACOB JONES.....	1917	do.....	Destroyer No. 130..	Destroyer.
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..	Designated auxiliary miscellaneous, Sept. 5, 1931.
DD137	KILTY.....	1917	do.....	Destroyer No. 137..	Designated auxiliary miscellaneous, Sept. 5, 1931; changed to destroyer Apr. 16, 1932.
DD138	KENNISON.....	1917	do.....	Destroyer No. 138..	Destroyer.
DD139	<i>Ex-Cowell</i> WARD.	1917	do.....	Destroyer No. 139..	Name changed to WARD May 20, 1918; destroyer.
DD140	CLAXTON.....	1917	do.....	Destroyer No. 140..	Destroyer.
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.

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS—Continued					
Nos. 75 to 185 class—Continued					
DD146	ELLIOT.....	1917	Wm. Cramp & Sons.	Destroyer No. 146..	Destroyer.
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. 151..	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.
DD171	BURNS.....	1917	Union Iron Works..	Destroyer No. 171..	Stricken Nov. 18, 1930; used as submarine barracks. Scrapped, materials sold Apr. 22, 1932. ¹
DD172	ANTHONY.....	1917	do.....	Destroyer No. 172..	Light mine layer.
DD173	SPROSTON.....	1917	do.....	Destroyer No. 173..	Light mine layer.
DD174	RIZAL.....	1917	do.....	Destroyer No. 174..	Light mine layer; stricken, Nov. 11, 1931, scrapped, materials sold Feb. 25, 1932. ¹
DD175	MACKENZIE.....	1917	do.....	Destroyer No. 175..	Destroyer.
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	<i>Ex-Bagley</i> DD185.....	1917	do.....	Destroyer No. 185..	Destroyer; name dropped May 31, 1935.
Nos. 186 to 347 Class					
DD186	CLEMONS.....	1917	do.....	Destroyer No. 186..	Destroyer.
DD187	DAHLGREN.....	1917	do.....	Destroyer No. 187..	Do.
DD188	GOLDSBOROUGH.....	1917	do.....	Destroyer No. 188..	Do.
DD189	SEMMES.....	1917	do.....	Destroyer No. 189..	Transferred to U. S. Coast Guard, Apr. 25, 1932. Returned Apr. 20, 1934; designation changed to auxiliary, miscellaneous July 1, 1935.
DD190	SATTERLEE.....	1917	do.....	Destroyer No. 190..	Destroyer.
DD191	MASON.....	1917	do.....	Destroyer No. 191..	Do.
DD192	GRAHAM.....	1917	do.....	Destroyer No. 192..	Wrecked in collision Dec. 16, 1921; hulk sold Sept. 19, 1922.

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS—Continued					
Nos. 186 to 347 class—Continued					
DD193	ABEL P. UPSHUR.	1917	Newport News S. B. Co.	Destroyer No. 193.	Transferred to U. S. Coast Guard Nov. 5, 1930. Returned May 21, 1934; destroyer.
DD194	HUNT.	1917	do.	Destroyer No. 194.	Transferred to U. S. Coast Guard Sept. 13, 1930. Returned May 28, 1934; destroyer.
DD195	WELBORN C. WOOD.	1917	do.	Destroyer No. 195.	Transferred to U. S. Coast Guard Oct. 1, 1930. Returned May 21, 1934; destroyer.
DD196	GEORGE E. BADGER.	1917	do.	Destroyer No. 196.	Do.
DD197	BRANCH.	1917	do.	Destroyer No. 197.	Destroyer.
DD198	HERNDON.	1917	do.	Destroyer No. 198.	Transferred to U. S. Coast Guard Sept. 13, 1930. Returned May 28, 1934; destroyer.
DD199	DALLAS.	1917	do.	Destroyer No. 199.	Destroyer.
	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.
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	TRACY.	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.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS—Continued					
Nos. 186 to 347 Class—Continued					
DD251	BELKNAP.....	1917	Bethlehem, S. B. Corp., Quincy.	Destroyer No. 251..	Destroyer.
DD252	McCOOK.....	1917	do	Destroyer No. 252..	Do.
DD253	McCALLA.....	1917	do	Destroyer No. 253..	Do.
DD254	<i>Ex-Kalk</i> RODGERS.....	1917	do	Destroyer No. 254..	Name changed to RODGERS, Dec. 23, 1918; destroyer.
DD255	OSMOND INGRAM.....	1917	do	Destroyer No. 255..	Destroyer.
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..	Wrecked Sept. 8, 1923; sold Oct. 19, 1925.
DD262	McDERMUT.....	1917	do	Destroyer No. 262..	Stricken Nov. 11, 1931; scrapped; materials sold Feb. 25, 1932. ¹
DD263	LAUB.....	1917	do	Destroyer No. 263..	Destroyer.
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.
DD267	BALLARD.....	1917	do	Destroyer No. 267..	Destroyer.
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..	Stricken June 5, 1935; to be sold for scrapping.
DD276	McCawley.....	1917	do	Destroyer No. 276..	Stricken Aug. 13, 1930; scrapped; materials sold 1931-32. ¹
DD277	MOODY.....	1917	do	Destroyer No. 277..	Stricken Nov. 3, 1930; scrapped; materials sold 1931-32. ¹
DD278	HENSHAW.....	1917	do	Destroyer No. 278..	Stricken July 22, 1930; scrapped 1930. Materials sold. ¹
DD279	MEYER.....	1917	do	Destroyer No. 279..	Stricken Nov. 25, 1930; scrapped; materials sold Feb. 25, 1932. ¹
DD280	DOYEN.....	1917	do	Destroyer No. 280..	Stricken July 12, 1930; scrapped 1930. ¹
DD281	SHARKEY.....	1917	do	Destroyer No. 281..	Stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DD282	TOUCEY.....	1917	do	Destroyer No. 282..	Do. ¹
DD283	BRECK.....	1917	do	Destroyer No. 283..	Do. ¹
DD284	ISHERWOOD.....	1917	do	Destroyer No. 284..	Do. ¹
DD285	CASE.....	1917	do	Destroyer No. 285..	Do. ¹
DD286	LARDNER.....	1917	do	Destroyer No. 286..	Do. ¹
DD287	PUTNAM.....	1917	do	Destroyer No. 287..	Do. ¹
DD288	WORDEN.....	1917	do	Destroyer No. 288..	Do. ¹
DD289	FLUSSER.....	1917	do	Destroyer No. 289..	Do. ¹
DD290	DALE.....	1917	do	Destroyer No. 290..	Do. ¹
DD291	CONVERSE.....	1917	do	Destroyer No. 291..	Do. ¹
DD292	REID.....	1917	do	Destroyer No. 292..	Do. ¹
DD293	BILLINGSLEY.....	1917	do	Destroyer No. 293..	Do. ¹
DD294	CHARLES AUBURN.....	1917	do	Destroyer No. 294..	Do. ¹
DD295	OSBORNE.....	1917	do	Destroyer No. 295..	Do. ¹
DD296	CHAUNCEY.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 296..	Wrecked Sept. 8, 1923; sold Oct. 19, 1925.
DD297	FULLER.....	1917	do	Destroyer No. 297..	Do.
DD298	PERCIVAL.....	1917	do	Destroyer No. 298..	Stricken Nov. 18, 1930; scrapped 1931; material sold. ¹

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	DESTROYERS—Continued				
	Nos. 186 to 347 Class—Continued				
DD299	<i>Ex-Swasey</i> JOHN FRANCIS BURNES.	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 299..	Name changed to JOHN FRANCIS BURNES Oct. 18, 1918; stricken July 22, 1930; scrapped; materials sold June 10, 1931. ¹
DD300	FARRAGUT.....	1917	do.....	Destroyer No. 300..	Stricken July 22, 1930; scrapped 1930; materials sold. ¹
DD301	SOMERS.....	1917	do.....	Destroyer No. 301..	Stricken Nov. 18, 1930; scrapped 1931; materials sold. ¹
DD302	STODDERT.....	1917	do.....	Destroyer No. 302..	Designated auxiliaries, miscellaneous; June 30, 1931; changed to destroyer Apr. 16, 1932; stricken June 5, 1935; to be sold for scrapping.
DD303	RENO.....	1917	do.....	Destroyer No. 303..	Stricken July 8, 1930; scrapped 1931; materials sold. ¹
DD304	FAROUHAR.....	1917	do.....	Destroyer No. 304..	Stricken Nov. 18, 1930; used temporarily as submarine barrack; scrapped; materials sold Apr. 22, 1932. ¹
DD305	THOMPSON.....	1917	do.....	Destroyer No. 305..	Stricken July 22, 1930; scrapped; material sold June 10, 1931. ¹
DD306	KENNEDY.....	1917	do.....	Destroyer No. 306..	Stricken Nov. 18, 1930; scrapped 1931; materials sold. ¹
DD307	<i>Ex-Hamilton</i> PAUL HAMILTON.	1917	do.....	Destroyer No. 307..	Name changed to PAUL HAMILTON Apr. 1, 1917; stricken July 8, 1930; scrapped 1931; materials sold. ¹
DD308	WILLIAM JONES...	1917	do.....	Destroyer No. 308..	Stricken Aug. 13, 1930; scrapped; materials sold 1931-32. ¹
DD309	WOODBURY.....	1917	do.....	Destroyer No. 309..	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..	Stricken July 8, 1930; scrapped 1930; materials sold. ¹
DD314	YARBOROUGH....	1917	do.....	Destroyer No. 314..	Stricken Nov. 3, 1930; scrapped; materials sold 1931-32. ¹
DD315	LA VALLETTE.....	1917	do.....	Destroyer No. 315..	Stricken July 22, 1930; scrapped; materials sold June 10, 1931. ¹
DD316	SLOAT.....	1917	do.....	Destroyer No. 316..	Stricken Jan. 28, 1935; sunk by gunfire June 26, 1935. ¹
DD317	WOOD.....	1917	do.....	Destroyer No. 317..	Stricken July 22, 1930; scrapped 1930; materials sold. ¹
DD318	SHIRK.....	1917	do.....	Destroyer No. 318..	Stricken July 22, 1930; scrapped 1931; materials sold. ¹
DD319	KIDDER.....	1917	do.....	Destroyer No. 319..	Stricken July 22, 1930; scrapped 1930; materials sold. ¹
DD320	SELFPRIDGE.....	1917	do.....	Destroyer No. 320..	Stricken Nov. 3, 1930; scrapped; materials sold, 1931-32. ¹

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	DESTROYERS—Continued.				
	Nos. 186 to 347 Class—C'on.				
DD321	MARCUS.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 321..	Stricken Jan. 28, 1935; sunk by gunfire June 25, 1935. ¹
DD322	MERVINE.....	1917	do.....	Destroyer No. 322..	Stricken Nov. 3, 1930; scrapped; materials sold, 1931-32. ¹
DD323	CHASE.....	1917	do.....	Destroyer No. 323..	Stricken Aug. 13, 1930; scrapped 1931; materials sold. ¹
DD324	ROBERT SMITH...	1917	do.....	Destroyer No. 324..	Stricken July 12, 1930; scrapped; materials sold June 10, 1931. ¹
DD325	MULLANY.....	1917	do.....	Destroyer No. 325..	Stricken Nov. 18, 1930; scrapped 1931; materials sold. ¹
DD326	COGHLAN.....	1917	do.....	Destroyer No. 326..	Stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DD327	PRESTON.....	1917	do.....	Destroyer No. 327..	Used for strength test at navy yard, Norfolk, 1931; stricken Nov. 6, 1931; scrapped; materials sold Aug. 23, 1932. ¹
DD328	LAMSON.....	1917	do.....	Destroyer No. 328..	Stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DD329	BRUCE.....	1917	do.....	Destroyer No. 329..	Used for strength test at navy yard, Norfolk, 1931; stricken Nov. 6, 1931; scrapped; materials sold Aug. 23, 1932. ¹
DD330	HULL.....	1917	do.....	Destroyer No. 330..	Stricken July 22, 1930; scrapped; materials sold June 10, 1931. ¹
DD331	MACDONOUGH...	1917	do.....	Destroyer No. 331..	Stricken July 8, 1930; scrapped 1930; materials sold. ¹
DD332	FARENHOLT.....	1917	do.....	Destroyer No. 332..	Stricken July 12, 1930; scrapped; materials sold June 10, 1931. ¹
DD333	SUMNER.....	1917	do.....	Destroyer No. 333..	Stricken Nov. 18, 1930; used temporarily as submarine barracks. scrapped; materials sold June 12, 1934. ¹
DD334	CORRY.....	1917	do.....	Destroyer No. 334..	Stricken July 22, 1930; scrapped 1930; materials sold. ¹
DD335	MELVIN.....	1917	do.....	Destroyer No. 335..	Stricken Nov. 3, 1930; scrapped; materials sold 1931-32. ¹
DD336	LITCHFIELD.....	1917	Navy yard, Mare Island, Calif.	Destroyer No. 336..	Destroyer.
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.
DD348	<i>Er-Farragut; Er-Smith, FARRAGUT.</i>	1916-19	Bethlehem S. B. Corp., Quincy.	Destroyer No. 348..	Renamed Smith July 15, 1933; change in name canceled Aug. 13, 1933; destroyer.
DD349	<i>Er-Dewey; Er-Phelps, DEWEY.</i>	1916-19	Bath Iron Works...	Destroyer No. 349..	Renamed Phelps July 15, 1933; change in name canceled Aug. 13, 1933; destroyer.

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS—Continued.					
Nos. 186 to 347 Class—Con.					
DD350	HULL.....	1916-19	Navy yard, New York.	Destroyer No. 350..	Destroyer.
DD351	MACDONOUGH.....	1916-19	Navy yard, Boston..	Destroyer No. 351..	Do.
DD352	WORDEN.....	1916-19	Navy yard, Puget Sound.	Destroyer No. 352..	Do.
DD353	DALE.....	1916-19	Navy yard, New York.	Destroyer No. 353..	Do.
DD354	MONAGHAN.....	1916-19	Navy yard, Boston..	Destroyer No. 354..	Do.
DD355	AYLWIN.....	1916-19	Navy yard, Philadelphia.	Destroyer No. 355..	Do.
DD356	PORTER.....	1933	New York S. B. Corp.	Destroyer No. 356..	Destroyer, building
DD357	SELFRIDGE.....	1933	do.....	Destroyer No. 357..	Do.
DD358	MCDUGAL.....	1933	do.....	Destroyer No. 358..	Do.
DD359	WINSLOW.....	1933	do.....	Destroyer No. 359..	Do.
DD360	PEHELPS.....	1916-19	Bethlehem S. B. Corp., Quincy.	Destroyer No. 360..	Do.
DD361	CLARK.....	1916-19	do.....	Destroyer No. 361..	Do.
DD362	MOFFETT.....	1916-19	do.....	Destroyer No. 362..	Do.
DD363	BALCH.....	1916-19	do.....	Destroyer No. 363..	Do.
DD364	MAHAN.....	1933	United Dry Docks..	Destroyer No. 364..	Do.
DD365	CUMMINGS.....	1933	do.....	Destroyer No. 365..	Do.
DD366	DRAYTON.....	1933	Bath Iron Works....	Destroyer No. 366..	Do.
DD367	LAMSON.....	1933	do.....	Destroyer No. 367..	Do.
DD368	FLUSSER.....	1933	Federal S. B. and D. D. Co.	Destroyer No. 368..	Do.
DD369	REID.....	1933	do.....	Destroyer No. 369..	Do.
DD370	CASE.....	1933	Navy yard, Boston..	Destroyer No. 370..	Do.
DD371	CONYNGHAM.....	1933	do.....	Destroyer No. 371..	Do.
DD372	CASSIN.....	1933	Navy yard, Philadelphia.	Destroyer No. 372..	Do.
DD373	SHAW.....	1933	do.....	Destroyer No. 373..	Do.
DD374	TUCKER.....	1933	Navy yard, Norfolk.	Destroyer No. 374..	Do.
DD375	DOWNES.....	1933	do.....	Destroyer No. 375..	Do.
DD376	CUSHING.....	1933	Navy yard, Puget Sound.	Destroyer No. 376..	Do.
DD377	PERKINS.....	1933	do.....	Destroyer No. 377..	Do.
DD378	SMITH.....	1933	Navy yard, Mare Island.	Destroyer No. 378..	Do.
DD379	PRESTON.....	1933	do.....	Destroyer No. 379..	Do.
DD380	GRIDLEY.....	1934	Bethlehem S. B. Corp., Quincy.	Destroyer No. 380..	Do.
DD381	SOMERS.....	1934	Federal S. B. and D. D. Co.	Destroyer No. 381..	Do.
DD382	CRAVEN.....	1934	Bethlehem S. B. Corp., Quincy.	Destroyer No. 382..	Do.
DD383	WARRINGTON.....	1934	Federal S. B. and D. D. Co.	Destroyer No. 383..	Do.
DD384	DUNLAP.....	1934	United S. B. and D. D. Corp.	Destroyer No. 384..	Do.
DD385	FANNING.....	1934	do.....	Destroyer No. 385..	Do.
DD386	BAGLEY.....	1934	Navy yard, Norfolk.	Destroyer No. 386..	Do.
DD387	BLUE.....	1934	do.....	Destroyer No. 387..	Do.
DD388	HELM.....	1934	do.....	Destroyer No. 388..	Do.
DD389	MUGFORD.....	1934	Navy yard, Boston..	Destroyer No. 389..	Do.
DD390	RALPH TALBOT.....	1934	do.....	Destroyer No. 390..	Do.
DD391	HENLEY.....	1934	Navy yard, Mare Island.	Destroyer No. 391..	Do.
DD392	PATTERSON.....	1934	Navy yard, Puget Sound.	Destroyer No. 392..	Do.
DD393	JARVIS.....	1934	do.....	Destroyer No. 393..	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 or status
LIGHT MINE-LAYERS					
DM1	STRIBLING.....	1917	Fore River S. B. Co.	Destroyer No. 96...	Light minelayer.
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...	Stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DM6	LANSDALE.....	1917	do.....	Destroyer No. 101...	Light minelayer.
DM7	MAHAN.....	1917	do.....	Destroyer No. 102...	Stricken Oct. 22, 1930; sold Jan. 17, 1931. ¹
DM8	HART.....	1917	Union Iron Works	Destroyer No. 110...	Stricken Nov. 11, 1931, scrapped; materials sold Feb. 25, 1932. ¹
DM9	INGRAHAM.....	1917	do.....	Destroyer No. 111...	Light minelayer.
DM10	LUDLOW.....	1917	do.....	Destroyer No. 112...	Stricken Nov. 18, 1930; scrapped 1931; materials sold. ¹
DM11	BURNS.....	1917	do.....	Destroyer No. 171...	Stricken Nov. 18, 1930, used as submarine barracks; scrapped; materials sold Apr. 22, 1932. ¹
DM12	ANTHONY.....	1917	do.....	Destroyer No. 172...	Light mine layer.
DM13	SPROSTON.....	1917	do.....	Destroyer No. 173...	Do.
DM14	RIZAL.....	1917	do.....	Destroyer No. 174...	Stricken Nov. 11, 1931; scrapped; materials sold Feb. 25, 1932. ¹
DM15	GAMBLE.....	1917	Newport News S. B. Co.	Destroyer No. 123...	Changed to light minelayer DM15 June 13, 1930.
DM16	RAMSAY.....	1917	do.....	Destroyer No. 124...	Changed to light minelayer DM16, June 13, 1930.
DM17	MONTGOMERY.....	1917	do.....	Destroyer No. 121...	Changed to light minelayer DM17, Jan. 5, 1931.
DM18	BREESE.....	1917	do.....	Destroyer No. 122...	Changed to light minelayer DM18, Jan. 5, 1931.
SUBMARINES					
-----	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.
-----	<i>Er-Plunger</i> A-1.	1896-99	do.....	Submarine No. 2...	Name changed to A-1 Nov. 17, 1911; target E; stricken Feb. 24, 1913; sold with <i>er-Puritan</i> Jan. 26, 1922.
-----	<i>Er-Adder</i> A-2.	1896-99	do.....	Submarine No. 3...	Name changed to A-2 Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS4 {	<i>Er-Grampus</i> 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.
-----	<i>Er-Moccasin</i> 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.
-----	<i>Er-Pike</i> 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.
-----	<i>Er-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>Er-Shark</i> A-7.	1896-99	do.....	Submarine No. 8...	Name changed to A-7 Nov. 17, 1911; stricken Jan. 16, 1922; target.

¹Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES—Continued					
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; 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; 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. 1, 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; sold June 5, 1922.
SS18	<i>Ex-Grayling</i> D-2.....	1906	do.....	Submarine No. 18..	Name changed to D-2 Nov. 17, 1911; sold Sept. 25, 1922.
SS19	<i>Ex-Salmon</i> D-3.....	1906	do.....	Submarine No. 19..	Name changed to D-3 Nov. 17, 1911; 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; 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-Rarracuda</i> F-2.....	1908	do.....	Submarine No. 21..	Name changed to F-2 Nov. 17, 1911; 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; 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; sold Apr. 19, 1922.
SS25	<i>Ex-Sturgeon</i> E-2.....	1908	do.....	Submarine No. 25..	Name changed to E-2 Nov. 17, 1911; 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. 14, 1919.
	<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; stricken Dec. 18, 1930; scrapped; materials sold Sept. 14, 1931.2
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; stricken Dec. 18, 1930; scrapped; materials sold Sept. 14, 1931.2

1 Nos. 25, 27, and 31 class (G-2, G-4, and G-3).

2 Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES—Continued					
SS31	<i>Ex-Turbot</i> G-3. ¹	1909	Lake Torpedo Boat Co.	Submarine No. 31..	Name changed to G-3 Nov. 17, 1911; sold Apr. 19, 1922.
SS32	<i>Ex-Iladock</i> K-1.	1909	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 32..	Name changed to K-1 Nov. 17, 1911; stricken Dec. 18, 1930; scrapped; materials sold 1931. ²
SS33	<i>Ex-Cachalot</i> K-2.	1909	do.....	Submarine No. 33..	Name changed to K-2 Nov. 17, 1911; stricken Dec. 18, 1930; scrapped; materials sold 1931. ²
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; stricken Dec. 18, 1930; scrapped; materials sold 1931. ²
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; stricken Dec. 18, 1930; scrapped; materials sold 1931. ²
SS36	K-5.....	1911	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 36..	Stricken Dec. 18, 1930; scrapped; materials sold 1931. ²
SS37	K-6.....	1911	do.....	Submarine No. 37..	Do. ²
SS38	K-7.....	1911	Union Iron Works (for Electric Boat Co.).	Submarine No. 38..	Do. ²
SS39	K-8.....	1911	do.....	Submarine No. 39..	Do. ²
SS40	L-1 ³	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 40..	Sold July 31, 1922.
SS41	L-2.....	1912	do.....	Submarine No. 41..	Stricken Dec. 18, 1930; scrapped; materials sold Nov. 28, 1933. ²
SS42	L-3.....	1912	do.....	Submarine No. 42..	Do. ²
SS43	L-4.....	1912	do.....	Submarine No. 43..	Sold July 31, 1922.
SS44	L-5.....	1912	Lake Torpedo Boat Co.	Submarine No. 44..	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..	Sold Sept. 25, 1922.
SS48	L-8 ²	1913	Navy yard, Portsmouth.	Submarine No. 48..	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..	Stricken Dec. 18, 1930; scrapped; materials sold Nov. 28, 1933. ²
SS50	L-10.....	1913	do.....	Submarine No. 50..	Sold July 31, 1922.
SS51	L-11.....	1913	do.....	Submarine No. 51..	Stricken Dec. 18, 1930; scrapped; materials sold Nov. 28, 1933. ²
	<i>Ex-Schley</i> <i>Ex-AA-1</i> T-1.	1914	do.....	Submarine No. 52..	Name changed to AA-1 Aug. 23, 1917, then to T-1 Sept. 22, 1920; fleet submarine, S-F1, stricken Sept. 19, 1930; scrapped 1930; materials sold. ²

¹ Nos. 26, 27, and 31 class (G-2, G-4, and G-3).² Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.³ No. 40 to 46 and 48 to 52 class (L-1 to L-11).

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES—Continued					
SS53	N-1.....	1914	Seattle Con. & D. D. Co. (for Electric Boat Co.).	Submarine No. 53..	Stricken Dec. 18, 1930; scrapped; materials sold June 25, 1931. ¹
SS54	N-2.....	1914	do.....	Submarine No. 54..	Do. ¹
SS55	N-3.....	1914	do.....	Submarine No. 55..	Do. ¹
SS56	N-4.....	1914	Lake Torpedo Boat Co.	Submarine No. 56..	Sold Sept. 25, 1922.
SS57	N-5.....	1914	do.....	Submarine No. 57..	Do.
SS58	N-6.....	1914	do.....	Submarine No. 58..	Sold July 31, 1922.
SS59	N-7.....	1914	do.....	Submarine No. 59..	Sold June 5, 1922.
	Er-AA-2.....	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 60..	Name changed to T-2 Sept. 22, 1920; stricken Sept. 19, 1930; scrapped, 1930; materials sold. ¹
	Er-AA-3.....	1915	do.....	Submarine No. 61..	Name changed to T-3 Sept. 22, 1920; stricken Sept. 19, 1930; scrapped, 1930; materials sold. ¹
SS62	O-1.....	1915	Navy yard, Portsmouth.	Submarine No. 62..	Submarine.
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..	Wrecked Oct. 28, 1923; sold Dec. 12, 1924.
SS67	O-6.....	1915	do.....	Submarine No. 67..	Submarine.
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..	Stricken May 9, 1930; scrapped, 1930; materials sold. ¹
SS73	O-12.....	1915	do.....	Submarine No. 73..	Stricken July 29, 1930; transferred to Shipping Board July 29, 1930. Used by Wilkinson - Ellsworth trans - Arctic submarine expedition, name being changed to N A U T I L U S . Sunk Nov. 20, 1931. ¹
SS74	O-13.....	1915	do.....	Submarine No. 74..	Stricken May 9, 1930; scrapped, 1930; materials sold. ¹
SS75	O-14.....	1915	California S. B. Co. (Lake type; completed at Mare Island).	Submarine No. 75..	Do. ¹
SS76	O-15.....	1915	do.....	Submarine No. 76..	Do. ¹
SS77	O-16.....	1915	do.....	Submarine No. 77..	Do. ¹

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES—Continued					
SS78	R-1.....	1916.	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 78..	Submarine.
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..	Stricken May 9, 1930; scrapped, 1930; materials sold. ¹
SS99	R-22.....	1916	do.....	Submarine No. 99..	Do. ¹
SS100	R-23.....	1916	do.....	Submarine No. 100.	Do. ¹
SS101	R-24.....	1916	do.....	Submarine No. 101.	Do. ¹
SS102	R-25.....	1916	do.....	Submarine No. 102.	Do. ¹
SS103	R-26.....	1916	do.....	Submarine No. 103.	Do. ¹
SS104	R-27.....	1916	do.....	Submarine No. 104.	Do. ¹
SS105	S-1.....	1916	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 105.	Submarine.
SS106	S-2.....	1916	Lake Torpedo Boat Co.	Submarine No. 106.	Stricken Feb. 26, 1931; scrapped; material sold Sept. 14, 1931. ¹
	<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.
SS109	S-4.....	1916-17	do.....	Submarine No. 109.	Sunk Dec. 17, 1927; raised Mar. 17, 1928; submarine.
SS110	S-5.....	1916-17	do.....	Submarine No. 110.	Sunk Sept. 1, 1920; stricken Aug. 29, 1921. Submarine.
SS111	S-6.....	1916-17	do.....	Submarine No. 111.	Do.
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.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES—Continued					
SS123	S-18.....	1916-17	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 123.	Submarine.
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.	Stricken Feb. 26, 1931; scrapped; materials sold 1931. ¹
SS148	H-5.....	1917	do	Submarine No. 148.	Stricken Feb. 26, 1931; scrapped; materials sold Nov. 28, 1933. ¹
SS149	H-6.....	1917	do	Submarine No. 149.	Do. ¹
SS150	H-7.....	1917	do	Submarine No. 150.	Do. ¹
SS151	H-8.....	1917	do	Submarine No. 151.	Do. ¹
SS152	H-9.....	1917	do	Submarine No. 152.	Do. ¹
SS153	S-42.....	1916-18	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 153.	Submarine.
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.	Stricken Mar. 21, 1931; sold May 25, 1931. ¹
SS161	S-50.....	1916-18	do	Submarine No. 161.	Stricken Mar. 21, 1931; scrapped; materials sold Sept. 14, 1931. ¹
SS162	S-51.....	1916-18	do	Submarine No. 162.	Sunk Sept. 25, 1925; raised July 5, 1926; stricken Jan. 27, 1930; sold June 4, 1930, as a hulk. ¹
SS163	Er-V-1.....	1916-18	Navy yard, Portsmouth, N. H.	Submarine No. 163.	Submarine.
SS164	BARRACUDA (B-1)	1916-18	do	Submarine No. 164.	Do.
SS165	Er-V-2.....	1916-18	do	Submarine No. 165.	Do.
	BASS (B-2).				
	Er-V-3.....	1916-18	do	Submarine No. 165.	Do.
	BONITA (B-3).				

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES Continued					
SS167	<i>Ex-V-5</i> NARWHAL (N-1).	1916-18	Navy yard, Portsmouth, N. H.	Submarine No. 167.	Submarine.
SS168	<i>Ex-V-6</i> NAUTILUS (N-2).	1916-18	Navy yard, Mare Island.	Submarine No. 168.	Do.
SS169	<i>Ex-V-7</i> DOLPHIN (D-1).	1916-18	Navy yard, Portsmouth.	Submarine No. 169.	Do.
SS170	<i>Ex-V-8</i> CACHALOT (C-1).	1916-18	do.	Submarine No. 170.	Do.
SS171	<i>Ex-V-9</i> CUTTLEFISH (C-2).	1916-18	Electric Boat Co.	Submarine No. 171.	Do.
SS172	PORPOISE (P-1)	1933	Navy yard, Portsmouth.	Submarine No. 172.	Submarine building.
SS173	PIKE (P-2)	1933	do.	Submarine No. 173.	Do.
SS174	SHARK (P-3)	1933	Electric Boat Co.	Submarine No. 174.	Do.
SS175	TARPON (P-4)	1933	do.	Submarine No. 175.	Do.
SS176	PERCH (P-5)	1934	do.	Submarine No. 176.	Do.
SS177	PICKEREL (P-6)	1934	do.	Submarine No. 177.	Do.
SS178	<i>Ex. Pinna</i> PERMIT (P-7)	1934	do.	Submarine No. 178.	Name changed Aug. 13, 1935; submarine building.
SS179	PLUNGER (P-8)	1934	Navy yard, Portsmouth.	Submarine No. 179.	Submarine building.
SS180	POLLACK (P-9)	1934	do.	Submarine No. 180.	Do.
SS181	POMPANO (P-10)	1934	Navy yard, Mare Island.	Submarine No. 181.	Do.
FLEET SUBMARINES					
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; stricken Sept. 19, 1930; scrapped, 1930; materials sold. ¹
SF2	<i>Ex-AA-2</i> T-2.	1915	do.	Submarine No. 60.	Name changed to T-2 Sept. 22, 1920; stricken Sept. 19, 1930; scrapped, 1930; materials sold. ¹
SF3	<i>Ex-AA-3</i> T-3.	1915	do.	Submarine No. 61.	Name changed to T-3 Sept. 22, 1920; stricken Sept. 19, 1930; scrapped, 1930; materials sold. ¹
SF4 to SF6	Fleet submarines 4 to 6.	1916-18	See submarines SS163-165.		Transferred to submarines.
SM1	<i>Ex-V-4 (SF7)</i> ARGONAUT (A-1)	1916-24	Navy yard, Portsmouth, N. H.	Submarine No. 163.	Submarine, mine-laying type.
SC1 to SC5	Fleet submarines, cruiser type.	1916-18	See submarines SS167-171		Transferred to submarines.
DISPATCH BOAT					
	DOLPHIN	1883	John Roach & Sons, Chester, Pa.	Dispatch boat.	Gunboat; PG24; sold Feb. 25, 1922.
DYNAMITE CRUISER					
	VESUVIUS	1886	William Cramp & Sons.	Dynamite cruiser.	Unclassified; sold Apr. 19, 1922.
PRACTICE VESSEL (Naval Academy)					
	BANCROFT	1888	Moore & Sons, Elizabethport, N. J.	Practice vessel.	Stricken June 30, 1906; transferred to Coast Guard June 30, 1906 (renamed ITASCA).

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	RAM				
	KATAHDIN.....	1889	Bath Iron Works.	Ram.....	Stricken July 9, 1909; used as target.
	TRAINING VESSEL				
	<i>Ex-Chesapeake</i> SEVERN.	1897	do.....	Training vessel.....	Name changed to <i>SrVERN</i> June 15, 1905; stricken Oct. 12, 1916; sold Dec. 7, 1916.
	STEEL TRAINING SHIPS (SAIL)				
	CUMBERLAND.....	1903	Navy yard, Boston	do.....	Unclassified.
	INTREPID.....	1903	Navy yard, Mare Island.	do.....	Unclassified; sold Dec. 20, 1921.
	WOODEN BRIG				
	BOXER.....	1903	Navy yard, Portsmouth.	Training brig.....	Loaned to Interior Department May 7, 1920; District craft unclassified; transferred to Int. Dept. May 14, 1920.
	EAGLES				
PE1-5	EAGLES 1 to 5.....	1918	Ford Motor Co., Detroit, Mich.	Patrol vessels, EAGLES 1 to 5.	Stricken Apr. 23, 1930; sold June 11, 1930;
PE6-7	EAGLES 6 and 7.....	1918	do.....	Patrol vessels, EAGLES 6 and 7.	Stricken Oct. 22, 1930; disposed of by sinking Aug. 14, 1934.
PE8	EAGLE 8.....	1918	do.....	Patrol vessel, EAGLE 8.	Stricken Oct. 22, 1930; sold Apr. 1, 1931.
PE9	EAGLE 9.....	1918	do.....	Patrol vessel, EAGLE 9.	Stricken Mar. 24, 1930; sold May 26, 1930.
PE10	EAGLE 10.....	1918	do.....	Patrol vessel, EAGLE 10.	Patrol vessel; Eagle.
PE11	EAGLE 11.....	1918	do.....	Patrol vessel, EAGLE 11.	Stricken Sept. 7, 1934.
PE12	EAGLE 12.....	1918	do.....	Patrol vessel, EAGLE 12.	Patrol vessel; Eagle.
PE13	EAGLE 13.....	1918	do.....	Patrol vessel, EAGLE 13.	Stricken Mar. 24, 1930; sold May 26, 1930.
PE14	EAGLE 14.....	1918	do.....	Patrol vessel, EAGLE 14.	Stricken Oct. 22, 1930; disposed of by sinking Nov. 22, 1934.
PE15	EAGLE 15.....	1918	do.....	Patrol vessel, EAGLE 15.	Stricken Feb. 2, 1934; sold June 14, 1934.
	EAGLES 16 and 21.....	1918	do.....	Patrol vessels, EAGLES 16 and 21.	Transferred to U. S. Coast Guard Dec. 19, 1919.
PE17	EAGLE 17.....	1918	do.....	Patrol vessel, EAGLE 17.	Wrecked May 19, 1922; stricken Oct. 11, 1923.
PE18	EAGLE 18.....	1918	do.....	Patrol vessel, EAGLE 18.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE19	EAGLE 19.....	1918	do.....	Patrol vessel, EAGLE 19.	Patrol vessel; Eagle.
	EAGLE 20.....	1918	do.....	Patrol vessel, EAGLE 20.	Transferred to U. S. Coast Guard Nov. 26, 1919.
PE22	EAGLE 22.....	1918-22	do.....	Patrol vessel, EAGLE 22.	Transferred to U. S. Coast Guard Dec. 19, 1919; returned May 22, 1923; patrol vessel; Eagle.
PE23-24	EAGLES 23 and 24.....	1918	do.....	Patrol vessels, EAGLES 23 and 24.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE25	EAGLE 25.....	1918	do.....	Patrol vessel, EAGLE 25.	Sold Dec. 20, 1921.
PE26-27	EAGLES 26 and 27.....	1918	do.....	Patrol vessels, EAGLES 26 and 27.	Patrol vessels; Eagles.
PE28-29	EAGLES 28 and 29.....	1918	do.....	Patrol vessels, EAGLES 28 and 29.	Stricken Apr. 23, 1930; sold June 11, 1930.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	EAGLES—Con.				
PE30	EAGLE 30.-----	1918	Ford Motor Co., Detroit, Mich.	Patrol vessel, EAGLE 30.	Transferred to U. S. Coast Guard Dec. 19, 1919.
PE31	EAGLE 31.-----	1918	do-----	Patrol vessel, EAGLE 31.	Sold May 18, 1923.
PE32	EAGLE 32.-----	1918	do-----	Patrol vessel, EAGLE 32.	Patrol vessel; Eagle.
PE33	EAGLE 33.-----	1918	do-----	Patrol vessel, EAGLE 33.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE34	EAGLE 34.-----	1918	do-----	Patrol vessel, EAGLE No. 34.	Stricken Apr. 27, 1932, sold as hulk June 9, 1932.
PE35-36	EAGLES 35 and 36.	1918	do-----	Patrol vessels, EAGLES 35 and 36.	Patrol vessels; Eagles.
PE37	EAGLE 37.-----	1918	do-----	Patrol vessel, EAGLE 37.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE38-39	EAGLES 38 and 39.	1918	do-----	Patrol vessels, EAGLES 38 and 39.	Patrol vessels; Eagles.
PE40	EAGLE 40.-----	1918	do-----	Patrol vessel, EAGLE 40.	Stricken Oct. 22, 1930, disposed of by sinking Nov. 19, 1934.
PE41-42	EAGLES 41 and 42.	1918	do-----	Patrol vessels, EAGLES 41 and 42.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE43	EAGLE 43.-----	1918	do-----	Patrol vessel, EAGLE 43.	Stricken Mar. 24, 1930; sold May 26, 1930.
PE44	EAGLE 44.-----	1918	do-----	Patrol vessel, EAGLE 44.	Patrol Vessel; Eagle.
PE45	EAGLE 45.-----	1918	do-----	Patrol vessel, EAGLE 45.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE46	EAGLE 46.-----	1918	do-----	Patrol vessel, EAGLE 46.	Transferred to Shipping Board and stricken Dec. 18, 1930.
PE47-48	EAGLES 47 and 48.	1918	do-----	Patrol vessels, EAGLES 47 and 48.	Patrol vessels; Eagles.
PE49	EAGLE 49.-----	1918	do-----	Patrol vessel, EAGLE 49.	Stricken May 9, 1930; sold Sept. 20, 1930.
PE50	EAGLE 50.-----	1918	do-----	Patrol vessel, EAGLE 50.	Stricken Apr. 23, 1930; sold June 11, 1930.
PE51-52	EAGLES 51 and 52.	1918	do-----	Patrol vessels, EAGLES 51 and 52.	Patrol vessels; Eagles.
PE53-54	EAGLES 53 and 54.	1918	do-----	Patrol vessels, EAGLES 53 and 54.	Stricken Mar. 24, 1930; sold May 26, 1930.
PE55-60	EAGLES 55 to 60.	1918	do-----	Patrol vessels, EAGLES 55 to 60.	Patrol vessels; Eagles.
-----	EAGLES 61 to 112.	1918	do-----	Patrol vessels, EAGLES 61 to 112.	Contract canceled Nov. 30, 1918.
	SUBMARINE CHASERS				
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.	-----	-----	-----	-----
	GUNBOATS				
-----	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.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	GUNBOATS—Continued				
PG8	WILMINGTON.....	1893	Newport News S. B. Co.	Gunboat No. 8.....	Unclassified (ex-PG8).
PG9	HELENA.....	1893	do.....	Gunboat No. 9.....	Stricken May 27, 1932; sold July 7, 1932.
PG10	ANNAPOLIS.....	1895	Lewis Nixon, Elizabethport, N. J.	Gunboat No. 10....	Unclassified (ex-PG10).
PG11	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....	Stricken Oct. 12, 1931; turned over to city of Aberdeen, Washington, for training Naval Reserves (by act of Congress dated May 14, 1934).
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).
PG15	MARIETTA.....	1895	do.....	Gunboat No. 15....	Sold Mar. 25, 1920.
PG16	PALOS.....	1898	Navy yard, Mare Island.	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).
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.	Dispatch boat.....	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, 2d line; stricken Mar. 12, 1931; sold Sept. 13, 1933. ¹
PG29	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15....	Light cruiser, 2d line; stricken Dec. 13, 1929; sold Mar. 11, 1930.
PG30	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16....	Do.
PG31	GALVESTON.....	1899	Wm. R. Trigg, Richmond, Va. (completed at Navy yard, Norfolk).	Cruiser No. 17....	Light cruiser, 2d line; stricken Nov. 1, 1930; sold Sept. 13, 1933. ¹
PG32	TACOMA.....	1899	Union Iron Works..	Cruiser No. 18....	Light cruiser, 2d line; wrecked Jan. 16, 1924; first sale canceled, re-sold Sept. 5, 1924.
PG33	CLEVELAND.....	1899	Bath Iron Works....	Cruiser No. 19....	Light cruiser, 2d line; stricken Dec. 13, 1929; sold Mar. 11, 1930.
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; stricken Nov. 13, 1929; sold Feb. 11, 1930.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
GUNBOATS—Continued					
PG35	TOPEKA.....	1898	G. Howalt, Kiel, Germany.	Gunboat.....	Purchased Apr. 2, 1898; formerly named <i>Diogenes</i> ; stricken Jan. 2, 1930; sold May 13, 1930. ¹
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; stricken Nov. 13, 1929; sold Feb. 11, 1930.
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; stricken and sunk Oct. 4, 1928.
PG39	PAMPANGA.....	1899	Manila Slip Co., Cavite, P. I.	do.....	Transferred from Army Nov. 9, 1899; stricken Nov. 22, 1923; sunk by gunfire.
PG40	QUIROS.....	1900	Hong Kong & 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	Hong Kong & Whampoa Dock Co.	do.....	Transferred from Army Feb. 21, 1900; stricken and sunk Oct. 4, 1928.
PG43	GUAM.....	1924	Kiangnan Dock & Engineering Works, Shanghai, China.	do.....	Designation changed to river gunboat (PR).
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.
PG49	<i>Ex-Niagara</i> FULTON.	1911	New London S. & E. Co.	Submarine tender No. 1.	Name changed to FULTON Feb. 10, 1913; designation changed to gunboat PG49 Sept. 29, 1930; stricken May 18, 1935; sold June 6, 1935.
PG 50	ERIE.....	1933	Navy Yard, New York.	Gunboat.....	Gunboat, building.
PG 51	CHARLESTON.....	1933	Navy Yard, Charleston.	do.....	Do.
RIVER GUNBOATS					
PR1	PALOS.....	1898	Navy yard, Mare Island, Calif.	Gunboat No. 16....	River gunboat.
PR2	MONOCACY.....	1911	do.....	Gunboat No. 20....	Do.
PR3	GUAM.....	1924	Kiangnan Dock & Engineering Works, Shanghai, China.	Gunboat No. 43....	Do.
PR4	TUTUILA.....	1924	do.....	Gunboat No. 44....	Do.
PR5	PANAY.....	1924	do.....	Gunboat No. 45....	Do.
PR6	OAHU.....	1924	do.....	Gunboat No. 46....	Do.
PR7	LUZON.....	1924	do.....	Gunboat No. 47....	Do.
PR8	MINDANAO.....	1924	do.....	Gunboat No. 48....	Do.

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	CONVERTED YACHTS				
PY1	MAYFLOWER.....	1898	J. & G. Thompson, Clyde Bank, Scotland.	Converted yacht...	Purchased Mar. 19, 1898; stricken July 12, 1929; placed on sale list; removed from sale list and placed on Navy register Dec. 8, 1930; burned and sunk, Jan. 24, 1931; stricken Mar. 23, 1931; hulk sold Oct. 19, 1931.
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> ; stricken Mar. 23, 1929.
PY4	VIXEN.....	1898	Lewis Nixon, Elizabethport, N. J.	do.....	Purchased Apr. 9, 1898; formerly named <i>Josephine</i> ; sold June 22, 1923.
PY5	SYLPH.....	1898	John Roach, Chester, Pa.	do.....	Purchased June, 1898; stricken Apr. 29, 1929; sold Nov. 26, 1929.
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; stricken; sold Nov. 13, 1933.
PY8	DESPATCH.....	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Converted yacht (Id. No. 68).	Purchased Aug. 6, 1917; formerly named <i>Vizen</i> ; stricken June 16, 1927; delivered to State of Florida May 8, 1928.
PY9	NIAGARA.....	1917	Harlan & Hollingsworth, Wilmington, Del.	Converted yacht (Id. No. 136).	Purchased Aug. 10, 1917; stricken Dec. 10, 1931; sold Sept. 13, 1933.
PY10	ISABEL.....	1917	Bath Iron Works, Bath, Me.	Destroyer (Id. No. 521).	Purchased 1917, before completion; converted yacht.
PY11	WENONAH.....	1917-22	Geo. Lawley & Sons.	Converted yacht (Id. No. 165).	Purchased June 8, 1917; transferred to Coast Guard Apr. 12, 1919; returned to Navy Nov., 1922; stricken Jan. 20, 1928.
	DESTROYER TENDERS				
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; 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; sold June 22, 1923.
AD6	PANTHER.....	1898	do.....	do.....	Purchased Apr. 19, 1898; formerly named <i>Venezuela</i> ; 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> ; 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 or status
DESTROYER TENDERS—Continued					
AD8	BUFFALO.....	1898	Newport News S. B. & D. D. Co.	Auxiliary cruiser...	Purchased July 11, 1898, from the Brazilian Government; formerly named <i>Nicheroz</i> ; 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.	Destroyer tender (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.
SUBMARINE TENDERS					
AS1	<i>Ex-Niagara</i> AS1. FULTON.	1911	New London S. & E. Co.	Submarine tender No. 1.	Name changed to FULTON Feb. 10, 1913; designation changed to Gunboat Sept. 29, 1930; stricken May 18, 1935; sold June 6, 1935.
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.....	Submarine tender; sold July 29, 1922.
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>Norsøking</i> ; submarine tender; stricken June 26, 1928.
AS8	<i>Ex-Savannah</i> AS8.	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarine tender (Id. No. 3015).	Formerly named <i>Savannah</i> ; taken over 1917 during the war with Germany; name dropped Sept. 15, 1933; stricken June 26, 1934; sold Sept. 26, 1934.
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> , submarines 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, 1934; submarine tender.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
AIRCRAFT TENDERS					
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.
AV2	JASON.....	1911	Maryland Steel Co..	Fleet collier No. 12.	Heavier-than-air aircraft tender; designation changed Jan. 21, 1930.
REPAIR SHIPS					
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..	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..	Name changed to VESTAL October 1905; converted 1913; repair ship.
FLOATING DRY DOCKS					
ARD1	ARD 1.....	1930	Dravo Const. Co., Pittsburgh, Pa., and Wilmington, Del.	Floating dry dock..	Floating dry dock.
STORESHIPS					
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>Pommern</i> ; taken over 1917 during war with Germany; stricken July 19, 1933; sold Oct. 5, 1933.
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>Yaguina</i> ; storeship.
AF9	YUKON.....	1921	do.....	Storeship AF9.....	Taken over from Shipping Board Nov. 14, 1921; formerly named <i>Mehanno</i> ; storeship.
COLLIERS					
-----	<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.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
COLLIERS—Continued					
-----	<i>Ex-Jupiter</i> LANGLEY.	1908-11	Navy yard, Mare Island.	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.	Sold Dec. 12, 1923.
AC6	MARS.	1908	-----do-----	Collier No. 6.	Sold June 22, 1923.
-----	HECTOR.	1908	-----do-----	Collier No. 7.	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.
AC11	ORION.	1911	Maryland Steel Co.	Fleet collier No. 11.	Stricken July 10, 1931; sold Aug. 30, 1933.
AC12	JASON.	1911	-----do-----	Fleet collier No. 12.	Changed to heavier-than-air aircraft tender, Jan. 21, 1930.
AC13	ABARENDA.	1898	Edwards S. B. Co., Newcastle, England.	Collier.	Purchased May 5, 1898, from J. Graham; collier; changed to auxiliary 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; changed to auxiliary miscellaneous 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> ; sold July 29, 1922.
AC16	CAESAR.	1898	Ropner & Sons, Stockton-on-Tees, England.	-----do-----	Purchased Apr. 21, 1898; formerly named <i>Kingston</i> ; sold Dec. 22, 1922.
AC17	NERO.	1898	J. L. Thompson & Sons, Sunderland, England.	-----do-----	Purchased June 30, 1898; formerly named <i>Whitgift</i> ; sold July 29, 1922.
OILERS					
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>Lucilene</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>Guthheil</i> ; stricken Dec. 12, 1933; sold Aug. 9, 1934.
AO9	PATOKA.	1919	Newport News S. B. & D. D. Co.	Oiler, AO9.	Oiler. Tender for lighter-than-air aircraft. ⁴
AO10	ALAMEDA.	1919	Wm. Cramp & Sons.	Oiler, AO10.	Oiler; sold Aug. 9, 1922. ⁵
AO11	SAPLO.	1920	Newport S. B. & D. D. Co.	Oiler, AO11.	Oiler. ⁶
AO12	RAMAPO.	1919	-----do-----	Oiler, AO12.	Do. ⁶
AO13	TRINITY.	1920	-----do-----	Oiler, AO13.	Do. ⁶
AO14	ROBERT L. BARNES	1918	McDougall Duluth Co., Duluth, Minn.	Cargo ship, AK11 (Id. No. 3088).	Taken over from builders by Shipping Board June 29, 1918, and transferred to Navy; oiler.

⁴ No. 9, 11 to 13, and 18 to 21 class.⁵ No. 10 and 15 to 17 class.⁶ Built for account of U. S. Shipping Board under Navy supervision. Transfer to Navy authorized by Executive Order No. 3570, Oct. 29, 1921.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
OILERS—Con.					
AO15	KAWAEB.....	1921	Wm. Cramp & Sons	Oiler, AO15.....	Oiler. ^a
AO16	LARAMIE.....	1921	do.....	Oiler, AO16.....	Do. ^a
AO17	MATTOLE.....	1922	do.....	Oiler, AO17.....	Do. ^a
AO18	RAPIDAN.....	1922	Newport News S. B. & D. D. Co.	Oiler, AO18.....	Do. ^a
AO19	SALINAS.....	1921	do.....	Oiler, AO19.....	Do. ^a
AO20	SEPULGA.....	1921	do.....	Oiler, AO20.....	Do. ^a
AO21	TIPPECANOE.....	1922	do.....	Oiler, AO21.....	Do. ^a
AMMUNITION SHIPS					
AE1	PYRO.....	1916	Navy yard, Puget Sound.	Ammunition ship, AE1.	Ammunition ship.
AE2	NITRO.....	1916-18	do.....	Ammunition ship, AE2.	Do.
CARGO SHIPS					
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; stricken Apr. 11, 1933; transferred to Shipping Board June 26, 1933.
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>Ni-caria</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>Hohenfels</i> ; taken over 1917 during war with Germany; cargo ship; sold May 24, 1922.

^a Built for account of U. S. Shipping Board under Navy supervision. Transfer to Navy authorized by Executive Order No. 3570, Oct. 29, 1921.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
CARGO SHIPS—Continued					
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.
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.
TRANSPORTS					
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; 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.
HOSPITAL SHIPS					
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 <i>S. S. Creole</i> ; Stricken Aug. 6, 1930; sold Nov. 6, 1930.
AH3	COMFORT.....	1917	Wm. Cramp & Sons.	do.....	Purchased July 19, 1917; formerly named <i>Ilavana</i> ; sold Apr. 4, 1925.
AH4	MERCY.....	1917	do.....	Hospital ship (Id. No. 1305).	Purchased Sept. 27, 1917; formerly named <i>Saratoga</i> ; hospital ship.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
HARBOR TUGS					
{	TRITON.....	1889	J. H. Dialogue & Sons, Camden, N. J.	Tug.....	Purchased 1889; harbor tug, YT10; stricken May 19, 1930; sold Sept. 15, 1930.
{	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; sold Oct. 28, 1926.
-----	UNADILLA.....	1894	Navy yard, Mare Island.	Tug No. 4.....	Harbor tug, YT4.
-----	SAMOSSET.....	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.
OCEAN-GOING TUGS					
{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	<i>Ex-Pocahontas</i> CHEMUNG.	1914	Navy yard, Norfolk.	Tug No. 18.....	Built under contract from current appropriations. Name changed Sept. 1, 1917; ocean-going tug.
{AT19	<i>Ex-Huron</i>	1917	American S. B. Co., Buffalo, N. Y.	Tug No. 19.....	Name changed Sept. 1, 1917; ocean-going tug.
{AT20	<i>Ex-Comanche</i> SAGAMORE.	1917	do.....	Tug No. 20.....	Name changed Oct. 30, 1917; ocean-going tug.
Nos. 21 to 39 class					
AT21	<i>Ex-Ammonoosuc</i> BAGADUCE.	1917	Ferguson Steel & Iron Co., Buffalo, N. Y.	Tug No. 21.....	Name changed Feb. 24, 1919; ocean-going tug.
AT22	<i>Ex-Chimo</i> 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	<i>Ex-Iosco</i> TATNUCK.	1917	Navy yard, Puget Sound.	Tug No. 27.....	Name changed Feb. 24, 1919; ocean-going tug.
AT28	<i>Ex-Katahdin</i> SUNNADIN.	1917	do.....	Tug No. 28.....	Do.
AT29	<i>Ex-Kickapoo</i> MAHOPAC.	1917	do.....	Tug No. 29.....	Do.
AT30	<i>Ex-Watauga</i> SCIOTA.	1917	do.....	Tug No. 30.....	Do.

¹ Renamed ALBATROSS II on transfer to Bureau of Fisheries.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	OCEAN-GOING TUGS—Con.				
AT31	<i>Er-Oconee</i>	1917	Navy yard, Puget Sound.	Tug No. 31.....	Name changed Feb. 24, 1919. Ocean going tug.
AT32	<i>Er-Yucca</i>	1917	do.....	Tug No. 32.....	Do.
AT33	<i>Er-Nipsic</i>	1917	do.....	Tug No. 33.....	Do.
AT34	<i>ALGORMA</i>	1917	Staten Island S. B. Corp.	Tug No. 34.....	Ocean-going tug.
AT35	<i>CARRABASSET</i> ...	1917	do.....	Tug No. 35.....	Ocean-going tug; transferred to U. S. Coast Guard May 24, 1924.
AT36	<i>CONTOCOOK</i>	1917	do.....	Tug No. 36.....	Stricken Nov. 28, 1933; sold Feb. 8, 1934.
AT37	<i>IUKA</i>	1917	do.....	Tug No. 37.....	Ocean-going tug.
AT38	<i>KEOSANQUA</i>	1917	do.....	Tug No. 38.....	Do.
AT39	<i>Er-Kineo</i>	1917	do.....	Tug No. 39.....	Name changed Feb. 24, 1919; ocean-going tug.
	<i>MONTCALM</i>	1917	do.....	Tugs Nos. 40 to 45	Contracts canceled.
AT46	<i>IROQUOIS</i>	1898	Union Iron Works..	Tug.....	Purchased Apr. 18, 1898; formerly named <i>Fearless</i> ; stricken Oct. 14, 1927; sold May 15, 1928.
AT47	<i>OSCEOLA</i>	1898	Charles Hillman, Philadelphia, Pa.	do.....	Purchased Mar. 31, 1898; formerly named <i>Winthrop</i> ; sold Mar. 24, 1923.
AT48	<i>PEORIA</i>	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	<i>PISCATAQUA</i>	1898	F. W. Wheeler & Co., West Bay City, Mich.	do.....	Purchased May 11, 1898; formerly named <i>W. H. Brown</i> ; stricken Aug. 4, 1930; sold Jan. 7, 1931.
AT50	<i>POTOMAC</i>	1898	do.....	do.....	Purchased Apr. 14, 1898; formerly named <i>Wilmot</i> ; sold Dec. 1, 1922.
AT51	<i>UNCAS</i>	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	<i>NAVAJO</i>	1907	Neafie & Levy Co., Philadelphia, Pa.	do.....	Purchased Nov. 21, 1907; formerly named <i>General Hubbard</i> ; ocean-going tug.
AT53	<i>DELAWARE</i>	1917	E. J. Tull, Pocomoke City, Md.	Tug (Id. No. 467) ..	Purchased Aug. 9, 1917; changed to harbor tug, YT111.
AT54	<i>CONESTOGA</i>	1917	Maryland Steel Co., Sparrows Point, Md.	Tug (Id. No. 1128) ..	Purchased Sept. 14, 1917; lost at sea; stricken June 30, 1921.
AT55	<i>GENESEE</i>	1917	do.....	Tug (Id. No. 1116) ..	Purchased July 27, 1917; formerly named <i>Monocacy</i> ; ocean-going tug.
AT56	<i>LYKENS</i>	1917	Neafie & Levy Co., Philadelphia, Pa.	Tug (Id. No. 876) ..	Purchased 1917; stricken Nov. 21, 1933; sold Feb. 3, 1934.
AT57	<i>SEA ROVER</i>	1917	Fulton Iron Works, San Francisco, Calif.	Tug (Id. No. 1014) ..	Purchased Dec. 11, 1917; ocean-going tug; sold Feb. 25, 1922.
AT58	<i>UNDAUNTED</i>	1917	Union Iron Works..	Tug (Id. No. 1950) ..	Purchased 1917; ocean-going tug.
AT59	<i>CHALLENGE</i>	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	<i>BAY SPRING</i>	1921	Providence Engineering Works, Providence, R. I.	Fleet tug, AT60....	Taken over from Shipping Board, Sept. 28, 1921; ocean-going tug.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	MINE SWEEPERS				
	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.	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.	Wrecked Dec. 15, 1925; stricken June 4, 1926.
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.
	PLOVER.....	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.	Submarine rescue vessel.
AM23	TEAL.....	1917	do.	Mine sweeper No. 23.	Mine sweeper.
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.	Submarine rescue vessel.
AM29	OSPREY.....	1917	do.	Mine sweeper No. 29.	Mine sweeper; transferred to the Coast and Geodetic Survey Apr. 7, 1922; renamed PIONEER after transfer.
AM30	SEAGULL.....	1917	do.	Mine sweeper No. 30.	Mine sweeper.
AM31	TERN.....	1917	do.	Mine sweeper No. 31.	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 or status
	MINE SWEEPERS—Con.				
	Nos. 1 to 51 class				
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; renamed GUIDE after transfer.
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; renamed DISCOVERER after transfer.
AM39	CHEWINK.....	1917	do.....	Mine sweeper No. 39.	Submarine rescue vessel.
AM40	CORMORANT.....	1917	do.....	Mine sweeper No. 40.	Mine sweeper.
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.	Submarine rescue vessel.
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.	Submarine rescue vessel.
AM48	REDWING.....	1917	do.....	Mine sweeper No. 48.	Mine sweeper; transferred to U. S. Coast Guard May 24, 1924. Contract canceled.
	RAVEN.....	1917	do.....	Mine sweeper No. 49.	
	SHRIKE.....	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.
	SUBMARINE RESCUE VESSELS				
ASR1	WIDGEON.....	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 22.	Submarine rescue vessel.
ASR2	FALCON.....	1917	Gas Engine and Power Co., Morris Heights, N. Y.	Mine sweeper No. 28.	Do.
ASR3	CHEWINK.....	1917	Todd Shipyard Corporation, New York.	Mine sweeper No. 39.	Do.
ASR4	MALLARD.....	1917	Staten Island, Shipbuilding Co., New York.	Mine sweeper No. 44.	Do.
ASR5	ORTOLAN.....	1917	do.....	Mine sweeper No. 45.	Do.
ASR6	PIGEON.....	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 47.	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 or status
	AUXILIARIES, MISCELLANEOUS				
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	NANSHAN.....	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; stricken July 19, 1929.
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, Oreg.	Auxiliary miscellaneous, AG8.	Transferred from Shipping Board Sept. 20, 1920; auxiliary miscellaneous, AG8; returned to Shipping Board Dec. 2, 1921.
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	<i>Ex-Procyon</i> EMPIRE STATE.	1921	do.....	Auxiliary miscellaneous, AG11.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Shaume</i> ; loaned to State of New York; renamed EMPIRE STATE and transferred to unclassified, July, 1931.
AG12	<i>Ex-Arcurus</i> GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship, AK 12..	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>Nicarua</i> ; taken over 1917 during war with Germany; changed to cargo ship AK7; then to auxiliary miscellaneous; sold Aug. 5, 1925.
AG14	ABARENDA.....	1898	Edward S. B. Co., Newcastle, England.	Collier.....	Purchased May 5, 1898; changed from collier, AC13; auxiliary miscellaneous; stricken Jan. 21, 1926; sold Feb. 28, 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 or status
	AUXILIARIES, MISCELLANEOUS—Continued				
AG15	<i>Ex-Scindia</i> AJAX.	1898	D. & W. Henderson & Co., Glasgow, Scotland.	Collier.....	Purchased May 12, 1898; name changed to AJA Jan. 1, 1901; changed from collier, AC14; auxiliary miscellaneous; sold Aug. 14, 1925.
AG16	UTAH.....	1908	New York S. B. Co.	Battleship No. 31...	Battleship; converted to "target use exclusively" to replace North Dakota. ³ Auxiliary miscellaneous.
AG17	WYOMING.....	1909	Wm. Cramp & Sons.	Battleship No. 32...	Battleship; converted to training ship. ⁴ Auxiliary miscellaneous.
AG18	STODDERT.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 302...	Destroyer; designation changed dest. to misc. aux. June 30, 1931; misc. aux. to dest. Apr. 16, 1932. Stricken June 5, 1935; to be sold for scrapping.
AG19	BOGGS.....	1917	Navy yard, Mare Island.	Destroyer No. 136...	Auxiliary, miscellaneous; designation changed Sept. 5, 1931
AG20	KILTY.....	1917	do.....	Destroyer No. 137...	Destroyer; designation changed dest. to misc. aux. Sept. 5, 1931; changed to dest. Apr. 16, 1933.
AG21	LAMBERTON.....	1917	Newport News S. B. Co.	Destroyer No. 119...	Auxiliary, miscellaneous; designation changed Apr. 16, 1932.
AG22	RADFORD.....	1917	do.....	Destroyer No. 120...	Destroyer; designation changed dest. to misc. aux. Apr. 16, 1932; change canceled June 27, 1932.
AG23	SEQUOIA.....	1933	Mathis Yacht S. B. Co., Camden, N. J.	Auxiliary, miscellaneous.	Taken over from Dept. of Commerce Mar. 25, 1933.
AG 24	SEMMES.....	1917	Newport News S. B. Co.	Destroyer No. 189...	Transferred to U. S. Coast Guard Apr. 25, 1932; returned Apr. 20 1934; designation changed to auxiliary miscellaneous July 1, 1935.
	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, 1928.
-----	AMERICA.....	1921	George Steers (built in 1851).	Unclassified.....	Famous old yacht; taken over from Eastern Yacht Club, Oct. 1, 1921, as a relic; unclassified.
-----	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, Maine.	Unclassified.....	Taken over from U. S. Shipping Board Jan. 1, 1922; unclassified.

³ In accordance with the treaty (Washington) limiting naval armaments.⁴ In accordance with the treaty (London) for the limitation and reduction of naval armament.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	UNCLASSIFIED—Contd.				
-----	<i>Ex-Henry County</i> CALIFORNIA STATE.	1930	American S. B. Co., Cleveland, Ohio.	Unclassified.....	Taken over from U. S. Shipping Board, May 24, 1930; loaned to State of California Aug. 22, 1930, for Marine School ship; renamed CALIFORNIA STATE, Jan. 23, 1931.
-----	<i>Ex-Wyoming</i> CHEYENNE (ex-BM10).	1898	Union Iron Works....	Monitor No. 10.....	Name changed to CHEYENNE Jan. 1, 1909; changed to monitor, 2d line, BM10; then unclassified.
-----	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	do.....	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.
-----	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; stricken Mar. 11, 1930; demolished January 1931.
-----	CUMBERLAND.....	1908	Navy yard, Boston..	Training vessel.....	Unclassified.
-----	<i>Ex-Constellation</i> ... <i>Ex-Old Constella-</i> <i>tion.</i> CONSTELLATION.	1797	Baltimore, Md. (U. S. Govt.).	Old sailing frigate..	Name changed from <i>Constellation</i> Dec. 1, 1917; unclassified; renamed CONSTELLATION July 24, 1925.
-----	<i>Ex-Constitution</i> ... <i>Ex-Old Constitu-</i> <i>tion.</i> CONSTITUTION.	1797	Boston, Mass.....	Old sailing frigate..	Name changed from <i>Constitution</i> Dec. 1, 1917; unclassified; naval relic; renamed CONSTITUTION July 24, 1925.
-----	DUBUQUE (ex- AG6).	1902	Gas Engine & Power Co.	Gunboat No. 17 ...	Changed to auxiliary miscellaneous AG6; then to unclassified.
-----	<i>Ex-Procyon</i> EMPIRE STATE.	1921	American Interna- tional Shipbuild- ing Corp., Hog Is- land, Pa.	Auxiliary miscella- neous AG11.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Schaume</i> ; loaned to State of New York and renamed EMPIRE STATE, July 1931.
-----	ESSEX.....	1874	Navy yard, Kittery, Me., and Donald Mackay.	Gunboat.....	Unclassified; loaned to State of Minnesota Aug. 20, 1927; stricken Oct. 27, 1930; sold Dec. 23, 1930.
-----	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.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	UNCLASSIFIED—Contd.				
-----	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. 8, 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; rendered incapable of further service. ³ Transferred to unclassified ex-BB7; loaned to New York State Naval Militia Oct. 25, 1921.
-----	KEARSARGE Craneship 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 KEARSARGE Crane Ship No. 1, Aug. 5, 1920; unclassified.
-----	MOHICAN.....	1872	Navy yard, Mare Island.	Old corvette.....	Unclassified; sold February 1922.
-----	MONADNOCK (ex-BM3).	1883	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.
-----	EL-RANGER. EL-ROCKPORT.	1887			
-----	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; stricken Oct. 12, 1931; turned over by act of Congress dated May 14, 1934, to city of Aberdeen, Wash., for training Naval Reserves.
-----	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; stricken Jan. 7, 1931; sold Mar. 16, 1931; scrapped by purchaser. ^{1 2}

¹ Disposed of in accordance with treaty (Washington) limiting naval armaments.² Disposed of in accordance with treaty (London) for the limitation and reduction of naval armaments.³ In accordance with the treaty (Washington) limiting naval armaments.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	UNCLASSIFIED—Contd.				
-----	OLYMPIA, <i>ex-CA 15; ex-CL 15.</i>	1888	Union Iron Works ..	Cruiser No. 6.	Cruiser, 2d line; then to light cruisers, 2d line; transferred to unclassified.
-----	OREGON (<i>ex-BB3</i>).	1890	-----do-----	Coast battleship No. 3.	Changed to battleship 2d line BB3; Rendered incapable of further warlike service Jan. 4, 1924. ² Retained as naval relic; unclassified; loaned to State of Oregon.
-----	PADUCAH (<i>ex-AG7</i>).	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.
-----	<i>Ex-Washington</i> ... SEATTLE, <i>ex-CA 11.</i>	1902	New York S. B. Co.	Armored cruiser No. 11.	Name changed to SEATTLE November 1916; cruiser, 2d line, transferred to unclassified.
-----	SOUTHERY.....	1898	R. Thompson Sons & Co., England.	Collier.....	Purchased Apr. 16, 1898; stricken Sept. 1, 1933; sold Dec. 1, 1933.
-----	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 (<i>ex-BM9</i>).	1898	Lewis Nixon, Elizabethport, N. J.	Monitor No. 9.....	Name changed from Florida June 20, 1908; changed to monitor 2d line, BM9; then unclassified; sold July 25, 1922.
-----	TOPEKA (<i>ex-PG35</i>).	1898	G. Howalt, Kiel, Germany.	Gunboat.....	Purchased Apr. 2, 1898; formerly named <i>Diogenes</i> ; changed to gunboat PG35; then unclassified; stricken Jan. 2, 1930; sold May 13, 1930. ³
-----	VICKSBURG (<i>ex-PG11</i>).	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 (<i>ex-PG14</i>).	1895	Union Iron Works..	Gunboat No. 14....	Changed to gunboat PG14; then unclassified.
-----	WILMETTE.....	1917	Jenks S. B. Co., Port Huron, Mich.	Gunboat.....	Purchased Nov. 21, 1917; formerly S. S. <i>Eastland</i> ; unclassified.
-----	WILMINGTON (<i>ex-PG8</i>).	1893	Newport News S. B. & D. D. Co.	Gunboat No. 8.....	Changed to gunboat PG8; then unclassified.
-----	<i>Ex-Michigan</i> . 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-----	Wrecked Oct. 22, 1929; stricken May 9, 1930.

² Disposed of in accordance with treaty (London) for the limitation and reduction of naval armaments.³ In accordance with the treaty (Washington) limiting naval armaments.

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. See Battleship No. 50.
Battleship No. 2—MASSACHUSETTS—named for the State of Massachusetts—third vessel so called. See Battleship No. 54.

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. See Battleship No. 53.
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 *Shakamaron*. 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. See **Battleship No. 41**.
- Battleship No. 24—IDAHO**—named for the State of Idaho—the second vessel so called. See **Battleship No. 42**.
- 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 1842–44. She was renamed *Wolverine* and loaned to the city of Erie, Pa., in July 1927.
- Battleship No. 28—DELAWARE**—named for the State of Delaware—the sixth 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; sold 1801.
- The third was a 74-gun ship of 2,633 tons built at Gosport, Va., 1817–20, destroyed by fire 1861.
- The fourth was a side-wheel steamer of 357 tons, carrying 3 guns. She was built in 1861 and sold September 12, 1868.
- The fifth was a screw sloop of war, of 2,354 tons, built at Portsmouth in 1863, as *PISCATAQUA*. Name changed to **DELAWARE** 1869; sold 1877.
- 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. (Now on Navy list as auxiliaries, miscellaneous.)
- Battleship No. 32—WYOMING**—named for the State of Wyoming—third vessel so called. (Now on Navy list as auxiliaries, miscellaneous.)
- 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. 1861–64 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 *Penbroke*. 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 *Tonaquanda*; 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 CA2.
- 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 *Tonopah* March 2, 1904; sold January 26, 1922.

Battleship No. 37—*OKLAHOMA*—named for the State of Oklahoma—first vessel so called.

Battleship No. 33—*PENNSYLVANIA*—named for the State of Pennsylvania—fourth vessel so called.

The first vessel named *PENNSYLVANIA* was a sailing ship of 3,211 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; stricken October 28, 1931.

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. 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—fifth vessel so called.

The first vessel named *TENNESSEE* was a side-wheel steamer of 1,275 tons, captured at New Orleans, La., April 25, 1862. Taken into the U. S. Navy; commissioned May 8, 1862; attached to the West Gulf Blockading Squadron. Participated in the capture of Port Hudson, La., July 9, 1863, and in the attack of Forts Morgan and Gaines, Ala., August 5, 1864. Also made a number of captures. Name changed to *Mobile* September 1, 1864. Sold at New York, March 30, 1865.

The second vessel named *TENNESSEE* was an ironclad screw steamer of 1,273 tons, formerly the C. S. ram *Tennessee*. Built at Mobile, Ala., length, 209 feet; beam, 48 feet; mean draft, 14 feet. Captured at the battle of Mobile Bay, August 5, 1864; commissioned in the U. S. Navy the same day at Mobile Bay, and attached to the West Gulf Blockading Squadron. Participated in the operations in Red River, La., May and June 1865. Placed out of commission at New Orleans, August 19, 1865, and laid up at Algiers, La. Sold at public auction at New Orleans, November 27, 1867.

The third vessel named *TENNESSEE* was a steam sloop built at the New York Navy Yard. Length over all, 374 feet; breadth 44 feet 10 inches; draft 21 feet 7½ inches; displacement 4,840 tons. Original name *Madawaska*. Launched July 8, 1865. Commissioned at the Navy Yard, New York, June 27, 1866. At the yard until January 12, 1867. Sailed on experimental cruise January 14, 1867. Returned to New York January 21, 1867. Named changed to *TENNESSEE* May 15, 1869. She was then timbered up to the necessary height to allow a spar deck to be put on her, and became a first-class frigate. Commissioned as the *TENNESSEE* at New York January 5, 1871. Sailed with the commissioners to San Domingo, January 18, 1871. Landed commissioners at Charleston, S. C., March 26, 1871. Placed out of commission at New York April 1, 1871; 1872-1875, in ordinary and repairing at New York. From May 1, 1875, to July 23, 1878, flagship of the Asiatic Squadron. From December 10, 1879, to January 20, 1887, flagship of the North Atlantic Squadron. On the latter date placed out of commission at New York. Sold September 15, 1887.

The fourth 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 1853; 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 *Judith*; established the blockade from Key West, Fla., to the Rio Grande, Tex.; 1862, attached to the West Gulf Squadron, commanded by Capt. Theodorus 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; sold October 2, 1930.

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 *Fredrick*, for a city of Maryland, November 9, 1916; attached to cruiser and transport force during World War; sold Feb. 11, 1930.

Battleship No. 47—WASHINGTON—named for State of 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., Camden, 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 in the unclassified section.

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; sold August 13, 1930.

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, 1908; name changed to *Huron*, for a city of South Dakota, June 7, 1920; sold February 11, 1930.

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; sold September 29, 1930.

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 a city of North Carolina, June 7, 1920; sold September 29, 1930.

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 sloop, of 3,200 tons displacement, carrying 23 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, Pa., 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 1849; served on coast of California during Mexican War; attached to Pacific Squadron 1849; was in Puget Sound 1850-57 for suppression of hostile Indians; converted into a storeship at navy yard, Mare Island, in 1862; name changed to *Farralones* 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 the act of Congress dated June 30, 1890; named for State of Massachusetts; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; 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 Truxton, U. S. Navy, at Baltimore, Md.; keel laid 1795; launched, September 7, 1797; celebrated for her fine sailing qualities; flagship of Commodore Truxton'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. See aircraft carrier No. 4.

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. *Java*; 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 purposes in 1906, following which vessel was restored, name changed to *Old Constitution* December 1, 1917; renamed *Constitution* July 24, 1925; again restored 1927-1931; now used for exhibition purposes; 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. *Macedonian* 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 drydock 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 *Tonawanda*. 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.

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, 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 No. 33.

Monitor No. 8—NEVADA. See Battleship No. 36.

Monitor No. 9—FLORIDA. See Battleship No. 30.

Monitor No. 10—WYOMING. See Battleship No. 32.

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 No. 10.

Armored Cruiser No. 2—NEW YORK. See Battleship No. 34.

Armored Cruiser No. 3—BROOKLYN—the second vessel so called. See Light Cruiser No. 40.

Armored Cruiser No. 4—PENNSYLVANIA. See Battleship No. 38.

Armored Cruiser No. 5—WEST VIRGINIA. See Battleship No. 48.

Armored Cruiser No. 6—CALIFORNIA. See Battleship No. 44.

Armored Cruiser No. 7—COLORADO. See Battleship No. 45.

Armored Cruiser No. 8—MARYLAND. See Battleship No. 46.

Armored Cruiser No. 9—SOUTH DAKOTA. See Battleship No. 49.

Armored Cruiser No. 10—TENNESSEE. See Battleship No. 43.

Armored Cruiser No. 11—WASHINGTON. See Battleship No. 47.

Armored Cruiser No. 12—NORTH CAROLINA. See Battleship No. 52.

Armored Cruiser No. 13—MONTANA. See Battleship No. 51.

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 Gunboat No. 51, CHARLESTON.

Cruiser No. 3—BALTIMORE. See mine layer No. 1.

Cruiser No. 4—PHILADELPHIA—named for the city of Philadelphia, Pa.—the third vessel so called. See Light Cruiser No. 41.

Cruiser No. 5—SAN FRANCISCO—named for the city of San Francisco, Calif.—the first vessel so called. Now a mine layer. Name changed to YOSEMITE January 1, 1931. See also Heavy Cruiser No. 38.

Cruiser No. 6—OLYMPIA—named for the city of Olympia, Wash.—the first vessel so called. Now on Navy list in unclassified section.

Cruiser No. 7—CINCINNATI. See Light cruiser No. 6.

Cruiser No. 8—RALEIGH. See Light cruiser No. 7.

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. See Light cruiser No. 8.

Cruiser No. 11—MARBLEHEAD. See Light cruiser No. 12.

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. See Light cruiser No. 36.

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 3,233 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 No. 5.

Cruiser No. 22—CHARLESTON—the second vessel so called. See Gunboat No. 51.

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 river 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 were 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 the 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 Commodore 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.—fifth 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 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.

The fourth 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. 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.

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 *Mendola*, and to *Muscotah*, January 30, 1932, 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 operation 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.—fourth vessel so called.

The first vessel named MEMPHIS was a screw steamer of 571 tons, built at Philadelphia, 1849. Attached to Paraguay Expedition, 1859. Name changed to MYSTIC, 1859. Sold 1865.

The second 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 third vessel named MEMPHIS was an armored cruiser of 11,500 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, January 17, 1922.

Light Cruiser No. 40—BROOKLYN—named for the city of Brooklyn, N. Y.—third vessel so called.

The first was a sloop of war of 3,000 tons carrying 24 guns. She was built for the United States Government by Westervelt & Co., New York City, 1858-59. Commissioned in Philadelphia, December 19, 1860. She served with the West Gulf Squadron, 1861-1864, participating in attack on Forts Jackson and St. Philip, capture of New Orleans, destruction of Donaldsonville, La., and first engagement at Vicksburg, Miss. Also took part in the bombardment of Galveston and the capture of Mobile, Ala., and the combined attack on Fort Morgan in Mobile Bay. While with the West Gulf Squadron she captured eight prizes and assisted in the capture of the C. S. steamers *Tennessee*, *Selma*, *Gaines*, and *Ingomar*. She was with the North Atlantic Blockading Squadron from October 1864 to January 1865, and during that time participated in the attacks on Fort Fisher, N. C., December 23, 24, 1864, and January 13-15, 1865. From 1866 to 1889 she operated on the South Atlantic station, 1866-67, 1875, and 1881-1884; European station, 1871-1873; Asiatic station, 1886-1888; placed out of commission May 14, 1889, and sold March 25, 1891.

The second BROOKLYN was an armored cruiser of 9,215 tons' displacement built by William Cramp & Sons, Philadelphia, Pa., 1893-1895. Commissioned December 1, 1896. This vessel's first service was a special cruise to England. At the outbreak of the Spanish-American War she was the Flagship of Rear Admiral Schley's Flying Squadron. Established the blockade at Cienfuegos. Participated in the Battle of Santiago, July 3, 1898, under the command of Capt. Francis A. Cook. Was struck 20 times during the engagement with whole shot. She made 12 captures during the war. From 1899 to 1906 she was cruising almost constantly, alone or in company, visiting, in turn, Cuba, China, the Philippines, Australia, England, and other countries of Europe, Africa, South America, West Indies, and the Pacific Coast. During the summer of 1907 she was on duty as part of the permanent display at the Jamestown Exposition. During 1908-1915 she was in reserve and from 1915 to 1919, the Flagship of the Asiatic Fleet. In 1920 she was Flagship of the Pacific Destroyer Force. Sold December 20, 1921.

Light Cruiser No. 41—PHILADELPHIA—Named for the city of Philadelphia, Pa.—fifth vessel so called.

The first was a gondola sunk in the battle on Lake Champlain, October 11, 1776. She was one of the vessels of the squadron of Brig.-Gen. Benedict Arnold; carried 3 guns, 8 swivels, and 45 men.

The second was a 36-gun frigate of 1,240 tons built at Philadelphia, Pa. in 1799. The name of this frigate was CITY OF PHILADELPHIA but is recorded as PHILADELPHIA. She was the flagship of Capt. Stephen Decatur, Sr., U. S. N., in the West Indies in 1800, the squadron consisting of 13 vessels. Her second cruise was under Capt. Samuel Barron in the Mediterranean, 1801-1802. Her third and last cruise was under Capt. William Bainbridge, sailing from Philadelphia, July 28, 1803. On October 31, 1803, the PHILADELPHIA ran on the rocks in the harbor of Tripoli, and was captured by the Tripolitans who took prisoners her Captain, officers, and crew. On February 16, 1804, Stephen Decatur, Junior, stole into the harbour where the PHILADELPHIA had been moored after being taken off the rocks by the Tripolitans, and with his small force in the ketch *Intrepid* succeeded in burning the PHILADELPHIA so that she could not be of use to the enemy. This was a daring and courageous deed, and was acclaimed by all as one of the bravest exploits in the history of the U. S. Navy. The officers and crew of this ship were eventually released but not until many, many months of suffering and hardship had passed.

The third was an iron side-wheel steamer of 500 tons, length 200 feet. She was a captured vessel which was taken possession of by the War Department and transferred to Navy Department April 21, 1861. Operated in the Potomac River in 1861; in October 1861 was assigned to North Atlantic Blockading Squadron; flag-steamers of the squadron January and February 1862; took part in expedition to Hatteras Inlet, N. C., January 1862; battle of Roanoke Island, N. C., February 7-8, 1862; capture of Newbern, N. C., March 13-14, 1862; expedition to Dismal Swamp, April 1862; flag-steamers of South Atlantic Squadron, 1863-1865; took part in operations against Charleston, S. C. in fall of 1863. Out of commission navy yard, Washington, August 31, 1865, and sold at public auction September 15, 1865.

The fourth vessel named PHILADELPHIA was Cruiser No. 4, of 4,410 tons displacement, built by William Cramp & Sons, Philadelphia, Pa., in 1887-1890. This vessel was first commissioned at Philadelphia, Pa., July 28, 1890; flagship of North Atlantic Station 1890-1892; assigned to Pacific Station, 1893; as flagship of station 1894-1896; cruising in Pacific during Spanish-American War; took part in operations against Mataafa rebels in Samoa, March-April 1899. Receiving ship at navy yard, Puget Sound, Washington, May 12, 1904, to November 4, 1912; prison ship November 4, 1912, through 1915; receiving ship January 10, 1916, to November 22, 1926. Stricken from Navy List November 24, 1926. Sold at public auction at Navy Yard, Puget Sound, July 1, 1927.

NOTE.—There was a Pennsylvania privateer named PHILADELPHIA of the Revolutionary War, but inasmuch as she was not a naval vessel, she has not been included herewith. She carried 10 guns, a crew of 35. There was also an Armed Guard Ship *Philadelphia* commissioned in U. S. Navy, May 29, 1918, but her name was changed to *Harrisburg*; she did not appear in the U. S. Navy by the name of *Philadelphia*.

Light Cruiser No. 42—SAVANNAH—named for the city of Savannah, Ga.—third vessel so called.

The first SAVANNAH was a 41-gun frigate of 1,726 tons whose keel was laid at New York Navy Yard in 1820. She remained on the stocks until 1842, was launched May 5, 1842, and was finished in 1843. During 1844-1847 and again 1849-1852 the SAVANNAH served as flagship of the Pacific Squadron having returned to New York for repairs in 1848. She sailed September 14, 1853, for the coast of Brazil after having been reconditioned at Norfolk, cruising on that coast until November 27, 1855, when she returned to the United States and was put out of commission at New York. During 1859-60 she was flagship of the Home Squadron and in 1861 was employed off the coast of Georgia where she shared in the capture of 2 prizes. She was used as an instruction ship at Annapolis 1862-1865, and in 1870 she cruised to England and France with the midshipmen. She had no further service and was sold September 27, 1863.

The second SAVANNAH was formerly the German S. S. *Saxonia* of the Hamburg-American Line. She was seized when the United States entered the World War, was commissioned in the U. S. Navy, November 3, 1917, and became a submarine tender assigned to duty with the Eighth Division, Submarine Force. She left Bremerton, Wash., in November 1917 for Boston, where she entered the navy yard for repairs. In August 1918 she resumed duty with the Eighth Division, Submarine Force, and early in November sailed for Europe, arriving there after the armistice was signed. She returned to the United States, going to Charleston, S. C., for overhaul. After the war she served as follows: 1919, with the fleet at Guantanamo Bay, Cuba, and with the Submarine Division to which she was attached; 1919-1921, at the Boston Navy Yard; 1922-1923, cruised off the New England coast and with the fleet at Guantanamo Bay; 1923-1924, the Canal Zone and the Virgin Islands; 1925, to Hawaii and thence to our Pacific coast. Placed out of commission at navy yard Puget Sound, Bremerton, Wash., December 16, 1926; stricken from the Navy Register June 26, 1924, and sold September 26, 1934.

Light Cruiser No. 43—NASHVILLE—named for the city of Nashville, Tenn.—third vessel so called.

The first U. S. S. NASHVILLE was formerly the C. S. S. *Nashville*, a side-wheel ironclad steamer built at Montgomery, Ala., and surrendered to Federal officers at Nanna-Hubba Bluff, Tombigbee River, Ala., May 10, 1865. Length 271 feet, beam 62½ feet, draft 13 feet, number of guns when captured, 7. Sold at public auction at New Orleans, La., November 22, 1867. No record of service in the U. S. Navy.

The second NASHVILLE was a gunboat of 1,371 tons carrying 14 guns. She was built at Newport News Va., 1893-1895 and first placed in commission August 19, 1897. This vessel was on duty in Cuban waters during 1898-1899. She fired the first shot in the Spanish-American War about 7 a. m. April 22, 1898. During 1900-1901 she was cruising in the Philippines and in European waters during 1902. She was employed in the West Indies and the Gulf of Mexico protecting American interests during 1903, 1905-1906, 1911, 1913-1915, and again in 1917. During the first few months after our entrance into the World War she was very actively engaged on the east coast of the United States and in the Gulf of Mexico. On August 2, 1917, she left Norfolk for Gibraltar by way of the Azores. She arrived at Gibraltar on the 18th of August and was placed on duty in the Mediterranean patrolling for submarines. After a short period on patrol she was placed in drydock for repairs after which she was put on convoy duty at which she was very actively engaged until July 15, 1918, when she left Gibraltar for the United States. She was placed out of commission at Charleston, S. C., October 29, 1918, and sold October 28, 1921.

Light Cruiser No. 46—PHOENIX—named for the city of Phoenix, Ariz.—third vessel so called.

The first PHOENIX (or PHENIX) was a schooner of 90 tons and 2 guns built under the supervision of the War Department at Baltimore in 1841 and transferred the same year to the Navy Department for use on the Coast of Florida in cooperation with the War Department. From 1846 to 1853 in commission on coast survey. This vessel was later sold (date when sold unknown).

The second vessel named PHOENIX was a ship of 404 tons purchased at New London, Conn., November 9, 1861, and sunk for the obstruction of one of the southern harbors.

Light Cruiser No. 47—BOISE—named for the city of Boise, Idaho—first vessel so called.

Light Cruiser No. 48—HONOLULU—named for the city of Honolulu, Territory of Hawaii—first vessel so called.

HEAVY CRUISERS

Heavy 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.

Heavy Cruiser No. 25—SALT LAKE CITY—named in honor of the city of Salt Lake City, Utah—first vessel so called.

Heavy Cruiser No. 26—NORTHAMPTON—named in honor of the city of Northampton, Mass., the home of former President Coolidge—first vessel so called.

Heavy 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.

Heavy 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.

Heavy 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 first ship of the "New Navy." Her displacement was 4,500 tons. Her name is now changed to ALTON, in honor of the city of Alton, Ill.

Heavy 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. *Liebfeldt*, 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.

Heavy 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. Heavy Cruiser No. 32—NEW ORLEANS—named in honor of the city of New Orleans, La.—third vessel so called.

The first NEW ORLEANS was a ship of 2,805 tons carrying 74 guns. She was started at Sackett Harbor, N. Y., in 1814-15 but work was suspended February 14, 1815. After proclamation of the treaty of Ghent, work on this vessel was discontinued. She was sold in 1883 in accordance with the act of Congress approved August 5, 1882, having remained in an unfinished condition until that time.

The second NEW ORLEANS was a cruiser of 3,430 tons, normal displacement, formerly named the *Amazona*, which was built by Armstrong, Mitchell & Co., Newcastle on Tyne, England, and launched December 4, 1896. She was purchased from the Brazilian Government on March 16, 1898, and placed in commission March 18, 1898. Placed out of commission finally on November 16, 1922, and sold February 11, 1930.

Heavy Cruiser No. 33—PORTLAND—named in honor of the city of Portland, Me.—first vessel so called. Heavy Cruiser No. 34—ASTORIA—named in honor of the city of Astoria, Oreg.—second vessel so called.

The first ASTORIA, formerly the German vessel *Frieda Leonhardt*, was built in 1902 by J. Bloomer & Co., Sunderland, England. This vessel was sunk by her crew and upon the entrance of the United States into the World War, was raised and seized from Germany and used as a naval overseas transportation vessel. Placed in commission November 15, 1917; placed out of commission April 20, 1921, and sold December 20, 1921.

Heavy Cruiser No. 35—INDIANAPOLIS—named in honor of the city of Indianapolis, Ind.—second vessel so called.

The first INDIANAPOLIS was a vessel of 16,900 tons displacement, which was taken over from the United States Shipping Board and was used by the naval overseas transportation service during the World War as a cargo vessel. She was placed in commission December 12, 1918, and returned to the United States Shipping Board July 9, 1919.

Heavy Cruiser No. 36—MINNEAPOLIS—named in honor of the city of Minneapolis, Minn.—second vessel so called.

The first MINNEAPOLIS was a cruiser of 7,350 tons displacement, which was built by William Cramp & Sons Shipbuilding Co., Philadelphia, Pa., and launched August 12, 1893. She was placed in commission December 13, 1894, placed out of commission, finally, March 15, 1921, and sold August 5, 1921.

Heavy Cruiser No. 37—TUSCALOOSA—named in honor of the city of Tuscaloosa, Ala.—first vessel so called.

Heavy Cruiser No. 38—SAN FRANCISCO—named after city of San Francisco, Calif.—second vessel so called.

The first SAN FRANCISCO was an unarmored protected cruiser, built by the Union Iron Works, San Francisco, Calif. Authorized by act of Congress of March 3, 1887; keel laid, August 14, 1888; launched, October 26, 1889. First commissioned at the Mare Island Navy Yard, December 15, 1890; served as flagship of the Pacific, North Atlantic, and South Atlantic Squadrons, 1890-1894; on duty in Europe and the Near East, 1895 to March 1898. During the Spanish-American War flagship of the Northern Patrol Squadron organized April 20, 1898, to July 1, when the squadron became a part of Admiral Sampson's command, remaining on the latter duty until August 17. On duty in Europe, the West Indies, the Near East, and the Far East, 1902-1904. Out of commission at Norfolk, Va., 1905-1911, during which time converted into a mine layer. On duty with the Atlantic Fleet, 1912-1917; on April 10, 1918, became flagship of Mine Squadron 1, which sailed from Newport, R. I., for Inverness, Scotland, May 12, arriving May 26. Mining operations began June 7 and continued to the close of the war, during which time 56,760 United States mines were laid, in which the SAN FRANCISCO performed an important part. Attached to the Atlantic Fleet, 1919-1921; out of commission at Philadelphia, December 24, 1921. Name changed to *Yosemite*, January 1, 1931.

Heavy Cruiser No. 39—QUINCY—named after the city of Quincy, Mass.—second vessel so called.

The first QUINCY was a cargo ship formerly the German ship *Vogesens* which had refueled in the port of Pensacola, Fla., prior to the entrance of the United States into the World War. The *Vogesens* was built in 1909, by Wm. Doxford & Sons, Sunderland, England, and was owned by H. Vogeman. She was of the following dimensions: Length, 349 feet; breadth, 51 feet; mean draft, 21 feet, 4 inches; normal displacement, 6,500 tons; speed, 11 knots. She had a complement of 10 officers and 88 men and she mounted four 3", 50 cal.; 2 machine guns. Soon after the United States entered the World War the *Vogesens* was seized, ordered to New Orleans where she was refitted and refurbished and placed in commission by the Navy, February 2, 1918, with the name of QUINCY. She then made a number of trips to Europe carrying cargo. At the close of the World War and until 1922 this vessel was employed on general cargo duty in both Atlantic and Pacific waters. She was placed out of commission at Philadelphia, Pa., June 5, 1922 and sold September 25, 1922.

Heavy Cruiser No. 44—VINCENNES—named after the city of Vincennes, Ind.—second vessel so called. Vincennes, Ind., made famous by the battle against the British fought at this place by Major Clark in 1779.

The first VINCENNES was an 18-gun sloop of war of 700 tons built at navy yard, New York, in accordance with an act of Congress approved March 3, 1825; keel laid in 1825, launched in 1826. Some sources accord to her the credit of being the first U. S. Navy vessel to circumnavigate the globe. In 1854-55 the VINCENNES was attached to the U. S. African Squadron, and during the Civil War she rendered service with the Gulf Squadron. In 1865 she was laid up at the Boston Navy Yard and was sold on October 5, 1867.

Heavy Cruiser 45—WICHITA—named for the city of Wichita, Kans.—first vessel so called.

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, 1775; 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, 1846-48; 1853-55; storeship 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, 1861-63, 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 20, 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 1843-61 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, 1888; 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, 1890; 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 CA2.

Aircraft Carrier No. 4—**RANGER**—sixth vessel so called.

The first **RANGER** was built and commissioned under Capt. John Paul Jones in 1777 by order of the Continental Congress. She was the first man-of-war to hoist the new national American flag, and the first to receive an official salute to it by a foreign nation at Quiberon Bay, February 14, 1778. On April 23, 1778, in the Irish Channel, the **RANGER** engaged and captured the British sloop of war *Drake*; later taking six merchant prizes. During 1778-80 she cruised off the American coast taking many prizes, but finally fell into British hands when Charleston, S. C., surrendered in 1780.

The second **RANGER** was a small schooner, purchased in Baltimore in 1814 and sold in 1816.

The third **RANGER** was a brig of 14 guns, purchased in 1814 and attached to Commodore Isaac Chauncey's squadron on Lake Ontario.

The fourth **RANGER**, launched in 1876, was an iron gunboat with auxiliary sail power. She was actively employed in many parts of the world until 1909 when she was loaned to the State of Massachusetts for use as a school ship and still serves as such (1935). Her name was changed to *Rockport* in 1917 and to *Nantucket* in 1918.

The fifth **RANGER** was a battle cruiser, authorized by Congress in 1916 and while on the ways was broken up and scrapped under the terms of the Washington Treaty for the Limitation of Naval Armaments.

Aircraft Carrier No. 5—**YORKTOWN**—named after the Battle of Yorktown of the Revolutionary War—third vessel so called.

The first **YORKTOWN** was a 16-gun sloop of war of 566 tons built at Gosport Navy Yard; keel laid in 1838 and launched in 1839. She was assigned to duty with the U. S. Pacific Squadron from December 13, 1840, to May 29, 1846. She was ordered to the African Squadron, leaving Boston, on November 22, 1848. On September 6, 1850, she was wrecked on a reef off the Isle of Mayo, one of the Cape Verde Isles. No blame was attached to her commander, and no lives were lost. The ship broke up very quickly and little was salvaged but such articles as were washed ashore.

The second **YORKTOWN** was Gunboat No. 1 of 1,710 tons displacement built by William Cramp & Sons, Philadelphia, Pa.; keel laid May 14, 1887; launched April 28, 1888; first commissioned April 23, 1889 at League Island Navy Yard. She was assigned to the Squadron of Evolution September 30, 1889, cruising in the Mediterranean until May 30, 1890. She was detached from this squadron September 9, 1891, and from that

time she alternated duty on the Pacific station and the Asiatic station until 1912 when she was placed out of commission. On April 1, 1913, she was recommissioned for duty in Mexican and Central American waters, and later on the west coast of the United States. Her duty was routine with few outstanding events. On July 13, 1917, the YORKTOWN rescued 4 women and 7 children discovered on Clipperton Island, the sole survivors of a colony of Mexicans established on the island by the Pacific Phosphate Co., Ltd., in 1905. The survivors were destitute and at their request they were given passage in the YORKTOWN to Salina Cruz, Mexico. The YORKTOWN continued on duty in these waters until August 20, 1918, when she arrived at New York. She was assigned convoy duty on the east coast until January 2, 1919, when she left once more for the west coast. On June 12, 1919, she was placed out of commission at Mare Island, Calif. On September 30, 1921, she was sold.

Aircraft Carrier No. 6—ENTERPRISE—sixth vessel so called.

The first ENTERPRISE was a sloop of twelve 4-pdrs, and 10 swivels and 50 men, captured from the British at St. John's, in the Richelieu River, Canada, in the summer of 1775, and fitted for service on Lake Champlain, the first American vessel to be placed in commission there. Commanded by Captain Dickinson in General Arnold's squadron on Lake Champlain. Participated in engagements with the British October 11-13, 1776, in which the American force was defeated, and 10 vessels captured or destroyed, the ENTERPRISE escaping. "Although most decisively defeated in the battle upon the Lake, Arnold had delayed the advance of the British some 2 or 3 months while they were obtaining a naval superiority. This delay had far-reaching consequences." (Paulin's Navy of the American Revolution, p. 77.)

The second ENTERPRISE was known as "The Lucky Little Enterprise." A schooner of 135 tons, 12 guns, and 70 men, built at Baltimore, Md., in 1799, and altered to a brig of 165 tons, 14 guns, and 90 men in 1811. In a cruise of only 8 months in 1800, during the naval war with France, she fought 5 actions and captured 19 vessels. Owing to these gallant services, she was the only small cruiser retained in the Navy after the French War. During the Tripolitan War she was actively employed in the Mediterranean, under Lieuts. Andrew Sterrett, Isaac Hull, Stephen Decatur, Thomas Robinson, etc. In 1809 she went to Europe under Lieut. John Tripple. After her return and rebuilding she cruised near our coast from 1811 to 1814, under Lieuts. Johnston Blakely, William Burrows, Edward R. McCall, and James Renshaw, capturing 2 vessels in 1813, one of them H. B. M. S. *Borer*, which she defeated in an engagement September 5, 1813. In 1814 she made 3 captures in company with the U. S. S. *Rattlesnake*. After the War of 1812 she cruised with her usual good fortune in the Mediterranean, West Indies, etc., under Lieut. Lawrence Kearny. She was lost at Little Curaçao, July 9, 1823, while in command of Lieut. John Gallagher; the crew saved.

The third ENTERPRISE was a schooner of 194 tons and 10 guns, built at New York in 1831. Sold at Boston in 1845. Cruised on the Brazil station in 1832-33, under Lieut. Samuel W. Downing; on the Brazil and East India stations in 1834-1837 under Lieuts. A. S. Campbell and George Hollins; in the Pacific, 1838-39, under Lieuts. William M. Glendy and Harry Ingersoll; on the Brazil station, 1839-1844, under Lieuts. Frank Ellery and Percival Drayton, Commander Louis M. Goldsborough, and Lieuts. James P. Wilson and James M. Watson.

The fourth ENTERPRISE was a wooden cruiser of 1,375 tons and 14 guns, built at the Portsmouth Navy Yard by John W. Griffith and the United States in 1873-74. Launched, June 13, 1874. Commissioned at the Portsmouth Navy Yard, March 16, 1877, Commander George C. Remy commanding, and assigned to the North Atlantic Squadron. Detached from the North Atlantic Squadron April 13, 1878, and assigned to special service. Engaged in exploring and surveying the Amazon and Madeira Rivers under the command of Commander Thomas O. Selfridge; officers and crew commended for their splendid work; 1880-85 cruised in the Mediterranean, the West Indies, and on the Asiatic station, returning from the last via Australia and Cape Horn. After repairs cruised on the European station, 1888-89. On January 14, 1890, at Antwerp, Belgium, received the remains of the late U. S. Minister George H. Pendleton on board for transportation to the United States. From August 1890 to May 1891 cruised in the West Indies and on the northern coast of South America. While on this cruise at the request of the Bureau of American Republics surveyed the ruins of the ancient city of Isabella, founded by Columbus. June 24 to September 4, 1891, cruised on the northeast coast of the United States, attached to the North Atlantic Squadron. On September 14, 1891, detached from the North Atlantic Squadron to be used as a cadet training and practice ship. September 13, 1892, at the Boston Navy Yard to be prepared and turned over to the State of Massachusetts as a school ship. Used as a public marine school ship at Boston until May 4, 1909, when she was returned to the Navy Department by the State. Stricken from the Navy list August 6, 1909, and sold October 1, 1909.

The fifth ENTERPRISE was a motor patrol boat of 16 tons, purchased September 25, 1917. Originally a wooden pleasure craft built at East Greenwich, R. I., in 1917. Mounted one 1-pounder and one machine gun, and carried a crew of eight men. Placed in service December 6, 1917, for patrol duty in the Second Naval District. On the conclusion of the World War transferred to the Bureau of Fisheries, Department of Commerce, August 2, 1919.

MINE LAYERS

Mine Layer No. 1—BALTIMORE—named for the city of Baltimore, Md.—the third vessel so called; formerly cruiser No. 3.

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.

Mine Layer No. 2—YOSEMITE—named for Yosemite Valley, Calif.—second vessel so called; formerly San Francisco. The first Yosemite was a cruiser of about 7,500 tons displacement formerly the *El Sud*, built in 1892 and purchased in 1898 for service during Spanish-American War. Lost off island of Guam in a hurricane, November 15, 1900.

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. 376.

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. 359.

Torpedo Boat No. 6—PORTER. See Destroyer No. 356.

Torpedo Boat No. 7—DUPONT. See Destroyer No. 152.

Torpedo Boat No. 8—ROWAN. See Destroyer No. 64.

Torpedo Boat No. 9—CHILGREN. See Destroyer No. 187.

Torpedo Boat No. 10—CRAVEN. See Destroyer No. 382.

Torpedo Boat No. 11—FARRAGUT. See Destroyer No. 318.

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. *Saginaw* 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—GSTRINGHAM. 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. 381.
 Torpedo Boat No. 23—MANLEY. See Destroyer No. 74.
 Torpedo Boat No. 24—BAGLEY. See Destroyer No. 386.
 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—SHUBRIK. 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. 353.
 Destroyer No. 5—DECATUR. See Destroyer No. 341.
 Destroyer No. 6—HOPKINS. See Destroyer No. 249.
 Destroyer No. 7—HULL. See Destroyer No. 350.
 Destroyer No. 8—LAWRENCE. See Destroyer No. 250.
 Destroyer No. 9—MACDONOUGH. See Destroyer No. 351.
 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—TRUXTUN. See Destroyer No. 229.
 Destroyer No. 15—WHIPPLE. See Destroyer No. 217.
 Destroyer No. 16—WORDEN. See Destroyer No. 352.
 Destroyer No. 17—SMITH. See Destroyer No. 378.
 Destroyer No. 18—LAMSON. See Destroyer No. 367.
 Destroyer No. 19—PRESTON. See Destroyer No. 379.
 Destroyer No. 20—FLUSSER. See Destroyer No. 368.
 Destroyer No. 21—REID. See Destroyer No. 369.
 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. See Destroyer No. 366.
 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 Albermarle Sound, engaged the Confederate ram *Albatross* and 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 Ana 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. See Destroyer No. 377.
 Destroyer No. 27—STERETT—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—McCALL—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 *Bozer*. Lieut. McCall 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 *Bozer* September 13, 1813. He encouraged his men by calling to them, "Stand fast, and the day will soon be ours."
 Destroyer No. 30—WARRINGTON. See Destroyer No. 383.
 Destroyer No. 31—MAYRANT—named in memory of Capt. John Mayrant, U. S. Navy, who, while 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. See Destroyer No. 354.

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 McAllister and Fort Sumter, 1863. He commanded the *Mohican* in bombardment of Fort Fisher, 1864 and 1865.

Destroyer No. 36—PATTERSON. See Destroyer No. 392.

Destroyer No. 37—FANNING. See Destroyer No. 385.

Destroyer No. 38—JARVIS. See Destroyer No. 393.

Destroyer No. 39—HENLEY. See Destroyer No. 391.

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 School at Philadelphia in 1842. During the war with Mexico he distinguished himself by carrying dispatches through the enemy 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 *Melacomet* 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. See Destroyer No. 372.

Destroyer No. 44—CUMMINGS. See Destroyer No. 365.

Destroyer No. 45—DOWNES. See Destroyer No. 375.

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 to 1824 he saw active service on the *Independence*, *Hornet*, *Guerriere*, *Cyane*, and *Ferret*.

Destroyer No. 47—AYLWIN. See Destroyer No. 355.

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 Elliot 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 de 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. See Destroyer No. 363.

Destroyer No. 51 (also 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 him-

self 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 (also 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—WINSLOW. See Destroyer No. 359.

Destroyer No. 54—McDOUGAL. See Destroyer No. 358.

Destroyer No. 55—CUSHING. See Destroyer No. 376.

Destroyer No. 56 (also 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 caloric 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. See Destroyer No. 374.

Destroyer No. 58—CONYNGHAM. See Destroyer No. 371.

Destroyer No. 59—PORTER. See Destroyer No. 356.

Destroyer No. 60—WADSWORTH—named in memory of Commodore Alexander Scamell 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—SAMSON—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 (also 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 (also 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 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 Fort 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, 1781; 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 (also Torpedo Boat No. 35)—WILKES—named in memory of Rear Admiral Charles Wilkes, U. S. Navy, who was born in New York April 3, 1798. 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. See Destroyer No. 373.

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, 1804, during the war with Tripoli.

Destroyer No. 70—CRAVEN. See Destroyer No. 382.

Destroyer No. 71 (also 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 commis-

sioner 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 (also 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 in 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 (also 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 1745; 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, 1810; 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, 1816; superintended construction of vessels on Great Lakes in 1808; laid keel of *Onida*, 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 g. g. 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 20, 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 *Jowa* 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 1907-8.

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 *Winthrop*, 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, 1789; 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 slave off Belize; 1811, in command of gunboat No. 162, 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 (also Torpedo Boat No. 19)—STRINGHAM—named in memory of Rear Admiral Silas Horton Stringham, who was born in Middletown, Conn., November 7, 1798; 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. *Melcomet* 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; rear 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 5, 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 (also 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 *Confedercy*; 1779 convoyed the returning minister, M. Gerard, to France and took Hon. John Jay, United States minister, to Spain.

Destroyer No. 92—GRIDLEY—See Destroyer No. 389.

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.

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, 1860; 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) 1863-1865; 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, 1823; 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)—STRIBLING—named in memory of Rear Admiral Cornelius Kinchloe Stribling; 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 *Constitution* 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, 1813; 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 1875-1876.

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—MAURY—named in memory of Commander Matthew F. Maury; born in Spottsylvania 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 1825-26, 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, Samoan Island, April 1, 1899; buried in Cypress Lawn Cemetery, San Francisco, Calif. Appointed cadet midshipman June 6, 1873; lieutenant May 15, 1873. 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—**MAHAN**. see Destroyer No. 364.

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 Salee 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 of 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 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**—See Destroyer No. 389.

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 brigantine *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—**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 *Abatross*, 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 Koszta, 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 *Hussar*. 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—**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 *Grayton* 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. Bartholomew 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 (now mobile target; auxiliary miscellaneous, AG 21)—**LAMBERTON**—named in memory of Rear Admiral Benjamin P. Lambertson; 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, 1846-1847. Commanded the U. S. S. *Cumberland* at the time she was sunk by the C. S. S. *Virginia* (ex-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 (now Light Mine Layer No. 17)—**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 (now Light Mine Layer No. 18)—**BREESE**—named in memory of Capt. Kidder Randolph Brees; 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 (now Light Mine Layer No. 15)—**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 Nooaheevah, 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 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 (now Light Mine Layer No. 16)—**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 Millikens 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 third 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 Harriersonburg, 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—**TATNALI**—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 *Constellation*; 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 *Eperrier*, 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 General 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*, 1843-44, 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 islanders 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 *Palapso* 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 *Weekaken*, 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, crow's, 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 of 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 (also 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, 1844; 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 embroiled in an ice pack, from which she never escaped, and on March 23, 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 (also 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, attache 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—(now Mobile target; auxiliary, miscellaneous, AG 19)—**BOGGS**—named in memory of Rear Admiral Charles S. Boggs; born in New Jersey January 28, 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 *Truxton*, 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 *Junata*, 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 Battow, 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, 1833; 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 Acquia 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 *Laurence* 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 *Laurence* in the engagement on Lake Erie, September 10, 1813; was wounded several times, but refused to leave the deck. Left in command of the *Laurence* when Perry went on board the *Niagara*; after the victory he was ordered to take the *Laurence* 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 Stephan 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 1815.

Destroyer No. 144—UPSHUR—named in memory of Rear Admiral John Henry Uphur, 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 *Mahongo*, North Pacific station; commended 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 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 (also 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 (also Torpedo Boat No. 27)—**BLAKELEY**—named in memory of Capt. Johnstone 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 *Zeindeer*, 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 (also 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 (also 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—**BERNADOT**—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 lieutenant for his gallantry in action off Cardenas, Cuba, in 1898; in command of the torpedo boat *Winstow*, he ran in under the guns of Cardenas in one of the first engagements of the Spanish-American War. During this engagement the *Winstow'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 Santiago 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 20, when that 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 midshipman January 1, 1825; commissioned a rear admiral July 25, 1866; cruised on the various stations; took part in the attack on Quallah Battoo and Mushie, island of Sumatra, and commanded the *Flier* in the blockade of the Mexican ports during the War with Mexico; 1861 commanded the U. S. S. *Iroquois* 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 *Harford* 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 20, 1806; died at Boston, Mass., April 5, 1880. Appointed a midshipman March 4, 1823; commissioned a rear admiral July 23, 1866; 1823-1862 cruised 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 20, 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 6, 1850; commissioned rear admiral January 23, 1894. During the Civil War he served with distinction on board the U. S. S. *Comedicut*, *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 Pierce 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 the Federal 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 *Metacombet* 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 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 Trippe 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 No. 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 *Phaëbe* 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 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 (also 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—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. Sigsbee, 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 (also Torpedo Boat No. 17)—**MACKENZIE**—named in memory of Lieut. Commander Alexander Shidell 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 *Rover* 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 works were 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 *Chestapeake* 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 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 Revolutionary War.

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 lightship in the Yangtze Kiang, which for the first time then had its channels and sailing courses properly defined.

Destroyer No. 185—**BAGLEY**—See Destroyer No. 386.

Destroyer No. 186—**CLEMONSON**—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 (also 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 afloat.

Destroyer No. 188 (also 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 29, 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—**SEMME** (now auxiliary miscellaneous AG 24) 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 in 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 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 1824; 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—**BRANCH**—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; 1844-45 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 *Bellidore*, June 23, 1812; commanded the *Spitfire* in operations against Algiers, 1815; commanded the *John Adams*, operating against pirates in the West Indies, 1824; 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. 205—CHANDLER—named in memory of Hon. William Eaton Chandler, Secretary of the Navy, 1882-1886; 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—SOUTARD—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, 1833; died August 23, 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, 1898. 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, 1888, 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, 1810; died at San Francisco, Calif., February 6, 1877. Appointed midshipman April 1, 1828; rear admiral June 19, 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, 1845; died at Washington, D. C., January 30, 1916. Appointed Midshipman October 25, 1859; 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, 1890. 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, 1835; 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 *Aquania*.

Destroyer No. 217 (also 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 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 *Minneh*. 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 thickets were 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 Glencoe, 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 *Ironomia*, 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 his 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 (also 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 *Picout* 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, 1793; 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 21, 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 1893; 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 Pop."

Destroyer No. 226—**PEARY**—named in memory of Rear Admiral Robert Edwin Peary, U. S. N.; born in Cresson, Pa., May 6, 1855; died in Washington, D. C., February 20, 1920. Graduate of Bowdoin, Edinburg, 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 1883; chief of the Arctic expedition sent by the Academy of Science, Philadelphia, Pa., 1891; commanded Arctic expedition, 1893-1902; named the most northerly land in the world Cape Morris Jessup; July, 1905, sailed on the S. S. *Roosevelt* for the Arctic regions; returned in October, 1906, having reached "highest north." July 1903, 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, 1816; 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—**JORD**—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, 1863; 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, 1902; served during the Civil War 1862-1865; attached to the West Gulf Blockading Squadron 1863-1865; took part in operations of the capture 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*; 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 (also Destroyer No. 14)—**TRUXTON**—named in memory of Commodore Thomas Truxton, 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, 1794, 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 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 (also 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 flagship, 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 *Scrapis* after his own ship was practically a wreck. He moved his men to the *Scrapis* 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 give him a vote of thanks and command of the *America*, then building.

Destroyer No. 231—**HATFIELD**—named in memory of Midshipmen John Hatfield. Appointed a midshipman June 18, 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, 1844. 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 (also 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 *Adance* he went on an 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 or 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 Mont, 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. *J-2* he was selected from her officers for instructional patrol on board the H. M. S. *II-2*, which vessel was sunk in collision with the S. S. *Rutherglen* 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, Ind., 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; 1853 commanded the *Dacotah*, North Atlantic Blockading Squadron, and participated in the engagement with Fort Caswell; in command of Fort Jackson on 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 *Orizaba*, 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—REUBEN 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 gun-boats 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 (also 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 29, 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, 1813; died in Clarksburg, W. Va., April 23, 1929. 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 (also 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 *Trepasse*, 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 (also Destroyer No. 6)—HOPKINS—named in memory of Commodore Ezek 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 (also 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 Wilmington blockade; 1863 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, 1906; 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 (also 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 1851-1853 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 *Caldonia* 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.

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) 1878-1890. While attached to the storeship *Supply*, lying in the harbor of Montevideo, he rescued the crew of a stranded 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, 1809; 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; 1846-1848 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, 1809; 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 (also Torpedo Boat No. 31)—SHUBRICK—named in memory of Rear Admiral William Brantford Shubrick, U. S. Navy; born in South Carolina October 31, 1790; died at Washington, D. C., May 27, 1874. Appointed midshipman June 20, 1806; 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 (also Torpedo Boat No. 21)—BAILEY—named in memory of Rear Admiral Theodorus Bailey, U. S. Navy; born at Chateaugay, N. Y., April 12, 1805; 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 operation on the lower Mississippi River.

Destroyer No. 270 (also Torpedo Boat No. 33)—THORNTON—named in memory of Capt. James Shepard Thornton, U. S. Navy; born in Merrimac, 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 *Harford* 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 (also 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 (also 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 Donaldsonville, 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—MCCAWLEY—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—MOODY—named in memory of the Hon. William Henry Moody, Secretary of the Navy 1902-1904; born in Newberry, Essex County, Mass., December 23, 1853; died July 2, 1917. He was graduated from Phillips Academy, Andover, Mass., in 1872, 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—**TOTCEY**—named in memory of former Secretary of the Navy Isaac Totcey; born in Newton, Fairfield County, Conn., November 5, 1796; 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 1839; 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 *Spitfire*; 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**—see Destroyer No. 370.

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, 1859; 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. *Itasca*, Pacific coast; 1881-82, U. S. S. *Rodgers*, Bering Sea, in search of the *Jeanette*. While in command of a shore depot at Cape Serdez, 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 Serdez, 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—**WORDEN**. See Destroyer No. 352.

Destroyer No. 289—**FLUSSER**. See Destroyer No. 368.

Destroyer No. 290—**DALE**. See Destroyer No. 353.

Destroyer No. 291—**CONVERSE**—named in memory of Rear Admiral George A. Converse, U. S. Navy; born in Norwich, Vt., May 13, 1844; died in Washington, D. C., March 29, 1909. Appointed midshipman November 29, 1861; commissioned rear admiral October 21, 1903. Read 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 Herreshoffs; 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—**REID**. See Destroyer No. 369.

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 Bouresches, 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. 296 (also 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 his self-sacrificing duty later caused his death."

Destroyer No. 300—**FARRAGUT**. See Destroyer No. 348.

Destroyer No. 301—**SOMERS**. See Destroyer No. 381.

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 Port 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, 1801-1803.

Destroyer No. 309—WOODBURY—named in memory of the Hon. Levi Woodbury, who was Secretary of the Navy 1831-1834; born in Framcesstown, 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 the Read Admiral Samuel Phillips Lee, U. S. Navy; born in Fairfax County, Va., February 13, 1812; died at Silver Spring, Md., near Washington, D. C., June 5, 1897. In the Civil War he commanded the *Onida* 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. Yarborough, 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 later from his wounds.

Destroyer No. 315—LA VALLETTE—named in memory of Rear Admiral Elie A. F. La Valette, 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 Sloatbury, 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 1809; died at Owings Mills, Baltimore County, Md., March 1, 1880. Appointed assistant surgeon May 16, 1829; 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 *Tuscomb* 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. See Destroyer No. 357.

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 blockhouse 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 for 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 *Wyandotte* at Pensacola; 1862-1864 attached to the *Bienlieu* in the North Atlantic and West Gulf Blockading Squadrons; volunteered for service in Mobile Bay; was assigned to the *Ondia*; 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 Isle 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—PRESTON. See Destroyer No. 379.

Destroyer No. 328—LAMSON. See Destroyer No. 367.

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—HULL. See Destroyer No. 350.

Destroyer No. 331—MACDONOUGH. See Destroyer No. 351.

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, Fort 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, 1868, 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 Vincy 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—CORY—named in memory of Lieut. Commander William Merrill Cory, 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, Finistère; 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, 1903; 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 (also 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 Mont 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 *Marineles*. On October 26, 1901, Midshipman Noa, with an armed crew of six men, put off in a small boat from the *Marineles* 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, 1806; 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 (also 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 *Owida* 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 1881-1890; 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 Corpl. John H. Pruitt, U. S. Marine Corps; born in Fadeville, 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 handed 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.

Destroyer No. 348 (also 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. 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. 349—DEWEY—named in memory of Admiral George Dewey, U. S. Navy; born at Montpelier, Vt., December 26, 1837; died at Washington, D. C., January 16, 1917; buried in Arlington National Cemetery; body was removed and reinterred in the crypt of the Bethlehem Chapel, Mount St. Alban, Washington Episcopal Cathedral, Washington, D. C., March 28, 1925. Appointed acting midshipman September 23, 1854; promoted to rear admiral May 11, 1898, for highly distinguished conduct in conflict with the enemy as displayed by him in the destruction of the Spanish Fleet and batteries in the Harbor of Manila, P. I., May 1, 1898; commissioned "Admiral of the Navy" from March 2, 1899 (only officer of the United States Navy who was ever so commissioned).

Destroyer No. 350 (also Destroyer No. 330 and Destroyer No. 7)—HULL—named in memory of Commodore Isaac Hull, U. S. Navy; born in Derby, Conn., March 9, 1773; died in Philadelphia, Pa., February 13, 1843; buried in Laurel Hill Cemetery, Philadelphia, Pa.; lieutenant, March 9, 1798; captain, April 23, 1806; served on U. S. *Constitution*, 1798-1800, during naval war with France; first service of note when in 1800 he sailed in a small vessel named *The Sally* into the harbor of Port Platte, Haiti, captured the fort, spiked the guns and succeeded in getting away with a French privateer. Participated in operations against Tripoli, 1802-1805. Most noted command, the *Constitution*, 1810-1812. His remarkable seamanship secured his escape from the British Fleet in July 1812; on August 19, 1812, captured H. B. M. S. *Guerriere* after a severe engagement in which the *Constitution* gained the name of "Old Ironsides." For this capture received the thanks of Congress and a gold medal. Navy commissioner, 1815; Commanded navy yard, Boston, 1815-1823; Pacific Squadron, 1825-1827; navy yard, Washington, 1830-1835; Mediterranean Squadron, 1838-1841.

Destroyer No. 351 (also Destroyer No. 331 and Destroyer No. 9)—MACDONOUGH—named in memory of Commodore Thomas Macdonough, U. S. Navy; born at The Trap, now called "Macdonough," New Castle County, Del., December 31, 1753; died at sea, November 10, 1825; buried in Riverside Cemetery, Middletown, Conn. Appointed midshipman, February 5, 1800; commissioned captain, September 11, 1814; participated in operations against Tripoli, 1803-1804; served on the U. S. *Philadelphia* before her capture, and was one of the volunteers who burned her 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; commanded the *Constitution* in the Mediterranean Squadron, 1824; severe illness obliged him to give up the command and return home in the merchant brig *Edwin*. He died before reaching the United States.

Destroyer No. 352 (also Destroyer No. 288 and Destroyer No. 16)—WORDEN—named in memory of Rear Admiral John Lorimer Worden, U. S. Navy; born Westchester County, N. Y., March 12, 1818; died Washington, D. C., October 18, 1897. Appointed midshipman January 10, 1834; promoted to the rank of rear admiral, November 20, 1872; and received the thanks of Congress for his skill and gallantry while in command of the U. S. S. *Monitor*, March 9, 1862, which fought the battle with the Confederate ironclad *Virginia* (ex-U. S. frigate *Merrimack*) in Hampton Roads.

Destroyer No. 353 (also 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. *Lexington* 1777; imprisoned in Mill Prison, England; escaped to France; appointed master's mate under John Paul Jones, 1778; first lieutenant, *Bonhomme Richard*; engagement and capture of the *Serapis* September 23, 1779; 1781-82 commanded *Queen of France*; made several captures; commissioned captain No. 4 on list June 4, 1794; commanded the Mediterranean Squadron in operations against Tripoli, 1801-1801; resigned, December 17, 1802.

Destroyer No. 354 (also 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. 355 (also 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 May 25, 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 forecastle division in action between the *Constitution* and the *Jara*, 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. 356 (also 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 *Cherub*, 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 1886 he was made vice admiral and 1870 Admiral of the Navy.

Destroyer No. 357 (also Destroyer No. 320)—SELFRIDGE—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 1829; commanded the U. S. S. *Columbus*, flagship of the East India Squadron. Early in 1847, the authorities of Mulje having 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. 358 (also Destroyer No. 54)—McDOUGAL—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. 359 (also 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 Tobasco 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. 360—PHELPS—named in memory of Rear Admiral Thomas Stowell Phelps, U. S. Navy, born Buckfield, Me., November 2, 1822; died in New York City, January 10, 1901. Appointed midshipman from Maine, January 7, 1840; rear admiral March 1, 1884. In 1856 took part in Indian wars in Territory of Washington, Battle of Seattle, January 26, 1856; Civil War, attached to the expedition for the relief of Fort Sumter in March 1861; commanded a division in engagements with batteries at Yorktown and Gloucester Point; at Battle of West Point, Va., ascended the Mattaponi River and prevented the junction of a force of the enemy with the main army. While in command of the *Corwin* captured several enemy vessels.

Destroyer No. 361—CLARK—named in memory of Rear Admiral Charles E. Clark, U. S. Navy, born Bradford, Vt., August 10, 1843; appointed acting midshipman, September 29, 1860; appointed rear admiral, June 16, 1902, for eminent and conspicuous services in battle. Died October 1, 1922, at Long Beach, Calif. During the Civil War served in the West Gulf Blockading Squadron under Farragut until the end of the war. Commanded forward division on *Ossipee* during the Battle of Mobile Bay and bombardment of Fort Morgan. As captain of the battleship *Oregon* in 1898, took her from the Pacific Coast to Cuba in time to take a leading part in the destruction of the Spanish Fleet.

Destroyer No. 362—MOFFETT—named in memory of Rear Admiral William A. Moffett, U. S. Navy. Born in Charleston, S. C., October 31, 1869; appointed naval cadet September 6, 1886; killed in the crash of the U. S. S. *Akron* at sea, April 4, 1933. Served as ensign in the Battle of Manila Bay under Admiral Dewey who subsequently appointed him captain of the port of Manila. Awarded the congressional medal of honor for distinguished conduct in battle while in command of the cruiser *Chester* during the occupation of Vera Cruz. Received the distinguished service medal for exceptionally meritorious services in a position of great responsibility as Commandant of the Naval Training Station at Great Lakes, Ill., during the World War. In 1921 he became Director of Naval Aviation, and, later in that year, was appointed as the first Chief of the Bureau of Aeronautics. This position he held until his death 12 years later, having been reappointed for 3 consecutive terms. The development of aviation as an integral part of the Navy to its recognized foremost position among world powers, is due to his vision, determination, and untiring efforts.

Destroyer No. 363 (also Destroyer No. 50)—BALCH—named in memory of Rear Admiral George 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. 364 (also Destroyer No. 102 and 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 Colleges, 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. 365 (also 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 Fort Hudson, La., March 14-15, 1863, Civil War; died New Orleans, La., from wounds received in action at Fort Hudson, La.

Destroyer No. 366 (also 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 Naviga-

tion, 1865. He commanded the *Pawnee* at the Battle of Port Royal, S. C., in 1861; was with DuPont at Fort Sumter; commanded the *Hartford* 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. 367 (also Destroyer No. 328 and Destroyer No. 18)—LAMSON—named in memory of Lieut. Roswell 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 Nansemond River; took prominent part in capture of batteries at Hills Point; while in command of the *Gettysburg* took prominent part in attack on Fort Fisher and gallantly piloted the powder boat *Louisiana* in under 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. 368 (also 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 *Albemarle*, Plymouth, N. C.

Destroyer No. 369 (also Destroyer No. 262 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. 370 (also 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 *Froquois* 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. 371 (also Destroyer No. 58)—CONYNGHAM—named in memory of Capt. Gustavus Conyngnam, 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. 372 (also 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 the *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. 373 (also 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. 374 (also Destroyer No. 57)—TUCKER—named in memory of Commodore Samuel Tucker, U. S. Navy, who was born November 1, 1747, Marblehead, 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. 375 (also 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, Charleston, 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. 376 (also 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 *Albemarle*. He undertook the attack with a steam launch carrying a spar torpedo and towing an armed cutter. When near the *Albemarle* 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 bulks and to explode the torpedo against the *Albemarle*, sinking her before his launch was destroyed. Cushing and one other escaped, the rest were captured. For destroying the *Albemarle* he received the thanks of Congress and promotion to lieutenant commander.

Destroyer No. 377 (also 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 Forts 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 Whitehalls 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. 378 (also 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 raider *Merrimac* 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. 379 (also 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. 380 (also 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. 381 (also 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. 382 (also 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. 383 (also 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. *Epervier*, on April 29, 1814; the *Epervier* 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-bilted 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. 384—DUNLAP—named in honor of Brig. Gen. Robert H. Dunlap, U. S. Marine Corps. He was born in Washington, D. C., on December 22, 1879; appointed second lieutenant in the Marine Corps (for the war with Spain) August 8, 1898; honorably discharged, February 23, 1899; appointed first lieutenant in Marine Corps, April 8, 1899, and brigadier general, November 12, 1929. He died May 19, 1931, in France. Served in the Philippine Islands and China from June 25, 1900, to October 9, 1900, and participated in the Battle of Tientsin. In 1914 he participated in the occupation of the city of Vera Cruz, Mexico, and the engagement incident thereto. Participated in the engagement at Guayacanes, Dominican Republic, July 3, 1916. On October 30, 1918, he was assigned to command the Seventeenth Regiment of Field Artillery, U. S. Army, and participated in the Meuse-Argonne offensive in command of that organization from November 1 to 11, 1918. He participated in the march to the Rhine and continued on duty with the American Expeditionary Forces until February 8, 1919, when he was detached and returned to the United States. Awarded a citation certificate by the commander in chief, American Expeditionary Forces, for exceptionally meritorious and conspicuous services with the Seventeenth Field Artillery, France, awarded the Navy cross for exceptionally meritorious and distinguished service as regimental commander of the Seventeenth Field Artillery during the Meuse-Argonne campaign. Also awarded the French Fourragere for service with the Fifth Regiment of Marines and the Seventeenth Field Artillery.

For his services in Nicaragua in 1928 he was awarded the distinguished service medal by the President of the United States, and the medal of merit by the President of Nicaragua. For the purpose of studying French in preparation for the course at the Ecole de Guerre, General Dunlap was living at LaFarniere, Cinq-Mars-La-Pile, France. On the morning of May 19, 1931, a small landslide occurred on the property which imprisoned a woman in a troglodyte cave which was being used for a dairy. General Dunlap, with Mr. Briant (the husband of the woman) attempted to rescue her, and while so engaged the general was killed by a heavy landslide.

Destroyer No. 385 (also 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. 386 (also 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 *Winslow*, and lost his life in its attack on batteries at Cardenas, Cuba, May 11, 1898.

Destroyer No. 387—BLUE—named in honor of Rear Admiral Victor Blue, U. S. Navy. He was born in Richmond County, N. C., on December 6, 1865, and when nearly 18 years of age was appointed to the Naval Academy on September 6, 1883; in 1898 at the outbreak of the war, he went to sea in the Atlantic Fleet. While on duty with the fleet off the Cuban coast, he twice penetrated the enemy's country in the vicinity of Santiago, Cuba, and obtained valuable information concerning the location of the Spanish Fleet commanded by Admiral Cervera, information which led to the eventual destruction of that fleet in the battle of Santiago de Cuba, on July 3, 1898. For this heroic deed he was given the special meritorious medal and advanced five numbers in rank by the President of the United States. In 1913, while still only a commander, he received the unusual assignment to duty, for an officer of that rank, of Chief of Bureau of Navigation. He continued in that duty until August 1916. During the World War period he was in command of the *Texas* and after the war in 1918 returned again to duty as Chief of Bureau of Navigation. For his war service in command of the *Texas* which a unit of the American battleship detachment sent

abroad to work with the British Grand Fleet he received the distinguished service medal with the following citation: "For exceptionally meritorious service in a duty of great responsibility in command of the U. S. S. *Texas*, operating in the war zone in association and cooperation with the British Grand Fleet."

Destroyer No. 388—**HELM**—named in honor of Rear Admiral James Meredith Helm, U. S. Navy. He was born December 16, 1855, in Grayville, Ill.; appointed cadet midshipman September 30, 1871; commissioned rear admiral September 14, 1911. Admiral Helm rendered conspicuous service during the Spanish-American War when he commanded the gunboat *Hornet*, participating in the blockade off Cuba. Under his command the little *Hornet* captured a Spanish steamer and three contraband schooners off Cape Cruz. On June 30, 1898, Admiral Helm participated in the battle of Manzanillo, Cuba, and "for eminent and conspicuous conduct" in that battle he was advanced five numbers in grade. Awarded Navy cross for services during the World War as set forth in the following citation: "For exceptionally meritorious service in a duty of great responsibility as commandant of the Fourth Naval District." Retired on December 16, 1919, and died October 28, 1927.

Destroyer No. 389 (also 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. 390—**RALPH TALBOT**—named in honor of second lieutenant Ralph Talbot, U. S. Marine Corps. He was born January 6, 1897, in South Weymouth, Mass. He enrolled on May 26, 1918, as a second lieutenant (provisional) in class 5a, Marine Corps Reserve Flying Corps. On June 4, 1918, he was appointed a second lieutenant (provisional) in class 5, by the major general commandant, with rank from April 3, 1918. In the World War he participated in numerous air raids into enemy territory and on October 8, 1918, while on such a raid he was attacked by nine enemy scouts and in the fight that followed, shot down an enemy plane. On October 14, 1918, while on a raid over Pittham, Belgium, Lieutenant Talbot and one other plane became detached from the formation on account of engine trouble and were attacked by 12 enemy scouts. During the severe fight that followed his plane shot down one of the enemy scouts. His observer was shot through the elbow and his gun jammed. He cleared the jam with one hand while Lieutenant Talbot maneuvered to gain time, and then returned to the fight. The observer fought until shot twice in the stomach and once in the hip. When he collapsed, Lieutenant Talbot attacked the nearest enemy scout with his front guns and shot him down. With his observer unconscious and his motor failing he dived to escape the balance of the enemy and crossed the German trenches at an altitude of 50 feet, landing at the nearest hospital and left his observer and returned to his aerodrome. For this feat Lieutenant Talbot was awarded the Navy medal of honor. On October 25, 1918, while attached to the Ninth Squadron Day Wing, northern bombing group, and while flying a DH-4 bombing plane, the machine struck a hump, capsized and caught fire, and Lieutenant Talbot, being wedged in and impossible to move, was burned to death.

Destroyer No. 391 (also 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. 392 (also Destroyer No. 36)—**PATTERSON**—named in memory of Commodore Daniel Todd Patterson, U. S. Navy. He entered the Navy in 1800; was captured on U. S. frigate *Philadelphia* 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. 393 (also 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."

SUBMARINES

Submarine No. 1—**HOLLAND**—named for John P. Holland, the inventor—the first vessel so called. See Submarine Tender No. 3.

Submarine No. 2—**PLUNGER**—second vessel so called. See Submarine No. 179.

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 foundered off Charleston, S. C., in 1843. The second was a side-wheel steamer of 230 tons. She was purchased July 22, 1863, and was sold on September 1, 1868. She was originally named *Jon*.

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 *Ilero* and was changed to *MOCCASIN* on July 25, 1864.

Submarine No. 6—**PIKE**—first vessel so called. See Submarine No. 173.

Submarine No. 7—**PORPOISE**—third vessel so called. See Submarine No. 172.

Submarine No. 8—**SHARK**—third vessel so called. See Submarine No. 174.

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**. See Submarine No. 171.

Submarine No. 12—**TARRANTULA**—the first vessel so called. Renamed *B-3*.

Submarine No. 13—**STINGRAY**—the first vessel so called. Renamed *C-2*.

Submarine No. 14—**TARPON**—first vessel so called. Renamed *C-3*. See Submarine No. 175.

Submarine No. 15—**BONITA**. See Submarine No. 165.

Submarine No. 16—**SNAPPER**—the first vessel so called. Renamed *C-5*.

Submarine No. 17—**NARWHAL**. See Submarine No. 167.

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**. See submarine No. 163.

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—**SKIPJACK**—the first vessel so called. Renamed *E-1*.

Submarine No. 25—*STURGEON*—the first vessel so called. Renamed *E-2*.
 Submarine No. 26—*THRASHER*—the first vessel so called. Renamed *G-4*.
 Submarine No. 27—*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*—See Submarine No. 168.
 Submarine No. 30—*GARFISH*—the first vessel so called. Renamed *H-5*.
 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—*CACHALOT*—see Submarine No. 170.
 Submarine No. 34—*ORCA*—the first vessel so called. Renamed *K-3*.
 Submarine No. 35—*WALRUS*—the first vessel so called. Renamed *K-4*.
 Submarine No. 163—*BARRACUDA*—second vessel so called; formerly the *V-1*.
 The first *BARRACUDA* was Submarine No. 21 which was renamed *F-2*.
 Submarine No. 164—*BASS*—first vessel so called; formerly *V-2*.
 Submarine No. 165—*BONITA*—third vessel so called; formerly the *V-3*. The first *BONITA* was a vessel of 76 tons, carrying one gun. She was purchased in 1846 and sold in 1849. The second was Submarine No. 15 which was renamed *C-4*.
 Submarine No. 166—*ARGONAUT*—first vessel so called; formerly the *V-4*.
 Submarine No. 167—*NARWHAL*—second vessel so called; formerly the *V-5*. The first *NARWHAL* was Submarine No. 17 which was renamed *D-1*.
 Submarine No. 168—*NAUTILUS*—third vessel so called; formerly the *V-6*.
 The first *NAUTILUS* was a vessel of 185 tons, carrying 12 guns. She was purchased in 1803 and captured off New York in 1812.
 The second was Submarine No. 29 which was renamed *H-2*.
 Submarine No. 169—*DOLPHIN*—fifth vessel so called; formerly the *V-7*.
 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. The fourth was a gunboat of 1,485 tons displacement which was built in 1883 and sold in 1922.
 Submarine No. 170—*CACHALOT*—second vessel so called; formerly the *V-8*.
 The first *CACHALOT* was Submarine No. 33 which was renamed *K-2*.
 Submarine No. 171—*CUTTLEFISH*—second vessel so called; formerly the *V-9*. First *CUTTLEFISH* was the Submarine No. 11 which was renamed *B-2*.
 Submarine No. 172—*PORPOISE*—fourth vessel so called.
 The first *PORPOISE* was a schooner of 198 tons and 12 guns, built at Portsmouth, N. H., in 1820; cruised in the West Indies for the suppression of piracy, 1821–1823, capturing six piratical vessels on January 7, 1822; lost on a reef off Point Lizardo, at the entrance to the harbor of Vera Cruz, in the fall of 1833, all hands saved.
 The second *PORPOISE* was a brig of 224 tons and 10 guns, built at Boston, Mass., in 1836; served in the Wilkes Exploring Expedition, 1838–1842; North Pacific Expedition, 1853–1854; parted company with the U. S. S. *Vincennes*, flagship of the expedition, September 21, 1854, between Formosa and China, and was never heard from again; believed to have been lost in a heavy typhoon which occurred about a month after the separation.
 The third *PORPOISE* was Submarine No. 7, built by Lewis Nixon, Elizabethport, N. J., 1900–1903. First commissioned September 19, 1903. Served at the torpedo station, Newport, R. I.; First Submarine Flotilla; special service; naval station, Cavite, P. I.; Asiatic Torpedo Fleet. Name changed to *A-6*, November 17, 1911. She was stricken from the U. S. Navy Register, January 16, 1922, and used as a target.
 Submarine No. 173—*PIKE*—second vessel so called.
 The first *PIKE* was Submarine No. 6, built at the Union Iron Works, San Francisco, Calif., 1900–1903. First commissioned May 28, 1903; attached to navy yard, Mare Island, Calif., 1903–1909; Pacific Torpedo Fleet, 1900–1911. Name changed to *A-5* November 11, 1911. She was stricken from the U. S. Navy Register January 16, 1922, and used as a target.
 Submarine No. 174—*SHARK*—fourth vessel so called.
 The first *SHARK* was a schooner of 177 tons and 12 guns, built at Washington, D. C., in 1821; cruised in the West Indies for the suppression of piracy, 1822–1824, capturing five piratical vessels and assisting in the capture of a sixth; was the first United States war vessel to pass through the Straits of Magellan from east to west, in December 1839; lost in the Columbia River, Oreg., September 10, 1846, all hands saved.
 The second *SHARK* was a schooner of 87 tons, captured by the U. S. S. *South Carolina*, Gulf Blockading Squadron, off Galveston, Tex., July 4, 1861. Armed with a howitzer for temporary use of squadron. Labeled at New York August 24, 1861, and sold to private purchaser November 5, 1861. Chartered by Navy Department (date not available); purchased for the South Atlantic Blockading Squadron September 17, 1863, after being used in the squadron as a chartered vessel; name changed to *George W. Rodgers* in September 1864, in honor of Commander George W. Rodgers, U. S. N., who was killed in an attack on Fort Sumter, August 17, 1863. Sold at auction at Boston, Mass., September 8, 1865.
 The third *SHARK* was submarine No. 8, built by Lewis Nixon, Elizabethport, N. J., 1900–1903. First commissioned September 19, 1903. Served at the torpedo station, Newport, R. I.; First Submarine Flotilla; naval station, Cavite, P. I.; Asiatic Torpedo Fleet. Name changed to *A-7*, November 17, 1911. She was stricken from the U. S. Navy Register, January 16, 1922, and used as a target.
 Submarine No. 175—*TARPOX*—second vessel so called.
 The first *TARPOX* was submarine No. 11, built by the Fore River Shipbuilding Co., 1908–9. First commissioned, September 13, 1910. Attached to Atlantic Torpedo Fleet. Name changed to *C-3*, November 17, 1911. Sold April 12, 1920.
 Submarine 176—*PERCH*—first vessel so called.
 Submarine 177—*PICKEREL*—first vessel so called.
 Submarine 178—*PERMIT* (EX-PINNA)—first vessel so called.
 Submarine 179—*PLUNGER*—third vessel so called. The first was authorized by act of March 3, 1893. Contract signed March 13, 1895, with the John P. Holland Torpedo Boat Co., builder, Columbia Iron Works, Baltimore, Md. She was launched August 7, 1897, but was never finished, the contract being canceled in April 1900.
 The second was submarine No. 2. Authorized by acts of Congress dated June 10, 1896, and March 3, 1899. Built under contract with J. P. Holland Torpedo Boat Co., New York, by the Crescent Shipyard, Elizabeth Port, N. J. Name was changed to *A-1*, November 17, 1911. Stricken from the Navy Register February 24, 1913, and sold January 26, 1922.
 Submarine 180—*POLLACK*—first vessel so called.
 Submarine 181—*POMPANO*—second vessel so called. The first *POMPANO* was a motor boat of 15 tons which was operated under charter during the World War. Was placed in commission September 15, 1917, and returned to her owner January 31, 1919.
 NOTE.—With the exception of submarine No. 52, the 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, submarines Nos. 36 to 162, inclusive, are lettered and numbered.

GUNBOATS

- Gunboat No. 1—YORKTOWN—the second vessel so called. See aircraft carrier No. 5.
 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, No. 10.
 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. See light cruiser No. 43.
 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 screw steam war vessel 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. See river gunboat (PR1).
 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. See river gunboat (PR2).
 Gunboat No. 21—ASHEVILLE—named for the city of Asheville, N. C.—the first vessel so called.
 Gunboat No. 22—TULSA—the first vessel so called.
 Gunboat No. 23—NANTUCKET (*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 in New York in 1836.
 Gunboat No. 25.
 Gunboat No. 26.
 Gunboat No. 27—MARBLEHEAD. See light cruiser No. 12.
 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.
 Gunboat No. 30—CHATTANOOGA—named for the city of 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—see heavy cruiser No. 32.
 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—QUINOS—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.
 Gunboat No. 43—GUAM—see river gunboat (PR3).
 Gunboat No. 44—TUTUILA—see river gunboat (PR4).
 Gunboat No. 45—PANAY—see river gunboat (PR5).
 Gunboat No. 46—OAHU—see river gunboat (PR6).
 Gunboat No. 47—LUZON—see river gunboat (PR7).
 Gunboat No. 48—MINDANAO—see river gunboat (PR8).
 Gunboat No. 49—FULTON—formerly submarine tender No. 1—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 (150 miles in 33 hours) in August of the same year. Fulton built the first war steamer, FULTON THE FIRST or DEMOLOGOS.
 Gunboat No. 50—ERIE—named after the City of Erie, Pennsylvania—third vessel so called.

The first **ERIE** was an 18-gun sloop of war of 509 tons, built at Baltimore in 1813 and rebuilt at New York in 1820. She was assigned to the Mediterranean station, to 1826; to the West Indies from 1827 to 1832; to the Brazil station 1835 to 1837. Her last cruise was in the West Indies from 1838 to 1839. Her service was on the whole routine. During most of the period of her active service, the United States ships of War cruised on the various stations with the object of protecting United States citizens and their property from piratical depredations, relieving merchantmen in distress, running down slave traders, and generally sustaining with credit our national character throughout the world. One of the principal duties of our ships was protecting the whale fisheries, involving, about 1840, not less than forty millions of dollars, the greater part being American. The **ERIE** was broken up at Boston in 1841.

The second **ERIE** built at Boston in 1842 was a storeship of 611 tons, carrying 4 guns. Her service was with the Brazil Squadron 1843-44; with the Pacific Squadron 1844-48, during which period she also served the African Squadron, the Mediterranean Squadron, and the Pacific Squadron. She brought home the remains of Commodore Alexander J. Dallas October, 1847. He died on the U. S. S. *Savannah*, in the harbor of Callao, Peru, and was buried on shore June 3, 1844. Over 3 years afterward Lieut. J. M. Watson commanding the **ERIE** was ordered to touch at Callao and take aboard the remains of this famous officer, bringing them to California with appropriate ceremony. Her next service was with the Mediterranean Squadron, returning on September 11, 1850, with a Turkish officer of high rank who was to visit the United States. The vessel was condemned and sold in 1850.

Gunboat No. 51—**CHARLESTON**—named after the City of Charleston, S. C.—third vessel so called.

The first **CHARLESTON** was an unarmored protected cruiser of 3,730 tons and 8 guns built at the Union Iron Works, San Francisco, Calif.; length between perpendiculars 300 feet; beam 46 feet; mean draft, 18½ feet; keel laid January 20, 1887; launched July 19, 1888; first commissioned December 26, 1889 at navy yard, Mare Island. In 1890 she was flagship of Pacific Squadron; in 1891, flagship, Asiatic Squadron; 1892-96 she was attached to Pacific and North Atlantic Squadrons and on Asiatic Station. Placed out of commission at navy yard, Mare Island, Calif., July 27, 1896. Recommissioned May 5, 1898. Took over the Island of Guam June 21, 1898. At Cavite, P. I., June 30, 1898. On blockade of Manila Bay. Assisted in capture of Manila August 13, 1898. In 1899 cruising, Philippine Islands. Wrecked on a coral reef near Camiguin Island November 2, 1899.

The second **CHARLESTON** was a cruiser of 9,700 tons, normal displacement, length overall of 426 feet 6 inches, and 22 guns, built at Newport News, Va. Keel laid January 30, 1902; launched January 23, 1904; first commissioned October 17, 1905. From July 1906 to September 1910 she was cruising on Atlantic and Pacific coasts; 1912 to 1916 she was a part of the Pacific Reserve Fleet with additional duty as receiving ship at Puget Sound, Wash.; in 1916 in Canal Zone as station ship and submarine tender. From April 28 to June 1917 she was on duty with Patrol Force Atlantic Fleet. Employed during most of the remaining portion of the World War as an escort to convoys out of New York, and Hampton Roads. Between trips she trained armed guard men at Hampton Roads. At the conclusion of World War the vessel was assigned to the Cruiser and Transport Force for the return of troops from France and, in five round trips in the service, carried 7,704 passengers. In July 1919 she went to the Pacific coast where she was placed in reduced commission. Placed out of commission December 4, 1923, and sold February 11, 1930.

RIVER GUNBOATS

River gunboat No. 1—**PALOS**—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.

River gunboat No. 2—**MONOCACY**—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.

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 islands 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—**MATFLOWER**—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, 1869, she was named *Oseola*.

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' 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 1856 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—*DOBBIN*—named in memory of the late Hon. James Cochrane Dobbin, who was Secretary of the Navy from 1853 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-*Nichteray*)—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*—See Gunboat No. 49, *FULTON*.
 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 astute 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 *Cerebus*, anchored off New London, in 1777.
 Submarine Tender No. 3—*HOLLAND*—named in memory of John Philip Holland, inventor; born at Lisconnor, County Clare, Ireland, in 1812; 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 *Holt* 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. See light cruiser No. 42.
 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.

HEAVIER-THAN-AIR AIRCRAFT TENDERS

Heavier-than-air 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 brothers 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.

Heavier-than-air Aircraft Tender No. 2—**JASON**—formerly collier No. 12—named 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 16, 1904.

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 so called.

Repair Ship No. 3—**PROMETHEUS**—from the Greek mythology (a Titan)—the second vessel so called.

The first was a brig of 200 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 *Lanley*.

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 1893 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**—see Heavier-than-air aircraft tender No. 2.

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, 1865.
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, 1899.
- 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.
- 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—RAMAPO—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—SEPLUGA—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 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. See heavy cruiser No. 30.
- Cargo Ship No. 2—KITTEBY—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. The second vessel so called. See heavy cruiser No. 24.
- Cargo Ship No. 8—ASTORIA—the first vessel so called. See heavy cruiser No. 34.
- 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. See heavy cruiser No. 39.
- Cargo Ship No. 11—BARNES, ROBERT L. Taken over during the war, 1918. See oiler No. 14.
- 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 *Jara* December 29, 1812, and with the *Cyane* and *L'orient* 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 store-ship. 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 *Harana* 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. Renamed *Empire State*. Loaned to the State of New York and designation changed to "Unclassified" July 1931.

Auxiliary No. 12—**GOLD STAR**—the first vessel so called. Transferred from the Shipping Board November 8, 1921.

Auxiliary No. 13—**PENSACOLA**. See Heavy Cruiser **PENSACOLA**.

Auxiliary No. 14—**ABARENDA**—the first vessel so called. Purchased by the Government in 1898.

Auxiliary No. 15—**AJAX**—the first vessel so called. Built in 1890 and originally named *Scindia*. She was purchased by the Government in 1898.

Auxiliary No. 16—**UTAH**—former battleship; see battleship No. 31.

Auxiliary No. 17—**WYOMING**—former battleship; see battleship No. 32.

Auxiliary No. 18—**STODDARD**—former destroyer; see destroyer No. 302.

Auxiliary No. 19—**BOGGS**—former destroyer; see destroyer No. 136.

Auxiliary No. 20—**KILTY**—former destroyer; see destroyer No. 137.

Auxiliary No. 21—**LAMBERTON**—former destroyer; see destroyer No. 119.

Auxiliary No. 22—**RADFORD**—former destroyer; see destroyer No. 120.

Auxiliary No. 23—**SEQUOIA**—first vessel of U. S. Navy so called. Taken over from Department of Commerce in 1933.

Auxiliary No. 24—**SEMMES**—former destroyer; see destroyer No. 189.

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	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	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	2	7,500	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	1	1,175	1	1,175
Training ships, steel.....	2	3,600	2	3,600	2	3,600	2	3,600	2	3,600	2	3,600
Training brigatine.....	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	1	31
Submarine torpedo boats.....	8	935	8	935	12	1,719	12	1,719	18	3,485	18	3,746
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	2	807	4	4,702	5	6,771
Mine-laying ship.....	1	4,083	1	4,083	1	4,083	1	4,083	1	4,083	1	4,083
Repair ship.....	1	3,380	1	3,380	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	55,360	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	202,795

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 1916 ¹

Fit for Service, Including Those Under Repair

Type	1912		1913		1914		1915		1916	
	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>
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.....	10½	140,080	10½	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
Battleships, single caliber.....	14	Tons 339,450	16	Tons 403,450	17	Tons 435,450	9	Tons 291,000	7	Tons 227,000	10	Tons 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	265	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	220,883	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 ⁴	5	57,295	5	57,295	3	19,615						
Supply ships.....	5	33,900	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, nonfighting 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 3-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	Tons 435,750	16	Tons 435,750	11	Tons 421,900	11	Tons 421,900	27	Tons 857,650	27	Tons 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	16,409	---	---	---	---	48	17,202	46	16,409
Fleet submarines, 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	8	87,040	5	55,440	54	391,485	54	394,713
Fuel ships.....	22	288,306	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	2,968,120

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. Submarines 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 construction		Authorized but not yet placed		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
<i>Battleships</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
Battleships, 1st line	18	500,650	9	357,000			27	857,650
Battleships, 2d line	14	215,240					14	215,240
Subtotal	32	715,890	9	357,000			41	1,072,890
<i>Cruisers</i>								
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
<i>Destroyers</i>								
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
<i>Submarines</i>								
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
<i>Patrol vessels</i>								
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
<i>Auxiliaries</i>								
Destroyer tenders	8	87,320	2	21,200			10	108,520
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	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	134,211					40	134,211
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	Tons 509,650	9	Tons 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 STURGEON 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
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
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 tender.....	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, 962
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 construction		Authorized but no money appropriated		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
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 carrier, 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 tender.....	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.....	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. 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, 1926

Type	Fit for service, including those under repair		Under construction		Authorized but no money appropriated		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons
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 carrier, 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	282	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 tender	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 construction		Authorized but no money appropriated		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
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 carrier, 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 tender.....	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 350); 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
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
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 submarine (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	1,343,404	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 tender.....	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.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1929

Type	Fit for service, including those under repair		Under construction		Authorized but no money appropriated		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons
Battleships, first line.....	18	525, 850					18	525, 850
Cruisers, second line.....	11	139, 450					11	139, 450
Light cruisers, first line.....	10	70, 500	8	80, 000	15	(¹)	33	150, 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	80, 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	5, 520	3		5	5, 520
Subtotal.....	122	87, 465	2	5, 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	85, 520	32		644	1, 466, 684
Destroyer tenders.....	8	82, 700					8	82, 700
Submarine tenders.....	8	59, 520					8	59, 520
Aircraft tender.....	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	85, 520	33		776	2, 384, 027

¹ Funds for constructing 5 of these vessels not yet appropriated.² Standard displacement.³ Funds for construction not yet appropriated.

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.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JUNE 30, 1930

Type	Fit for service including those under repair		Under construction		Authorized but not yet placed		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons
Battleships, first line.....	18	525,850					18	525,850
Cruisers, second line.....	5	65,330					5	65,330
Light cruisers, first line.....	15	¹ 120,500	8	¹ 80,000	10	(²)	33	¹ 200,500
Light cruisers, second line.....	3	12,265					3	12,265
Aircraft carriers, first line.....	3	78,700			1		4	78,700
Aircraft carriers, second line.....								
Subtotal (cruiser type).....	26	276,795	8	¹ 80,000	11		45	356,795
Destroyers, first line.....	255	304,895			12	(²)	267	304,895
Destroyers, second line.....	13	11,094					13	11,094
Subtotal (destroyer type).....	268	315,989			12		280	315,989
Mine layers, second line.....	4	18,396					4	18,396
Light mine layers.....	16	19,100					16	19,100
Mine sweepers.....	37	35,150					37	35,150
Subtotal (mine vessel type).....	57	72,646					57	72,646
Submarines, first line.....	85	61,531			1	(²)	86	61,531
Submarines, second line.....	17	6,696					17	6,696
Fleet submarines, first line.....	6	9,675					6	9,675
Fleet submarine, mine-laying type.....	1	¹ 2,680					1	¹ 2,680
Fleet submarines, cruiser type.....	1	¹ 2,760	2	¹ 4,320	2	(²)	5	¹ 7,080
Subtotal submarines.....	110	83,342	2	¹ 4,320	3		115	87,662
Eagles.....	31	15,500					31	15,500
Submarine chasers.....	26	2,002					26	2,002
Gunboats.....	4	5,967					4	5,967
River gunboats.....	8	2,850					8	2,850
Converted yachts.....	3	4,803					3	4,803
Subtotal, patrol vessels.....	72	31,122					72	31,122
Total fighting ships.....	551	1,305,744	10	¹ 84,320	26		587	1,390,064
Destroyer tenders.....	8	82,700					8	82,700
Submarine tenders.....	8	59,520					8	59,520
Aircraft tenders.....	2	30,750					2	30,750
Repair ships.....	3	26,820					3	26,820
Store ships.....	5	60,560					5	60,560
Colliers.....	4	76,890					4	76,890
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
Submarine rescue vessels.....	6	5,700					6	5,700
Miscellaneous (auxiliaries).....	4	37,000					4	37,000
Total, auxiliaries.....	107	813,484			1		108	813,484
Unclassified.....	27	109,389					27	109,389
Total, all types.....	685	2,228,617	10	¹ 84,320	27		722	2,312,937

¹ Standard displacements.² Designs not approved for 5, and designs not approved and no fund appropriated for 5.³ Designs not approved and no funds appropriated.⁴ Designs not approved.

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 designs are not yet approved.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1931

Type	Completed and fit for service, including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
Battleships, not "over-age".....	15	Tons 455,400		Tons		Tons		Tons	15	Tons 455,400
Battleships, "over-age".....										
Subtotal (battleships).....	15	455,400							15	455,900
Heavy cruisers, not "over-age".....	8	72,900	7	70,000			3		18	142,900
Heavy cruisers, "over-age".....	2	20,200						2	2	20,200
Light cruisers, not "over-age".....	10	70,500					5		15	70,500
Light cruisers, "over-age".....										
Subtotal (cruisers).....	20	163,600	7	70,000			8		35	233,600
Aircraft carriers, not "over-age".....	3	177,500	1	13,800					4	91,300
Aircraft carriers, "over-age".....										
Subtotal (aircraft carriers).....	3	77,500	1	13,800					4	91,300
Destroyers, not "over-age".....	101	117,880			5		7		113	117,880
Destroyers, "over-age".....	124	122,340							124	122,340
Subtotal (destroyers).....	225	240,220			5		7		237	240,220
Submarines, not "over-age".....	77	62,100	3	3,800			1		81	65,900
Submarines, "over-age".....	3	1,440							3	1,440
Submarines, mine-laying, not "over-age".....	1	2,710							1	2,710
Submarines, mine-laying, "over-age".....										
Subtotal (submarines).....	81	66,250	3	3,800			1		85	70,050
Mine layers, "over-age".....	4	16,050							4	16,050
Light mine layers, not "over-age".....	1	1,160							1	1,160
Light mine layers, "over-age".....	13	15,080							13	15,080
Mine sweepers.....	37	31,080							37	31,080
Subtotal (mine vessels).....	55	63,370							55	63,370
Eagles.....	25	10,750							25	10,750
Submarine chasers.....	24	1,800							24	1,800
Gunboats.....	5	6,120							5	6,120
River gunboats.....	8	3,120							8	3,120
Converted yachts.....	3	3,460							3	3,460
Subtotal (patrol vessels).....	65	25,250							65	25,250
Total, combatant vessels.....	464	1,091,590	11	87,600	5		16		496	1,179,190
Destroyer tenders.....	8	82,700							8	82,700
Submarine tenders.....	7	58,070							7	58,070
Aircraft tenders.....	2	30,750							2	30,750
Repair ships.....	3	26,820							3	26,820
Store ships.....	5	60,560							5	60,560
Colliers.....	4	76,890							4	76,890
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	20,700
Hospital ships.....	2	19,250							2	19,250
Ocean-going tugs.....	34	30,590							34	30,590
Submarine rescue vessels.....	6	7,290							6	7,290
Miscellaneous auxiliaries.....	6	74,740							6	74,740
Total, auxiliaries.....	106	844,590					1		107	844,590
Unclassified.....	28	115,479							28	115,479
Total, all types.....	598	2,051,659	11	87,600	5		17		631	2,139,259

¹ Does not include weight allowance under Ch. II; pt. 3, sec. 1, art. (d) of Washington treaty for providing means, against air and submarine attack.

² In addition there are 5 destroyers, not over-age, with 5,950 tons standard displacement, and 11 destroyers over-age, with 9,760 tons standard displacement, operated by U. S. Coast Guard.

³ Includes S-4, which is in commission as a special experimental vessel without propulsive machinery; would require extensive work before being available for service.

NOTE.—The displacements given do not include the displacement of vessels authorized but for which designs are not yet approved or funds not appropriated. Displacements of combatant vessels given as standard displacement; all other vessels load displacement.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1932

Type	Completed and fit for service, including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for		Total	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons		Tons
Battleships not "over-age"	15	455,400							15	455,400
Battleships, "over-age"										
Subtotal (battleships)	15	455,400							15	455,400
Heavy cruisers, not "over-age"	8	72,900	7	70,000	1	(1)	2		18	142,900
Heavy cruisers, "over-age"	1	7,350							1	7,350
Light cruisers, not "over-age"	10	70,500					5		15	70,500
Light cruisers, "over-age"										
Subtotal (cruisers)	19	150,750	7	70,000	1		7		34	220,750
Aircraft carriers, not "over-age"	3	77,500	1	13,800					4	91,300
Aircraft carriers, "over-age"										
Subtotal (aircraft carriers)	3	77,500	1	13,800					4	91,300
Destroyers, not "over-age"	38	45,120	5	7,500			7		50	52,620
Destroyers, "over-age"	184	191,060							184	191,060
Subtotal (destroyers)	222	236,180	5	7,500			7		234	243,680
Submarines, not "over-age"	58	53,080	2	2,260			1		61	55,340
Submarines, "over-age"	23	12,000							23	12,000
Submarines, mine-laying, not "over-age"	1	2,710							1	2,710
Submarines, mine-laying, "over-age"										
Subtotal (submarines)	82	67,790	2	2,260			1		85	70,050
Mine layers	4	16,050							4	16,050
Light mine layers, not "over-age"										
Light mine layers, "over-age"	12	13,920							12	13,920
Mine sweepers	37	31,080							37	31,080
Subtotal (mine vessels)	53	61,050							53	61,050
Eagles	25	10,750							25	10,750
Submarine chasers	24	1,800							24	1,800
Gunboats	4	4,840							4	4,840
River gunboats	8	3,120							8	3,120
Converted yachts	2	1,620							2	1,620
Subtotal (patrol vessels)	63	22,130							63	22,130
Total, combatant vessels	457	1,070,800	15	93,560	1		15		488	1,164,360
Destroyer tenders	8	82,700							8	82,700
Submarine tenders	7	58,070							7	58,070
Aircraft tenders	2	30,750							2	30,750
Repair ships	3	26,820							3	26,820
Store ships	5	60,560							5	60,560
Colliers	3	57,640							3	57,640
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	20,700
Hospital ships	2	19,250							2	19,250
Ocean-going tugs	34	30,590							34	30,590
Submarine rescue vessels	6	7,290							6	7,290
Miscellaneous auxiliaries	7	75,700							7	75,700
Total, auxiliaries	106	826,300					1		107	826,300
Unclassified	27	114,469							27	114,469
Total, all types	590	2,011,569	15	93,560	1		16		622	2,105,129

¹ Cannot be undertaken until Jan. 1, 1933, in accordance with London treaty.

² Does not include weight allowance under Ch. II, pt. 3, sec. 1, art. (d) of Washington treaty for providing means against air and submarine attack.

³ In addition there are 1 destroyer, not "over-age", with 1,190-ton standard displacement, and 14 destroyers, "over-age", with 14,030-ton standard displacement, operated by U. S. Coast Guard.

⁴ Includes S-4, which is in commission as a special experimental vessel without propulsive machinery, would require extensive work before being available for service.

NOTE.—The displacements given do not include the displacement of vessels authorized but which are not yet under construction. Displacements of combatant vessels given as standard displacement; all other vessels load displacement.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1933

Type	Completed and fit for service including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for		Total	
	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement
Battleships, not "over-age"	14	Tons 429,300		Tons		Tons		Tons	14	Tons 429,300
Battleships, "over-age"	1	26,100							1	26,100
Subtotal (battleships)	15	455,400							15	455,400
Heavy cruisers, not "over-age"	10	92,650	6	60,000	1	(1)	1		18	152,650
Heavy cruisers, "over-age"	1	7,350							1	7,350
Light cruisers, not "over-age"	10	70,500			4		5		19	70,500
Light cruisers, "over-age"										
Subtotal (cruisers)	21	170,500	6	60,000	5		6		38	230,500
Aircraft carriers, not "over-age"	2	66,000	1	13,800	2				5	79,800
Aircraft carriers, "over-age"	1	11,500							1	11,500
Subtotal (aircraft carriers)	3	77,500	1	13,800	2				6	91,300
Destroyers, not "over-age"	4	4,760	8	12,000	24				36	16,760
Destroyers, "over-age"	225	237,670							225	237,670
Subtotal (destroyers)	229	242,430	8	12,000	24				261	254,430
Submarines, not "over-age"	48	46,990	2	2,260	4		1		55	49,250
Submarines, "over-age"	33	18,090							33	18,090
Submarines, mine laying, not "over-age"	1	2,710							1	2,710
Submarines, mine laying, "over-age"										
Subtotal (submarines)	82	67,790	2	2,260	4		1		89	70,050
Mine layers	4	16,050							4	16,050
Light mine layers, not not "over-age"										
Light mine layers, "over-age"	12	13,920							12	13,920
Mine sweepers	37	31,080							37	31,080
Subtotal (mine vessels)	53	61,050							53	61,050
Eagles	25	10,750							25	10,750
Submarine chasers	24	1,800							24	1,800
Gunboats	4	4,840			2				6	4,840
River gunboats	8	3,120							8	3,120
Converted yachts	2	1,620							2	1,620
Subtotal (patrol vessels)	63	22,130			2				65	22,130
Total, combatant vessels	466	1,096,800	17	88,060	37		7		527	1,184,860

¹ Cannot be laid down until Jan. 1, 1934, in accordance with London treaty.

² 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.

³ In addition there are 8 destroyers, "over-age", with 8,970 tons, standard displacement operated by U. S. Coast Guard.

⁴ Includes S-4 which is equipped as a special experimental vessel without propulsive machinery. Would require extensive work before being available for service.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1933—Continued

Type	Completed and fit for service including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for		Total	
	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement
		Tons		Tons		Tons		Tons		Tons
Destroyer tenders	8	82,700							8	82,700
Submarine tenders	7	58,070							7	58,070
Aircraft tenders	2	30,750							2	30,750
Repair ships	3	26,820							3	26,820
Store ships	5	60,560							5	60,560
Coasters	3	57,640							3	57,640
Oilers	19	275,350							19	275,350
Ammunition ships	2	21,200							2	21,200
Cargo ships	5	56,350							5	56,350
Transports	2	20,700					1		3	20,700
Hospital ships	2	19,250							2	19,250
Ocean going tugs	34	30,590							34	30,590
Submarine rescue vessels	6	7,290							6	7,290
Miscellaneous (auxiliaries)	8	75,790							8	75,790
Total auxiliaries	106	823,060					1		107	823,060
Unclassified	27	114,469							27	114,469
Total, all types	599	2,034,329	17	88,060	37		8		661	2,122,389

NOTE.—The displacements given do not include the displacement of vessels authorized but which are not yet under construction. Displacements of combatant vessels given as standard displacement, all other vessels load displacement.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1934

Type	Completed and fit for service including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for ¹		Total	
	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement
		Tons		Tons		Tons		Tons		Tons
Battleships, not "over-age"	12	375,300							12	375,300
Battleships, "over-age"	3	80,100							3	80,100
Subtotal (battleships)	15	455,400							15	455,400
Heavy cruisers, not "over-age"	14	132,450	3	30,000	1	(4)			18	162,450
Heavy cruisers, "over-age"	1	7,350							1	7,350
Light cruisers, not "over-age"	10	70,500	4	40,000	3		2		19	110,500
Light cruisers, "over-age"										
Subtotal (cruisers)	25	210,300	7	70,000	4		2		38	280,300
Aircraft carriers, not "over-age"	3	80,500	2	40,000					5	120,500
Aircraft carriers, "over-age"	1	11,500							1	11,500
Subtotal (aircraft carriers)	4	92,000	2	40,000					6	132,000
Destroyers, not "over-age"	4	4,935	31	49,300					35	54,235
Destroyers, "over-age"	227	243,280							227	243,280
Subtotal (destroyers)	231	248,215	31	49,300					262	297,515

¹ Does not include new construction authorized by act of Mar. 27, 1934.

² Cannot be laid down until Jan. 1, 1935 in accordance with London treaty.

³ 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.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1934—Continued

Type	Completed and fit for service including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for ¹		Total	
	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement	No.	Displacement
Submarines, not "over-age"	42	Tons 42,890	4	Tons 5,220		Tons		Tons	46	Tons 48,110
Submarines, "over-age"	41	24,420							41	24,420
Submarines, mine laying, not "over-age"	1	2,710							1	2,710
Submarines, mine laying, "over-age"										
Subtotal (submarines)	84	70,020	4	5,220					88	75,240
Mine layers	4	16,050							4	16,050
Light mine layers, not "over-age"										
Light mine layers, "over-age"	12	13,920							12	13,920
Mine sweepers	37	31,080							37	31,080
Subtotal (mine vessels)	53	61,050							53	61,050
Eagles	24	10,320							24	10,320
Submarine chasers	23	1,725							23	1,725
Gunboats	4	4,840	2	4,000					6	8,840
River gunboats	8	3,120							8	3,120
Converted yachts	2	1,620							2	1,620
Subtotal (patrol vessels)	61	21,625	2	4,000					63	25,625
Total, combatant vessels	473	1,158,610	46	168,520	4		2		525	1,327,130
Destroyer tenders	8	82,700							8	82,700
Submarine tenders	6	49,500							6	49,500
Aircraft tenders	2	30,750							2	30,750
Repair ships	3	26,820							3	26,820
Store ships	4	46,300							4	46,300
Colliers	3	57,640							3	57,640
Oilers	18	269,500							18	269,500
Ammunition ships	2	21,200							2	21,200
Cargo ships	5	56,350							5	56,350
Transports	2	20,700					1		3	20,700
Hospital ships	2	19,250							2	19,250
Ocean going tugs	32	28,590							32	28,590
Submarine rescue vessels	6	7,290							6	7,290
Miscellaneous auxiliaries	8	75,790							8	75,790
Total, auxiliaries ²	101	792,380					1		102	792,380
Unclassified	26	111,369							26	111,369
Total, all types	600	2,062,359	46	168,520	4		3		653	2,230,879

¹ Does not include new construction authorized by act of Mar. 27, 1934.² Includes S-4, which is equipped as a special experimental vessel without propulsive machinery. Would require extensive work before being available for service.³ Does not include floating drydock (ARD) type.

NOTE.—The displacements given do not include the displacement of vessels authorized but which are not yet under construction. Displacements of combatant vessels given as standard displacement, all other vessels load displacement.

SUMMARY OF VESSELS IN THE U. S. NAVY, JULY 1, 1935

Type	Completed and fit for service including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for ¹		Total	
	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>
Battleships, not "over-age".....	12	384, 200							12	384, 200
Battleships, "over-age".....	3	80, 100							3	80, 100
Subtotal (battleships).....	15	464, 300							15	464, 300
Heavy cruisers, not "over-age".....	15	142, 425	3	30, 000					18	172, 425
Heavy cruisers, "over-age".....	1	7, 350							1	7, 350
Light cruisers, not "over-age".....	10	70, 500	7	70, 000	2				19	140, 500
Light cruisers, "over-age".....										
Subtotal (cruisers).....	26	220, 275	10	100, 000	2				38	320, 275
Aircraft carriers, not "over-age".....	3	80, 500	2	39, 800	1				6	120, 300
Aircraft carriers, "over-age".....	1	11, 500							1	11, 500
Subtotal (aircraft carriers).....	4	92, 000	2	39, 800	1				7	131, 800
Destroyers, not "over-age".....	8	11, 285	38	60, 500	15				61	71, 785
Destroyers, "over-age".....	193	216, 110							193	216, 110
Subtotal (destroyers).....	201	227, 395	38	60, 500	15				254	287, 895
Submarines, not "over-age".....	42	42, 880	10	13, 200	6				58	56, 080
Submarines, "over-age".....	41	24, 420							41	24, 420
Submarines, mine laying, not "over-age".....	1	2, 710							1	2, 710
Submarines, mine laying, "over-age".....										
Subtotal (submarines).....	84	70, 020	10	13, 200	6				100	83, 220
Mine layers.....	4	16, 050							4	16, 050
Light mine layers, not "over-age".....										
Light mine layers, "over-age".....	12	13, 920							12	13, 920
Mine sweepers.....	37	31, 080							37	31, 080
Subtotal (mine vessels).....	53	61, 050							53	61, 050
Eagles.....	23	9, 890							23	9, 890
Submarine chasers.....	20	1, 500							20	1, 500
Gunboats.....	3	3, 680	2	4, 000					5	7, 680
River gunboats.....	8	3, 120							8	3, 120
Converted yachts.....	2	1, 620							2	1, 620
Subtotal (patrol vessels).....	56	19, 810	2	4, 000					58	23, 810
Total, combatant vessels.....	439	1, 154, 850	62	217, 500	24				525	1, 372, 350

¹ Does not include new construction authorized by act of Mar. 27, 1934.² Does not include weight allowance under Ch. II; pt. 3, sec. 1, art. (d) of Washington Treaty for providing means against air and submarine attack.³ Includes S-4 which is equipped as a special experimental vessel without propulsive machinery; would require extensive work before being available for service.

SUMMARY OF VESSELS IN THE U. S. NAVY, JULY 1, 1935—Contd.

Type	Completed and fit for service including those under repair		Under construction		Authorized and appropriated for		Authorized but not appropriated for ¹		Total	
	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>
Destroyer tenders.....	8	82,700							8	82,700
Submarine tenders.....	6	49,500							6	49,500
Aircraft tenders.....	2	23,970							2	23,970
Repair ships.....	3	26,820							3	26,820
Floating dry docks.....	1	2,315							1	2,315
Store ships.....	4	46,300							4	46,300
Colliers.....	3	57,640							3	57,640
Oilers.....	18	269,500							18	269,500
Ammunition ships.....	2	21,200							2	21,200
Cargo ships.....	5	56,350							5	56,350
Transports.....	2	20,700					1		3	20,700
Hospital ships.....	2	19,250							2	19,250
Ocean-going tugs.....	32	28,590							32	28,590
Submarine rescue vessels.....	6	7,290							6	7,290
Miscellaneous (auxiliaries).....	9	68,490							9	68,490
Total auxiliaries.....	103	780,615					1		104	780,615
Unclassified.....	26	111,369							26	111,369
Total all types.....	568	2,046,834	62	217,500	24		1		655	2,264,334

¹ Does not include new construction authorized by act of Mar. 27, 1934.

NOTE.—The displacements given do not include the displacement of vessels authorized but which are not yet under construction. Displacements of combatant vessels given as standard displacement, all other vessels load displacement.

VESSELS UNDER CONSTRUCTION, U. S. NAVY, JULY 1, 1935

No.	Name	Builder	Percentage of completion	
			Hull	Machinery
	<i>Aircraft carriers</i>			
CV5	Yorktown.....	Newport News Shipbuilding& Dry Dock Co....	48.0	46.1
CV6	Enterprise.....	do.....	43.7	39.5
	<i>Heavy cruisers</i>			
CA39	Quincy.....	Bethlehem Shipbuilding Corp., Fore River.....	83.6	82.2
CA44	Vincennes.....	do.....	61.9	56.6
CA45	Wichita.....	Philadelphia Navy Yard.....	4.2	1.5
	<i>Light cruisers</i>			
CL40	Brooklyn.....	New York Navy Yard.....	27.6	11.6
CL41	Philadelphia.....	Philadelphia Navy Yard.....	25.3	9.2
CL42	Savannah.....	New York Shipbuilding Corporation.....	26.1	31.3
CL43	Nashville.....	do.....	23.2	23.4
CL46	Phoenix.....	do.....	13.2	8.7
CL47	Boise.....	Newport News Shipbuilding & Dry Dock Co....	16.2	9.0
CL48	Honolulu.....	New York Navy Yard.....	8.7	5.1
	<i>Submarines</i>			
SS172	Porpoise.....	Portsmouth Nav Yard.....	82.0	75.5
SS173	Pike.....	do.....	67.0	64.3
SS174	Shark.....	Electric Boat Co.....	94.6	76.5
SS175	Tarpon.....	do.....	88.9	64.2
SS176	Perch.....	do.....	35.0	6.6
SS177	Pickrel.....	do.....	32.7	6.6
SS178	Permit (ex Pinna).....	do.....	28.3	6.6
SS179	Plunger.....	Portsmouth Navy Yard.....	5.7	.4
SS180	Pollack.....	do.....	5.3	.4
SS181	Pompano.....	Mare Island Navy Yard.....	3.9	.2

VESSELS UNDER CONSTRUCTION, U. S. NAVY, JULY 1, 1935—
Continued

No.	Name	Builder	Percentage of completion	
			Hull	Machin- ery
Destroyers				
DD353	Dale	New York Navy Yard	98.1	98.5
DD354	Monaghan	Boston Navy Yard	99.7	99.0
DD356	Porter	New York Shipbuilding Corporation	47.6	60.6
DD357	Selfridge	do	46.4	58.8
DD358	McDougal	do	44.4	57.3
DD359	Winslow	do	44.4	57.2
DD360	Phelps	Bethlehem Shipbuilding Corp., Fore River	66.1	72.1
DD361	Clark	do	59.3	66.2
DD362	Moffett	do	55.5	60.2
DD363	Balch	do	50.9	58.2
DD364	Mahan	United Dry Docks, Inc.	57.6	58.7
DD365	Cummings	do	55.8	56.8
DD366	Drayton	Bath Iron Works, Corporation	55.7	53.9
DD367	Lamson	do	51.7	48.1
DD368	Flusser	Federal Shipbuilding & Dry Dock Co.	58.3	59.6
DD369	Reid	do	55.7	52.1
DD370	Case	Boston Navy Yard	42.5	21.0
DD371	Conyngham	do	41.0	20.0
DD372	Cassin	Philadelphia Navy Yard	40.0	12.2
DD373	Shaw	do	40.0	12.2
DD374	Tucker	Norfolk Navy Yard	39.7	18.2
DD375	Downes	do	39.7	18.2
DD376	Cushing	Puget Sound Navy Yard	46.4	22.6
DD377	Perkins	do	41.3	22.6
DD378	Smith	Mare Island Navy Yard	38.5	17.2
DD379	Preston	do	35.1	16.4
DD380	Gridley	Bethlehem Shipbuilding Corp., Fore River	7.7	4.2
DD381	Somers	Federal Shipbuilding & Dry Dock Co.	8.9	5.4
DD382	Craven	Bethlehem Shipbuilding Corp., Fore River	7.9	4.1
DD383	Warrington	Federal Shipbuilding & Dry Dock Co.	8.6	5.8
DD384	Dunlap	United Shipbuilding & Dry Dock Corporation	23.3	18.7
DD385	Fanning	do	22.8	17.9
DD386	Bagley	Norfolk Navy Yard	6.7	7.6
DD387	Blue	do	5.1	7.6
DD388	Helm	do	5.1	7.6
DD389	Mugford	Boston Navy Yard	8.5	13.0
DD390	Ralph Talbot	do	8.5	12.0
DD391	Henley	Mare Island Navy Yard	5.5	8.8
DD392	Patterson	Puget Sound Navy Yard	3.7	8.8
DD393	Jarvis	do	3.7	8.8
Gunboats				
PG50	Erie	New York Navy Yard	50.0	18.1
PG51	Charleston	Charleston Navy Yard	50.1	21.9

In addition to above:

Authorized by act of Aug. 29, 1916: 1 transport no. 2—no funds for construction.

Authorized by act of Feb. 13, 1929: 2 cruisers—funds available for beginning construction in fiscal year 1935.

NOTE.—The Vinson bill (Public, No. 135, 73d Cong.) was approved Mar. 27, 1934. This bill authorizes construction and replacement of vessels within limits established by the Washington and London Treaties.

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER

[Destroyer's whose names appear in italics are now classed as light mine layers]

[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.

Armored cruisers—Con.

- (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*).

Heavy cruisers:

- (16) Chattanooga.
- (17) Galveston.
- (18) Tacoma.
- (19) Cleveland.
- (20) St. Louis.
- (21) Milwaukee (old).
- (22) Charleston.
- (23) Pensacola.
- (24) Salt Lake City.
- (25) Northampton.
- (26) Chester.
- (27) Louisville.
- (28) Chicago.
- (29) Houston.
- (30) Augusta.
- (31) New Orleans.
- (32) Portland.
- (33) Astoria.
- (34) Indianapolis.
- (35) Minneapolis.
- (36) Tuscaloosa.
- (37) San Francisco.
- (38) Quincy.
- (39) Vincennes.
- (40) Wichita.

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.
- (24)–(39) See Heavy cruisers.

- (40) Brooklyn.
- (41) Philadelphia.
- (42) Savannah.
- (43) Nashville.
- (44)–(45) See heavy cruisers.
- (46) Phoenix.
- (47) Boise.
- (48) Honolulu.

Aircraft carriers:

- (1) Langley (*ex-collier Jupiter*).
- (2) Lexington (*ex-battle cruiser Constitution*).

Aircraft carriers—Con.

- (3) Saratoga (*ex-battle cruiser Saratoga*).
- (4) Ranger.
- (5) Yorktown.
- (6) Enterprise.
- (1) Baltimore (*ex-cruiser Baltimore*).
- (2) Yosemite (*ex-cruiser San Francisco*).
- (3) Aroostook.
- (4) Shawmut.

Destroyers:

- (1) Bainbridge (old).
- (2) Barry (old).
- (3) Chauncey (old).
- (4) Dale (old).
- (5) Decatur (old).
- (6) Hopkins (old).
- (7) Hull (old).
- (8) Lawrence (old).
- (9) Macdonough (old).
- (10) Paul Jones (old).
- (11) Perry (old).
- (12) Preble (old).
- (13) Stewart (old).
- (14) Truxton (old).
- (15) Whipple (old).
- (16) Worden (old).
- (17) Smith (old).
- (18) Lamson (old).
- (19) Preston (old).
- (20) Flusser (old).
- (21) Reid (old).
- (22) Paulding.
- (23) Drayton (old).
- (24) Roe.
- (25) Terry.
- (26) Perkins (old).
- (27) Sterett.
- (28) McCall.
- (29) Burrows.
- (30) Warrington (old).
- (31) Mayrant.
- (32) Monaghan (old).
- (33) Trippe.
- (34) Walke.
- (35) Ammen.
- (36) Patterson (old).
- (37) Fanning (old).
- (38) Jarvis (old).
- (39) Henley (old).
- (40) Beale.
- (41) Jonett.
- (42) Jenkins.
- (43) Cassin (old).
- (44) Cummings (old).
- (45) Downes (old).
- (46) Duncan.
- (47) Aylwin.
- (48) Parker.
- (49) Benham.
- (50) Balch.
- (51) O'Brien.
- (52) Nicholson.
- (53) Winslow (old).
- (54) McDougal (old).
- (55) Cushing (old).
- (56) Ericsson.
- (57) Tucker.
- (58) Conyngham (old).
- (59) Porter (old).
- (60) Wadsworth.
- (61) Jacob Jones (old).
- (62) Wainwright.

Destroyers—Continued

- (63) Sampson.
- (64) Rowan.
- (65) Davis.
- (66) Allen.
- (67) Wilkes.
- (68) Shaw.
- (69) Caldwell.
- (70) Craven (old).
- (71) Gwin.
- (72) Conner.
- (73) Stockton.
- (74) Manley.
- (75) Wickes.
- (76) Phillip.
- (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 (old).
- (93) Fairfax.
- (94) Taylor.
- (95) Bell.
- (96) Stribling.
- (97) Murray.
- (98) Israel.
- (99) Luce.
- (100) Maury.
- (101) Lansdale.
- (102) Mahan (old).
- (103) Schley.
- (104) Champlin.
- (105) Mugford (old).
- (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.
- (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.

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER— Continued.

[Destroyers whose names appear in *italics* are now classed as light mine layers]—Continued

Destroyers—Continued.	Destroyers—Continued.	Destroyers—Continued.	Destroyers—Continued.
(144) Upshur.	(224) Stewart.	(306) Kennedy.	(388) Helm.
(145) Greer.	(225) Pope.	(307) Paul Hamilton.	(389) Mugford.
(146) Elliot.	(226) Peary.	(308) William Jones.	(390) Ralph Talbot.
(147) Roper.	(227) Pillsbury.	(309) Woodbury.	(391) Henley.
(148) Breckinridge.	(228) John D. Ford.	(310) S. P. Lee.	(392) Patterson.
(149) Barney.	(229) Truxtun.	(311) Nicholas.	(393) Jarvis.
(150) Blakeley.	(230) Paul Jones.	(312) Young.	(184) Abbott.
(151) Biddle.	(231) Hatfield.	(313) Zeilin.	(211) Alden.
(152) Du Pont.	(232) Brooks.	(314) Yarborough.	(66) Allen.
(153) Bernadou.	(233) Gilmer.	(315) LaVallette.	(35) Ammen.
(154) Ellis.	(234) Fox.	(316) Sloat.	(172) Anthony.
(155) Cole.	(235) Kane.	(317) Wood.	(258) Aulick.
(156) J. Fred Talbott.	(236) Humphreys.	(318) Shirk.	(294) Ausburn.
(157) Dickerson.	(237) McFarland.	(319) Kiddler.	Charles.
(158) Leary.	(238) James K. Paul- ding.	(320) Selfridge (old).	(47) Aylwin.
(159) Schenck.	(239) Overton.	(321) Marcus.	(355) Aylwin.
(160) Herbert.	(240) Sturtevant.	(322) Mervine.	(128) Babbitt.
(161) Palmer.	(241) Childs.	(323) Chase.	(126) Badger.
(162) Thatcher.	(242) King.	(324) Robert Smith.	George
(163) Walker.	(243) Sands.	(325) Mullany.	E.
(164) Crosby.	(244) Williamson.	(326) Coghlan.	(185) Bacle (old).
(165) Meredith.	(245) Reuben James.	(327) Preston (old).	(385) Bagley.
(166) Bush.	(246) Bainbridge.	(328) Lamson (old).	(269) Bailey.
(167) Cowell.	(247) Goff.	(329) Bruce.	(246) Bainbridge.
(168) Maddox.	(248) Barry.	(330) Hull (old).	(1) Bainbridge (old)
(169) Foote.	(249) Hopkins.	(331) Macdonough (old).	(50) Balch (old).
(170) Kalk.	(250) Lawrence.	(332) Farenholt.	(363) Balch.
(171) Burns.	(251) Belknap.	(333) Sumner.	(267) Ballard.
(172) Anthony.	(252) McCook.	(334) Corry.	(256) Bancroft.
(173) Sproston.	(253) McCalla.	(335) Melvin.	(213) Barker.
(174) Rizal.	(254) Rodgers.	(336) Litchfield.	(149) Barney.
(175) Mackenzie.	(255) Osmond Ingram.	(337) Zane.	(248) Barry.
(176) Renshaw.	(256) Bancroft.	(338) Wasmuth.	(2) Barry (old).
(177) O'Bannon.	(257) Welles.	(339) Trever.	(40) Beale.
(178) Hogan.	(258) Aulick.	(340) Perry.	(251) Belknap.
(179) Howard.	(259) Turner.	(341) Decatur.	(95) Bell.
(180) Stansbury.	(260) Gillis.	(342) Hulbert.	(49) Benham.
(181) Hopewell.	(261) Delphy.	(343) Noa.	(153) Bernadou.
(182) Thomas.	(262) McDermut.	(344) William B. Pres- ton.	(151) Biddle.
(183) Haraden.	(263) Laub.	(345) Preble.	(293) Billingsley.
(184) Abbot.	(264) McLanahan.	(346) Sicard.	(150) Blakely.
(185) Bagley (old).	(265) Edwards.	(347) Pruitt.	(386) Blue.
(186) Clemson.	(266) Greene.	(348) Farragut.	(136) Boggs.
(187) Dahleran.	(267) Ballard.	(349) Dewey.	(215) Borie.
(188) Goldsborough.	(268) Shubrick.	(350) Hull.	(197) Branch.
(189) Semmes.	(269) Bailey.	(351) Macdonough.	(283) Breck.
(190) Satterlee.	(270) Thornton.	(352) Worden.	(148) Breckenridge.
(191) Mason.	(271) Morris.	(353) Dale.	(122) Breece.
(192) Graham.	(272) Tingey.	(354) Monaghan.	(232) Brooks.
(193) Abel P. Upshur.	(273) Swasey.	(355) Alywin.	(210) Broome.
(194) Hunt.	(274) Meade.	(356) Porter.	(329) Bruce.
(195) Welborn C. Wood.	(275) Sinclair.	(357) Selfridge.	(131) Buchanan.
(196) George E. Badger.	(276) McCawley.	(358) McDougal.	222 Bulmer.
(197) Branch.	(277) Moody.	(359) Winslow.	(299) Burnes, John Francis.
(198) Herndon.	(278) Kenshaw.	(360) Phelps.	(171) Burns.
(199) Dallas.	(279) Meyer.	(361) Clark.	(29) Burrows.
(200)	(280) Doyen.	(362) Moffett.	(166) Bush.
(201)	(281) Sharkey.	(363) Balch.	(69) Caldwell.
(202)	(282) Toucey.	(364) Mahan.	(370) Case.
(203) Canceled.	(283) Breck.	(365) Cummings.	(285) Case (old).
(204)	(284) Isherwood.	(366) Drayton.	(372) Cassin.
(205)	(285) Case (old).	(367) Lamson.	(43) Cassin (old).
(206) Chandler.	(286) Lardner.	(368) Flusser.	(104) Champlain.
(207) Southard.	(287) Putnam.	(369) Reid.	(206) Chandler.
(208) Hovey.	(288) Worden (old).	(370) Case.	(323) Chase.
(209) Long.	(289) Flusser (old).	(371) Conyngham.	(296) Chauncey.
(210) Broome.	(290) Dale (old).	(372) Cassin.	(3) Chauncey (old).
(211) Alden.	(291) Converse.	(373) Shaw.	(106) Chew.
(212) Smith Thompson.	(292) Reid (old).	(374) Tucker.	(241) Childs.
(213) Barker.	(293) Billingsley.	(375) Downes.	(361) Clark.
(214) Tracy.	(294) Charles Ausburn.	(376) Cushing.	(140) Claxton.
(215) Borie.	(295) Osborne.	(377) Perkins.	(186) Clemson.
(216) John D. Edwards.	(296) Chauncey.	(378) Smith.	(326) Coghlan.
(217) Whipple.	(297) Fuller.	(379) Preston.	(155) Cole.
(218) Parrott.	(298) Percival.	(380) Gridley.	(85) Colhoun.
(219) Edsall.	(299) John Francis Burnes.	(381) Somers.	(72) Conner.
(220) MacLeish.	(300) Farragut (old).	(382) Craven.	(291) Converse.
(221) Simpson.	(301) Somers (old).	(383) Warrington.	(371) Conyngham.
(222) Bulmer.	(302) Stoddert.	(384) Dunlap.	(58) Conyngham (old).
(223) McCormick.	(303) Reno.	(385) Fanning.	(334) Corry.
	(304) Farquhar.	(386) Bagley.	(167) Cowell.
	(305) Thompson.	(387) Blue.	109 Crane.

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER— Continued

[Destroyers whose names appear in italics are now classed as light mine layers]

Destroyers—Continued.	Destroyers—Continued.	Destroyers—Continued.	Destroyers—Continued.
(382) Craven.	(350) Hull.	(325) Mullany.	(83) Stringham.
(70) Craven (old).	(330) Hull (old).	(97) Murray.	(240) Sturdevant.
(164) Crosby.	(7) Hull (old).	(311) Nicholas.	(333) Sumner.
(134) Crowninshield.	(236) Humphreys.	(52) Nicholson.	(273) Swasey.
(365) Cummings.	(194) Hunt.	(343) Noa.	(114) Talbot.
(44) Cummings (old)	(111) <i>Ingraham</i> .	(177) O'Bannon.	(390) Talbot, Ralph.
(376) Cushing.	(255) <i>Ingram, Osmond</i> .	(51) O'Brien.	(156) Talbott, J. Fred
(55) Cushing (old).	(284) Isherwood.	(295) Osborne.	(142) Tarbell.
(187) Dahlgren.	(98) <i>Israel</i> .	(239) Overton.	(125) Tattnall.
(353) Dale.	(245) James, Reuben.	(161) Palmer.	(94) Taylor.
(290) Dale (old).	(393) Jarvis.	(48) Parker.	(25) Terry.
(4) Dale (old).	(38) Jarvis (old).	(218) Parrott.	(162) Thatcher.
(199) Dallas.	(42) Jenkins.	(392) Patterson.	(182) Thomas.
(65) Davis.	(130) Jones, Jacob.	(36) Patterson (old).	(305) Thompson.
(341) Decatur.	(61) Jones, Jacob (old).	(22) Paulding.	(212) Thompson
(5) Decatur (old).	(230) Jones, Paul.	(238) Paulding, James	Smith.
(129) De Long.	(10) Jones, Paul (old).	K.	(270) Thornton.
(261) Delphy.	(308) Jones, William.	(226) Peary.	(135) Tillman.
(116) Dent.	(41) Jouett.	(298) Percival.	(272) Tingey.
(349) Dewey.	(170) Kalk.	(377) Perkins.	(282) Toucey.
(157) Dickerson.	(235) Kane.	(26) Perkins (old.).	(214) Tracy.
(117) Dorsey.	(306) Kennedy.	(340) Perry.	(339) Trever.
(375) Downes.	(138) Kennison.	(11) Perry (old).	(33) Trippe.
(45) Downes (old).	(319) Kidder.	(360) Phelps.	(229) Truxtun.
(280) Doyen.	(137) Kilty.	(76) Philip.	(14) Truxtun (old).
(366) Drayton.	(80) Kimberly.	(227) Pillsbury.	(57) Tucker.
(23) Drayton (old).	(242) King.	(225) Pope.	(259) Turner.
(46) Duncan.	(119) Lamberton.	(356) Porter.	(127) Twiggs.
(384) Dunlap.	(367) Lamson.	(59) Porter (old).	(144) Upshur.
(152) Du Pont.	(328) Lamson (old).	(345) Preble.	(193) Upshur, Abel P.
(84) Dyer.	(18) Lamson (old).	(12) Preble (old).	(60) Wadsworth.
(219) Edsall.	(101) <i>Lansdale</i> .	(379) Preston.	(62) Wainwright.
(265) Edwards.	(286) Lardner.	(327) Preston (old).	(34) Walke.
(216) Edwards, John	(263) Laub.	(19) Preston (old).	(163) Walker.
D.	(315) La Vallette.	(344) Preston, William	(139) Ward.
(146) Elliot.	(250) Lawrence.	B.	(132) Ward, Aaron.
(154) Ellis.	(8) Lawrence (old).	(347) Pruitt.	(383) Warrington.
(56) Ericsson.	(118) Lea.	(287) Putnam.	(30) Warrington (old).
(78) Evans.	(158) Leary.	(120) Radford.	(338) Wasmuth.
(93) Fairfax.	(310) Lee, S. P.	(124) <i>Ramsey</i> .	(115) Waters.
(385) Fanning.	(336) Litchfield.	(113) Rathburne.	(257) Welles.
(37) Fanning (old).	(79) Little.	(369) Reid.	(217) Whipple.
(332) Farenholt.	(209) Long.	(21) Reid (old).	(15) Whipple (old).
(304) Farquhar.	(99) <i>Luce</i> .	(292) Reid (old).	(75) Wickes.
(348) Farragut.	(112) Ludlow.	(303) Reno.	(67) Wilkes.
(300) Farragut (old).	(351) Macdonough.	(176) Renshaw.	(108) Williams.
(368) Flusser.	(331) <i>Macdonough</i>	(89) Ringgold.	(244) Williamson.
(289) Flusser (old).	(old).	(174) Rizal.	(359) Winslow.
(20) Flusser (old).	(9) <i>Macdonough</i>	(88) Robinson.	(53) Winslow (old).
(169) Foote.	(old).	(254) Rodgers.	(317) Wood.
(228) Ford, John D.	(175) Mackenzie.	(24) Roe.	(195) Wood, Welborn
(234) Fox.	(220) MacLeish.	(147) Roper.	C.
(297) Fuller.	(168) Maddox.	(64) Rowan.	(309) Woodbury.
(123) <i>Gamble</i> .	(364) Mahan.	(63) Sampson.	(77) Woolsey.
(260) Gillis.	(102) Mahan (old).	(243) Sands.	(352) Worden.
(233) Gilmer.	(74) Manley.	(190) Satterlee.	(288) Worden (old).
(247) Goff.	(321) Marcus.	(159) Schenck.	(16) Worden (old).
(188) Goldsborough.	(191) Mason.	(103) Schley.	(314) Yarrowburgh.
(192) Graham.	(100) Maury.	(357) Selfridge.	(143) Yarnall.
(266) Greene.	(31) Mayrant.	(254) Selfridge (old).	(312) Young.
(145) Greer.	(28) McCall.	(189) Semmes.	(337) Zane.
(82) Gregory.	(253) McCalla.	(281) Sharkey.	(313) Zeillin.
(380) Gridley.	(276) McCawley.	(373) Shaw.	Torpedo boats:
(92) Gridley (old).	(252) McCook.	(68) Shaw (old).	(1) Cushing.
(71) Gwin.	(223) McCormick.	(318) Shirk.	(2) Ericsson.
(133) Hale.	(262) McDermut.	(268) Shubrick.	(3) Foote.
(141) Hamilton.	(358) McDougal.	(346) Sicard.	(4) Rodgers.
(307) Hamilton, Paul.	(54) McDougal (old).	(81) Sigourney.	(5) Winslow.
(183) Haraden.	(237) McFarland.	(221) Simpson.	(6) Porter.
(91) Harding.	(90) McKean.	(275) Sinclair.	(7) Du Pont.
(110) Hart.	(87) McKee.	(316) Sloat.	(8) Rowan.
(231) Hatfield.	(264) McLanahan.	(378) Smith.	(9) Dahlgren.
(107) Hazlewood.	(271) Meade.	(17) Smith (old).	(10) Craven.
(388) Helm.	(335) Melvin.	(324) Smith, Robert.	(11) Farragut.
(391) Henley.	(165) Meredith.	(381) Somers.	(12) Davis.
(39) Henley (old).	(322) Mervine.	(301) Somers (old).	(13) Fox.
(278) Henshaw.	(279) Meyer.	(207) Southard.	(14) Morris.
(160) Herbert.	(362) Moffett.	(173) <i>Sprston</i> .	(15) Talbot.
(198) Herndon.	(354) Monaghan.	(180) Stansbury.	(16) Gwin.
(178) Hogan.	(32) Monaghan (old).	(86) Stevens.	(17) Mackenzie.
(181) Hopewell.	(121) <i>Montgomery</i> .	(27) Sterett.	(18) McKee.
(249) Hopkins.	(277) Moody.	(224) Steward.	(19) Stringham.
(6) Hopkins (old).	(271) Morris.	(13) Steward (old).	(20) Goldsborough.
(208) Hovey.	(389) Mugford.	(73) Stockton.	(21) Bailey.
(179) Howard.	(105) Mugford (old).	(302) Stoddert.	(22) Somers.
(342) Hulbert.		(96) <i>Striking</i> .	(23) Manley.

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER— Continued

Torpedo boats—Contd.

- (24) Bagley.
- (25) Barney.
- (26) Biddle.
- (27) Blakeley.
- (28) De Long.
- (29) Nicholson.
- (30) O'Brien.
- (31) Shubrick.
- (32) Stockton.
- (33) Thornton.
- (34) Tingey.
- (35) Wilkes.

Submarines:

- (1) Holland.
- (2) (*Ex-Plunger*) A-1.
- (3) (*Ex-Adder*) A-2.
- (4) (*Ex-Grampus*) A-3.
- (5) (*Ex-Moccasin*) A-4.
- (6) (*Ex-Pike*) A-5.
- (7) (*Ex-Porpoise*) A-6.
- (8) (*Ex-Shark*) A-7.
- (9) (*Ex-Octopus*) C-1.
- (10) (*Ex-Viper*) B-1.
- (11) (*Ex-Cuttlefish*) B-2.
- (12) (*Ex-Tarantula*) B-3.
- (13) (*Ex-Stingray*) C-2.
- (14) (*Ex-Tarpon*) C-3.
- (15) (*Ex-Bonita*) C-4.
- (16) (*Ex-Snapper*) C-5.
- (17) (*Ex-Narwhal*) D-1.
- (18) (*Ex-Grayling*) D-2.
- (19) (*Ex-Salmon*) D-3.
- (19½) (*Ex-Seal*) G-1.
- (20) (*Ex-Carp*) F-1.
- (21) (*Ex-Barracuda*) F-2.
- (22) (*Ex-Pickrel*) F-3.
- (23) (*Ex-Skate*) F-4.
- (24) (*Ex-Skipjack*) E-1.
- (25) (*Ex-Sturgeon*) E-2.
- (26) (*Ex-Thrasher*) G-4.
- (27) (*Ex-Tuna*) G-2.
- (28) (*Ex-Seawolf*) H-1.
- (29) (*Ex-Nautilus*) H-2.
- (30) (*Ex-Garfish*) H-3.
- (31) (*Ex-Turbot*) G-3.
- (32) (*Ex-Haddock*) K-1.
- (33) (*Ex-Cachalot*) K-2.
- (34) (*Ex-Orca*) K-3.
- (35) (*Ex-Walrus*) K-4.
- (36) K-5.
- (37) K-6.
- (38) K-7.
- (39) K-8.
- (40) L-1.
- (41) L-2.
- (42) L-3.
- (43) L-4.
- (44) L-5.
- (45) L-6.
- (46) L-7.
- (47) M-1.
- (48) L-8.

Submarines—Contd.

- (49) L-9.
- (50) L-10.
- (51) L-11.
- (52) (*Ex-Schley*, *ex-AA-1*) T-1.
- (53) N-1.
- (54) N-2.
- (55) N-3.
- (56) N-4.
- (57) N-5.
- (58) N-6.
- (59) N-7.
- (60) (*Ex-AA-2*) T-2.
- (61) (*Ex-AA-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.*) S-4.
- (109) S-5.
- (110) S-6.
- (111) S-7.
- (112) S-8.
- (113) S-9.
- (114) S-10.
- (115) S-11.
- (116) S-12.
- (117) S-13.
- (118) S-14.
- (119) S-15.
- (120) S-16.
- (121) S-17.
- (122) S-18.
- (123) S-19.
- (124) S-20.
- (125) S-21.
- (126) S-22.
- (127) S-23.
- (128) S-24.
- (129) S-25.
- (130) S-26.
- (131) S-27.
- (132) S-28.

Submarines—Contd.

- (133) S-29.
- (134) S-30.
- (135) S-31.
- (136) S-32.
- (137) S-33.
- (138) S-34.
- (139) S-35.
- (140) S-36.
- (141) S-37.
- (142) S-38.
- (143) S-39.
- (144) S-40.
- (145) S-41.
- (146) H-4.
- (147) H-5.
- (148) H-6.
- (149) H-7.
- (150) H-8.
- (151) H-9.
- (152) S-42.
- (153) S-43.
- (154) S-44.
- (155) S-45.
- (156) S-46.
- (157) S-47.
- (158) S-48.
- (159) S-49.
- (160) S-50.
- (161) S-51.
- (162) (*Ex-V-1*) Barracuda.
- (163) (*Ex-V-2*) Bass.
- (164) (*Ex-V-3*) Bonita.
- (165) (*Ex-V-4*) Narwhal.
- (166) (*Ex-V-5*) Nautilus.
- (167) (*Ex-V-6*) Dolphin.
- (168) (*Ex-V-7*) Cachalot.
- (169) (*Ex-V-8*) Cuttlefish.
- (170) (*Ex-V-9*) Porpoise.
- (171) (*Ex-V-10*) Pike.
- (172) (*Ex-V-11*) Shark.
- (173) (*Ex-V-12*) Tarpon.
- (174) (*Ex-V-13*) Perch.
- (175) (*Ex-V-14*) Pickerel.
- (176) (*Ex-V-15*) Permit.
- (177) (*Ex-V-16*) Plunger.
- (178) (*Ex-V-17*) Pollack.
- (179) (*Ex-V-18*) Pompano.
- (180) (*Ex-V-19*) Argonaut.
- (181) (*Ex-V-20*) Yorktown.
- (182) (*Ex-V-21*) Petrel.
- (183) (*Ex-V-22*) Concord.
- (184) (*Ex-V-23*) Bennington.
- (185) (*Ex-V-24*) Machias.
- (186) (*Ex-V-25*) Castine.
- (187) (*Ex-V-26*) Nashville.
- (188) (*Ex-V-27*) Wilmington.
- (189) (*Ex-V-28*) Helena.
- (190) (*Ex-V-29*) Annapolis.
- (191) (*Ex-V-30*) Vicksburg.
- (192) (*Ex-V-31*) Newport.
- (193) (*Ex-V-32*) Princeton.
- (194) (*Ex-V-33*) Wheeling.
- (195) (*Ex-V-34*) Marietta.
- (196) (*Ex-V-35*) Palos (now river gunboat).
- (197) (*Ex-V-36*) Dubuque.
- (198) (*Ex-V-37*) Paducah.
- (199) (*Ex-V-38*) Sacramento.
- (200) (*Ex-V-39*) Monocacy (now river gunboat).
- (201) (*Ex-V-40*) Asheville.
- (202) (*Ex-V-41*) Tulsa.
- (203) (*Ex-V-42*) Nantucket (*ex-Rockport*, *ex-Ranger*).

Gunboats—Contd.

- (24) Dolphin.
- (25) Denver.
- (26) Marblehead.
- (27) Des Moines.
- (28) Chattanooga.
- (29) Galveston.
- (30) Tacoma.
- (31) Cleveland.
- (32) New Orleans.
- (33) Topeka.
- (34) Albany.
- (35) Callao.
- (36) Eleano.
- (37) Pampanga.
- (38) Queros.
- (39) Samar.
- (40) Villalobos.
- (41) (42) See River gunboats.
- (43) (44) See River gunboats.
- (45) Fulton.
- (46) Erie.
- (47) Charleston.

River gunboats:

- (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. Nicherog*).
- (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.

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER— Continued.

Lighter-than-air aircraft tender:	Ammunition ships:	Tugs—Continued.	Mine Sweepers—Contd.
(1) Wright.	(1) Pyro.	(25) Umpqua.	(42) Goshawk (can-
(2) Jason.	(2) Nitro.	(26) Wandank.	celed).
Repair ships:	Cargo ships:	(27) Tatnuck.	(43) Grebe.
(1) Medusa.	(1) Houston.	(28) Sunnadin.	(44) Mallard.
(2) Bridgeport (now destroyer tender).	(2) Kittery (<i>ex-S. S. President</i>).	(29) Mahopac.	(45) Ortolan.
(3) Prometheus.	(3) Newport News.	(30) Sciota.	(46) Peacock.
(4) Vestal.	(4) Bath.	(31) Koka.	(47) Pigeon.
Storeships:	(5) Gulfport.	(32) Napa.	(48) Redwing.
(1) Bridge.	(6) Beaufort.	(33) Pinola.	(49) Raven (can-
(2) Celtic.	(7) Pensacola.	(34) Algoma.	celed).
(3) Culgoa.	(8) Astoria.	(35) Carrabasset.	(50) Shrike (can-
(4) Glacier.	(9) Long Beach.	(36) Contocook.	celed).
(5) Pompey.	(10) Quincy.	(37) Iuka.	(51) Sandpiper.
(6) Rappahannock.	(11) Barnes, Robert L. (now an oil-er).	(38) Keosanqua.	(52) Vireo.
(7) Arctic.	(12)	(39) Montcalm.	(53) Warbler.
(8) Boreas.	(13) Capella.	(40) to (45) (can-	(54) Willet.
(9) Yukon.	(14) Regulus.	celed). ¹	Submarine rescue ves-
Colliers:	(15) Sirius.	Mine sweepers:	sels (formerly mine
(1) Vestal (now re-	(16) Spica.	(1) Lapwing.	sweepers):
pair ship).	(17) Vega.	(2) Owl.	(1) Widgeon.
(2) Prometheus (now repair ship).	Transports:	(3) Robin.	(2) Falcon.
(3) Jupiter.	(1) Henderson.	(4) Swallow.	(3) Chewink.
(4) Cyclops.	(2) Heywood.	(5) Tanager.	(4) Mallard.
(5) Vulcan.	(3) Hancock.	(6) Cardinal.	(5) Ortolan.
(6) Mars.	(4) Argonne.	(7) Oriole.	(6) Pigeon.
(7) Hector.	(5) Chaumont.	(8) Curlew.	Auxiliaries—Miscellane-
(8) Neptune.	Hospital ships:	(9) Finch.	ous:
(9) Proteus.	(1) Relief.	(10) Heron.	(1) Hannibal.
(10) Nereus.	(2) Solace (<i>ex-S. S. Creole</i>).	(11) Condor (can-	(2) Lebanon.
(11) Orion.	(3) Comfort.	celed).	(3) Nanshan.
(12) Jason.	(4) Mercy.	(12) Plover (can-	(4) Saturn.
Oilers:	Tugs:	celed).	(5) General Alava.
(1) Kanawha.	(1) Wahneta.	(13) Turkey.	(6) Dubuque.
(2) Maumee.	(2) Iwana.	(14) Woodcock.	(7) Paducah.
(3) Cuyama.	(3) Narkeeta.	(15) Quail.	(8) Mahanna.
(4) Brazos.	(4) Unadilla.	(16) Partridge.	(9) Great Northern.
(5) Neches.	(5) Samoset.	(17) Eider.	(10) Antares.
(6) Pecos.	(6) Penacook.	(18) Thrush.	(11) Procyon.
(7) Arethusa.	(7) Pawtucket.	(19) Avocet.	(12) Gold Star.
(8) Thompson, Sara (<i>ex-S. S. Gutheil</i>).	(8) Pentucket.	(20) Bobolink.	(13) Pensacola.
(9) Patoka.	(9) Sotoyomo.	(21) Lark.	(14) Abarenda.
(10) Alameda.	(10) Patasco.	(22) Widgeon.	(15) Ajax.
(11) Sapelo.	(11) Patuxent.	(23) Teal.	(16) Utah (ex-battle-
(12) Ramapo.	(12) Sonoma.	(24) Brant.	ship).
(13) Trinity.	(13) Ontario.	(25) Kingfisher.	(17) Wyoming (ex-
(14) Barnes, Robert L.	(14) Arapaho.	(26) Rail.	battleship).
(15) Kaweah.	(15) Mohave.	(27) Pelican.	(18) Stoddard (ex-
(16) Laramie.	(16) Tillamook.	(28) Falcon.	destroyer).
(17) Mattole.	(17) Wando.	(29) Osprey.	(19) Boggs (ex-d e s-
(18) Rapidan.	(18) Chemung.	(30) Seagull.	stroyer).
(19) Salinas.	(19) Allegheny.	(31) Tern.	(20) Kilty (ex-d e s-
(20) Sepulga.	(20) Sagamore.	(32) Flamingo.	stroyer).
(21) Tippecanoe.	(21) Bagaduce.	(33) Penguin.	(21) Lamberton (ex-
	(22) Tadousac.	(34) Swan.	destroyer).
	(23) Kalmia.	(35) Whippoorwill.	(22) Radford (ex-
	(24) Kewaydin.	(36) Bittern.	destroyer).
		(37) Sanderling.	(23) Sequoia.
		(38) Auk.	(24) Semmes (ex-
		(39) Chewink.	destroyer).
		(40) Cormorant.	
		(41) Gannet.	

¹ Tugs No. 46 to No. 101, inclusive, are harbor and motor tugs (under district craft).

NAVAL DRY DOCK FACILITIES

[Corrected to June 1, 1935]

Location	Dock No.	Type of dock	Material of which dock is constructed	Suitable in general for docking 1—	General dimensions—Body of dock						
					Length coping head to side of caisson (except as noted)	Length on floor head to from caisson	Overhang of caisson face of sill	Length on floor head to outer sill	Width at coping (except as noted)	Width top of keel blocks	Depth mean high water to keel blocks
					<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>
Portsmouth.....	2	Graving.....	Granite and concrete.....	Cruisers and large auxiliaries.....	740 10 ¹ / ₂	718 10 ¹ / ₂	10 0	728 10 ¹ / ₂	130 0 ³ / ₄	196 8 ³ / ₄	30 0
Boston.....	1	do.....	Granite.....	Submarines and destroyers.....	373 11 ¹ / ₂	348 11 ¹ / ₂	8 1 ¹ / ₂	357 1	86 1 ¹ / ₂	156 21 ³ / ₄	22 0 ¹ / ₂
Do.....	2	do.....	Granite and concrete.....	Cruisers and large auxiliaries.....	738 1	719 1	9 11	729 0	114 0	148 21 ³ / ₄	19 3
South Boston.....	3	do.....	do.....	Battleships and carriers.....	1,175 11 ¹ / ₄	1,168 9 ³ / ₄	12 0 ³ / ₄	11,70 10 ¹ / ₂	149 0	125 0	42 3 ¹ / ₂
New York.....	1	do.....	Granite.....	Submarines and destroyers.....	349 1 ¹ / ₄	318 1 ¹ / ₄	8 2 ¹ / ₂	326 3 ³ / ₄	98 1 ¹ / ₄	56 1 ¹ / ₄	21 0 ¹ / ₄
Do.....	2	do.....	Concrete.....	do.....	465 6 ¹ / ₄	463 7 ³ / ₄	9 4	472 11 ¹ / ₈	112 0	74 9	24 11 ¹ / ₄
Do.....	3	do.....	Wood and concrete.....	Cruisers and large auxiliaries.....	656 4	612 11 ¹ / ₄	11 10 ¹ / ₄	624 9 ¹ / ₂	150 10 ³ / ₄	72 2	27 4 ¹ / ₄
Do.....	4	do.....	Concrete and brick, granite sills and coping.....	Battleships.....	694 6	686 3	8 6	694 9	139 6	112 0	32 11 ¹ / ₄
Philadelphia.....	1	do.....	Wood and concrete.....	Submarines and destroyers.....	491 7 ¹ / ₄	450 10 ¹ / ₂	9 0	459 10 ¹ / ₂	131 8 ³ / ₄	58 7 ³ / ₄	23 4 ¹ / ₄
Do.....	2	do.....	Concrete and granite.....	Cruisers and large auxiliaries.....	744 6 ³ / ₄	715 10 ¹ / ₂	10 0	725 10 ¹ / ₂	140 2 ³ / ₄	97 0 ³ / ₄	30 2 ¹ / ₄
Do.....	3	do.....	do.....	Battleships and carriers.....	1,011 4	994 4	10 8	1,005 0	142 0	118 0	39 11 ¹ / ₂
Norfolk.....	1	do.....	Granite.....	Small submarines and destroyers.....	324 0 ¹ / ₂	318 0 ³ / ₄	8 4 ¹ / ₂	326 5 ¹ / ₄	86 3 ¹ / ₂	56 1 ¹ / ₂	20 8 ¹ / ₄
Do.....	2	do.....	Wood and concrete.....	Submarines and destroyers.....	490 4 ¹ / ₂	472 0 ¹ / ₂	9 7 ¹ / ₂	481 8	130 4	57 0	24 10 ¹ / ₄
Do.....	3	do.....	Granite and concrete.....	Battleships.....	722 11	722 11	9 1	732 0	136 0	98 1 ¹ / ₄	31 0 ¹ / ₄
Do.....	4	do.....	do.....	Battleships and carriers.....	1,011 4	994 4	10 8	1,005 0	144 0	118 0	40 3
Do.....	6	do.....	do.....	Submarines and destroyers.....	465 0	465 0	6 0	471 0	76 8 ³ / ₄	64 3 ¹ / ₂	18 10
Do.....	7	do.....	do.....	do.....	465 0	465 0	6 0	471 0	76 8 ³ / ₄	64 3 ¹ / ₂	15 10

1 For general information only and based on dimensions given in ships data book, United States naval vessels.

‡ Maximum.

‡ Minimum.

NAVAL DRY DOCK FACILITIES—Continued

Location	Dock No.	Type of dock	Material of which dock is constructed	Suitable in general for docking 1—	General dimensions—Body of dock						
					Length coping head to side of caisson (except as noted)	Length on floor head to side of caisson	Overhang of caisson from face of sill	Length on floor head to outer sill	Width at coping (except as noted)	Width top of keel to blocks	Depth mean high water to keel blocks
Charleston.....	1	Graving.....	Granite and concrete.....	Cruisers and large auxiliaries.....	<i>Ft. in.</i> 622 0	<i>Ft. in.</i> 585 0	<i>Ft. in.</i> 9 0	<i>Ft. in.</i> 594 0	<i>Ft. in.</i> 134 0	<i>Ft. in.</i> 96 2	<i>Ft. in.</i> 31 1
San Diego.....	ARD 1	Floating.....	Steel.....	Submarines and destroyers.....	361 4	361 4	.....	350 38	42 0	37 6	20 0
Mare Island.....	1	Graving.....	Granite and concrete.....	Destroyers and submarines.....	507 11½	450 1½	9 0	459 1½	122 0	45 0	27 0½
Do.....	2	do.....	do.....	Cruisers and large auxiliaries.....	740 41½	718 1½	11 9	729 10½	120 0	88 0	28 9¼
Puget Sound.....	1	do.....	Concrete, body, masonry entrance.	do.....	638 11	607 6¼	11 1	618 7¼	120 0	84 0	27 10¼
Do.....	2	do.....	Granite and concrete.....	Battleships and carriers.....	866 10	835 0	10 6	845 6	145 0	113 0	35 0
Do.....	3	do.....	do.....	Submarines and destroyers.....	927 3	927 3	7 9	935 0	130 0	132 0	18 0
Pearl Harbor.....	1	do.....	Granite, concrete, and steel.....	Battleships and carriers.....	1,001 10	999 6	8 6	1,008 0	133 0	114 0	32 6
New Orleans.....	YFD 2	Floating.....	Steel.....	Auxiliary submarines and destroyers.	525 0	.....	.....	.....	1100 0	.....	28 0
Olongapo (Dewey).....	YFD 1	do.....	do.....	Cruisers and large auxiliaries.....	500 0¾	.....	.....	.....	99 10½	.....	30 0
Hunters Point ?.....	2	Graving.....	Concrete and granite.....	do.....	740 0	716 0	10 0	726 0	122 0	90 9	26 8
Do.....	3	do.....	do.....	Battleships and carriers.....	1,004 7	999 1	13 8	1,012 9	153 0	114 10½	37 7
Balboa ?.....	1	do.....	do.....	do.....	1,044 0	1,086 8½	16 0	1,102 8½	143 0	114 6	41 6
Cristobal ?.....	1	do.....	do.....	Destroyers and submarines.....	386 6	.....	.....	.....	80 0	65 0	21 6¼

1 For general information only and based on dimensions given in ships data book, United States naval vessels.

2 Shipbuilding dock.

3 Old French dock.

4 Length over all on floor at center line.

5 Clear width.

6 While Navy ships are docked in these docks they are not Navy docks.

7 Leased docks.

8 Equipped with miter gates.

NAVAL DRY DOCK FACILITIES—Continued

Location	Dock No.	General dimensions—Entrance				History of construction			Channel from dock yard to sea			
		Width at coping	Governing width 6 feet above sill	Depth mean high water to sill	Depth coping to mean high water	Date commencement	Date completed	Cost to date of completion	Mean rise and fall of tide	Controlling depth yard to sea mean low water	Controlling width yard to sea	Maximum draft naval vessel for channel at mean low water, 12-inch clearance under keel
Portsmouth.....	2	<i>Ft. in.</i> 101 9	<i>Ft. in.</i> 91 5	<i>Ft. in.</i> 30 4	<i>Ft. in.</i> 4 11	1899	1906	\$1,134,993.39	<i>Fet</i> 8.0	<i>Fet</i> 32	<i>Fet</i> 500	Maximum draft, naval vessel for channel at mean high water, 12-inch clearance under keel
Boston.....	1	60 3	46 10 $\frac{1}{2}$	25 1	5 2	1827	1833	972,717.29	9.7	35	1,200	Do.
Do.....	2	101 8 $\frac{1}{2}$	91 4 $\frac{1}{2}$	30 0	5 2	1899	1905	1,100,000.00	9.7	35	1,200	Do.
South Boston.....	3	133 0	121 9	44 9 $\frac{1}{2}$	6 2	1914	1919	11 4,550,000.00	9.4	35	1,200	Do.
New York.....	1	67 1 $\frac{1}{4}$	47 6	25 6	4 6	1841	1851	2,003,498.05	4.1	33	660	Do.
Do.....	2	89 4 $\frac{1}{4}$	75 6	24 11 $\frac{1}{2}$	5 13 $\frac{1}{2}$	1887	1901	13 1,191,821.76	4.1	33	660	Do.
Do.....	3	105 4 $\frac{1}{2}$	77 0 $\frac{1}{2}$	29 8 $\frac{1}{2}$	4 3 $\frac{1}{2}$	1893	1897	14 554,707.08	4.1	33	660	Do.
Do.....	4	120 3 $\frac{1}{2}$	112 0	35 5 $\frac{1}{2}$	5 2 $\frac{1}{2}$	1905	1913	15 2,745,454.29	4.1	33	660	Do.
Philadelphia.....	1	86 0 $\frac{1}{2}$	58 11 $\frac{1}{2}$	25 6	6 2	1889	1891	19 923,700.00	5.3	35	750	Do.
Do.....	2	102 7 $\frac{1}{4}$	91 10	30 2 $\frac{1}{2}$	6 3 $\frac{1}{2}$	1899	1908	1,471,550.67	5.3	35	750	Do.
Do.....	3	127 6 $\frac{1}{2}$	116 2 $\frac{1}{2}$	43 5 $\frac{1}{2}$	7 9 $\frac{1}{2}$	1917	1921	6,300,000.00	5.3	35	750	Do.
Norfolk.....	1	60 0 $\frac{1}{2}$	58 8	25 1 $\frac{1}{2}$	4 11 $\frac{1}{2}$	1827	1834	943,676.00	2.8	38	450	Do.
Do. ¹⁷	2	85 0	58 8	25 6 $\frac{1}{2}$	4 11 $\frac{1}{2}$	1887	1889	504,980.76	2.8	38	450	Do.
Do.....	3	112 5 $\frac{1}{4}$	101 0	34 0 $\frac{1}{2}$	4 11 $\frac{1}{2}$	1903	1911	1,761,475.79	2.8	38	450	Do.
Do.....	4	127 1 $\frac{1}{2}$	116 2 $\frac{1}{2}$	43 9 5 9	5 9	1917	1920	4,807,555.99	2.8	38	450	Do.
Do.....	6	67 0 $\frac{1}{2}$	62 1 $\frac{1}{2}$	20 0	5 9	1918	1920	675,000.00	2.8	38	450	Do.
Do.....	7	67 0 $\frac{1}{2}$	62 1 $\frac{1}{2}$	20 0	5 9	1918	1920	675,000.00	2.8	38	450	Do.

¹⁷ Drydock and land.
¹⁸ Rebuilt in 1899-1901 at a cost of \$596,802.52, original cost \$505,019.24.
¹⁹ \$749,000 appropriated in 1931 for reconstruction.
²⁰ \$398,000 appropriated in 1928 for reconstruction.

²¹ \$250,000 appropriated in 1927 for major repairs.
²² \$375,000 appropriated in 1927 for reconstruction.
²³ \$375,000 appropriated in 1932 for reconstruction.

NAVAL DRY DOCK FACILITIES—Continued

Location	Dock No.	General dimensions—Entrance				History of construction		Channel from dockyard to sea			
		Width at coping	Governing width 6 feet above sill	Depth mean high water to sill	Depth coping mean high water	Date of commencement	Cost to date of completion	Mean rise and fall of tide	Controlling depth yard to sea mean low water	Controlling width yard to sea	Maximum draft naval vessel for channel at mean low water, 12-inch clearance under keel
Charleston.....	1	<i>Ft. in.</i> 113 09½	<i>Ft. in.</i> 98 10½	<i>Ft. in.</i> 34 1	<i>Ft. in.</i> 6 5	1902	1908	<i>Fect</i> 5.3	<i>Fect</i> 29	<i>Fect</i> 600	Maximum draft naval vessel for channel at mean high water, 12-inch clearance under keel.
San Diego.....	ARDI	42 0	---	---	---	1933	1934	3.9	20	800	BB 33 to 37 and smaller.
Mare Island.....	1	80 8¾	61 0	26 3	5 8½	1872	1891	4.8	30	500	CL and smaller.
Do.....	2	101 11	92 3½	30 3½	5 8½	1899	1910	4.8	30	500	BB 33 to 39 and smaller.
Puget Sound.....	1	92 8½	75 3	30 0	7 0	1892	1896	7.8	40	1,000	Largest built.
Do.....	2	123 9	114 4	38 0	7 0	1908	1913	7.8	40	1,000	Do.
Do.....	3	130 0	110 6	23 6	7 0	1917	1918	7.8	40	1,000	Do.
Pearl Harbor.....	1	123 0	114 0	35 0	6 6	1909	1919	1.3	40	21 800	Do.
New Orleans.....	YFD 2	---	---	---	---	1899	1902	---	32	850	Cruisers and smaller.
Olongapo (Dewey).....	YFD 1	---	---	---	---	1903	1905	3.1	55	2,500	Largest built.
Hunters Point ?.....	2	103 2½	89 0	28 0	4 6	1901	1903	4.8	40	1,000	Do.
Do.....	3	134 0	114 4	40 0	5 6	1916	1919	4.8	40	1,000	Do.
Bahoa ?.....	1	110 0	108 6	46 0	10 0	1913	1916	12.6	2135½	500	Do.
Cristobal ?.....	---	66 0	60 3	22 6¼	---	---	---	---	---	---	---

1 Leased docks.

2 Length over-all on floor at center line.

3 Clear width.

18 Extended in 1929-30 at a cost of \$100,000.

19 \$400,000 appropriated in 1931 for reconstruction.

20 \$290,000 appropriated in 1930 for extension.

21 Channel now being dredged to minimum width of 800 feet due for completion Dec. 1, 1935.

22 Low-water springs.

NAVAL MARINE RAILWAY FACILITIES

[Railways under 50 tons capacity not included as of June 1, 1935]

Location	Capacity in gross tons	Controlling dimensions				Mean rise and fall of tide	
		Length on blocks	Clear width	Draft over blocks in outboard posi- tion at M. H. W.			
				Fore	Aft		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Feet</i>	
Boston, Mass.....	2,000	332 0	42 0	14 5¼	17 10¾	8.9	
Cavite, P. I. ¹	No. 1.....	400	193 5	23 0	3 0	11 5	2.48
	No. 2.....	150	121 0			1 1¾	2.48
	No. 5.....	50					
	No. 6 ²	400					
Charleston, S. C.....	2,000	332 0	42 0	14 7½	18 1	5.2	
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. ³	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 6¼	18 0½	1.3	
San Diego, Calif.....	2,500	332 0	42 0	16 8¼	20 2½	4.0	
Washington, D. C.....	500	143 10	29 8	4 2½	11 7	2.9	
St. Thomas, Virgin Islands ⁴	150	40 0	20 0	2 8	6 0	1.0	

¹ All marine railways operating at reduced capacities.² Bargeway out of commission.³ Cradle in very poor condition.⁴ Being operated under direction of Interior Department.

NOTE.—More complete information on naval marine railways may be found in the Public Works of the Navy Data Book.

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