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NAVY DEPARTMENT

SHIPS' DATA
U. S. NAVAL VESSELS

JANUARY 1, 1938

Construction & Repair Bureau (Navy)





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NAVY DEPARTMENT

SHIPS' DATA
U. S. NAVAL VESSELS

JANUARY 1, 1938



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The SHIPS' DATA BOOK for 1938 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.

(Signed) CLAUDE A. SWANSON,
Secretary of the Navy.

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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.

Speeds are for a group of vessels. Should the exact speed of a vessel be desired, consult the Confidential Publications of the Division of Fleet Training, Bureau of Navigation.

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 THE 1936 LONDON NAVAL TREATY PROVISIONS AS AFFECTING UNITED STATES NAVY

The following table shows, in a concise form for convenient reference, the limitations on individual ship characteristics permitted in new construction.

Category	Subcategory	Subcategory characteristics (as determined by limitation)		Life (years)	Remarks
		Tonnage	Armament		
Capital ships.	a	17,500-35,000.....	10''-14'' ¹	26	Battleships and battle cruisers.
	b	100-8,000.....	do.....	26	
Aircraft carriers.	a	Flight deck 23,000 or less. Nonflight deck 23,000 or less.	6.1'' or less. (Not more than 10 guns above 5.25''.)	20	Surface craft designed or adapted primarily for the purpose of carrying and operating aircraft at sea.
	b				
Light surface craft.	a	None allowed.....	.....	20	Heavy cruiser—CA (8'') class.
	b	3,000-8,000.....	6.1'' or less.....	20	Light cruiser—CL(6'') class.
	c	100-3,000.....	do.....	16	Destroyers, leaders, light mine layers, sloops, etc.
Submarines.....		2,000 or less.....	5.1'' or less.....	13	Subsurface craft all types, including merchant subsurface craft.
Minor war vessels.....		100-2,000. (Not more than 20 knots).	6.1'' or less. (No torpedoes).	.....	Gunboats, sloops, patrols, etc.
Auxiliaries.....		100 or more. (No armor; not more than 28 knots; not primarily for operating aircraft.)	6.1'' or less. (No torpedoes; not more than 8 guns over 3''; not more than 2 catapults).	.....	Auxiliaries of all classes, including aircraft tenders (if not designed primarily for operating aircraft at sea).
Small craft.....		100 or less.....	8'' or less.....	.....	Chasers, patrols, etc.

¹ Escape clause to 16''. (See Art. 4 (3).)

² 16 if laid down before January 1, 1920.

For more complete or exact information, reference should be made to the text of the 1936 London Naval Treaty, as given on pages VI to XVII inc.

NOTE.—A summary of the provisions of the Washington and 1930 London Naval Treaties is given on pages 277 to 283 inc. for reference in connection with existing statutes regarding strength of the Navy.

LIMITATION OF NAVAL ARMAMENT

TREATY BETWEEN THE UNITED STATES OF AMERICA AND OTHER POWERS

Signed at London, March 25, 1936.

Ratification advised by the Senate of the United States, May 18, 1936.

Ratified by the President of the United States, May 28, 1936.

Instruments of ratification deposited at London by the United States of America, July 2, 1936; the Republic of France, June 24, 1937; the United Kingdom of Great Britain and Northern Ireland, July 29, 1937; the Dominion of Canada, July 29, 1937; the Commonwealth of Australia, July 29, 1937; the Dominion of New Zealand, July 29, 1937; and India, July 29, 1937.

Proclaimed by the President of the United States, August 6, 1937.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

Whereas a Treaty for the limitation of naval armament and the exchange of information concerning naval construction, between the President of the United States of America, the President of the French Republic, and His Majesty the King of Great Britain, Ireland and the British Dominions beyond the seas, Emperor of India, for Great Britain and Northern Ireland and all parts of the British Empire which are not separate members of the League of Nations; for the Dominion of Canada; for the Commonwealth of Australia; for the Dominion of New Zealand; and for India; was signed by their respective Plenipotentiaries at London on March 25, 1936, together with a Protocol of Signature and an Additional Protocol, true copies of which Treaty, Protocol of Signature and Additional Protocol, in the French and English languages, are word for word as follows:

The President of the United States of America, the President of the French Republic and His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India;

Desiring to reduce the burdens and prevent the dangers inherent in competition in naval armament;

Desiring, in view of the forthcoming expiration of the Treaty for the Limitation of Naval Armament signed at Washington on the 6th February, 1922, and of the Treaty for the Limitation and Reduction of Naval Armament signed in London on the 22nd of April, 1930 (save for Part IV thereof), to make provision for the limitation of naval armament, and for the exchange of information concerning naval construction;

Have resolved to conclude a Treaty for these purposes and have appointed as their Plenipotentiaries:—

The President of the United States of America:

The Honourable Norman H. Davis;

Admiral William H. Standley, United States Navy, Chief of Naval Operations;

The President of the French Republic:

His Excellency Monsieur Charles Corbin, Ambassador Extraordinary and Plenipotentiary of the French Republic at the Court of St. James;

Vice-Admiral Georges Robert, Member of the Supreme Naval Council, Inspector-General of the Naval Forces in the Mediterranean;

His Majesty the King of Great Britain, Ireland, and the British Dominions beyond the Seas, Emperor of India:

for Great Britain and Northern Ireland and all parts of the British Empire which are not separate Members of the League of Nations:

The Right Honourable Anthony Eden, M. C., M. P., His Principal Secretary of State for Foreign Affairs;

The Right Honourable Viscount Monsell, G. B. E., First Lord of His Admiralty;

Lieutenant-Colonel the Earl Stanhope, K. G., D. S. O., M. C., D. L., Parliamentary Under Secretary of State for Foreign Affairs;

for the Dominion of Canada:

The Honourable Vincent Massey, High Commissioner for the Dominion of Canada in London;

for the Commonwealth of Australia:

The Right Honourable Stanley Melbourne Bruce, C. H., M. C., High Commissioner for the Commonwealth of Australia in London;

for the Dominion of New Zealand:

The Honourable Sir Christopher James Parr, G. C. M. G., High Commissioner for the Dominion of New Zealand in London;

for India:

Richard Austen Butler, Esquire, M. P., Parliamentary Under Secretary of State for India.

Who, having communicated to one another their full powers, found in good and due form, have agreed as follows:

PART I—DEFINITIONS

Article 1

For the purposes of the present Treaty, the following expressions are to be understood in the sense hereinafter defined.

A.—Standard Displacement.

(1) The standard displacement of a surface vessel is the displacement of the vessel, complete, fully manned, engaged, 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.

(2) The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in nonwatertight structure), fully manned, engaged 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.

(3) The word "ton" except in the expression "metric tons" denotes the ton of 2,240 lb. (1,016 kilos).

B.—Categories.

(1) *Capital Ships* are surface vessels of war belonging to one of the two following subcategories:—

(a) surface vessels of war, other than aircraft carriers, auxiliary vessels, or capital ships of subcategory (b), the standard displacement of which exceeds 10,000 tons (10,160 metric tons) or which carry a gun with a calibre exceeding 8 in. (203 mm.);

(b) surface vessels of war, other than aircraft carriers, the standard displacement of which does not exceed 8,000 tons (8,128 metric tons) and which carry a gun with a calibre exceeding 8 in. (203 mm.).

(2) *Aircraft Carriers* are surface vessels of war, whatever their displacement, designed or adapted primarily for the purpose of carrying and operating aircraft at sea. The fitting of a landing-on or flying-off deck on any vessel of war, provided such vessel has not been designed or adapted primarily for the purpose of carrying and operating aircraft at sea, shall not cause any vessel so fitted to be classified in the category of aircraft carriers.

The category of aircraft carriers is divided into two subcategories as follows:—

(a) vessels fitted with a flight deck, from which aircraft can take off, or on which aircraft can land from the air;

(b) vessels not fitted with a flight deck as described in (a) above.

(3) *Light Surface Vessels* are surface vessels of war other than aircraft carriers, minor war vessels or auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 10,000 tons (10,160 metric tons), and which do not carry a gun with a calibre exceeding 8 in. (203 mm).

The category of light surface vessels is divided into three subcategories as follows:—

- (a) vessels which carry a gun with a calibre exceeding 6.1 in. (155 mm);
 - (b) vessels which do not carry a gun with a calibre exceeding 6.1 in. (155 mm) and the standard displacement of which exceeds 3,000 tons (3,048 metric tons);
 - (c) vessels which do not carry a gun with a calibre exceeding 6.1 in. (155 mm) and the standard displacement of which does not exceed 3,000 tons (3,048 metric tons).
- (4) *Submarines* are all vessels designed to operate below the surface of the sea.
- (5) *Minor War Vessels* are surface vessels of war, other than auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 2,000 tons (2,032 metric tons), provided they have none of the following characteristics:—
- (a) mount a gun with a calibre exceeding 6.1 in. (155 mm)
 - (b) are designed or fitted to launch torpedoes;
 - (c) are designed for a speed greater than twenty knots.
- (6) *Auxiliary Vessels* are naval surface vessels the standard displacement of which exceeds 100 tons (102 metric tons), which are normally employed on fleet duties or as troop transports, or in some other way than as fighting ships, and which are not specifically built as fighting ships, provided they have none of the following characteristics:—
- (a) mount a gun with a calibre exceeding 6.1 in. (155 mm);
 - (b) mount more than eight guns with a calibre exceeding 3 in. (76 mm);
 - (c) are designed or fitted to launch torpedoes;
 - (d) are designed for protection by armour plate;
 - (e) are designed for a speed greater than twenty-eight knots;
 - (f) are designed or adapted primarily for operating aircraft at sea;
 - (g) mount more than two aircraft-launching apparatus.
- (7) *Small Craft* are naval surface vessels the standard displacement of which does not exceed 100 tons (102 metric tons).

C.—*Over Age.*

Vessels of the following categories and subcategories shall be deemed to be “over-age” when the undermentioned number of years have elapsed since completion:—

	<i>Years</i>
(a) Capital ships.....	26
(b) Aircraft carriers.....	20
(c) Light surface vessels, subcategories (a) and (b):	
(i) if laid down before 1st January, 1920.....	16
(ii) if laid down after 31st December, 1919.....	20
(d) Light surface vessels, subcategory (c).....	16
(e) Submarines.....	13

D.—*Month.*

The word “month” in the present Treaty with reference to a period of time denotes the month of thirty days.

PART II—LIMITATION

Article 2

After the date of the coming into force of the present Treaty, no vessel exceeding the limitations as to displacement or armament prescribed by this Part of the present Treaty shall be acquired by any High Contracting Party or constructed by, for or within the jurisdiction of any High Contracting Party.

Article 3

No vessel which at the date of the coming into force of the present Treaty carries guns with a calibre exceeding the limits prescribed by this Part of the present Treaty shall, if reconstructed or modernised, be rearmcd with guns of a greater calibre than those previously carried by her.

Article 4

(1) No capital ship shall exceed 35,000 tons (35,560 metric tons) standard displacement.

(2) No capital ship shall carry a gun with a calibre exceeding 14 in. (356 mm); provided however that if any of the Parties to the Treaty for the Limitation of Naval Armament signed at Washington on the 6th February, 1922, should fail to enter into an agreement to conform to this provision prior to the date of the coming into force of the present Treaty, but in any case not later than the 1st April, 1937, the maximum calibre of gun carried by capital ships shall be 16 in. (406 mm).

(3) No capital ship of subcategory (a), the standard displacement of which is less than 17,500 tons (17,780 metric tons), shall be laid down or acquired prior to the 1st January, 1943.

(4) No capital ship, the main armament of which consists of guns of less than 10 in. (254 mm) calibre, shall be laid down or acquired prior to the 1st January, 1943.

Article 5

(1) No aircraft carrier shall exceed 23,000 tons (23,368 metric tons) standard displacement or carry a gun with a calibre exceeding 6.1 in. (155 mm).

(2) If the armament of any aircraft carrier includes guns exceeding 5.25 in. (134 mm) in calibre, the total number of guns carried which exceed that calibre shall not be more than ten.

Article 6

(1) No light surface vessel of subcategory (b) exceeding 8,000 tons (8,128 metric tons) standard displacement, and no light surface vessel of subcategory (a) shall be laid down or acquired prior to the 1st January, 1943.

(2) Notwithstanding the provisions of paragraph (1) above, if the requirements of the national security of any High Contracting Party are, in His opinion, materially affected by the actual or authorised amount of construction by any Power of light surface vessels of subcategory (b), or of light surface vessels not conforming to the restrictions of paragraph (1) above, such High Contracting Party shall, upon notifying the other High Contracting Parties of His intentions and the reasons therefor, have the right to lay down or acquire light surface vessels of subcategories (a) and (b) of any standard displacement up to 10,000 tons (10,610 metric tons) subject to the observance of the provisions of Part III of the present Treaty. Each of the other High Contracting Parties shall thereupon be entitled to exercise the same right.

(3) It is understood that the provisions of paragraph (1) above constitute no undertaking expressed or implied to continue the restrictions therein prescribed after the year 1942.

Article 7

No submarine shall exceed 2,000 tons (2,032 metric tons) standard displacement or carry a gun exceeding 5.1 in. (130 mm) in calibre.

Article 8

Every vessel shall be rated at its standard displacement, as defined in Article 1A of the present Treaty.

Article 9

No preparations shall be made in merchant ships in time of peace for the installation of warlike armaments for the purpose of converting such ships into vessels of war, other than the necessary stiffening of decks for the mounting of guns not exceeding 6.1 in. (155 mm) in calibre.

Article 10

Vessels which were laid down before the date of the coming into force of the present Treaty, the standard displacement or armament of which exceeds the limitations or restrictions prescribed in this Part of the present Treaty for their category or subcategory, or vessels which before that date were converted to target use exclusively or retained exclusively for experimental or training purposes under the provisions of previous treaties, shall retain the category or designation which applied to them before the said date.

PART III—ADVANCE NOTIFICATION AND EXCHANGE OF INFORMATION

Article 11

(1) Each of the High Contracting Parties shall communicate every year to each of the other High Contracting Parties information, as hereinafter provided, regarding His annual programme for the construction and acquisition of all vessels of the categories and subcategories mentioned in Article 12 (a), whether or not the vessels concerned are constructed within His own jurisdiction, and periodical information giving details of such vessels and of any alterations to vessels of the said categories or subcategories already completed.

(2) For the purposes of this and the succeeding Parts of the present Treaty, information shall be deemed to have reached a High Contracting Party on the date upon which such information is communicated to His Diplomatic Representatives accredited to the High Contracting Party by whom the information is given.

(3) This information shall be treated as confidential until published by the High Contracting Party supplying it.

Article 12

The information to be furnished under the preceding Article in respect of vessels constructed by or for a High Contracting Party shall be given as follows; and so as to reach all the other High Contracting Parties within the periods or at the times mentioned:—

(a) Within the first four months of each calendar year, the Annual Programme of construction of all vessels of the following categories and subcategories, stating the number of vessels of each category or subcategory and, for each vessel, the calibre of the largest gun. The categories and subcategories in question are:—

- Capital Ships—
 - subcategory (a)
 - subcategory (b)
- Aircraft Carriers—
 - subcategory (a)
 - subcategory (b)
- Light Surface Vessels—
 - subcategory (a)
 - subcategory (b)
 - subcategory (c)

Submarines.

(b) Not less than four months before the date of the laying of the keel, the following particulars in respect of each such vessel:—

- Name or designation;
- Category and subcategory;
- Standard displacement in tons and metric tons;
- Length at waterline at standard displacement;
- Extreme beam at or below waterline at standard displacement;
- Mean draught at standard displacement;
- Designed horsepower;
- Designed speed;
- Type of machinery;
- Type of fuel;
- Number and calibre of all guns of 3 in. (76 mm) calibre and above;
- Approximate number of guns of less than 3 in. (76 mm) calibre;
- Number of torpedo tubes;
- Whether designed to lay mines;
- Approximate number of aircraft for which provision is to be made.

(c) As soon as possible after the laying down of the keel of each such vessel, the date on which it was laid.

(d) Within one month after the date of completion of each such vessel, the date of completion together with all the particulars specified in paragraph (b) above relating to the vessel on completion.

(e) Annually during the month of January, in respect of vessels belonging to the categories and subcategories mentioned in paragraph (a) above:

(i) Information as to any important alterations which it may have proved necessary to make during the preceding year in vessels under construction, in so far as these alterations affect the particulars mentioned in paragraph (b) above.

(ii) Information as to any important alterations made during the preceding year in vessels previously completed, in so far as these alterations affect the particulars mentioned in paragraph (b) above.

(iii) Information concerning vessels which may have been scrapped or otherwise disposed of during the preceding year. If such vessels are not scrapped, sufficient information shall be given to enable their new status and condition to be determined.

(f) Not less than four months before undertaking such alterations as would cause a completed vessel to come within one of the categories or subcategories mentioned in paragraph (a) above, or such alterations as would cause a vessel to change from one to another of the said categories or subcategories: information as to her intended characteristics as specified in paragraph (b) above.

Article 13

No vessel coming within the categories or subcategories mentioned in Article 12 (a) shall be laid down by any High Contracting Party until after the expiration of a period of four months both from the date on which the Annual Programme in which the vessel is included, and from the date on which the particulars in respect of that vessel prescribed by Article 12 (b), have reached all the other High Contracting Parties.

Article 14

If a High Contracting Party intends to acquire a completed or partially completed vessel coming within the categories or subcategories mentioned in Article 12 (a), that vessel shall be declared at the same time and in the same manner as the vessels included in the Annual Programme prescribed in the said Article. No such vessel shall be acquired until after the expiration of a period of four months from the date on which such declaration has reached all the other High Contracting Parties. The particulars mentioned in Article 12 (b), together with the date on which the keel was laid, shall be furnished in respect of such vessel so as to reach all the other High Contracting Parties within one month after the date on which the contract for the acquisition of the vessel was signed. The particulars mentioned in Article 12 (d), (e) and (f) shall be given as therein prescribed.

Article 15

At the time of communicating the Annual Programme prescribed by Article 12 (a), each High Contracting Party shall inform all the other High Contracting Parties of all vessels included in His previous Annual Programmes and declarations that have not yet been laid down or acquired, but which it is the intention to lay down or acquire during the period covered by the first mentioned Annual Programme.

Article 16

If, before the keel of any vessel coming within the categories or subcategories mentioned in Article 12 (a) is laid, any important modification is made in the particulars regarding her which have been communicated under Article 12 (b), information concerning this modification shall be given, and the laying of the keel shall be deferred until at least four months after this information has reached all the other High Contracting Parties.

Article 17

No High Contracting Party shall lay down or acquire any vessel of the categories or subcategories mentioned in Article 12 (a), which has not previously been included in His Annual Programme of construction or declaration of acquisition for the current year or in any earlier Annual Programme or declaration.

Article 18

If the construction, modernisation or reconstruction of any vessel coming within the categories or subcategories mentioned in Article 12 (a), which is for the order of a Power not a party to the present Treaty, is undertaken within the jurisdiction of any High Contracting Party, He shall promptly inform all the other High Contracting Parties of the date of the signing of the contract and shall also give as soon as possible in respect of the vessel all the information mentioned in Article 12 (b), (c) and (d).

Article 19

Each High Contracting Party shall give lists of all His minor war vessels and auxiliary vessels with their characteristics, as enumerated in Article 12 (b), and information as to the particular service for which they are intended, so as to reach all the other High Contracting Parties within one month after the date of the coming into force of the present Treaty; and, so as to reach all the other High Contracting Parties within the month of January in each subsequent year, any amendments in the lists and changes in the information.

Article 20

Each of the High Contracting Parties shall communicate to each of the other High Contracting Parties, so as to reach the latter within one month after the date of the coming into force of the present Treaty, particulars, as mentioned in Article 12 (b), of all vessels of the categories or subcategories mentioned in Article 12 (a), which are then under construction for Him, whether or not such vessels are being constructed within His own jurisdiction, together with similar particulars relating to any such vessels then under construction within His own jurisdiction for a Power not a party to the present Treaty.

Article 21

(1) At the time of communicating His initial Annual Programme of construction and declaration of acquisition, each High Contracting Party shall inform each of the other High Contracting Parties of any vessels of the categories or subcategories mentioned in Article 12 (a), which have been previously authorised and which it is the intention to lay down or acquire during the period covered by the said Programme.

(2) Nothing in this Part of the present Treaty shall prevent any High Contracting Party from laying down or acquiring, at any time during the four months following the date of the coming into force of the Treaty, any vessel included, or to be included, in His initial Annual Programme of construction or declaration of acquisition, or previously authorized, provided that the information prescribed by Article 12 (b) concerning each vessel shall be communicated so as to reach all the other High Contracting Parties within one month after the date of the coming into force of the present Treaty.

(3) If the present Treaty should not come into force before the 1st May, 1937, the initial Annual Programme of construction and declaration of acquisition, to be communicated under Articles 12 (a) and 14 shall reach all the other High Contracting Parties within one month after the date of the coming into force of the present Treaty.

PART IV—GENERAL AND SAFEGUARDING CLAUSES

Article 22

No High Contracting Party shall, by gift, sale or any mode of transfer, dispose of any of His surface vessels of war or submarines in such a manner that such vessel may become a surface vessel of war or a submarine in any foreign navy. This provision shall not apply to auxiliary vessels.

Article 23

(1) Nothing in the present Treaty shall prejudice the right of any High Contracting Party, in the event of loss or accidental destruction of a vessel, before the vessel in question has become over-age, to replace such vessel by a vessel of the same category or subcategory as soon as the particulars of the new vessel mentioned in Article 12 (b) shall have reached all the other High Contracting Parties.

(2) The provisions of the preceding paragraph shall also govern the immediate replacement, in such circumstances, of a light surface vessel of the subcategory (b) exceeding 8,000 tons (8,128 metric tons) standard displacement, or of a light surface vessel of subcategory (a), before the vessel in question has become over-age, by a light surface vessel of the same subcategory of any standard displacement up to 10,000 tons (10,160 metric tons).

Article 24

(1) If any High Contracting Party should become engaged in war, such High Contracting Party may, if He considers the naval requirements of His defence are materially affected, suspend, in so far as He is concerned, any or all of the obliga-

tions of the present Treaty, provided that He shall promptly notify the other High Contracting Parties that the circumstances require such suspension, and shall specify the obligations it is considered necessary to suspend.

(2) The other High Contracting Parties shall in such case promptly consult together, and shall examine the situation thus presented with a view to agreeing as to the obligations of the present Treaty, if any, which each of the said High Contracting Parties may suspend. Should such consultation not produce agreement, any of the said High Contracting Parties may suspend, in so far as He is concerned, any or all of the obligations of the present Treaty, provided that He shall promptly give notice to the other High Contracting Parties of the obligations which it is considered necessary to suspend.

(3) On the cessation of hostilities, the High Contracting Parties shall consult together with a view to fixing a date upon which the obligations of the Treaty which have been suspended shall again become operative, and to agreeing upon any amendments in the present Treaty which may be considered necessary.

Article 25

(1) In the event of any vessel not in conformity with the limitations and restrictions as to standard displacement and armament prescribed by Articles 4, 5 and 7 of the present Treaty being authorised, constructed or acquired by a Power not a party to the present Treaty, each High Contracting Party reserves the right to depart if, and to the extent to which, He considers such departures necessary in order to meet the requirements of His national security;

- (a) during the remaining period of the Treaty, from the limitations and restrictions of Articles 3, 4, 5, 6 (1) and 7, and
- (b) during the current year, from His Annual Programmes of construction and declarations of acquisition.

This right shall be exercised in accordance with the following provisions:—

(2) Any High Contracting Party who considers it necessary that such right should be exercised, shall notify the other High Contracting Parties to that effect, stating precisely the nature and extent of the proposed departures and the reasons therefor.

(3) The High Contracting Parties shall thereupon consult together and endeavour to reach an agreement with a view to reducing to a minimum the extent of the departures which may be made.

(4) On the expiration of a period of three months from the date of the first of any notifications which may have been given under paragraph (2) above, each of the High Contracting Parties shall, subject to any agreement which may have been reached to the contrary, be entitled to depart during the remaining period of the present Treaty from the limitations and restrictions prescribed in Articles 3, 4, 5, 6 (1) and 7 thereof.

(5) On the expiration of the period mentioned in the preceding paragraph, any High Contracting Party shall be at liberty, subject to any agreement which may have been reached during the consultations provided for in paragraph (3) above, and on informing all the other High Contracting Parties, to depart from His Annual Programmes of construction and declarations of acquisition and to alter the characteristics of any vessels building or which have already appeared in His Programmes or declarations.

(6) In such event, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Treaty. The particulars mentioned in Article 12 (b) shall, however, be communicated to all the other High Contracting Parties before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

Article 26

(1) If the requirements of the national security of any High Contracting Party should, in His opinion, be materially affected by any change of circumstances, other than those provided for in Articles 6 (2), 24 and 25 of the present Treaty, such High Contracting Party shall have the right to depart for the current year from His Annual Programmes of construction and declarations of acquisition. The amount of construction by any Party to the Treaty, within the limitations and restrictions thereof, shall not, however, constitute a change of circumstances for the purposes of the present Article. The above mentioned right shall be exercised in accordance with the following provisions:—

(2) Such High Contracting Party shall, if He desires to exercise the above mentioned right, notify all the other High Contracting Parties to that effect, stating in what respects He proposes to depart from His Annual Programmes of construction and declarations of acquisition, giving reasons for the proposed departure.

(3) The High Contracting Parties will thereupon consult together with a view to agreement as to whether any departures are necessary in order to meet the situation.

(4) On the expiration of a period of three months from the date of the first of any notifications which may have been given under paragraph (2) above, each of the High Contracting Parties shall, subject to any agreement which may have been reached to the contrary, be entitled to depart from His Annual Programmes of construction and declarations of acquisition, provided notice is promptly given to the other High Contracting Parties stating precisely in what respects He proposes so to depart.

(5) In such event, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Treaty. The particulars mentioned in Article 12 (b) shall, however, be communicated to all the other High Contracting Parties before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

PART V—FINAL CLAUSES

Article 27

The present Treaty shall remain in force until the 31st December, 1942.

Article 28

(1) His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland will, during the last quarter of 1940, initiate through the diplomatic channel a consultation between the Governments of the Parties to the present Treaty with a view to holding a conference in order to frame a new treaty for the reduction and limitation of naval armament. This conference shall take place in 1941 unless the preliminary consultations should have shown that the holding of such a conference at that time would not be desirable or practicable.

(2) In the course of the consultation referred to in the preceding paragraph, views shall be exchanged in order to determine whether, in the light of the circumstances, then prevailing and the experience gained in the interval in the design and construction of capital ships, it may be possible to agree upon a reduction in the standard displacement or calibre of guns of capital ships to be constructed under future annual programmes and thus, if possible, to bring about a reduction in the cost of capital ships.

Article 29

None of the provisions of the present Treaty shall constitute a precedent for any future treaty.

Article 30

(1) The present Treaty shall be ratified by the Signatory Powers in accordance with their respective constitutional methods, and the instruments of ratification shall be deposited as soon as possible with His Majesty's Government in the United Kingdom, which will transmit certified copies of all the *procès-verbaux* of the deposits of ratifications to the Governments of the said Powers and of any country on behalf of which accession has been made in accordance with the provisions of Article 31.

(2) The Treaty shall come into force on the 1st January, 1937, provided that by that date the instruments of ratification of all the said Powers shall have been deposited. If all the above-mentioned instruments of ratification have not been deposited by the 1st January, 1937, the Treaty shall come into force so soon thereafter as these are all received.

Article 31

(1) The present Treaty shall, at any time after this day's date, be open to accession on behalf of any country for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on the 22nd April, 1930, but

for which the present Treaty has not been signed. The instrument of accession shall be deposited with His Majesty's Government in the United Kingdom, which will transmit certified copies of the *procès-verbaux* of the deposit to the Governments of the Signatory Powers and of any country on behalf of which accession has been made.

(2) Accessions, if made prior to the date of the coming into force of the Treaty, shall take effect on that date. If made afterwards, they shall take effect immediately.

(3) If accession should be made after the date of the coming into force of the Treaty, the following information shall be given by the acceding Power so as to reach all the other High Contracting Parties within one month after the date of accession:—

(a) The initial Annual Programme of construction and declaration of acquisition, as prescribed by Articles 12 (a) and 14, relating to vessels already authorised, but not yet laid down or acquired, belonging to the categories or subcategories mentioned in Article 12 (a).

(b) A list of the vessels of the above-mentioned categories or subcategories completed or acquired after the date of the coming into force of the present Treaty, stating particulars of such vessels as specified in Article 12 (b), together with similar particulars relating to any such vessels which have been constructed within the jurisdiction of the acceding Power after the date of the coming into force of the present Treaty, for a Power not a party thereto.

(c) Particulars, as specified in Article 12 (b), of all vessels of the categories or subcategories above-mentioned which are then under construction for the acceding Power, whether or not such vessels are being constructed within His own jurisdiction, together with similar particulars relating to any such vessels then under construction within His jurisdiction for a Power not a party to the present Treaty.

(d) Lists of all minor war vessels and auxiliary vessels with their characteristics and information concerning them, as prescribed by Article 19.

(4) Each of the High Contracting Parties shall reciprocally furnish to the Government of any country on behalf of which accession is made after the date of the coming into force of the present Treaty, the information specified in paragraph (3) above, so as to reach that Government within the period therein mentioned.

(5) Nothing in Part III of the present Treaty shall prevent an acceding Power from laying down or acquiring, at any time during the four months following the date of accession, any vessel included, or to be included, in His initial Annual Programme of construction or declaration of acquisition, or previously authorised, provided that the information prescribed by Article 12 (b) concerning each vessel shall be communicated so as to reach all the other High Contracting Parties within one month after the date of accession.

Article 32

The present Treaty, of which the French and English texts shall both be equally authentic, shall be deposited in the Archives of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland which will transmit certified copies thereof to the Governments of the countries for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on the 22nd April, 1930.

In faith whereof the above-named Plenipotentiaries have signed the present Treaty and have affixed thereto their seals.

Done in London the 25th day of March, nineteen hundred and thirty-six.

[SEAL]	NORMAN H. DAVIS
[SEAL]	WILLIAM H. STANDLEY
[SEAL]	CHARLES CORBIN
[SEAL]	ROBERT G.
[SEAL]	ANTHONY EDEN
[SEAL]	MONSELL
[SEAL]	STANHOPE
[SEAL]	VINCENT MASSEY
[SEAL]	S. M. BRUCE
[SEAL]	C. J. PARR
[SEAL]	R. A. BUTLER

PROTOCOL OF SIGNATURE

At the moment of signing the Treaty bearing this day's date, the undersigned, duly authorised to that effect by their respective Governments, have agreed as follows:—

1. If, before the coming into force of the above-mentioned Treaty, the naval construction of any Power, or any change of circumstances, should appear likely to render undesirable the coming into force of the Treaty in its present form, the Powers on behalf of which the Treaty has been signed will consult as to whether it is desirable to modify any of its terms to meet the situation thus presented.

2. In the event of the Treaty not coming into force on the 1st January, 1937, the above-mentioned Powers will, as a temporary measure, promptly communicate to one another, after the laying down, acquisition or completion of any vessels in the categories or subcategories mentioned in Article 12 (a) of the Treaty, the information detailed below concerning all such vessels laid down between the 1st January, 1937 and the date of the coming into force of the Treaty, provided, however, that this obligation shall not continue after 1st July, 1937:—

Name or designation;
 Classification of the vessel;
 Standard displacement in tons and metric tons;
 Principal dimensions at standard displacement, namely length at waterline and extreme beam at or below waterline;
 Mean draught at standard displacement;
 Calibre of the largest gun.

3. The present Protocol, of which the French and English texts shall both be equally authentic, shall come into force on this day's date. It shall be deposited in the archives of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland which will transmit certified copies thereof to the Governments of the countries for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on the 22nd April, 1930.

In faith whereof the above-named Plenipotentiaries have signed the present Protocol and have affixed thereto their seals.

Done in London the 25th day of March, nineteen hundred and thirty-six.

[SEAL]	NORMAN H. DAVIS
[SEAL]	WILLIAM H. STANDLEY
[SEAL]	CHARLES CORBIN
[SEAL]	ROBERT G.
[SEAL]	ANTHONY EDEN
[SEAL]	MONSELL
[SEAL]	STANHOPE
[SEAL]	VINCENT MASSEY
[SEAL]	S. M. BRUCE
[SEAL]	C. J. PARR
[SEAL]	R. A. BUTLER

ADDITIONAL PROTOCOL

The undersigned Plenipotentiaries express the hope that the system of Advance Notification and Exchange of Information will be continued by international agreement after the expiration of the Treaty bearing this day's date, and that it may be possible in any future Treaty to achieve some further measure of reduction in naval armament.

Done in London the 25th day of March, nineteen hundred and thirty-six.

NORMAN H. DAVIS
WILLIAM H. STANDLEY
CHARLES CORBIN
ROBERT G.
ANTHONY EDEN
MONSELL
STANHOPE
VINCENT MASSEY
S. M. BRUCE
C. J. PARR
R. A. BUTLER

And whereas the said Treaty has been duly ratified on the parts of all the signatory Governments, and their respective instruments of ratification have been deposited with the Government of the United Kingdom of Great Britain and Northern Ireland, the last on the twenty-ninth day of July, one thousand nine hundred and thirty-seven, on which day the said Treaty came into force in accordance with the second paragraph of Article 30 thereof:

Now, therefore, be it known that I, Franklin D. Roosevelt, President of the United States of America, have caused the said Treaty, Protocol of Signature and Additional Protocol to be made public to the end that the said Treaty and every article and clause thereof may be observed and fulfilled with good faith by the United States of America and the citizens thereof;

In testimony whereof, I have hereunto set my hand and caused the seal of the United States of America to be affixed.

Done at the city of Washington this sixth day of August in the year of our Lord one thousand nine hundred and thirty-seven, and of the Independence of the United States of America the one hundred and sixty-second.

By the President:

FRANKLIN D ROOSEVELT

CORDELL HULL

Secretary of State.

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).
	Motor torpedo boat.....	PT	PT (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).
	Seaplane tender.....	AV	AV (number).
	Seaplane tender (small).....	AVP	AVP (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).	
	Open cargo.....	YCK	YCK (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). ¹	Bombing.....	VB	Squadron No., or Model and Bureau No.
		Fighting.....	VF	Do.
		Miscellaneous.....	VM*	Do.
		Observation.....	VO	Do.
		Patrol.....	VP	Do.
		Scouting.....	VS	Do.
		Torpedo.....	VT	Do.
		Training.....	VN	Do.
		Transport (multi-engine).....	VR	Do.
		Transport (single-engine).....	VG	Do.
		Utility.....	VJ	Do.
		Bombing-Fighting.....	VPB	Do.
Observation-Scouting.....		VOS	Do.	
Patrol-Bombing.....		VPB	Do.	
Patrol-Torpedo.....		VPT	Do.	
Scouting-Bombing.....		VSB	Do.	
Scouting-Observation.....		VSO	Do.	
Torpedo-Bombing.....		VTB	Do.	
Utility-Transport.....		VJR	Do.	
AIRSHIP (LIGHTER-THAN-AIR). ¹		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).	

* Includes obsolete types.

¹ Note: "X" prefixed to experimental types.

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 286 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
{NORTH CAROLINA.....	BB55
{WASHINGTON.....	BB56
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.....	CA37
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
LIGHT CRUISERS (CL)—Continued	
{BROOKLYN.....	CL40
{PHILADELPHIA.....	CL41
{SAVANNAH.....	CL42
{NASHVILLE.....	CL43
{PHOENIX.....	CL46
{BOISE.....	CL47
{HONOLULU.....	CL48
{ST. LOUIS.....	CL49
{HELENA.....	CL50
FLYING-DECK CRUISERS (CF)	
(None)	
AIRCRAFT CARRIERS (CV)	
{LEXINGTON.....	CV2
{SARATOGA.....	CV3
RANGER.....	CV4
{YORKTOWN.....	CV5
{ENTERPRISE.....	CV6
WASP.....	OV7
DESTROYERS (DD)	
ALLEN.....	DD66
{DD70 (<i>EX-CRAVEN</i>).....	DD70
{CONNER.....	DD72
{STOCKTON.....	DD73
{MANLEY.....	DD74
No. 75-185 Class	
WICKES.....	DD75
PHILIP.....	DD76
EVANS.....	DD78
LITTLE.....	DD79
SIGOURNEY.....	DD81
GREGORY.....	DD82
STRINGHAM.....	DD83
{COLHOUN.....	DD85
ROBINSON.....	DD88
RINGGOLD.....	DD89
MCKEAN.....	DD90
FAIRFAX.....	DD93
TAYLOR.....	DD94
CHELY.....	DD103
SCHW.....	DD105
DD108.....	DD108
WILLIAMS.....	DD109
CRANE.....	DD110
RATBURNE.....	DD113
TALBOT.....	DD114
WATERS.....	DD115
DENT.....	DD116
DORSEY.....	DD117
LEA.....	DD118
TATNALL.....	DD125
BADGER.....	DD126
TWIGGS.....	DD127

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
DESTROYERS (DD)—Continued	
No. 75-185 Class—Continued	
BARRITT.....	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 TALROTT.....	DD156
DICKERSON.....	DD157
LEARY.....	DD158
SCHENCK.....	DD159
HERRERT.....	DD160
PALMER.....	DD161
THATCHER.....	DD162
WALKER.....	DD163
CROSBY.....	DD164
COWELL.....	DD167
MADDOX.....	DD168
FOOTE.....	DD169
KALK.....	DD170
MACKENZIE.....	DD175
HOGAN.....	DD178
HOWARD.....	DD179
STANSBURY.....	DD180
HOPEWELL.....	DD181
THOMAS.....	DD182
HARADEN.....	DD183
ARROT.....	DD184
DD185 (EX-BAGLEY).....	DD185
No. 186-347 Class	
CLEMONS.....	DD186
DAHLGREN.....	DD187
GOLDSBOROUGH.....	DD188
SATTERLEE.....	DD190
MASON.....	DD191
AREL P. UPSHUR.....	DD193
HUNT.....	DD194
WELBORN C. WOOD.....	DD195
GEORGE E. BADGER.....	DD196
BRANCH.....	DD197
HERNDON.....	DD198
DALLAS.....	DD199
CHANDLER.....	DD206
SOUTHARD.....	DD207
HOVEY.....	DD208
LONG.....	DD209
BROOME.....	DD210
ALDEN.....	DD211
BARKER.....	DD213
BORIE.....	DD215
JOHN D. EDWARDS.....	DD216
WHIPPLE.....	DD217
PARROTT.....	DD218
EDSALL.....	DD219
MACLEISH.....	DD220
SIMPSON.....	DD221
DESTROYERS (DD)—Continued	
No. 186-347 Class—Continued	
BULMER.....	DD222
MC'CORMICK.....	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
OVERTON.....	DD239
STURTEWANT.....	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
Mc'ALLA.....	DD253
RODGERS.....	DD254
OSMOND INGRAM.....	DD255
BANCROFT.....	DD256
WELLES.....	DD257
AULICK.....	DD258
GILLIS.....	DD260
LAUB.....	DD263
McLANAHAN.....	DD264
EDWARDS.....	DD265
GREENE.....	DD266
BALLARD.....	DD267
SHUBRICK.....	DD268
BAILEY.....	DD269
THORNTON.....	DD270
SWASEY.....	DD273
MEADE.....	DD274
LITCHFIELD.....	DD336
ZANE.....	DD337
WASMUTH.....	DD338
TREVER.....	DD339
PERRY.....	DD340
DECATUR.....	DD341
HULBERT.....	DD342
NOA.....	DD343
WILLIAM B. PRESTON.....	DD344
No. 348-355 Class	
FARRAGUT.....	DD348
DEWEY.....	DD349
HULL.....	DD350
MACDONOUGH.....	DD351
WORDEN.....	DD352
DALE.....	DD353
MONAGHAN.....	DD354
ATLWIN.....	DD355
No. 356-363 Class	
PORTER.....	DD356
SELFRIDGE.....	DD357
MCDOWAL.....	DD358
WINSLOW.....	DD359
PHILPS.....	DD360
CLARK.....	DD361
MOFFETT.....	DD362
BALCH.....	DD363

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
DESTROYERS (DD)—Continued	
No. 364-379 Class	
MAHAN.....	DD364
CUMMINGS.....	DD365
DRAYTON.....	DD366
LAMSON.....	DD367
FLUSSER.....	DD368
REID.....	DD369
CASE.....	DD370
CONYNGHAM.....	DD371
CASSIN.....	DD372
SHAW.....	DD373
TUCKER.....	DD374
DOWNES.....	DD375
CUSHING.....	DD376
PERKINS.....	DD377
SMITH.....	DD378
PRESTON.....	DD379
No. 380-383	
GRIDLEY ¹	DD380
SOMERS ¹	DD381
CAVEN ¹	DD382
WARRINGTON ¹	DD383
No. 384-393 Class	
DUNLAP.....	DD384
FANNING.....	DD385
BAGLEY.....	DD386
BLUE.....	DD387
HELM.....	DD388
MUGFORD.....	DD389
RALPH TALBOT.....	DD390
HENLEY.....	DD391
PATTERSON.....	DD392
JARVIS.....	DD393
No. 394-396 Class	
SAMPSON.....	DD394
DAVIS.....	DD395
JOUETT.....	DD396
No. 397-408 Class	
BENHAM.....	DD397
ELLET.....	DD398
LANG.....	DD399
MCCALL.....	DD400
MAURY.....	DD401
MAYRANT.....	DD402
TRIPPE.....	DD403
RHIND.....	DD404
ROWAN.....	DD405
STACK.....	DD406
STERETT.....	DD407
WILSON.....	DD408
No. 409-420 Class	
SIMS.....	DD409
HUGHES.....	DD410
ANDERSON.....	DD411
HAMMANN.....	DD412
MUSTIN.....	DD413
RUSSELL.....	DD414
O'BRIEN.....	DD415
WALKE.....	DD416
MORRIS.....	DD417
ROE.....	DD418
WAINWRIGHT.....	DD419
BUCK.....	DD420
No. 421-428 Class	
BENSON.....	DD421
MAYO.....	DD422
GLEAVES.....	DD423
NIBLACK.....	DD424
MADISON.....	DD425
LANSDALE.....	DD426
HILARY P. JONES.....	DD427
CHARLES F. HUGHES.....	DD428
DESTROYER LEADERS (DL)	
(None)	
SUBMARINES (SS)	
S-1.....	SS105
{ S-11.....	SS116
{ S-12.....	SS117
{ S-13.....	SS118
{ S-14.....	SS119
{ S-15.....	SS120
{ S-16.....	SS121
{ S-17.....	SS122
{ S-18.....	SS123
{ S-20.....	SS125
{ S-21.....	SS126
{ S-22.....	SS127
{ S-23.....	SS128
{ S-24.....	SS129
{ S-25.....	SS130
{ S-26.....	SS131
{ S-27.....	SS132
{ S-28.....	SS133
{ S-29.....	SS134
{ S-30.....	SS135
{ S-31.....	SS136
{ S-32.....	SS137
{ S-33.....	SS138
{ S-34.....	SS139
{ S-35.....	SS140
{ S-36.....	SS141
{ S-37.....	SS142
{ S-38.....	SS143
{ S-39.....	SS144
{ S-40.....	SS145
{ S-41.....	SS146
{ S-42.....	SS153
{ S-43.....	SS154
{ S-44.....	SS155
{ S-45.....	SS156
{ S-46.....	SS157
{ S-47.....	SS158
S-48.....	SS159
{ O-1.....	SS62
{ O-2.....	SS63
{ O-3.....	SS64
{ O-4.....	SS65
{ O-6.....	SS67
{ O-7.....	SS68
{ O-8.....	SS69
{ O-9.....	SS70
{ O-10.....	SS71
{ R-1.....	SS78
{ R-2.....	SS79
{ R-3.....	SS80
{ R-4.....	SS81
{ R-5.....	SS82
{ R-6.....	SS83
{ R-7.....	SS84
{ 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

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

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number
SUBMARINES (SS)—Continued	
{BARRACUDA.....	SS163
{BASS.....	SS164
{BONITA.....	SS165
{NARWHAL.....	SS167
{NAUTILUS.....	SS168
DOLPHIN.....	SS169
{CACHALOT.....	SS170
{CUTTLEFISH.....	SS171
{PORPOISE.....	SS172
{PIKE.....	SS173
{SHARK.....	SS174
{TARFON.....	SS175
{PERCH.....	SS176
{PICKEREL.....	SS177
{PERMIT (<i>EX-PINNA</i>).....	SS178
{PLUNGER.....	SS179
{POLLACK.....	SS180
{POMPANO.....	SS181
{SALMON.....	SS182
{SEAL.....	SS183
{SKIPJACK.....	SS184
{SNAPPER.....	SS185
{STINGRAY.....	SS186
{STURGEON.....	SS187
{SARGO.....	SS188
{SAURY.....	SS189
{SPEARFISH.....	SS190
{SCULPIN.....	SS191
{SQUALUS.....	SS192
{SWORDFISH.....	SS193
{SEADRAGON.....	SS194
{SEALION.....	SS195
{SEARAVEN.....	SS196
{SEAWOLF.....	SS197
SUBMARINES (MINELAYING TYPE) (SM)	
ARGONAUT.....	SM1
MINE LAYERS (CM)	
{AROOSTOOK.....	CM3
{OGLALA.....	CM4
LIGHT MINE LAYERS (DM)	
{GAMBLE.....	DM15
{RAMSAY.....	DM16
{MONTGOMERY.....	DM17
{BRESEE.....	DM18
{TRACY.....	DM19
{PREBLE.....	DM20
{SICARD.....	DM21
{FRUIT.....	DM22
MINE SWEEPERS (AM)	
No. 1-54 Class	
OWL.....	AM2
ROBIN.....	AM3
SWALLOW.....	AM4
TANAGER.....	AM5
ORIOLE.....	AM7
FINCH.....	AM9
TURKEY.....	AM13
WOODCOCK.....	AM14
QUAIL.....	AM15
FARTRIDGE.....	AM16
EIDER.....	AM17
BOBOLINK.....	AM20
MINE SWEEPERS (AM)—Continued	
No. 1-54 Class—Continued	
LARK.....	AM21
BRANT.....	AM24
KINGFISHER.....	AM25
RAIL.....	AM26
SEAGULL.....	AM30
TERN.....	AM31
PENGUIN.....	AM33
WHIPPOORWILL.....	AM35
BITTERN.....	AM36
CORMORANT.....	AM40
GREBE.....	AM43
PEACOCK.....	AM46
VIREO.....	AM52
WARBLER.....	AM53
WILET.....	AM54
PATROL VESSELS—EAGLES (PE)	
EAGLE 19.....	PE19
EAGLE 26.....	PE26
EAGLE 27.....	PE27
EAGLE 32.....	PE32
EAGLE 35.....	PE35
EAGLE 38.....	PE38
EAGLE 39.....	PE39
EAGLE 44.....	PE44
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-185.....	PC185
SC-192.....	PC192
SC-229.....	PC229
SC-231.....	PC231
SC-330.....	PC330
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.....	PG61
PATROL VESSELS—RIVER GUNBOATS (PR)	
MONOCACY.....	PR2
{GUAM.....	PR3
{TUTUILA.....	PR4
{PANAY.....	PR5
{OAHU.....	PR6
{LU7ON.....	PR7
{MINDANAO.....	PR8
PATROL VESSELS—CONVERTED YACHTS (PY)	
NOKOMIS.....	PY6
ISABEL.....	PY10

LIST OF NAVAL VESSELS—Continued

Type, name, and identification number	Type, name, and identification number	
AUXILIARIES—DESTROYER TENDERS (AD)		
MELVILLE..... AD2	AUXILIARIES—OILERS (AO)—Continued	
{ DOBBIN..... AD3		
{ WHITNEY..... AD4		
BLACK HAWK..... AD9		
BRIDGEPORT..... AD10		
{ ALTAIR..... AD11		
{ DENEbola..... AD12		
{ RIGEL..... AD13		
DIXIE..... AD14		
AUXILIARIES—SUBMARINE TENDERS (AS)		
BUSHNELL..... AS2		
HOLLAND..... AS3		
BEAVER..... AS5		
CAMDEN..... AS6		
CANOPUS..... AS9		
ARGONNE..... AS10		
AUXILIARIES—LIGHTER-THAN-AIRCRAFT TENDERS (AZ)		
(None)		
AUXILIARIES—SEAPLANE TENDERS (AV)		
WRIGHT..... AV1	AUXILIARIES—OILERS (AO)—Continued	
LANGLEY..... AV3		
CURTISS..... AV4		
AUXILIARIES—SEAPLANE TENDERS (SMALL) (AVP)		
LAPWING..... AVP1		
HERON..... AVP2		
THRUSH..... AVP3		
AVOCET..... AVP4		
TEAL..... AVP5		
PELICAN..... AVP6		
SWAN..... AVP7		
GANNET..... AVP8		
SANDPIPER..... AVP9		
AUXILIARIES—REPAIR SHIPS (AR)		
MEDUSA..... AR1	AUXILIARIES—OILERS (AO)—Continued	
{ PROMETHEUS..... AR3		
{ VESTAL..... AR4		
AUXILIARIES—FLOATING DRY DOCK (ARD)		
ARD1..... ARD1		
AUXILIARIES—STORESHIPS (AF)		
BRIDGE..... AF1		
{ ARCTIC..... AF7		
{ BOREAS..... AF8		
{ YUKON..... AF9		
AUXILIARIES—COLLIERS (AC)		
NEPTUNE..... AC8		AUXILIARIES—OILERS (AO)—Continued
{ PROTEUS..... AC9		
{ NEREUS..... AC10		
AUXILIARIES—OILERS (AO)		
{ KANAWHA..... AO1		
{ MAUMEE..... AO2		
{ CUYAMA..... AO3		
{ BRAZOS..... AO4		
{ NECHES..... AO5		
{ PECOS..... AO6		
AUXILIARIES—AMMUNITION SHIPS (AE)		
{ PYRO..... AE1		
{ NITRO..... AE2		
AUXILIARIES—CARGO SHIPS (AK)		
CAPELLA..... AK13	AUXILIARIES—OILERS (AO)—Continued	
REGULUS..... AK14		
{ SIRIUS..... AK15		
{ SPICA..... AK16		
{ VEGA..... AK17		
AUXILIARIES—TRANSPORTS (AP)		
HENDERSON..... AP1		
CHAUMONT..... AP5		
HEYWOOD..... AP2		
AUXILIARIES—HOSPITAL SHIPS (AH)		
RELIEF..... AH1		
MERCY..... AH4		
AUXILIARIES—OCEAN-GOING TUGS (AT)		
PATUXENT..... AT11	AUXILIARIES—OILERS (AO)—Continued	
{ SONOMA..... AT12		
{ ONTARIO..... AT13		
{ ALLEGHENY..... AT19		
{ SAGAMORE..... AT20		
{ BAGADUCE..... AT21		
{ TADOUSAC..... AT22		
{ KALMIA..... AT23		
{ KEWAYDIN..... AT24		
{ UMPQUA..... AT25		
{ WANDANK..... AT26		
{ TATNUCK..... AT27		
{ SUNNADIN..... AT28		
{ MAHOPAC..... AT29		
{ SCIOTA..... AT30		
{ KOKA..... AT31		
{ NAPA..... AT32		
{ PINOLA..... AT33		
{ ALGORMA..... AT34		
{ IUKA..... AT37		
{ KEOSANQUA..... AT38		
{ MONTCALM..... AT39		
GENESEE..... AT55		
BAY SPRING..... AT60		
ACUSHNET..... AT63		
AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR)		
WIDGEON..... ASR1		
FALCON..... ASR2		
CHEWINK..... ASR3		
MALLARD..... ASR4		
ORTOLAN..... ASR5		
PIGEON..... ASR6		

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—MISCELLANEOUS (AG)	
HANNIBAL.....	AG1
ANTARES.....	AG10
GOLD STAR.....	AG12
UTAH.....	AG16
WYOMING.....	AG17
BOGGS.....	AG19
LAMBERTON.....	AG21
SEQUOIA.....	AG23
SEMMES.....	AG24
POTOMAC (<i>EX ELECTRA</i>).....	AG25
CUYAHOGA.....	AG26
UNCLASSIFIED	
AMERICA.....	
ANNAPOLIS.....	<i>EX-PG10</i>
BOSTON.....	
BRIARCLIFF.....	
CALIFORNIA STATE (<i>EX-HENRY COUNTY</i>).....	
UNCLASSIFIED—Continued	
CONSTELLATION.....	
CONSTITUTION.....	
CUMBERLAND.....	
DUBUQUE.....	<i>EX-AG6</i>
EMPIRE STATE (<i>EX-PROCYON</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-CL15</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	NORTH CAROLINA..... BB55					³ 35,000	11
12	OKLAHOMA..... BB37	583 0	575 0	107 11	27 5	29,000	12
13	PENNSYLVANIA ¹ BB38	608 0	600 0	106 3	28 0	33,100	13
14	TENNESSEE..... BB43	624 0	600 0	97 6	30 4	32,300	14
15	TEXAS ¹ BB35	573 0	566 0	106 1	26 0	27,000	15
16	WASHINGTON..... BB56					³ 35,000	16
17	WEST VIRGINIA ¹ BB48	624 0	600 0	97 6	29 11	31,800	17
	Total displacement.....					534,300	

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.

³ Estimated as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as capital ships, subcategory (a).

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				
1	³ 37,654	⁷ 21.0	Tons 105	Fl. 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	⁸ 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	⁸ 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	⁸ 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							NORTH CAROLINA..... BB55	11
12	⁸ 32,338	⁷ 20.5	96	32½	1	2 tripod.....	OKLAHOMA..... BB37	12
13	⁸ 37,132	⁷ 21.0	105	33½	1	do.....	PENNSYLVANIA..... BB38	13
14	32,878	21.0	101	35	2	2 cage.....	TENNESSEE..... BB43	14
15	29,394	⁷ 21.0	98	31½	1	2 tripod.....	TEXAS..... BB35	15
16							WASHINGTON..... BB56	16
17	33,415	21.0	101	35½	2	2 cage.....	WEST VIRGINIA..... BB48	17

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)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	ARIZONA.....	4	Parsons-Westgh. ¹	6	Bu. Exp...	4	Turbo...	D. C...	1
2	ARKANSAS.....	4	Parsons turbine ²	4	W. F.....	4	do....	D. C...	2
3	CALIFORNIA.....	4	G. E. turb., electric drive.	8	Bu. Exp...	6	do....	D. C...	3
4	COLORADO.....	4	Westgh. turb., elect. drive.	8	B. & W...	6	do....	D. C...	4
5	IDAHO.....	4	Westgh. geared turb....	6	Bu. Exp...	4	do....	D. C...	5
6	MARYLAND.....	4	G. E. turb., electric drive.	8	B. & W...	8	do....	D. C...	6
7	MISSISSIPPI.....	4	Westgh. geared turb....	6	Bu. Exp...	4	do....	D. C...	7
8	NEVADA.....	2	Parsons turb., red. gear..	6	Bu. Exp...	4	do....	D. C...	8
9	NEW MEXICO.....	4	Westgh. geared turb....	4	W. F.....	4	do....	D. C...	9
10	NEW YORK.....	2	Vert.-3-exp.....	6	Bu. Exp...	4	do....	D. C...	10
11	NORTH CAROLINA.....								11
12	OKLAHOMA.....	2	Vert. 3-exp.....	6	Bu. Exp...	4	Turbo...	D. C...	12
13	PENNSYLVANIA.....	4	Curtis-Westgh. ³	1 5	Bu. Exp W. F.....	4	do....	D. C...	13
14	TENNESSEE.....	4	Westgh. turb., elect. drive.	8	B. & W...	6	do....	D. C...	14
15	TEXAS.....	2	Vert. 3-exp.....	6	Bu. Exp...	4	do....	D. C...	15
16	WASHINGTON.....								16
17	WEST VIRGINIA.....	4	G. E. turb., electric drive.	8	B. & W...	8	Turbo...	D. C...	17

¹ Parsons turbine L. P. ahead and astern, H. P. astern, Westgh. geared turb. H. P. ahead and cruising.² Geared high-pressure impulse turbine on low-pressure shaft.³ Curtis turbine L. P. ahead and astern, H. P. astern, Westgh. geared turb. H. P. ahead and cruising.

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			NORTH CAROLINA	BB55	11
12	2	1 turret; 1 quarter-deck	OKLAHOMA	BB37	12
13	2	do	PENNSYLVANIA	BB38	13
14	2	do	TENNESSEE	BB43	14
15	1	1 turret	TEXAS	BB35	15
16			WASHINGTON	BB56	16
17	2	1 turret; 1 quarter-deck	WEST VIRGINIA	BB48	17

BATTLESHIPS (BB).

	Name	Armament (guns)				
		Turret	Secondary	Anti-aircraft	Saluting	
1	ARIZONA.....	12 14", 45 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 3-pdr..	1
2	ARKANSAS.....	12 12", 50 cal. ² ..	16 5", 51 cal..	8 3", 50 cal..	2 3-pdr..	2
3	CALIFORNIA.....	12 14", 50 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	3
4	COLORADO.....	8 16", 45 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	4
5	IDAHO.....	12 14", 50 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 3-pdr..	5
6	MARYLAND.....	8 16", 45 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	6
7	MISSISSIPPI.....	12 14", 50 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	7
8	NEVADA.....	10 14", 45 cal. ⁴ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	3
9	NEW MEXICO.....	12 14", 50 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	9
10	NEW YORK.....	10 14", 45 cal. ³ ..	16 5", 51 cal..	8 3", 50 cal..	2 3-pdr..	10
11	NORTH CAROLINA.....	16" (max.).....	.....	.....	.....	11
12	OKLAHOMA.....	10 14", 45 cal. ⁴ ..	12 5", 51 cal..	8 5", 25 cal..	2 3-pdr..	12
13	PENNSYLVANIA.....	12 14", 45 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 3-pdr..	13
14	TENNESSEE.....	12 14", 50 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	14
15	TEXAS.....	10 14", 45 cal. ³ ..	16 5", 51 cal..	8 3", 50 cal..	2 3-pdr..	15
16	WASHINGTON.....	16" (max.).....	.....	.....	.....	16
17	WEST VIRGINIA.....	8 16", 45 cal. ¹ ..	12 5", 51 cal..	8 5", 25 cal..	2 6-pdr..	17

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 ³	BB44	3
4	1	38	22	12	60	1,114	COLORADO ⁵	BB45	4
5	2	46	30	12	56	1,357	IDAHO ⁶	BB42	5
6	2	37	23	13	60	1,308	MARYLAND ^{3 6}	BB46	6
7	1	42	35	12	51	1,302	MISSISSIPPI ^{5 6 7}	BB41	7
8	1	34	32	12	50	1,235	NEVADA ⁸	BB36	8
9	2	52	36	12	65	1,091	NEW MEXICO ⁶	BB40	9
10	3	37	39	12	48	1,110	NEW YORK	BB34	10
11							NORTH CAROLINA	BB55	11
12	1	34	41	12	52	1,589	OKLAHOMA ⁹	BB37	12
13	4	47	31	13	52	¹⁰ 1,027	PENNSYLVANIA	BB38	13
14	1	40	36	12	58	1,216	TENNESSEE ³	BB43	14
15	3	48	33	9	49	889	TEXAS	BB35	15
16							WASHINGTON	BB56	16
17	3	49	26	13	¹¹ 60	¹⁰ 1,115	WEST VIRGINIA ^{3 6}	BB48	17

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.....	12, 750, 000	Mar. 3, 1915	Dec. 28, 1915 ²	3
4	COLORADO..... BB45	New York S. B. Co.....	Cost+fee.	Aug. 29, 1916	Jan. 17, 1917 ³	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	NORTH CAROLINA BB55	.....do.....		Mar. 27, 1934 ⁶	(June 24, 1937 ²) (Aug. 1, 1937 ⁴)	11
12	OKLAHOMA..... BB37	New York S. B. Co.....	5, 926, 000	Mar. 4, 1911	Jan. 22, 1912	12
13	PENNSYLVANIA.. BB38	Newport News S. B. Co....	7, 260, 000	Aug. 22, 1912	Feb. 28, 1913	13
14	TENNESSEE..... BB43	Navy yard, New York.....	12, 750, 000	Mar. 3, 1915	Dec. 28, 1915 ²	14
15	TEXAS..... BB35	Newport News S. B. Co....	5, 830, 000	June 24, 1910	Dec. 17, 1910	15
16	WASHINGTON... BB56	Navy Yard, Philadelphia ..		Mar. 27, 1934 ⁶	(June 24, 1937 ²) (Aug. 1, 1937 ⁴)	16
17	WEST VIRGINIA.. BB48	Newport News S. B. Co....	Cost+fee.	Aug. 29, 1916	Dec. 5, 1916 ⁵	17

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, 1920.⁶ Together with act of June 3, 1936.

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, 1942	ARIZONA.....	1
2	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	Sept. 14, 1938	ARKANSAS.....	2
3	Oct. 25, 1916	Nov. 20, 1919	Jan. 9, 1919	.....	Aug. 10, 1921	Sept. 15, 1947 ²	CALIFORNIA.....	3
4	May 29, 1919	Mar. 22, 1921	.....	Aug. 30, 1923	Aug. 30, 1923	Aug. 30, 1949	COLORADO.....	4
5	Jan. 20, 1915	June 30, 1917	Nov. 9, 1917	Mar. 24, 1919	Mar. 24, 1919	Mar. 24, 1945	IDAHO.....	5
6	Apr. 24, 1917	Mar. 20, 1920	.....	July 20, 1921	July 21, 1921	July 20, 1947	MARYLAND.....	6
7	Apr. 5, 1915	Jan. 25, 1917	Nov. 23, 1917	Dec. 18, 1917	Dec. 18, 1917	Dec. 18, 1943	MISSISSIPPI.....	7
8	Nov. 4, 1912	July 11, 1914	Jan. 22, 1915	Mar. 11, 1916	Mar. 11, 1916	Mar. 11, 1942	NEVADA.....	8
9	Oct. 14, 1915	Apr. 23, 1917	June 1, 1918 ¹	.....	May 20, 1918	Aug. 15, 1944 ²	NEW MEXICO...	9
10	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914 ¹	.....	Apr. 15, 1914	Apr. 26, 1940 ²	NEW YORK.....	10
11	Oct. 27, 1937	.....	Sept. 1, 1941	.....	.....	.....	NORTH CAROLINA.	11
12	Oct. 26, 1912	Mar. 23, 1914	Jan. 22, 1915	May 2, 1916	May 2, 1916	May 2, 1942	OKLAHOMA.....	12
13	Oct. 27, 1913	Mar. 16, 1915	Feb. 28, 1916	June 12, 1916	June 12, 1916	June 12, 1942	PENNSYLVANIA.	13
14	May 14, 1917	Apr. 30, 1919	.....	.....	June 3, 1920	Sept. 16, 1946 ²	TENNESSEE.....	14
15	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	Mar. 12, 1914	Mar. 12, 1914	Mar. 12, 1940	TEXAS.....	15
16	.....	.....	Dec. 1, 1941	.....	.....	.....	WASHINGTON...	16
17	Apr. 12, 1920	Nov. 19, 1921	.....	Dec. 1, 1923	Dec. 1, 1923	Dec. 1, 1949	WEST VIRGINIA.	17

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

HEAVY CRUISEERS (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	
1	ASTORIA ¹ CA34	<i>Ft. in.</i> 588 0	<i>Ft. in.</i> 574 0	<i>Ft. in.</i> 61 9	<i>Ft. in.</i> 19 5	Tons 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	588 0	569 0	61 10	18 8	9,375	13
14	ROCHESTER ^{1 2} 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	588 0	569 0	61 10	18 8	9,400	18
19	WICHITA..... CA45	-----	-----	-----	-----	10,000	19
	Total displacement.....	-----	-----	-----	-----	178,550	

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

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (a).

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				
1	<i>Tons</i> ³ 11,515	<i>Knots</i> 32.7	<i>Tons</i> 61	<i>Ft.</i> 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	³ 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	³ 11,515	32.7	61	23½	2	2 pole.....	MINNEAPOLIS..... CA36	8
9	³ 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	³ 11,574	32.7	65	24	2	1 tripod and 1 pole....	PORTLAND..... CA33	12
13	³ 11,527	32.0	60	22½	2	2 pole.....	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	³ 11,515	32.7	61	23½	2	2 pole.....	SAN FRANCISCO..... CA38	16
17	³ 11,515	32.7	61	23½	2	....do.....	TUSCALOOSA..... CA37	17
18	³ 11,527	32.0	60	22½	2	....do.....	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)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	ASTORIA.....	4	Westgh. geared turb.....	8	B. & W.....	4	Turbo.....	D. C.....	1
2	AUGUSTA.....	4	Parsons, turb., red., gear.....	8	W. F.....	4	do.....	do.....	2
3	CHESTER.....	4	do.....	8	do.....	4	do.....	do.....	3
4	CHICAGO.....	4	do.....	8	do.....	4	do.....	do.....	4
5	HOUSTON.....	4	do.....	8	do.....	4	do.....	do.....	5
6	INDIANAPOLIS.....	4	Parsons geared turb.....	8	do.....	4	do.....	do.....	6
7	LOUISVILLE.....	4	Parsons, turb., red., gear.....	8	do.....	4	do.....	do.....	7
8	MINNEAPOLIS.....	4	Westgh. geared turb.....	8	B. & W.....	4	do.....	do.....	8
9	NEW ORLEANS.....	4	do.....	8	do.....	4	do.....	do.....	9
10	NORTHAMPTON.....	4	Parsons, turb., red., gear.....	8	W. F.....	4	do.....	do.....	10
11	PENSACOLA.....	4	do.....	8	do.....	4	do.....	do.....	11
12	PORTLAND.....	4	Parsons geared turb.....	8	Yarrow.....	4	do.....	do.....	12
13	QUINCY.....	4	do.....	6	Beth ex- press.....	4	do.....	A. C.....	13
14	ROCHESTER.....	2	Vert., 3-exp.....	2	B. & W.....	2	Diesel.....	do.....	
				4	do.....	4	Turbo.....	D. C.....	14
15	SALT LAKE CITY.....	4	Parsons, turb., red., gear.....	8	W. F.....	4	do.....	do.....	15
16	SAN FRANCISCO.....	4	Westgh. geared turb.....	8	B. & W.....	4	do.....	do.....	16
17	TUSCALOOSA.....	4	Parsons geared turb.....	8	do.....	4	do.....	do.....	17
18	VINCENNES.....	4	do.....	6	Beth. ex- press.....	4	do.....	A. C.....	18
19	WICHITA.....			2	B. & W.....	2	Diesel.....	do.....	
									19

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	2 do.....	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	2 do.....	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	9 8", 55 cal.....	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	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	9 8", 55 cal.....	8 5", 25 cal. A. A.; 2 3-pdr. saluting.....	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 ^{2 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	1	² 44	-----	10	43	854	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	1	² 44	-----	10	43	854	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.

⁸ Including 4 in bunk room.

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..	\$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. ⁴	10,815,000	.....do.....	.....do.....	3
4	CHICAGO..... CA29	Navy yard, Mare Island...	\$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..	\$11,100,000	Dec. 18, 1924	{Apr. 19, 1927 ¹ June 13, 1927 ⁴ }	7
8	MINNEAPOLIS... CA36	Navy yard, Philadelphia...	\$11,951,000	Feb. 13, 1929	{July 12, 1929 ¹ June 2, 1930 ⁴ }	8
9	NEW ORLEANS... CA32	Navy yard, New York.....	\$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.....	\$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. ⁴	8,673,833	Dec. 18, 1924	{July 9, 1926 Apr. 16, 1927 ² }	15
16	SAN FRANCISCO.. CA38	Navy yard, Mare Island...	\$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 }	16

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 ³	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 ⁴	-----	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	June 9, 1936	June 9, 1936	June 9, 1936	June 9, 1956	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	May 21, 1936	Feb. 8, 1937	Feb. 24, 1937	Feb. 24, 1937	Feb. 24, 1957	VINCENNES.....	18
19	Oct. 28, 1935	Nov. 16, 1937	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 Apr. 15, 1934.⁴ Contract date of completion extended to Apr. 1, 1934.⁵ Contract date of completion extended to Feb. 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					¹ 10,000	1
2	BROOKLYN.....CL40					¹ 10,000	2
3	CINCINNATI.....CL6	555 6	550 0	55 4	13 6	7,050	3
4	CONCORD ².....CL10	555 6	550 0	55 4	13 6	7,050	4
5	DETROIT ².....CL8	555 6	550 0	55 4	13 6	7,050	5
6	HELENA.....CL50					¹ 10,000	6
7	HONOLULU.....CL48					¹ 10,000	7
8	MARBLEHEAD.....CL12	555 6	550 0	55 4	13 6	7,050	8
9	MEMPHIS ².....CL13	555 6	550 0	55 4	13 6	7,050	9
10	MILWAUKEE.....CL5	555 6	550 0	55 4	13 6	7,050	10
11	NASHVILLE.....CL43					¹ 10,000	11
12	OMAHA ².....CL4	555 6	550 0	55 4	13 6	7,050	12
13	PHILADELPHIA.....CL41					¹ 10,000	13
14	PHOENIX.....CL46					¹ 10,000	14
15	RALEIGH ².....CL7	555 6	550 0	55 4	13 6	7,050	15
16	RICHMOND ².....CL9	555 6	550 0	55 4	13 6	7,050	16
17	SAVANNAH.....CL42					¹ 10,000	17
18	ST. LOUIS.....CL49					¹ 10,000	18
19	TRENTON ².....CL11	555 6	550 0	55 4	13 6	7,050	19
	Total displacement.....					160,500	

¹ Estimated, as designed.² Fitted as flagship.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (b).

LIGHT CRUISERS (CL).

	Trial displacement	De- signed 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							HELENA.....	CL50	6
7							HONOLULU.....	CL48	7
8	7,241	35.0	50	20	4	1 pole; 1 tripod.....	MARBLEHEAD.....	CL12	8
9	7,541	35.0	50	20	4	do.....	MEMPHIS.....	CL13	9
10	7,105	35.0	50	20	4	do.....	MILWAUKEE.....	CL5	10
11							NASHVILLE.....	CL43	11
12	7,286	35.0	50	20	4	1 pole; 1 tripod.....	OMAHA.....	CL4	12
13							PHILADELPHIA.....	CL41	13
14							PHOENIX.....	CL46	14
15	7,198	35.0	50	20	4	1 pole; 1 tripod.....	RALEIGH.....	CL7	15
16	7,251	35.0	50	20	4	do.....	RICHMOND.....	CL9	16
17							SAVANNAH.....	CL42	17
18							ST. LOUIS.....	CL49	18
19	7,246	35.0	50	20	4	1 pole; 1 tripod.....	TRENTON.....	CL11	19

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

LIGHT CRUISERS (CL).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	BOISE.....								1
2	BROOKLYN.....								2
3	CINCINNATI.....	4	Westgh. turb. red. gr....	12	Yarrow....	4	Turbo..	D. C....	3
4	CONCORD.....	4	Parsons turb. red. gr. ¹ ...	12	W. F.....	4	do....	do....	4
5	DETROIT.....	4	Curtis turb. red. gr.....	12	Yarrow....	4	do....	do....	5
6	HELENA.....								6
7	HONOLULU.....								7
8	MARBLEHEAD.....	4	Parsons turb. red. gr. ¹ ...	12	W. F.....	4	Turbo	D. C.	8
9	MEMPHIS.....	4	do.....	12	do.....	4	do....	do....	9
10	MILWAUKEE.....	4	Westgh. turb. red. gr....	12	Yarrow....	4	do....	do....	10
11	NASHVILLE.....								11
12	OMAHA.....	4	Westgh. turb. red. gr....	12	Yarrow....	4	Turbo	D. C.	12
13	PHILADELPHIA.....								13
14	PHOENIX.....								14
15	RALEIGH.....	4	Curtis turb. red. gr.....	12	Yarrow....	4	Turbo	D. C.	15
16	RICHMOND.....	4	Parsons turb. red. gr. ¹ ...	12	W. F.....	4	do....	do....	16
17	SAVANNAH.....								17
18	ST. LOUIS.....								18
19	TRENTON.....	4	Parsons turb. red. gr. ¹ ...	12	W. F.....	4	Turbo	D. C.	19

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

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		HELENA.....	CL50 6
7		HONOLULU.....	CL48 7
8	2 Amidships.....	MARBLEHEAD.....	CL12 8
9	2 do.....	MEMPHIS.....	CL13 9
10	2 do.....	MILWAUKEE.....	CL5 10
11		NASHVILLE.....	CL43 11
12	2 Amidships.....	OMAHA.....	CL4 12
13		PHILADELPHIA.....	CL41 13
14		PHOENIX.....	CL46 14
15	2 Amidships.....	RALEIGH.....	CL7 15
16	2 do.....	RICHMOND.....	CL9 16
17		SAVANNAH.....	CL42 17
18		ST. LOUIS.....	CL49 18
19	2 Amidships.....	TRENTON.....	CL11 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. ²	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. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	5
6	HELENA..... CL50	6" (max.).....	-----	-----	6
7	HONOLULU..... CL48	6" (max.).....	-----	-----	7
8	MARBLEHEAD..... CL12	10 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	8
9	MEMPHIS..... CL13	12 6", 53 cal. ¹	4 3", 50 cal. A. A. 2 3-pdr. saluting.	2 21" triple.....	9
10	MILWAUKEE..... CL5	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	10
11	NASHVILLE..... CL43	6" (max.).....	-----	-----	11
12	OMAHA..... CL4	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	12
13	PHILADELPHIA..... CL41	6" (max.).....	-----	-----	13
14	PHOENIX..... CL46	6" (max.).....	-----	-----	14
15	RALEIGH..... CL7	10 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	15
16	RICHMOND..... CL9	10 6", 53 cal. ²	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	16
17	SAVANNAH..... CL42	6" (max.).....	-----	-----	17
18	St. LOUIS..... CL49	6" (max.).....	-----	-----	18
19	TRENTON..... CL11	12 6", 53 cal. ¹	4 3", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple.....	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; 6 guns in single mounts

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	CINCINNATI ²	CL6 3
4	2	30		16	40	CONCORD.....	CL10 4
5	2	29		16	34	DETROIT ³	CL8 5
6						HELENA.....	CL50 6
7						HONOLULU.....	CL48 7
8	2	27		12	38	MARBLEHEAD.....	CL12 8
9	2	28		10	38	MEMPHIS.....	CL13 9
10	1	26		12	33	MILWAUKEE ⁴	CL5 10
11						NASHVILLE.....	CL43 11
12	2	32		10	36	OMAHA ⁴	CL4 12
13						PHILADELPHIA.....	CL41 13
14						PHOENIX.....	CL46 14
15	2	36		10	35	RALEIGH.....	CL7 15
16	2	28		11	33	RICHMOND.....	CL9 16
17						SAVANNAH.....	CL42 17
18						ST. LOUIS.....	CL49 18
19	2	31		10	38	TRENTON ⁵	CL11 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. & D. D. Co.	11,650,000	Feb. 13, 1929 ²	Aug. 22, 1934	1
2	BROOKLYN..... CL40	Navy Yard, New York.....	-----	Feb. 13, 1929	{Aug. 3, 1933 ¹ {Nov. 1, 1933 ³	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. ⁵ -----	{July 30, 1917 {July 11, 1919 ⁴	4
5	DETROIT..... CL8	Beth. S. B. Corp., Quincy..	Cost+fee	-----do. ⁵ -----	{Aug. 21, 1917 {June 12, 1919 ⁴	5
6	HELENA..... CL50	Navy Yard, New York.....	-----	Feb. 13, 1929 ²	{Feb. 16, 1936 ³ {Sept. 9, 1935 ¹	6
7	HONOLULU..... CL48	-----do-----	-----	Feb. 13, 1929 ²	{Aug. 22, 1934 ¹ {Sept. 1, 1934 ³	7
8	MARBLEHEAD... CL12	Wm. Cramp & Sons.....	Cost+fee	Aug. 29, 1916 ⁶	Jan. 24, 1919	8
9	MEMPHIS..... CL13	-----do-----	Cost+fee	-----do. ⁶ -----	-----do-----	9
10	MILWAUKEE..... CL5	{Todd D. D. & Con. Co., {Tacoma, Wash.	}Cost+fee	-----do-----	{Aug. 27, 1917 {Feb. 21, 1919 ⁴	10
11	NASHVILLE..... CL43	New York S. B. Corp.....	11,677,000	June 16, 1933	Aug. 3, 1933	11
12	OMAHA..... CL4	{Todd D. D. & Con. Co., {Tacoma, Wash.	}Cost+fee	Aug. 29, 1916	{Dec. 26, 1916 {Feb. 21, 1919 ⁴	12
13	PHILADELPHIA... CL41	Navy Yard, Philadelphia.....	-----	June 16, 1933	{Aug. 3, 1933 ¹ {Nov. 1, 1933 ³	13
14	PHOENIX..... CL46	New York S. B. Corp.....	11,975,000	Feb. 13, 1929 ²	Aug. 22, 1934	14
15	RALEIGH..... CL7	Beth. S. B. Corp., Quincy..	Cost+fee	Aug. 29, 1916	{Aug. 21, 1917 {June 12, 1919 ⁴	15
16	RICHMOND..... CL9	Wm. Cramp & Sons.....	Cost+fee	-----do. ⁵ -----	{July 30, 1917 {Ju.y 11, 1919 ⁴	16
17	SAVANNAH..... CL42	New York S. B. Corp.....	11,677,000	June 16, 1933	Aug. 3, 1933	17
18	ST. LOUIS..... CL49	{Newport News S. B. & D. {D. Co.	}13,196,000	Feb. 13, 1929 ²	Oct. 16, 1935	18
19	TRENTON..... CL11	Wm. Cramp & Sons.....	Cost+fee	Aug. 29, 1916 ⁶	Jan. 24, 1919	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.

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	Dec. 3, 1936	Aug. 22, 1937	-----	-----	-----	BOISE-----	1
2	Mar. 12, 1935	Nov. 30, 1936	Nov. 1, 1936	-----	Sept. 30, 1937	-----	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	Dec. 9, 1936	-----	July 18, 1939	-----	-----	-----	HELENA-----	6
7	Sept. 10, 1935	Aug. 26, 1937	Sept. 1, 1937	-----	-----	-----	HONOLULU-----	7
8	Aug. 4, 1920	Oct. 9, 1923	Jan. 1, 1922	Sept. 5, 1924	Sept. 8, 1924	Sept. 5, 1944	MARBLEHEAD-----	8
9	Oct. 14, 1920	Apr. 17, 1924	Apr. 1, 1922	Jan. 31, 1925	Feb. 4, 1925	Jan. 31, 1945	MEMPHIS-----	9
10	Dec. 13, 1918	Mar. 24, 1921	Dec. 1, 1921	June 20, 1923	June 20, 1923	June 20, 1939	MILWAUKEE-----	10
11	Jan. 24, 1935	Oct. 2, 1937	June 6, 1938	-----	-----	-----	NASHVILLE-----	11
12	Dec. 6, 1918	Dec. 14, 1920	Aug. 1, 1921	Feb. 24, 1923	Feb. 24, 1923	Feb. 24, 1939	OMAHA-----	12
13	May 28, 1935	Nov. 17, 1936	Nov. 1, 1936	-----	Sept. 23, 1937	-----	PHILADELPHIA-----	13
14	Apr. 15, 1935	Mar. 12, 1938	Dec. 8, 1937	-----	-----	-----	PHOENIX-----	14
15	Aug. 16, 1920	Oct. 25, 1922	Aug. 1, 1921	Feb. 6, 1924	Feb. 6, 1924	Feb. 6, 1944	RALEIGH-----	15
16	Feb. 16, 1920	Sept. 29, 1921	(¹)	June 28, 1923	July 2, 1923	June 28, 1943	RICHMOND-----	16
17	May 31, 1934	May. 8, 1937	Feb. 16, 1938	Mar. 10, 1938	Mar. 10, 1938	-----	SAVANNAH-----	17
18	Dec. 10, 1936	Apr. 15, 1938	Mar. 6, 1939	-----	-----	-----	ST. LOUIS-----	18
19	Aug. 18, 1920	Apr. 16, 1923	Oct. 1, 1921	Apr. 15, 1924	Apr. 19, 1924	Apr. 15, 1944	TRENTON-----	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	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	
1	ENTERPRISE..... CV6					¹ 19,900	1
2	LEXINGTON..... CV2	888 0	830 0	105 6	24 2	¹ 33,000	2
3	RANGER..... CV4	769 0	728 0	80 1	19 8	14,500	3
4	SARATOGA..... CV3	888 0	830 0	105 6	24 2	¹ 33,000	4
5	WASP..... CV7					¹ 14,700	5
6	YORKTOWN..... CV5					¹ 19,900	6
	Total displacement.....					135,000	

	Name	Number of pro- pellers	Type of engines	Boilers (oil burning)		Turbogenerator sets			
				Num- ber	Type	Num- ber	Type	D. C. or A. C.	
1	ENTERPRISE.....								1
2	LEXINGTON.....	4	G. E. turb. elect. drive.	16	Yarrow..	6	Turbo.	D. C...	2
3	RANGER.....	2	H. P. Curtis gear turb., L. P. Parsons gear turb.	6	B. & W..	4	do...	D. C...	3
4	SARATOGA.....	4	G. E. turb. elect. drive.	16	W. F....	6	do...	D. C...	4
5	WASP.....								5
6	YORKTOWN.....								6

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.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as aircraft carriers, subcategory (a).

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	Fl.				
1							ENTERPRISE..... CV6	1
2	39,056	33.9	136	32	1	1	LEXINGTON..... CV2	2
3	⁷ 15,575	29.25	94	24 $\frac{1}{4}$	(⁴)	(⁴)	RANGER..... CV4	3
4	38,957	33.9	136	32	1	1	SARATOGA..... CV3	4
5							WASP..... CV7	5
6							YORKTOWN..... CV5	6

	Armament	Quarters available ⁵						Name and official number	
		Cabin	Ward-room officers	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	5" (max.).....							ENTERPRISE.. CV6	1
2	8 8", 55 cal.; 12 5" 25 cal. A. A.; 2 6-pdr. saluting guns.	3	94	78	22	163	1,967	LEXINGTON ⁶ . CV2	2
3	8 5" 25 cal. A. A.....	4	158		16	104	1,506	RANGER..... CV4	3
4	8 8", 55 cal.; 12 5" 25 cal. A. A.; 2 6-pdr. saluting guns.	3	94	78	20	161	1,820	SARATOGA.... CV3	4
5	5" (max.).....							WASP..... OV7	5
6	5" (max.).....							YORKTOWN... CV5	6

¹ Average for service displacements.

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

³ 6 special swinging smoke pipes, 3 on each side.

⁴ 1 tripod mast and 1 pole mast on port side of ship; 2 housing masts.

⁵ For crew, data includes total berths and hammock swings. Does not include cots provided.

⁶ 3 berths in emergency cabin not included in table.

⁷ 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	LEXINGTON..... CV2	Fore River S. B. Co.....	Cost+Fee.	July 1, 1922 ¹	Nov. 2, 1922 ²	2
3	RANGER..... CV4	Newport News S. B. Co....	15,528,880	Feb. 13, 1929	Nov. 1, 1930	3
4	SARATOGA..... CV3	New York S. B. Co.....	Cost+Fee.	July 1, 1922 ¹	Oct. 30, 1922 ²	4
5	WASP..... CV7	Bethlehem Shipbuilding Corp. (Fore River), Quincy, Mass.	20,737,000	Mar. 27, 1934	Sept. 19, 1935	5
6	YORKTOWN..... CV5	Newport News S. B. Co....	19,000,000	June 16, 1933	Aug. 3, 1933	6

¹ Date of act authorizing conversion from battle cruiser; authorized as battle cruiser by act of Aug. 29, 1916.

² Date supplementary contract was signed for conversion from battle cruiser; contract for construction as battle cruiser was signed Apr. 26, 1917 for the LEXINGTON, and May 5, 1917, for the SARATOGA.

AIRCRAFT CARRIERS (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	Oct. 3, 1936	July 3, 1937	May 12, 1938	May 12, 1938	-----	ENTERPRISE.....	1
2	Jan. 8, 1921	Oct. 3, 1925	-----	Dec. 14, 1927	Dec. 14, 1927	Dec. 14, 1947	LEXINGTON.....	2
3	Sept. 26, 1931	Feb. 25, 1933	May 1, 1934	June 4, 1934	June 4, 1934	June 4, 1954	RANGER.....	3
4	Sept. 25, 1920	Apr. 7, 1925	-----	Nov. 16, 1927	Nov. 16, 1927	Nov. 16, 1947	SARATOGA.....	4
5	Apr. 1, 1936	-----	Nov. 22, 1938	-----	-----	-----	WASP.....	5
6	May 21, 1934	Apr. 4, 1936	June 1, 1937	Sept. 30, 1937	Sept. 30, 1937	-----	YORKTOWN.....	6

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.</i>	<i>In.</i>					<i>Ft.</i>	<i>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	ANDERSON..... DD411									¹ 1,570	4
5	AULICK..... DD258	314	4	311	0	30	8	9	3	1,190	5
6	AYLWIN..... DD355	341	3	331	0	34	2	8	9	1,375	6
7	BABBITT..... DD128	314	4	309	0	30	6	8	8	1,090	7
8	BADGER..... DD126	314	4	309	0	30	6	8	8	1,090	8
9	BADGER, GEORGE E..... DD196	314	4	311	0	30	8	9	3	1,190	9
10	BAGLEY..... DD386									¹ 1,500	10
	<i>BAGLEY--Et</i> See DD185										
11	BAILEY..... DD269	314	4	311	0	30	8	9	3	1,190	11
12	BAINBRIDGE..... DD246	314	4	310	0	30	8	9	3	1,190	12
13	BALCH..... DD363	381	0	371	0	36	2	10	4	1,825	13
14	BALLARD..... DD267	314	4	311	0	30	8	9	3	1,190	14
15	BANCROFT..... DD256	314	4	311	0	30	8	9	3	1,190	15
16	BARKER..... DD213	314	4	310	0	30	8	9	3	1,190	16
17	BARNEY..... DD149	314	4	309	0	30	6	8	8	1,090	17
18	BARRY..... DD248	314	4	310	0	30	8	9	3	1,190	18
19	BELKNAP..... DD251	314	4	311	0	30	8	9	3	1,190	19
20	BENHAM..... DD397									¹ 1,500	20
21	BENSON..... DD421									¹ 1,620	21
22	BERNADOU..... DD153	314	4	309	0	30	6	8	8	1,090	22
23	BIDDLE..... DD151	314	4	309	0	30	6	8	8	1,090	23
24	BLAKELEY..... DD150	314	4	309	0	30	6	8	8	1,090	24
25	BLUE..... DD387									¹ 1,500	25

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

DESTROYERS (DD).

	Trial, displacement	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 ²				
	<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							ANDERSON.....	DD411 4
5	1, 270	35.0	16	13½	4	2	AULICK.....	DD258 5
6	³ 1, 726	36.5	20	15½	2	2	AYLWIN.....	DD355 6
7	1, 163	35.0	16	12	4	2	BABBITT.....	DD128 7
8	1, 165	35.0	16	12	4	2	BADGER.....	DD126 8
9	1, 309	35.0	16	13½	4	2	BADGER, GEORGE F.....	DD196 9
10							BAGLEY.....	DD386 10
							<i>BAGLEY—Ex.....</i>	<i>See DD185</i>
11	1, 270	35.0	16	13½	4	2	BAILEY.....	DD269 11
12	1, 303	35.0	16	13½	4	2	RAINBRIDGE.....	DD246 12
13	³ 2, 131	35+	24	16½	2	2	BALCH.....	DD363 13
14	1, 270	35.0	16	13½	4	2	BALLARD.....	DD267 14
15	1, 265	35.0	16	13½	4	2	BANCROFT.....	DD256 15
16	1, 210	35.0	16	13½	4	2	BARKER.....	DD213 16
17	⁴ 1, 162	35.0	16	12	4	2	BARNEY.....	DD149 17
18	1, 319	35.0	16	13½	4	2	BARRY.....	DD248 18
19	1, 257	35.0	16	13½	4	2	BELKNAP.....	DD251 19
20							BENHAM.....	DD397 20
21							BENSON.....	DD421 21
22	1, 176	35.0	16	12	4	2	BERNADOU.....	DD153 22
23	⁴ 1, 162	35.0	16	12	4	2	BIDDLE.....	DD151 23
24	⁴ 1, 162	35.0	16	12	4	2	BLAKELEY.....	DD150 24
25							BLUE.....	DD387 25

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

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	ABBOTT.....	2	Curtis turb.....	4	Thorny...	2	Turbo...	D. C....	1
2	ALDEN.....	2	Parsons geared turb.....	4	W. F.....	2	...do....	D. C....	2
3	ALLEN.....	2	Parsons turb.....	4	Normand.	2	...do....	D. C....	3
4	ANDERSON.....								4
5	AULICK.....	2	Curtis geared turb.....	4	Yarrow...	2	Turbo...	D. C....	5
6	AYLWIN.....	2	Parsons geared turb.....	4	...do....	2	...do....	A. C....	6
7	BABBITT.....	2	...do....	4	Thorny...	2	...do....	D. C....	7
8	BADGER.....	2	...do....	4	...do....	2	...do....	D. C....	
9	BADGER, GEORGE E...	2	Westgh. geared turb.....	4	W. F.....	2	...do....	D. C....	9
10	BAGLEY.....								10
11	BAILEY.....	2	Curtis geared turb.....	4	Yarrow...	2	Turbo...	D. C....	11
12	BAINBRIDGE.....	2	Westgh. geared turb.....	4	W. F.....	2	...do....	D. C....	12
13	BALCH.....	2	Parsons geared turb.....	4	Express... {	2	Turbo... Diesel... }	A. C....	13
14	BALLARD.....	2	Curtis geared turb.....	4	Yarrow...	2	Turbo...	D. C....	14
15	BANCROFT.....	2	...do....	4	...do....	2	...do....	D. C....	15
16	BARKER.....	2	Parsons geared turb.....	4	W. F.....	2	...do....	D. C....	16
17	BARNEY.....	2	...do....	4	W. F.....	2	...do....	D. C....	17
18	BARRY.....	2	Westgh. geared turb.....	4	W. F.....	2	...do....	D. C....	18
19	BELKNAP.....	2	Curtis geared turb.....	4	Yarrow...	2	...do....	D. C....	19
20	BENHAM.....								20
21	BENSON.....								21
22	BERNADOU.....	2	Parsons geared turb.....	4	W. F.....	2	Turbo...	D. C....	22
23	BIDDLE.....	2	...do....	4	W. F.....	2	...do....	D. C....	23
24	BLAKELEY.....	2	...do....	4	W. F.....	2	...do....	D. C....	24
25	BLUE.....								25

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.; 2 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	5" (max.)								ANDERSON..... DD411	4
5	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		8				8	129 AULICK ³ DD258	5
6	5 5", 38 cal. A. A.	2 21" quad.	2	9				14	162 AYLWIN..... DD355	6
7	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		9				10	117 BABBITT..... DD128	7
8	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				14	125 BADGER..... DD126	8
9	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				10	107 BADGER, GEORGE E. ³ DD196	9
10	5" (max.)								BAGLEY..... DD386	10
11	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		8				8	125 BAILEY ³ DD269	11
12	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				10	118 BAINBRIDGE ² DD246	12
13	8 5", 38 cal.	2 21" quad.	2	11				14	21 BALCH..... DD363	13
14	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		8				8	121 BALLARD ³ DD267	14
15	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		8				8	131 BANCROFT ² DD256	15
16	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				10	106 BARKER..... DD213	16
17	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				10	118 BARNEY..... DD149	17
18	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				10	117 BARRY..... DD248	18
19	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		8				8	132 BELKNAP ² DD251	19
20	5" (max.)								BENHAM..... DD397	20
21	5" (max.)								BENSON..... DD421	21
22	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		9				10	136 BERNADOU..... DD153	22
23	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				12	113 BIDDLE..... DD151	23
24	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9				10	129 BLAKELEY..... DD150	24
25	5" (max.)								BLUE..... DD387	25

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	ANDERSON.....	Federal S. B. & D. Co.	4,267,000	Mar. 27, 1934	Oct. 12, 1936	Nov. 15, 1937	4
5	AULICK.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Dec. 3, 1918	5
6	AYLWIN.....	{Navy Yard, Philadelphia.	-----	July 11, 1919 ²	{Sept. 23, 1932 ⁴ Oct. 1, 1932 ⁴ }	Sept. 23, 1933	6
7	BABBITT.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	July 11, 1917	Feb. 19, 1918	7
8	BADGER.....	.....do.....	Cost+10%	.....do.....	.....do.....	Jan. 9, 1918	8
9	BADGER, GEORGE E.	Newport News S. B. Co.	Cost+10%	Oct. 6, 1917	Feb. 14, 1918	Sept. 24, 1918	9
10	BAGLEY.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Aug. 22, 1934 ⁴ Nov. 1, 1934 ³ }	July 31, 1935	10
11	BAILEY.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	11
12	BAINBRIDGE.....	New York S. B. Co.	Cost+fee	.....do.....	{Dec. 29, 1917 May 8, 1919 ¹ }	May 27, 1919	12
13	BALCH.....	Beth. S. B. Corp., Quincy.	3,783,500	July 11, 1919 ²	Aug. 3, 1933	May 16, 1934	13
14	BALLARD.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	14
15	BANCROFT.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	.....do.....	.....do.....	Nov. 4, 1918	15
16	BARKER.....	Wm. Cramp & Sons.	Cost+fee	.....do.....	Dec. 19, 1917	Apr. 30, 1919	16
17	BARNEY.....	.....do.....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Mar. 26, 1918	17
18	BARRY.....	New York S. B. Co.	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ¹ }	July 28, 1919	18
19	BELKNAP.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	July 31, 1918	19
20	BENHAM.....	Federal S. B. & D. Co.	4,000,000	Mar. 27, 1934	Nov. 14, 1935	Sept. 1, 1936	20
21	BENSON.....	Bethlehem S. B. Corp., Fore River.	5,232,500	.....do.....	Sept. 30, 1937	May 16, 1938	21
22	BERNADOU.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	June 4, 1918	22
23	BIDDLE.....	Wm. Cramp & Sons.	Cost+10%	.....do.....	.....do.....	Apr. 22, 1918	23
24	BLAKELEY.....	.....do.....	Cost+10%	.....do.....	.....do.....	Mar. 26, 1918	24
25	BLUE.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Aug. 22, 1934 ⁴ Nov. 1, 1934 ³ }	Sept. 25, 1935	25

¹ Date of supplementary contract.² Together with acts of Aug. 29, 1916 and July 1, 1913.³ Beginning of construction period.⁴ 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, 1935	ABBOT.....	1
2	June 7, 1919	(¹)	Nov. 24, 1919	Nov. 24, 1919	Nov. 24, 1935	ALDEN.....	2
3	Dec. 5, 1916	Jan. 30, 1917	Jan. 23, 1917	Jan. 24, 1917	Jan. 23, 1933	ALLEN.....	3
4	.....	June 12, 1939	.....	.....	.....	ANDERSON.....	4
5	Apr. 11, 1919	(¹)	July 26, 1919	July 26, 1919	July 26, 1935	AULICK.....	5
6	July 10, 1934	Jan. 1, 1935	.....	Mar. 1, 1935	May 1, 1951 ²	AYLWIN.....	6
7	Sept. 30, 1918	(¹)	Oct. 24, 1919	Oct. 24, 1919	Oct. 24, 1935	BABBITT.....	7
8	Aug. 24, 1918	(¹)	May 29, 1919	May 29, 1919	May 29, 1935	BADGER.....	8
9	Mar. 6, 1920	(¹)	July 21, 1920	July 28, 1920	July 21, 1936	BADGER, GEORGE E.....	9
10	Sept. 3, 1936	Nov. 1, 1936	.....	June 12, 1937	.....	BAGLEY.....	10
11	Feb. 5, 1919	(¹)	June 27, 1919	June 27, 1919	June 27, 1935	BAILEY.....	11
12	June 12, 1920	(¹)	Feb. 9, 1921	Feb. 9, 1921	Feb. 9, 1937	BAINBRIDGE.....	12
13	Mar. 24, 1936	Oct. 6, 1936	Oct. 20, 1936	Oct. 20, 1936	Oct. 5, 1953	BALCH.....	13
14	Dec. 7, 1918	(¹)	June 5, 1919	June 5, 1919	June 5, 1935	BALLARD.....	14
15	Mar. 21, 1919	(¹)	June 30, 1919	June 30, 1919	June 30, 1935	BANCROFT.....	15
16	Sept. 11, 1919	(¹)	Dec. 27, 1919	Dec. 27, 1919	Dec. 27, 1935	BARKER.....	16
17	Sept. 5, 1918	(¹)	Mar. 14, 1919	Mar. 14, 1919	Mar. 14, 1935	BARNEY.....	17
18	Oct. 28, 1920	(¹)	Dec. 28, 1920	Dec. 28, 1920	Dec. 28, 1936	BARRY.....	18
19	Jan. 14, 1919	(¹)	Apr. 28, 1919	Apr. 28, 1919	Apr. 28, 1935	BELKNAP.....	19
20	Apr. 16, 1938	Dec. 29, 1938	.....	.....	.....	BENEHAM.....	20
21	.....	Mar. 30, 1940	.....	.....	.....	BENSON.....	21
22	Nov. 7, 1918	(¹)	May 19, 1919	May 19, 1919	May 19, 1935	BERNADOU.....	22
23	Oct. 3, 1918	(¹)	Apr. 22, 1919	Apr. 22, 1919	Apr. 22, 1935	BIDDLE.....	23
24	Sept. 19, 1918	(¹)	May 8, 1919	May 8, 1919	May 8, 1935	BLAKELEY.....	24
25	May 27, 1937	Feb. 1, 1937	.....	Aug. 14, 1937	.....	BLUE.....	25

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>	
26	BORIE..... DD215	314 4	310 0	30 8	9 3	1,190	26
27	BRANCH..... DD197	314 4	311 0	30 8	9 3	1,190	27
28	BRECKINRIDGE..... DD148	314 4	309 0	30 6	8 8	1,090	28
29	BROOKS..... DD232	314 4	310 0	30 8	9 3	1,190	29
30	BROOME..... DD210	314 4	310 0	30 8	9 3	1,190	30
31	BUCHANAN..... DD131	314 4	309 0	30 6	8 8	1,090	31
32	BUCK..... DD420					¹ 1,570	32
33	BULMER..... DD222	314 4	310 0	30 8	9 3	1,190	33
34	CASE..... DD370	341 3	334 0	34 8	9 10	1,500	34
35	CASSIN..... DD372	341 3	334 0	34 8	9 10	1,500	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	381 0	371 0	36 2	10 3	1,805	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	341 3	334 0	34 8	9 10	1,500	45
46	COWELL..... DD167	314 4	309 0	30 6	8 6	1,060	46

¹ Estimated as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

DESTROYERS (DD).

	Trial displacement	De- signed speed	Service condi- tions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immer- sion ¹	Maxi- mum draft ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
26	1, 220	35.0	16	13½	4	2	BORIE..... DD215	26
27	³ 1, 215	35.0	16	13½	4	2	BRANCH..... DD197	27
28	³ 1, 154	35.0	16	12	4	2	BRECKINRIDGE..... DD148	28
29	1, 302	35.0	16	13½	4	2	BROOKS..... DD232	29
30	1, 230	35.0	16	13½	4	2	BROOME..... DD210	30
31	1, 156	35.0	16	12	4	2	BUCHANAN..... DD131	31
32							BUCK..... DD420	32
33	1, 230	35.0	16	13½	4	2	BULMER..... DD222	33
34	⁴ 1, 726	35+	21	17	2	2	CASE..... DD370	34
35	⁴ 1, 726	35+	21	17	2	2	CASSIN..... DD372	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	⁴ 2, 131	35+	24	16½	2	2	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	12¼	3	2	CONNER..... DD72	44
45	⁴ 1, 726	35+	21	17	2	2	CONYNGHAM..... DD371	45
46	³ 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.³ Estimated.⁴ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil-burning)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
26	BORIE.....	2	Parsons geared turb.....	4	W. F.....	2	Turbo...	D. C....	26
27	BRANCH.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C....	27
28	BRECKINRIDGE.....	2	Parsons geared turb.....	4	W. F.....	2	do.....	D. C....	28
29	BROOKS.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C....	29
30	BROOME.....	2	Parsons geared turb.....	4	W. F.....	2	do.....	D. C....	30
31	BUCHANAN.....	2	do.....	4	Normand..	2	do.....	D. C....	31
32	BUCK.....								32
33	BULMER.....	2	Parsons geared turb.....	4	W. F.....	2	Turbo...	D. C....	33
34	CASE.....	2	G. E. geared turb.....	4	Express...	{ 2 1	Turbo- Diesel...}	A. C....	34
35	CASSIN.....	2	do.....	4	do.....	{ 2 1	Turbo- Diesel...}	A. C....	35
36	CHANDLER.....	2	Parsons geared turb.....	4	W. F.....	2	Turbo...	A. C....	36
37	CHEW.....	2	Curtis geared turb.....	4	Yarrow...	2	do.....	D. C....	37
38	CHILDS.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C....	38
39	CLARK.....	2	Parsons geared turb.....	4	Express...	{ 2 2	Turbo- Diesel...}	A. C....	36
40	CLAXTON.....	2	do.....	4	Normand..	2	Turbo...	D. C....	40
41	CLEMSON.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C....	41
42	COLE.....	2	Parsons geared turb.....	4	W. F.....	2	do.....	D. C....	42
43	COLHOUN.....	2	Curtis geared turb.....	4	Yarrow...	2	do.....	D. C....	43
44	CONNER.....	3	Parsons turb.....	4	W. F.....	2	do.....	D. C....	44
45	CONYNGHAM.....	2	G. E. geared turb.....	4	Express...	{ 2 1	Turbo- Diesel...}	A. C....	45
46	COWELL.....	2	Curtis geared turb.....	4	Yarrow...	2	Turbo...	D. C....	46

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			
26	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	11	---	---	9	116	BORIE.....	DD215	26
27	4 4", 50 cal.; 1 3", 23 cal. A. A.	....do.....	---	8	---	---	8	134	BRANCH ²	DD197	27
28	4 4", 50 cal.; 1 3", 23 cal. A. A.	....do.....	---	9	---	---	10	116	BRECKINRIDGE.....	DD148	28
29	4 5", 51 cal.; 1 3", 23 cal. A. A.	....do.....	---	8	---	---	10	134	BROOKS ³	DD232	29
30	4 4", 50 cal.; 1 3", 23 cal. A. A.	....do.....	---	9	---	---	8	99	BROOME.....	DD210	30
31	4 4", 50 cal.; 1 3", 23 cal. A. A.	....do.....	---	9	---	---	10	119	BUCHANAN.....	DD131	31
32	5" (max.).....	-----	---	---	---	---	---	---	BUCK.....	DD420	32
33	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	8	---	---	8	103	BULMER.....	DD222	33
34	5 5", 38 cal. A. A.	3 21" quad..	2	10	---	---	14	178	CASE.....	DD370	34
35	5 5", 38 cal. A. A.	....do.....	2	10	---	---	14	178	CASSIN.....	DD372	35
36	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	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	8 5", 38 cal.	2 21" quad..	2	13	---	---	14	211	CLARK.....	DD361	39
40	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple..	---	9	---	---	10	⁵ 115	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.	....do.....	---	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 5", 38 cal. A. A.	3 21" quad..	2	10	---	---	14	178	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	
26	BORIE.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Apr. 30, 1919	26
27	BRANCH.....	Newport News S. B. Co.	Cost+fee.	.....do.....	Feb. 14, 1918	Oct. 25, 1918	27
28	BRECKINRIDGE..	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Mar. 11, 1918	28
29	BROOKS.....	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	June 11, 1918	29
30	BROOME.....	Wm. Cramp & Sons.	Cost+fee.	.....do.....	Dec. 19, 1917	Oct. 8, 1918	30
31	BUCHANAN.....	Bath Iron Works....	Cost+10%	Mar. 4, 1917	Aug. 31, 1917	June 29, 1918	31
32	BUCK.....	Navy Yard, Philadelphia.	.....	Mar. 27, 1934	Feb. 12, 1937 ⁶ Jan. 27, 1937 ¹	April 6, 1938	32
33	BULMER.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Aug. 11, 1919	33
34	CASE.....	Navy Yard, Boston.	.....	June 16, 1933	June 22, 1933 ¹ Nov. 1, 1933 ⁶	Sept. 19, 1934	34
35	CASSIN.....	Navy Yard, Philadelphia.	.....	.....do.....	Aug. 3, 1933 ¹ Nov. 1, 1933 ⁶	Oct. 1, 1934	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 ³	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 ³	Aug. 3, 1933	Jan. 2, 1934	39
40	CLAXTON.....	Navy yard, Mare Island.	(*)	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 ²	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 ⁶	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 Together with act of Aug. 29, 1916.⁴ 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 completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
26	Oct. 4, 1919	(¹)	Mar. 24, 1920	Mar. 24, 1920	Mar. 24, 1936	BORIE.....	26
27	Apr. 19, 1919	(¹)	Apr. 3, 1920	July 26, 1920	Apr. 3, 1936	BRANCH.....	27
28	Aug. 17, 1918	(¹)	Feb. 27, 1919	Feb. 27, 1919	Feb. 27, 1935	BRECKINRIDGE.....	28
29	Apr. 24, 1919	(¹)	June 18, 1920	June 18, 1920	June 18, 1936	BROOKS.....	29
30	May 14, 1919	(¹)	Oct. 31, 1919	Oct. 31, 1919	Oct. 31, 1935	BROOME.....	30
31	Jan. 2, 1919	Feb. 15, 1919	Jan. 20, 1919	Jan. 20, 1919	Jan. 20, 1935	BUCHANAN.....	31
32	.....	Nov. 12, 1939	.....	.....	.....	BUCK.....	32
33	Jan. 22, 1920	(¹)	Aug. 16, 1920	Aug. 16, 1920	Aug. 16, 1936	BULMER.....	33
34	Sept. 14, 1935	Feb. 1, 1936	.....	Sept. 15, 1936	Mar. 19, 1953	CASE.....	34
35	Oct. 28, 1935	.....do.....	.....	Aug. 21, 1936	Apr. 6, 1953	CASSIN.....	35
36	Mar. 19, 1919	(¹)	Sept. 5, 1919	Sept. 5, 1919	Sept. 5, 1935	CHANDLER.....	36
37	May 26, 1918	(¹)	Dec. 12, 1918	Dec. 12, 1918	Dec. 12, 1934	CHEW.....	37
38	Sept. 15, 1920	(¹)	Oct. 22, 1920	Oct. 22, 1920	Oct. 22, 1936	CHILDS.....	38
39	Oct. 15, 1935	Apr. 18, 1936	May 20, 1936	May 20, 1936	May 20, 1952	CLARK.....	39
40	Jan. 15, 1919	Dec. 31, 1918	.....	Sept. 13, 1919	Sept. 13, 1935	CLAXTON.....	40
41	Sept. 5, 1918	(¹)	Nov. 17, 1919	Dec. 29, 1919	Nov. 17, 1935	CLEMSON.....	41
42	Jan. 11, 1919	(¹)	June 19, 1919	June 19, 1919	June 19, 1935	COLE.....	42
43	Feb. 21, 1918	(¹)	June 12, 1918	June 13, 1918	June 12, 1934	COLHOUN.....	43
44	Aug. 21, 1917	Aug. 20, 1917	Jan. 12, 1918	Jan. 12, 1918	Jan. 12, 1934	CONNER.....	44
45	Sept. 14, 1935	May 1, 1936	.....	Nov. 4, 1936	Apr. 10, 1953	CONYNGHAM.....	45
46	Nov. 23, 1918	(¹)	Mar. 17, 1919	Mar. 17, 1919	Mar. 17, 1935	COWELL.....	46

¹ No contract date of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				Displace- ment				
			Length on water line		Extreme beam at or below water line	Mean draft					
			Ft.	in.					Ft.	in.	
47	CRANE..... DD109	314	4	309	0	30	6	8	6	1,060	47
48	CRAVEN..... DD382									¹ 1,500	48
	<i>CRAVEN-EX</i> 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	341	3	334	0	34	8	9	9	1,465	51
52	CUSHING..... DD376	341	3	334	0	34	8	9	9	1,465	52
53	DD70 (<i>EX-CRAVEN</i>)..... DD70	315	6	308	0	30	8	7	6	1,020	53
54	DD185 (<i>EX-BAGLEY</i>)..... DD185	314	4	309	0	30	6	8	6	1,060	54
55	DAHLGREN..... DD187	314	4	311	0	30	8	9	3	1,190	55
56	DALE..... DD353	341	3	331	0	34	2	8	10	1,395	56
57	DALLAS..... DD199	314	4	311	0	30	8	9	3	1,190	57
58	DAVIS..... DD395									¹ 1,850	58
59	DECATUR..... DD341	314	4	310	0	30	8	9	3	1,190	59
60	DENT..... DD116	314	4	309	0	30	6	8	8	1,090	60
61	DEWEY..... DD349	341	3	329	0	34	2	8	7	1,345	61
62	DICKERSON..... DD157	314	4	309	0	30	6	8	8	1,090	62
63	DORSEY..... DD117	314	4	309	0	30	6	8	8	1,090	63
64	DOWNES..... DD375	341	3	334	0	34	8	9	10	1,500	64
65	DRAYTON..... DD366	341	3	334	0	34	8	9	9	1,480	65

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

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.			
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	⁴ 1,726	35+	21	17	2	2	CUMMINGS..... DD365 51
52	⁴ 1,726	35+	21	17	2	2	CUSHING..... DD376 52
53	³ 1,259	30.0	15	11½	4	2	DD70 (EX-CRAVEN)..... DD70 53
54	1,195	35.0	16	12	4	2	DD185 (EX-BAGLEY)..... DD185 54
55	1,310	35.0	16	13½	4	2	DAHLGREN..... DD187 55
56	⁴ 1,726	36.5	20	15½	2	2	DALE..... DD353 56
57	1,310	35.0	16	13½	4	2	DALLAS..... DD199 57
58							DAVIS..... DD395 58
59	1,252	35.0	16	13½	4	2	DECATUR..... DD341 59
60	1,164	35.0	16	12	4	2	DENT..... DD116 60
61	⁴ 1,726	36.5	20	15½	2	2	DEWEY..... DD349 61
62	1,174	35.0	16	12	4	2	DICKERSON..... DD157 62
63	1,165	35.0	16	12	4	2	DORSEY..... DD117 63
64	⁴ 1,726	35+	21	17	2	2	DOWNES..... DD375 64
65	⁴ 1,726	35+	21	17	2	2	DRAYTON..... DD366 65

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)		Turbo-generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
47	CRANE.....	2	Curtis geared turb.....	4	Yarrow...	2	Turbo..	D. C....	47
48	CRAVEN.....								48
49	CROSBY.....	2	Curtis geared turb.....	4	Yarrow...	2	Turbo..	D. C....	49
50	CROWNINSHIELD.....	2	Parsons geared turb.....	4	Normand.	2	...do...	D. C....	50
51	CUMMINGS.....	2	G. E. geared turb.....	4	Express...	{ 2 1	Turbo- Diesel...	} A. C....	51
52	CUSHING.....	2	...do.....	4	...do.....	{ 2 1	Turbo- Diesel...	} A. C....	52
53	DD70 (EX-CRAVEN).....	2	Parsons geared turb.....	4	Thorny...	2	Turbo..	D. C....	53
54	DD185 (EX-BAILEY).....	2	Curtis turb.....	4	...do.....	2	...do...	D. C....	54
55	DAHLGREN.....	2	Westgh. geared turb.....	4	W. F.....	2	...do...	D. C....	55
56	DALE.....	2	Parsons geared turb.....	4	Yarrow...	2	...do...	A. C....	56
57	DALLAS.....	2	Westgh. geared turb.....	4	W. F.....	2	...do...	D. C....	57
58	DAVIS.....								58
59	DECATUR.....	2	Parsons geared turb.....	4	Normand.	2	...do...	D. C....	59
60	DENT.....	2	...do.....	4	W. F.....	2	...do...	D. C....	60
61	DEWEY.....	2	...do.....	4	Yarrow...	2	...do...	A. C....	61
62	DICKERSON.....	2	...do.....	4	Thorny...	2	...do...	D. C....	62
63	DORSEY.....	2	...do.....	4	W. F.....	2	...do...	D. C....	63
64	DOWNES.....	2	G. E. geared turb.....	4	Express...	{ 2 1	Turbo- Diesel...	} A. C....	64
65	DRAYTON.....	2	...do.....	4	...do.....	{ 2 1	Turbo- Diesel...	} A. C....	65

DESTROYERS (DD).

Armament		Quarters available ³					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 ⁴ 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 ⁴ DD164	49
50	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			10	120	CROWNINSHIELD ² DD134	50
51	5 5", 38 cal. A. A.	3 21" quad...	2	10		14	178	CUMMINGS..... DD365	51
52	5 5", 38 cal. A. A.	do.....	2	10		14	178	CUSHING..... DD376	52
53	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple...	8			10	130	DD70 (EX-CRAVEN).. DD70	53
54	4 4", 50 cal.; 2 3", 23 cal. A. A.	do.....	8			10	128	DD185 (EX-BAGLEY) ¹ . DD185	54
55	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			8	113	DAHLGREN..... DD187	55
56	5 5", 38 cal. A. A.	2 21" quad...	2	9		14	172	DALE..... DD353	56
57	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple...	9			8	107	DALLAS ⁴ DD199	57
58	5" (max).....							DAVIS..... DD395	58
59	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple...	9			8	114	DECATUR..... DD341	59
60	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			10	118	DENT..... DD116	60
61	5 5", 38 cal. A. A.	2 21" quad...	2	9		14	151	DEWEY..... DD349	61
62	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple...	9			12	123	DICKERSON..... DD157	62
63	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			13	115	DORSEY..... DD117	63
64	5 5", 38 cal. A. A.	3 21" quad...	2	10		14	178	DOWNES..... DD375	64
65	5 5", 38 cal. A. A.	do.....	2	10		14	178	DRAYTON..... DD366	65

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

² 1 berth, chart house, not included in table.

³ For crew, data includes total berths and hammock swings. Does not include cots provided.

⁴ 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 ¹	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 Shipyards, Inc.	3,400,000	June 16, 1933	Aug. 30, 1933	June 26, 1934	51
52	CUSHING.....	Navy yard, Puget Sound.	.....	...do.....	Aug. 2, 1933 ³ Nov. 1, 1933 ³	Aug. 15, 1934	52
53	DD70 (EX-CRAVEN).	Navy Yard, Norfolk.	² 925,000	Mar. 3, 1915	Oct. 20, 1915 ³	Nov. 20, 1917	53
54	DD185 (EX-BAGLEY)	Newport News S. B. Co.	Cost+10%	...do.....	Sept. 28, 1917	May 11, 1918	54
55	DAHLGREN.....	...do.....	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	June 8, 1918	55
56	DALE.....	Navy yard, New York.	.....	July 11, 1919 ⁶	Sept. 23, 1932 ³ Oct. 1, 1932 ³	Feb. 10, 1934	56
57	DALLAS.....	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	Nov. 25, 1918	57
58	DAVIS.....	Bath Iron Works Corp.	3,882,500	Mar. 27, 1934	Sept. 19, 1935	July 28, 1936	58
59	DECATUR.....	Navy yard, Mare Island.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ³	Sept. 15, 1920	59
60	DENT.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	Aug. 30, 1917	60
61	DEWEY.....	Bath Iron Works Corp.	2,628,000	July 11, 1919 ⁶	Dec. 11, 1931	Dec. 16, 1932	61
62	DICKERSON.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	Sept. 28, 1917	May 25, 1918	62
63	DORSEY.....	Wm. Cramp & Sons.	Cost+10%	...do.....	May 2, 1917	Sept. 18, 1917	63
64	DOWNES.....	Navy yard, Norfolk.	.....	June 16, 1933	Aug. 3, 1933 ³ Nov. 1, 1933 ³	Aug. 15, 1934	64
65	DRAYTON.....	Bath Iron Works Corp.	3,276,500	...do.....	Aug. 3, 1933	Mar. 20, 1934	65

¹ Together with act of Aug. 29, 1916.² Limit of cost.³ Date assigned yard.⁴ No limit of cost.⁵ Beginning of construction period.⁶ 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, 1935	CRANE.....	47
48	Feb. 25, 1937	June 8, 1937	Sept. 2, 1937	Sept. 2, 1937	.....	CRAVEN.....	48
49	Sept. 28, 1918	(¹)	Jan. 24, 1919	Jan. 24, 1919	Jan. 24, 1935	CROSBY.....	49
50	July 24, 1919	June 30, 1919	Aug. 6, 1919	Aug. 6, 1919	Aug. 6, 1935	CROWNINSHIELD.....	50
51	Dec. 11, 1935	July 4, 1936	Nov. 24, 1936	Nov. 25, 1936	Jan. 26, 1953	CUMMINGS.....	51
52	Dec. 31, 1935	Feb. 1, 1936	.....	Aug. 28, 1936	Dec. 10, 1952	CUSHING.....	52
53	June 29, 1918	(¹)	.....	Oct. 19, 1918	Oct. 19, 1934	DD70 (EX-CRAVEN)....	53
54	Oct. 19, 1918	(¹)	Aug. 26, 1919	Aug. 27, 1919	Aug. 26, 1935	DD185 (EX-BAGLEY)....	54
55	Nov. 20, 1918	(¹)	Jan. 6, 1920	Jan. 6, 1920	Jan. 6, 1936	DAHLGREN.....	55
56	Jan. 23, 1935	Jan. 1, 1935	.....	June 17, 1935	July 19, 1951 ²	DALE.....	56
57	May 31, 1919	(¹)	Apr. 30, 1920	Oct. 29, 1920	Apr. 30, 1936	DALLAS.....	57
58	.....	May 19, 1938	.....	.....	.....	DAVIS.....	58
59	Oct. 29, 1921	.....	.....	Aug. 9, 1922	Aug. 9, 1938	DECATUR.....	59
60	Mar. 23, 1918	(¹)	Sept. 9, 1918	Sept. 9, 1918	Sept. 9, 1934	DENT.....	60
61	July 28, 1934	June 11, 1934	Oct. 3, 1934	Oct. 4, 1934	Oct. 3, 1950	DEWEY.....	61
62	Mar. 12, 1919	(¹)	Sept. 3, 1919	Sept. 3, 1919	Sept. 3, 1935	DICKERSON.....	62
63	Apr. 9, 1918	(¹)	Sept. 16, 1918	Sept. 16, 1918	Sept. 16, 1934	DORSEY.....	63
64	Apr. 22, 1936	May 1, 1936	.....	Jan. 15, 1937	Mar. 26, 1953	DOWNES.....	64
65	Mar. 26, 1936	Feb. 15, 1936	Sept. 1, 1936	Sept. 1, 1936	June 1, 1953	DRAYTON.....	65

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>	
66	DUNLAP..... DD384					¹ 1,500	66
67	DUPONT..... DD152	314 4	309 0	30 6	8 8	1,090	67
68	EDSALL..... DD219	314 4	310 0	30 8	9 3	1,190	68
69	EDWARDS..... DD265	314 4	311 0	30 8	9 3	1,190	69
70	EDWARDS, JOHN D..... DD216	314 4	310 0	30 8	9 3	1,190	70
71	ELLET..... DD398					¹ 1,500	71
72	ELLIOT..... DD146	314 4	309 0	29 6	8 8	1,090	72
73	ELLIS..... DD154	314 4	309 0	30 6	8 8	1,090	73
74	EVANS..... DD78	314 4	309 0	30 6	8 8	1,090	74
75	FAIRFAX..... DD93	314 4	309 0	30 6	8 8	1,090	75
76	FANNING..... DD385					¹ 1,500	76
77	FARRAGUT..... DD348	341 3	330 0	34 2	8 8	1,365	77
78	FLUSSER..... DD368	341 3	334 0	34 8	9 9	1,480	78
79	FOOTE..... DD169	314 4	309 0	30 6	8 6	1,060	79
80	FORD, JOHN D..... DD228	314 4	310 0	30 8	9 3	1,190	80
81	FOX..... DD234	314 4	310 0	30 8	9 3	1,190	81
82	GILLIS..... DD260	314 4	311 0	30 8	9 3	1,190	82
83	GILMER..... DD233	314 4	310 0	30 8	9 3	1,190	83
84	GLEAVES..... DD423					¹ 1,620	84
85	GOFF..... DD247	314 4	310 0	30 8	9 3	1,190	85
86	GOLDSBOROUGH..... DD188	314 4	311 0	30 8	9 3	1,190	86
87	GREENE..... DD266	314 4	311 0	30 8	9 3	1,190	87
88	GREER..... DD145	314 4	309 0	30 6	8 8	1,090	88
89	GREGORY..... DD82	314 4	309 0	30 6	8 6	1,060	89

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

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.			
66							DUNLAP..... DD384 66
67	1,154	35.0	16	12	4	2	DUPONT..... DD152 67
68	1,242	35.0	16	13½	4	2	EDSALL..... DD219 68
69	1,198	35.0	16	13½	4	2	EDWARDS..... DD265 69
70	³ 1,215	35.0	16	13½	4	2	EDWARDS, JOHN D..... DD216 70
71							ELLET..... DD398 71
72	1,161	35.0	16	12	4	2	ELLIOT..... DD146 72
73	³ 1,154	35.0	16	12	4	2	ELLIS..... DD154 73
74	1,155	35.0	16	12	4	2	EVANS..... DD78 74
75	³ 1,154	35.0	16	12	4	2	FAIRFAX..... DD93 75
76							FANNING..... DD385 76
77	⁴ 1,726	36.5	20	15½	2	2	FARRAGUT..... DD348 77
78	⁴ 1,726	35+	21	17	2	2	FLUSSER..... DD368 78
79	1,190	35.0	16	12	4	2	FOOTE..... DD169 79
80	1,236	35.0	16	13½	4	2	FORD, JOHN D..... DD228 80
81	1,328	35.0	16	13½	4	2	FOX..... DD234 81
82	1,266	35.0	16	13½	4	2	GILLIS..... DD260 82
83	1,338	35.0	16	13½	4	2	GILMER..... DD233 83
84							GLEAVES..... DD423 84
85	1,317	35.0	16	13½	4	2	GOFF..... DD247 85
86	1,308	35.0	16	13½	4	2	GOLDSBOROUGH..... DD188 86
87	1,233	35.0	16	13½	4	2	GREENE..... DD266 87
88	1,209	35.0	16	12	4	2	GREER..... DD145 88
89	1,185	35.0	16	12	4	2	GREGORY..... DD82 89

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)		Turbo-generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
66	DUNLAP.....								66
67	DU PONT.....	2	Parsons geared turb.....	4	W. F.....	2	Turbo..	D. C.	67
68	EDSALL.....	2	do.....	4	W. F.....	2	do.....	D. C.	68
69	EDWARDS.....	2	Curtis geared turb.....	4	Yarrow...	2	do.....	D. C.	69
70	EDWARDS, JOHN D.....	2	Parsons geared turb.....	4	W. F.....	2	do.....	D. C.	70
71	ELLET.....								71
72	ELLIOT.....	2	Parsons geared turb.....	4	W. F.....	2	Turbo..	D. C.	72
73	ELLIS.....	2	do.....	4	W. F.....	2	do.....	D. C.	73
74	EVANS.....	2	do.....	4	Normand.	2	do.....	D. C.	74
75	FAIRFAX.....	2	do.....	4	do.....	2	do.....	D. C.	75
76	FANNING.....								76
77	FARRAGUT.....	2	Parsons geared turb.....	4	Yarrow...	2	Turbo..	A. C.	77
78	FLUSSER.....	2	G. E. geared turb.....	4	Express... {	2	Turbo..	A. C.	78
79	FOOTE.....	2	Curtis geared turb.....	4	Yarrow... }	1	Diesel..		
79						2	Turbo..	D. C.	79
80	FORD, JOHN D.....	2	Parsons geared turb.....	4	W. F.....	2	do.....	D. C.	80
81	FOX.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C.	81
82	GILLIS.....	2	Curtis geared turb.....	4	Yarrow...	2	do.....	D. C.	82
83	GILMER.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C.	83
84	GLEAVES.....								84
85	GOFF.....	2	Westgh. geared turb.....	4	W. F.....	2	do.....	D. C.	85
86	GOLDSBOROUGH.....	2	do.....	4	W. F.....	2	do.....	D. C.	86
87	GREENE.....	2	Curtis geared turb.....	4	Yarrow...	2	do.....	D. C.	87
88	GREER.....	2	Parsons geared turb.....	4	W. F.....	2	do.....	D. C.	88
89	GREGORY.....	2	Curtis geared turb.....	4	Yarrow...	2	do.....	D. C.	89

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	
66	5" (max.)							DUNLAP..... DD384	66
67	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	9			10	118	DU PONT..... DD152	67
68	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			12	112	EDSALL..... DD219	68
69	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			8	123	EDWARDS ² DD265	69
70	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			13	114	EDWARDS, JOHN D ³ DD216	70
71	5" (max.)							ELLET..... DD398	71
72	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	9			12	102	ELLIOT..... DD146	72
73	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9			13	130	ELLIS..... DD154	73
74	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9			10	143	EVANS..... DD78	74
75	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	13			11	135	FAIRFAX..... DD93	75
76	5" (max.)							FANNING..... DD385	76
77	5 5", 38 cal. A. A.	2 21" quad	2	9		14	157	FARRAGUT..... DD348	77
78	5 5", 38 cal. A. A.	3 21" quad	2	10		14	178	FLUSSER..... DD368	78
79	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	8			12	133	FOOTE ⁴ DD169	79
80	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9			10	107	FORD, JOHN D..... DD228	80
81	4 5", 51 cal.; 1 3", 23 cal. A. A.	do	9			10	122	FOX..... DD234	81
82	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			8	122	GILLIS ² DD260	82
83	4 5", 51 cal.; 1 3", 23 cal. A. A.	do	9			10	119	GILMER..... DD233	83
84	5" (max.)							GLEAVES..... DD423	84
85	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	14			12	130	GOFF..... DD247	85
86	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			8	123	GOLDSBOROUGH ⁴ DD188	86
87	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			8	128	GREENE..... DD266	87
88	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	9			10	103	GREER..... DD145	88
89	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	8			10	123	GREGORY ⁴ DD82	89

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	
66	DUNLAP.....	United S. B. & D. D. Corp. and United Shipyards, Inc.	3,430,000	Mar. 27, 1934	Oct. 9, 1934	Apr. 10, 1935	66
67	DU PONT.....	Wm. Cramp & Sons....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	May 2, 1918	67
68	EDSALL.....	do.....	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Sept. 15, 1919	68
69	EDWARDS.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	do.....	Dec. 6, 1917	Apr. 20, 1918	69
70	EDWARDS, JOHN D.	Wm. Cramp & Sons....	Cost+fee	do.....	Dec. 19, 1917	May 21, 1919	70
71	ELLET.....	Federal S. B. & D. D. Co	4,000,000	Mar. 27, 1934	Nov. 14, 1935	Dec. 3, 1936	71
72	ELLIOT.....	Wm. Cramp & Sons....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 23, 1918	72
73	ELLIS.....	do.....	Cost+10%	do.....	do.....	July 8, 1918	73
74	EVANS.....	Bath Iron Works.....	Cost+10%	Aug. 29, 1916	Nov. 30, 1916	Dec. 28, 1917	74
75	FAIRFAX.....	Navy yard, Mare Island.	¹ 1,440,000	do.....	Nov. 22, 1916 ¹	July 10, 1917	75
76	FANNING.....	United S. B. & D. D. Corp., and United Shipyards, Inc.	3,430,000	Mar. 27, 1934	Oct. 9, 1934	Apr. 10, 1935	76
77	FARRAGUT.....	Bethlehem S. B. Corp., Quincy.	3,034,500	July 11, 1919 ⁴	Dec. 11, 1931	Sept. 20, 1932	77
78	FLUSSER.....	Federal S. B. & D. D. Co.	3,210,800	June 16, 1933	Aug. 3, 1933	June 4, 1934	78
79	FOOTE.....	Fore River S. B. Co....	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Aug. 7, 1918	79
80	FORD, JOHN D...	Wm. Cramp & Sons....	Cost+fee	Oct. 6, 1917	Dec. 19, 1917 May 8, 1919 ²	Nov. 11, 1919	80
81	FOX.....	New York S. B. Co.....	Cost+fee	do.....	Dec. 29, 1917	June 25, 1918	81
82	GILLIS.....	Bethlehem S. B. Corp., Quincy.	Cost+fee	do.....	Dec. 6, 1917	Dec. 27, 1918	82
83	GILMER.....	New York S. B. Co.....	Cost+fee	do.....	Dec. 29, 1917 May 8, 1919 ²	June 25, 1918	83
84	GLEAVES.....	Bath Iron Works Corp..	4,675,000	Mar. 27, 1934	Sept. 30, 1937	.....	84
85	GOFF.....	New York S. B. Co.....	Cost+fee	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	June 16, 1919	85
86	GOLDSBOROUGH..	Newport News S. B. Co.	Cost+fee	do.....	Feb. 14, 1918	June 8, 1918	86
87	GREENE.....	Bethlehem S. B. Corp., Squantum.	Cost+fee	do.....	Dec. 6, 1917	June 3, 1918	87
88	GREER.....	Wm. Cramp & Sons....	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 24, 1918	88
89	GREGORY.....	Fore River S. B. Co....	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ²	Aug. 25, 1917	89

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	
66	Apr. 18, 1936	Feb. 14, 1937	June 8, 1937	June 12, 1937	.....	DUNLAP.....	66
67	Oct. 22, 1918	(1)	Apr. 30, 1919	Apr. 30, 1919	Apr. 30, 1935	DU PONT.....	67
68	July 29, 1920	(1)	Nov. 26, 1920	Nov. 26, 1920	Nov. 26, 1936	EDSALL.....	68
69	Oct. 10, 1918	(1)	Apr. 24, 1919	Apr. 24, 1919	Apr. 24, 1935	EDWARDS.....	69
70	Oct. 18, 1919	(1)	Apr. 6, 1920	Apr. 6, 1920	Apr. 6, 1936	EDWARDS, JOHN D.....	70
71	.....	Feb. 16, 1939	.....	.....	.....	ELLET.....	71
72	July 4, 1918	(1)	Jan. 25, 1919	Jan. 25, 1919	Jan. 25, 1935	ELLIOT.....	72
73	Nov. 30, 1918	(1)	June 7, 1919	June 7, 1919	June 7, 1935	ELLIS.....	73
74	Oct. 30, 1918	(1)	Nov. 11, 1918	Nov. 11, 1918	Nov. 11, 1934	EVANS.....	74
75	Dec. 15, 1917	.....	.....	Apr. 6, 1918	Apr. 6, 1934	FAIRFAX.....	75
76	Sept. 18, 1936	June 14, 1937	Oct. 8, 1937	Oct. 8, 1937	.....	FANNING.....	76
77	Mar. 15, 1934	Feb. 11, 1934	June 18, 1934	June 18, 1934	June 18, 1950	FARRAGUT.....	77
78	Sept. 28, 1935	Feb. 1, 1936	Sept. 29, 1936	Oct. 1, 1936	Dec. 1, 1952	FLUSSER.....	78
79	Dec. 14, 1918	(1)	Mar. 21, 1919	Mar. 21, 1919	Mar. 21, 1935	FOOTE.....	79
80	Sept. 2, 1920	(1)	Dec. 30, 1920	Dec. 30, 1920	Dec. 30, 1936	FORD, JOHN D.....	80
81	June 12, 1919	(1)	May 17, 1920	May 17, 1920	May 17, 1936	FOX.....	81
82	May 29, 1919	(1)	Sept. 3, 1919	Sept. 3, 1919	Sept. 3, 1935	GILLIS.....	82
83	May 24, 1919	(1)	Apr. 30, 1920	Apr. 30, 1920	Apr. 30, 1936	GILMER.....	83
84	.....	Mar. 30, 1940	.....	.....	.....	GLEAVES.....	84
85	June 2, 1920	(1)	Jan. 19, 1921	Jan. 19, 1921	Jan. 19, 1937	GOFF.....	85
86	Nov. 20, 1918	(1)	Jan. 26, 1920	Jan. 26, 1920	Jan. 26, 1936	GOLDSBOROUGH.....	86
87	Nov. 2, 1918	(1)	May 9, 1919	May 9, 1919	May 9, 1935	GREENE.....	87
88	Aug. 1, 1918	(1)	Dec. 31, 1918	Dec. 31, 1918	Dec. 31, 1934	GREER.....	88
89	Jan. 27, 1918	(1)	May 31, 1918	June 1, 1918	May 31, 1934	GREGORY.....	89

¹No 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>Tons</i>	
90	GRIDLEY..... DD380						90
91	HALE..... DD133	314 4	309 0	30 6	8 8	1,090	91
92	HAMILTON..... DD141	314 4	309 0	30 6	8 8	1,090	92
93	HAMMANN..... DD412					¹ 1,570	93
94	HARADEN..... DD183	314 4	309 0	30 6	8 6	1,060	94
95	HATFIELD..... DD231	314 4	310 0	30 8	9 3	1,190	95
96	HELM..... DD388					¹ 1,500	96
97	HENLEY..... DD391					¹ 1,500	97
98	HERBERT..... DD160	314 4	309 0	30 6	8 8	1,090	98
99	HERNDON..... DD198	314 4	311 0	30 8	9 3	1,190	99
100	HOGAN..... DD178	314 4	309 0	30 6	8 6	1,060	100
101	HOPEWELL..... DD181	314 4	309 0	30 6	8 6	1,060	101
102	HOPKINS..... DD249	314 4	310 0	30 8	9 3	1,190	102
103	HOVEY..... DD208	314 4	310 0	30 8	9 3	1,190	103
104	HOWARD..... DD179	314 4	309 0	30 6	8 6	1,060	104
105	HUGHES..... DD410					¹ 1,570	105
106	HUGHES, CHARLES F..... DD428					¹ 1,620	106
107	HULBERT..... DD342	314 4	310 0	30 8	9 3	1,190	107
108	HULL..... DD350	341 3	331 0	34 2	8 10	1,395	108
109	HUMPHREYS..... DD236	314 4	310 0	30 8	9 3	1,190	109
110	HUNT..... DD194	314 4	311 0	30 8	9 3	1,190	110
111	INGRAM, OSMOND..... DD255	314 4	311 0	30 8	9 3	1,190	111
112	JAMES, REUBEN..... DD245	314 4	310 0	30 8	9 3	1,190	112
113	JARVIS..... DD393					¹ 1,500	113
114	JONES, HILARY P..... DD427					¹ 1,620	114
115	JONES, JACOB..... DD130	314 4	309 0	30 6	8 8	1,090	115

¹ Estimated as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

DESTROYERS (DD).

	Trial displacement	Designed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion †	Maximum draft ‡				
	Tons	Knots	Tons	Fl.				
90							GRIDLEY.....	DD380 90
91	1, 149	35. 0	16	12	4	2	HALE.....	DD133 91
92	1, 370	35. 0	16	12	4	2	HAMILTON.....	DD141 92
93							HAMMANN.....	DD412 93
94	1, 248	35. 0	16	12	4	2	HARADEN.....	DD183 94
95	1, 318	35. 0	16	13½	4	2	HATFIELD.....	DD231 95
96							HELM.....	DD388 96
97							HENLEY.....	DD391 97
98	1, 169	35. 0	16	12	4	2	HERBERT.....	DD160 98
99	1, 300	35. 0	16	13½	4	2	HERNDON.....	DD198 99
100	1, 233	35. 0	16	12	4	2	HOGAN.....	DD178 100
101	1, 229	35. 0	16	12	4	2	HOPWELL.....	DD181 101
102	1, 305	35. 0	16	13½	4	2	HOPKINS.....	DD249 102
103	1, 229	35. 0	16	13½	4	2	HOVEY.....	DD208 103
104	1, 231	35. 0	16	12	4	2	HOWARD.....	DD179 104
105							HUGHES.....	DD410 105
106							HUGHES, CHARLES F.....	DD428 106
107	1, 272	35. 0	16	13½	4	2	HULBERT.....	DD342 107
108	1, 726	36. 5	20	15½	2	2	HULL.....	DD350 108
109	1, 310	35. 0	16	13½	4	2	HUMPHREYS.....	DD236 109
110	1, 310	35. 0	16	13½	4	2	HUNT.....	DD194 110
111	1, 267	35. 0	16	13½	4	2	INGRAM, OSMOND.....	DD255 111
112	1, 317	35. 0	16	13½	4	2	JAMES, REUBEN.....	DD245 112
113							JARVIS.....	DD393 113
114							JONES, HILARY P.....	DD427 114
115	1, 167	35. 0	16	12	4	2	JONES, JACOB.....	DD130 115

† Average for service displacement.

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

§ 3-hour full-power trial.

¶ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Turbo-generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
90	GRIDLEY.....								90
91	HALE.....	2	Parsons geared turb...	4	Normand.	2	Turbo..	D. C....	91
92	HAMILTON.....	2	do.....	4	do....	2	do....	D. C....	92
93	HAMMANN.....								93
94	HARADEN.....	2	Curtis turb.....	4	Thorny..	2	Turbo..	D. C....	94
95	HATFIELD.....	2	Westgh. geared turb..	4	W. F....	2	do....	D. C....	95
96	HELM.....								96
97	HENLEY.....								97
98	HERBERT.....	2	Parsons geared turb...	4	Thorny..	2	Turbo...	D. C....	98
99	HERNDON.....	2	Westgh. geared turb..	4	W. F....	2	do....	D. C....	99
100	HOGAN.....	2	Curtis geared turb...	4	Yarrow..	2	do....	D. C....	100
101	HOPEWELL.....	2	Curtis turb.....	4	Thorny..	2	do....	D. C....	101
102	HOPKINS.....	2	Westgh. geared turb..	4	W. F....	2	do....	D. C....	102
103	HOVEY.....	2	Parsons geared turb...	4	W. F....	2	do....	D. C....	103
104	HOWARD.....	2	Curtis geared turb...	4	Yarrow..	2	do....	D. C....	104
105	HUGHES.....								105
106	HUGHES, CHARLES F.....								106
107	HULBERT.....	2	Parsons geared turb...	4	Normand.	2	Turbo...	D. C....	107
108	HULL.....	2	do.....	4	Yarrow..	2	do....	A. C....	108
109	HUMPHREYS.....	2	Westgh. geared turb..	4	W. F....	2	do....	D. C....	109
110	HUNT.....	2	do.....	4	W. F....	2	do....	D. C....	110
111	INGRAM, OSMOND....	2	Curtis geared turb...	4	Yarrow..	2	do....	D. C....	111
112	JAMES, REUBEN.....	2	Westgh. geared turb..	4	W. F....	2	Turbo...	D. C....	112
113	JARVIS.....								113
114	JONES, HILARY P....								114
115	JONES, JACOB.....	2	Parsons geared turb...	4	Thorny..	2	Turbo...	D. C....	115

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
90	5" (max.)								GRIDLEY..... DD380	90
91	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			10	112	HALE..... DD133	91
92	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			10	125	HAMILTON..... DD141	92
93	5" (max.)								HAMMANN..... DD412	93
94	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple		8			10	129	HARADEN ² DD183	94
95	4 5", 51 cal.; 1 3", 23 cal. A. A.	do		9			10	135	HATFIELD..... DD231	95
96	5" (max.)								HELM..... DD388	96
97	5" (max.)								HENLEY..... DD391	97
98	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			12	113	HERBERT..... DD160	98
99	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			10	111	HERNDON..... DD198	99
100	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			12	122	HOGAN ² DD178	100
101	4 4", 50 cal.; 2 3", 23 cal. A. A.	do		8			10	137	HOPEWELL ³ DD181	101
102	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	1	8			10	116	HOPKINS..... DD249	102
103	6 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			12	129	HOVEY ² DD208	103
104	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			12	118	HOWARD ² DD179	104
105	5" (max.)								HUGHES..... DD410	105
106	5" (max.)								HUGHES, CHARLES F DD428	106
107	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			10	113	HULBERT ⁴ DD342	107
108	5 5", 38 cal. A. A.	2 21" quad	2	9			14	172	HULL..... DD350	108
109	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			10	128	HUMPHREYS..... DD236	109
110	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			10	106	HUNT ² DD194	110
111	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		8			8	130	INGRAM, OSMOND ² .. DD255	111
112	4 4", 50 cal.; 1 3", 23 cal. A. A.	do		9			8	110	JAMES, REUBEN..... DD245	112
113	5" (max.)								JARVIS..... DD393	113
114	5" (max.)								JONES, HILARY P... DD427	114
115	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple		9			10	119	JONES, JACOB..... DD130	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	
90	GRIDLEY.....	Beth. S. B. Corp., Quincy.	3,784,000	Mar. 27, 1934	Oct. 2, 1934	June 3, 1935	90
91	HALE.....	Bath Iron Works....	Cost+10%	Mar. 4, 1917	Aug. 31, 1917	Oct. 7, 1918	91
92	HAMILTON.....	Navy yard, Mare Island.	(⁴)	.....do.....	July 20, 1917 ¹	June 8, 1918	92
93	HAMMANN.....	Federal S. B. & D. Co.	4,267,000	Mar. 27, 1934	Oct. 12, 1936	Jan. 17, 1938	93
94	HARADEN.....	Newport News S. B. Co.	Cost+10%	Mar. 4, 1937	Sept. 28, 1917	Mar. 30, 1918	94
95	HATFIELD.....	New York S. B. Co.	Cost+ fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	June 10, 1918	95
96	HELM.....	Navy yard, Norfolk	.....	Mar. 27, 1934	Aug. 22, 1934 ¹ Nov. 1, 1934 ⁴	Sept. 25, 1935	96
97	HENLEY.....	Navy yard, Mare Island.	.....	.....do.....	Aug. 22, 1934 ¹ Nov. 1, 1934 ⁴	Oct. 28, 1935	97
98	HERBERT.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	Sept. 28, 1917	Apr. 9, 1918	98
99	HERNDON.....	Newport News S. B. Co.	Cost+ fee.	Oct. 6, 1917	Feb. 14, 1918	Nov. 25, 1918	99
100	HOGAN.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	.....do.....	100
101	HOPEWELL.....	Newport News S. B. Co.	Cost+10%	.....do.....	Sept. 28, 1917	Jan. 19, 1918	101
102	HOPKINS.....	New York S. B. Co.	Cost+10%	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	July 30, 1919	102
103	HOVEY.....	Wm. Cramp & Sons	Cost+ fee.	.....do.....	Dec. 19, 1917	Sept. 7, 1918	103
104	HOWARD.....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Dec. 9, 1918	104
105	HUGHES.....	Bath Iron Works Corp.	4,343,150	Mar. 27, 1934	Oct. 12, 1936	Sept. 15, 1937	105
106	HUGHES, CHARLES F.	Navy yard, Puget Sound.	.....	Mar. 27, 1934	{Dec. 7, 1937 ¹ Dec. 30, 1937 ⁶}}	.....	106
107	HULBERT.....	Navy yard, Norfolk	(⁴)	Oct. 6, 1917	Jan. 25, 1918 ¹	Nov. 18, 1918	107
108	HULL.....	Navy yard, New York.	3,325,000 ³	July 11, 1919 ⁵	July 15, 1931 ¹ Feb. 11, 1932 ⁶	Mar. 7, 1933	108
109	HUMPHREYS...	New York S. B. Co.	Cost+ fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	July 31, 1918	109
110	HUNT.....	Newport News S. B. Co.	Cost+ fee.	.....do.....	Feb. 14, 1918	Aug. 20, 1918	110
111	INGRAM, OS- MOND.	Beth. S. B. Corp., Quincy.	Cost+ fee.	.....do.....	Dec. 6, 1917	Oct. 15, 1918	111
112	JAMES, REU- BEN.	New York S. B. Co.	Cost+ fee.	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ²	Apr. 2, 1919	112
113	JARVIS.....	Navy yard, Puget Sound.	.....	Mar. 27, 1934	Aug. 22, 1934 ¹ Nov. 1, 1934 ⁴	Aug. 21, 1935	113
114	JONES, HILARY P.	Navy yard, Charleston.	.....	Mar. 27, 1934	{Dec. 7, 1937 ¹ Dec. 30, 1937 ⁶}}	.....	114
115	JONES, JACOB..	New York S. B. Co..	Cost+10%	Mar. 4, 1917	July 11, 1917	Feb. 21, 1918	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	
90	Dec. 1, 1936	Mar. 28, 1937	June 24, 1937	June 24, 1937	-----	GRIDLEY.....	90
91	May 29, 1919	May. 15, 1919	June 12, 1919	June 12, 1919	June 12, 1935	HALE.....	91
92	Jan. 15, 1919	Dec. 31, 1918	-----	Nov. 7, 1919	Nov. 7, 1935	HAMILTON.....	92
93	-----	Aug. 12, 1939	-----	-----	-----	HAMMANN.....	93
94	July 4, 1918	(¹)	June 6, 1919	June 7, 1919	June 6, 1935	HARADEN.....	94
95	Mar. 17, 1919	(¹)	Apr. 16, 1920	Apr. 16, 1920	Apr. 16, 1936	HATFIELD.....	95
96	May 27, 1937	May 1, 1937	-----	Oct. 16, 1937	-----	HELM.....	96
97	Jan. 12, 1937	Nov. 1, 1936	-----	Aug. 14, 1937	-----	HENLEY.....	97
98	May 8, 1919	(¹)	Nov. 21, 1919	Nov. 21, 1919	Nov. 21, 1935	HERBERT.....	98
99	May 31, 1919	(¹)	Aug. 17, 1920	Sept. 14, 1920	Apr. 17, 1936	HERNDON.....	99
100	Apr. 12, 1919	(¹)	Oct. 1, 1919	Oct. 1, 1919	Oct. 1, 1935	HOGAN.....	100
101	June 8, 1918	(¹)	Mar. 21, 1919	Mar. 21, 1919	Mar. 21, 1935	HOPEWELL.....	101
102	June 26, 1920	(¹)	Mar. 21, 1921	Mar. 21, 1921	Mar. 21, 1937	HOPKINS.....	102
103	Apr. 26, 1919	(¹)	Oct. 2, 1919	Oct. 2, 1919	Oct. 2, 1935	HOVEY.....	103
104	.....do.....	(¹)	Jan. 28, 1920	Jan. 29, 1920	Jan. 28, 1936	HOWARD.....	104
105	-----	Aug. 12, 1939	-----	-----	-----	HUGHES.....	105
106	-----	Aug. 30, 1940	-----	-----	-----	HUGHES, CHARLES F.	106
107	June 28, 1919	-----	-----	Oct. 27, 1920	Oct. 27, 1936	HULBERT.....	107
108	Jan. 31, 1934	Aug. 11, 1934	-----	Jan. 11, 1935	May 24, 1951 ¹	HULL.....	108
109	July 28, 1919	(¹)	July 21, 1920	July 21, 1920	July 21, 1936	HUMPHREYS.....	109
110	Feb. 14, 1920	(¹)	June 8, 1920	Sept. 30, 1920	June 8, 1936	HUNT.....	110
111	Feb. 28, 1919	(¹)	June 27, 1919	June 28, 1919	June 27, 1935	INGRAM, OSMOND.	111
112	Oct. 4, 1919	(¹)	Sept. 24, 1920	Sept. 24, 1920	Sept. 24, 1936	JAMES, REUBEN..	112
113	May 6, 1937	Feb. 1, 1937	-----	Oct. 27, 1937	-----	JARVIS.....	113
114	-----	Aug. 30, 1940	-----	-----	-----	JONES, HILARY P.	114
115	Nov. 20, 1918	(¹)	Oct. 20, 1919	Oct. 20, 1919	Oct. 20, 1935	JONES, JACOB....	115

¹ No contract date of completion.¹ 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, PAUL..... DD230	314 4	310 0	30 8	9 3	1,190	116
117	JOUETT..... DD396					¹ 1,850	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	KING..... DD242	314 4	310 0	30 8	9 3	1,190	122
123	LAMSON..... DD367	341 3	334 0	34 8	9 9	1,480	123
124	LANG..... DD399					¹ 1,500	124
125	LANSDALE..... DD426					¹ 1,620	125
126	LAUB..... DD263	314 4	311 0	30 8	9 3	1,190	126
127	LAWRENCE..... DD250	314 4	310 0	30 8	9 3	1,190	127
128	LEA..... DD118	314 4	309 0	30 6	8 8	1,090	128
129	LEARY..... DD158	314 4	309 0	30 6	8 8	1,090	129
130	LITCHFIELD..... DD336	314 4	310 0	30 8	9 3	1,190	130
131	LITTLE..... DD79	314 4	309 0	30 6	8 6	1,060	131
132	LONG..... DD209	314 4	310 0	30 8	9 3	1,190	132
133	MACDONOUGH..... DD351	341 3	331 0	34 2	8 10	1,395	133
134	MACKENZIE..... DD175	314 4	309 0	30 6	8 6	1,060	134
135	MACLEISH..... DD220	314 4	310 0	30 8	9 3	1,190	135
136	MADDOX..... DD168	314 4	309 0	30 6	8 6	1,060	136
137	MADISON..... DD425					¹ 1,620	137
138	MAHAN..... DD364	341 3	334 0	34 8	9 8	1,450	138
132	MANLEY..... DD74	315 6	308 0	30 8	7 6	1,020	139
140	MASON..... DD191	314 4	311 0	30 8	9 3	1,190	140
141	MAURY..... DD401					¹ 1,500	141

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

DESTROYERS (DD).

	Trial displacement	De-signed speed	Service conditions		Number of smoke pipes	Masts	Name and official number	
			Tons per inch immersion ¹	Maximum draft ²				
	Tons ³ 1,215	Knots 35.0	Tons 16	Ft. 13½				
116					4	2	JONES, PAUL..... DD230	116
117							JOUETT..... DD396	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	1,303	35.0	16	13½	4	2	KING..... DD242	122
123	⁴ 1,726	35+	21	17	2	2	LAMSON..... DD367	123
124							LANG..... DD 399	124
125							LANSDALE..... DD426	125
126	1,191	35.0	16	13½	4	2	LAUB..... DD283	126
127	1,322	35.0	16	13½	4	2	LAWRENCE..... DD250	127
128	1,165	35.0	16	12	4	2	LEA..... DD118	128
129	1,175	35.0	16	12	4	2	LEARY..... DD158	129
130	1,283	35.0	16	13½	4	2	LITCHFIELD..... DD336	130
131	³ 1,191	35.0	16	12	4	2	LITTLE..... DD79	131
132	1,230	35.0	16	13½	4	2	LONG..... DD209	132
133	⁴ 1726	36.5	20	15½	2	2	MACDONOUGH..... DD351	133
134	1,195	35.0	16	12	4	*2	MACKENZIE..... DD175	134
135	1,231	35.0	16	13½	4	2	MACLEISH..... DD220	135
136	³ 1,202	35.0	16	12	4	2	MADDOX..... DD168	136
137							MADISON..... DD425	137
138	1,726	35+	21	17	2	2	MAHAN..... DD364	138
139	1,094	32.0	15	11½	4	2	MANLEY..... DD74	139
140	1,303	35.0	16	13½	4	2	MASON..... DD191	140
141							MAURY..... DD401	141

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)		Turbo-generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
116	JONES, PAUL.....	2	Parsons geared turb...	4	W. F.....	2	Turbo...	D. C....	116
117	JOUETT.....								117
118	KALK.....	2	Curtis geared turb...	4	Yarrow...	2	Turbo...	D. C....	118
119	KANE.....	2	Westgh. geared turb...	4	W. F.....	2	do...	D. C....	119
120	KENNISON.....	2	Parsons geared turb...	4	Normand.	2	do...	D. C....	120
121	KILTY.....	2	do.....	4	do...	2	do...	D. C....	121
122	KING.....	2	Westgh. geared turb...	4	W. F.....	2	do...	D. C....	122
123	LAMSON.....	2	G. E. geared turb.....	4	Express...	2 1	Turbo... Diesel...	A. C....	123
124	LANG.....								
125	LANSDALE.....								125
126	LAUB.....		Curtis geared turb...	4	Yarrow...	2	Turbo...	D. C....	126
127	LAWRENCE.....	2	Westgh. geared turb...	4	W. F.....	2	do...	D. C....	127
128	LEA.....	2	Parsons geared turb...	4	W. F.....	2	do...	D. C....	128
129	LEARY.....	2	do.....	4	Thorny...	2	do...	D. C....	129
130	LITCHFIELD.....	2	do.....	4	Normand.	2	do...	D. C....	130
131	LITTLE.....	2	Curtis geared turb...	4	Yarrow...	2	do...	D. C....	131
132	LONG.....	2	Parsons geared turb...	4	W. F.....	2	do...	D. C....	132
133	MACDONOUGH.....	2	do.....	4	Yarrow...	2	do...	A. C....	133
134	MACKENZIE.....	2	Curtis geared turb...	4	do...	2	do...	D. C....	134
135	MACLEISH.....	2	Parsons geared turb...	4	W. F.....	2	do...	D. C....	135
136	MADDOX.....	2	Curtis geared turb...	4	Yarrow...	2	do...	D. C....	136
137	MADISON.....								137
138	MAHAN.....	2	G. E. geared turb.....	4	Express...	2 1	Turbo... Diesel...	A. C....	138
139	MANLEY.....	2	Parsons geared turb...	4	Normand.				2	Turbo...	D. C....	139
140	MASON.....	2	Westgh. geared turb...	4	W. F.....	2	do...	D. C....	140
141	MAURY.....								141

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			11	102	JONES, PAUL..... DD230	116
117	5" (max.)								JOUETT..... DD396	117
118	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		8				140	KALK ² DD170	118
119	4 5", 51 cal.; 1 3", 23 cal. A. A.	do.		9				133	KANE..... DD235	119
120	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		8				115	KENNISON ² DD138	120
121	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		6				113	KILTY ² DD137	121
122	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				116	KING..... DD242	122
123	5 5", 38 cal. A. A.	3 21" quad.	2	10				14	LAMSON..... DD367	123
124	5" (max.)								LANG..... DD399	124
125	5" (max.)								LANSDALE..... DD476	125
126	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		8				8	LAUB ² DD263	126
127	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				10	LAWRENCE..... DD250	127
128	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				10	LEA..... DD118	128
129	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				9	LEARY..... DD158	129
130	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				8	LITCHFIELD..... DD336	130
131	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		8				10	LITTLE ² DD79	131
132	6 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				8	LONG..... DD209	132
133	5 5" 38 cal. A. A.	2 21" quad.	2	9				14	MACDONOUGH..... DD351	133
134	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		8				124	MACKENZIE ² DD175	134
135	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		9				10	MACLEISH..... DD220	135
136	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		8				12	MADDOX ² DD168	136
137	5" (max.)								MADISON..... DD425	137
138	5 5", 38 cal. A. A.	3 21" quad.	2	10				14	MAHAN..... DD364	138
139	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		7				99	MANLEY..... DD74	139
140	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.		8				8	MASON ² DD191	140
141	5" (max.)								MAURY..... DD401	141

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, PAUL...	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Dec. 23, 1919	116
117	JOUETT.....	Bath Iron Works Corp.	3,882,500	Mar. 27, 1934	Sept. 19, 1935	Mar. 26, 1936	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	KING.....	New York S. B. Co..	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 {May 8, 1919 ¹	}Apr. 28, 1919	122
123	LAMSON.....	Bath Iron Works Corp.	3,276,500	June 16, 1933	Aug. 3, 1933	Mar. 20, 1934	123
124	LANG.....	Federal S. B. & D. Co.	4,000,000	Mar. 27, 1934	Nov. 14, 1935	Apr. 5, 1937	124
125	LANSDALE....	Navy yard, Boston..		Mar. 27, 1934	{Aug. 27, 1937 ² {Dec. 30, 1937 ⁶		125
126	LAUB.....	Beth. S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Apr. 20, 1918	126
127	LAWRENCE....	New York S. B. Co..	Cost+fee	do.	{Dec. 29, 1917 {May 8, 1919 ¹	}Aug. 14, 1919	127
128	LEA.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	Sept. 18, 1917	128
129	LEARY.....	New York S. B. Co..	Cost+10%	do.	Sept. 28, 1917	Mar. 6, 1918	129
130	LITCHFIELD...	Navy yard, Mare Island, Calif.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ³	Jan. 15, 1919	130
131	LITTLE.....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	{Dec. 26, 1916 {May 5, 1917 ¹	}June 18, 1917	131
132	LONG.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Sept. 23, 1918	132
133	MACDONOUGH.	Navy yard, Boston..	\$ 3,325,000	July 11, 1919	{Sept. 29, 1931 ² {Feb. 11, 1932 ⁶	}May 15, 1933	133
134	MACKENZIE....	Union Iron Works..	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	July 4, 1918	134
135	MACLEISH....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Aug. 19, 1919	135
136	MADDOX.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917 ³	Aug. 15, 1917	July 20, 1918	136
137	MADISON.....	Navy yard, Boston..		Mar. 27, 1934	{Aug. 27, 1937 ² {Dec. 30, 1937 ⁶		137
138	MAHAN.....	United Shipyards, Inc.	3,400,000	June 16, 1933	Aug. 30, 1933	June 12, 1934	138
139	MANLEY.....	Bath Iron Works....	879,500	Mar. 3, 1915	Dec. 30, 1915	Aug. 22, 1916	139
140	MASON.....	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	July 10, 1918	140
141	MAURY.....	Beth. S. B. Corp., Ltd. (Union Plant), San Francisco, Calif.	3,675,000	Mar. 27, 1934	Sept. 19, 1935	Mar. 24, 1936	141

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 Beginning of construction period.

DESTROYERS (DD).

	Ship launched	Contract date of comple- tion	Date of pre- liminary acceptance	Date of first commission	Date over age	Name	
116	Sept. 30, 1920	(¹)	Apr. 19, 1921	Apr. 19, 1921	Apr. 19, 1937	JONES, PAUL.....	116
117	-----	June 19, 1938	-----	-----	-----	JOUETT.....	117
118	Dec. 21, 1918	(¹)	Mar. 29, 1919	Mar. 29, 1919	Mar. 29, 1935	KALK.....	118
119	Aug. 12, 1919	(¹)	June 11, 1920	June 11, 1920	June 11, 1936	KANE.....	119
120	June 8, 1918	Sept. 30, 1918	-----	Apr. 2, 1919	Apr. 2, 1935	KENNISON.....	120
121	Apr. 25, 1918	July 20, 1918	-----	Dec. 17, 1918	Dec. 17, 1934	KILTY.....	121
122	Oct. 14, 1920	(¹)	Dec. 16, 1920	Dec. 16, 1920	Dec. 16, 1936	KING.....	122
123	June 17, 1936	May 17, 1936	Oct. 21, 1936	Oct. 21, 1936	Jan. 4, 1953	LAMSON.....	123
124	-----	Mar. 29, 1939	-----	-----	-----	LANG.....	124
125	-----	Oct. 30, 1940	-----	-----	-----	LANSDALE.....	125
126	Aug. 25, 1918	(¹)	Mar. 17, 1919	Mar. 17, 1919	Mar. 17, 1935	LAUB.....	126
127	July 10, 1920	(¹)	Apr. 18, 1921	Apr. 18, 1921	Apr. 18, 1937	LAWRENCE.....	127
128	Apr. 29, 1918	(¹)	Sept. 30, 1918	Oct. 2, 1918	Sept. 30, 1934	LEA.....	128
129	Dec. 18, 1918	(¹)	Dec. 5, 1919	Dec. 5, 1919	Dec. 5, 1935	LEARY.....	129
130	Aug. 12, 1919	(¹)	-----	May 12, 1920	May 12, 1936	LITCHFIELD.....	130
131	Nov. 11, 1917	(¹)	Apr. 5, 1918	Apr. 6, 1918	Apr. 5, 1934	LITTLE.....	131
132	Apr. 26, 1919	(¹)	Oct. 20, 1919	Oct. 20, 1919	Oct. 20, 1935	LONG.....	132
133	Aug. 22, 1934	Aug. 11, 1934	-----	Mar. 15, 1935	June 28, 1951 ²	MACDONOUGH.....	133
134	Sept. 29, 1918	(¹)	July 25, 1919	July 25, 1919	July 25, 1935	MACKENZIE.....	134
135	Dec. 18, 1919	(¹)	Aug. 2, 1920	Aug. 2, 1920	Aug. 2, 1936	MACLEISH.....	135
136	Oct. 27, 1918	(¹)	Mar. 10, 1919	Mar. 10, 1919	Mar. 10, 1935	MADDOX.....	136
137	-----	Aug. 30, 1940	-----	-----	-----	MADISON.....	137
138	Oct. 15, 1935	Apr. 26, 1936	Sept. 16, 1936	Sept. 18, 1936	Nov. 16, 1952	MAHAN.....	138
139	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917	Oct. 15, 1933	MANLEY.....	139
140	Mar. 8, 1919	(¹)	Feb. 28, 1920	Feb. 28, 1920	Feb. 28, 1936	MASON.....	140
141	Feb. 14, 1938	Dec. 19, 1937	-----	-----	-----	MAURY.....	141

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>	
142	MAYO..... DD422					¹ 1,620	142
143	MAYRANT..... DD402					¹ 1,500	143
144	MCCALL..... DD400					¹ 1,500	144
145	MCCALLA..... DD253	314 4	311 0	30 8	9 3	1,190	145
146	MCCOOK..... DD252	314 4	311 0	30 8	9 3	1,190	146
147	MCCORMICK..... DD223	314 4	310 0	30 8	9 3	1,190	147
148	MCDUGAL..... DD358	381 0	371 0	36 2	10 5	1,850	148
149	McFARLAND..... DD237	314 4	310 0	30 8	9 3	1,190	149
150	McKEAN..... DD90	314 4	309 0	30 6	8 6	1,060	150
151	McLANAHAN..... DD264	314 4	311 0	30 8	9 3	1,190	151
152	MEADE..... DD274	314 4	311 0	30 8	9 3	1,190	152
153	MOFFETT..... DD362	381 0	371 0	36 2	10 4	1,825	153
154	MONAGHAN..... DD354	341 3	331 0	34 2	8 10	1,395	154
155	MORRIS..... DD417					¹ 1,570	155
156	MUGFORD..... DD389					¹ 1,500	156
157	MUSTIN..... DD413					¹ 1,570	157
158	NIBLACK..... DD424					¹ 1,620	158
159	NOA..... DD343	314 4	310 0	30 8	9 3	1,190	159
160	O'BRIEN..... DD415					¹ 1,570	160
161	OVERTON..... DD239	314 4	310 0	30 8	9 3	1,190	161
162	PALMER..... DD161	314 4	309 0	30 6	8 6	1,060	162
163	PARROTT..... DD218	314 4	310 0	30 8	9 3	1,190	163
164	PATTERSON..... DD392					¹ 1,500	164
165	PEARY..... DD226	314 4	310 0	30 8	9 3	1,190	165

¹ Estimated as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

DESTROYERS (DD).

	Trial displacement	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 ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
142							MAYO.....	DD422 142
143							MAYRANT.....	DD402 143
144							MCCALL.....	DD400 144
145	1,235	35.0	16	13½	4	2	MCCALLA.....	DD253 145
146	1,252	35.0	16	13½	4	2	MCCOOK.....	DD252 146
147	1,237	35.0	16	13½	4	2	MCCORMICK.....	DD223 147
148	² 2,131	35+	24	16½	2	2	MCDUGAL.....	DD358 148
149	1,311	35.0	16	13½	4	2	McFARLAND.....	DD237 149
150	1,197	35.0	16	12	4	2	McKEAN.....	DD90 150
151	1,201	35.0	16	13½	4	2	MCLANAHAN.....	DD264 151
152	1,290	35.0	16	13½	4	2	MEADE.....	DD274 152
153	² 2,131	35+	24	16½	2	2	MOFFETT.....	DD362 153
154	³ 1,726	36.5	20	15½	2	2	MONAGHAN.....	DD354 154
155							MORRIS.....	DD417 155
156							MUGFORD.....	DD389 156
157							MUSTIN.....	DD413 157
158							NIBLACK.....	DD424 158
159	1,268	35.0	16	13½	4	2	NOA.....	DD343 159
160							O'BRIEN.....	DD415 160
161	1,313	35.0	16	13½	4	2	OVERTON.....	DD239 161
162	1,185	35.0	16	12	4	2	PALMER.....	DD161 162
163	1,232	35.0	16	13½	4	2	PARROTT.....	DD218 163
164							PATTERSON.....	DD392 164
165	1,224	35.0	16	13½	4	2	PEARY.....	DD226 165

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

DESTROYERS (DD).

	Name	Number of propellers	Type of engines	Boilers (oil burning)		Turbo-generator sets		
				Number	Type	Number	Type		D. C. or A. C.
142	MAYO.....							142
143	MAYRANT.....							143
144	MCCALL.....							144
145	MCCALLA.....	2	Curtis geared turb....	4	Yarrow...	2	Turbo... D. C....	145
146	McCOOK.....	2	...do.....	4	...do....	2	...do.... D. C....	146
147	MCCORMICK.....	2	Parsons geared turb...	4	W. F.....	2	...do.... D. C....	147
148	McDOUGAL.....	2	...do.....	4	Express...	{ 2 Turbo... 2 Diesel... }	A. C....	148
149	McFARLAND.....	2	Westgh. geared turb...	4	W. F.....	2	Turbo... D. C....	149
150	McKEAN.....	2	G. E. Curtis geared turb.	4	Yarrow...	2	...do.... D. C....	150
151	McLANAHAN.....	2	Curtis geared turb....	4	...do....	2	...do.... D. C....	151
152	MEADE.....	2	...do.....	4	...do....	2	...do.... D. C....	152
153	MOFFETT.....	2	Parsons geared turb...	4	Express...	{ 2 Turbo... 2 Diesel... }	A. C....	153
154	MONAGHAN.....	2	...do.....	4	Yarrow...	2	Turbo... A. C....	154
155	MORRIS.....							155
156	MUGFORD.....							156
157	MUSTIN.....							157
158	NIBLACK.....							158
159	NOA.....	2	Parsons geared turb...	4	Normand..	2	Turbo... D. C....	159
160	O'BRIEN.....							160
161	OVERTON.....	2	Westgh. geared turb...	4	W. F.....	2	Turbo... D. C....	161
162	PALMER.....	2	Curtis geared turb....	4	Yarrow...	2	...do.... D. C....	162
163	PARROTT.....	2	Parsons geared turb...	4	W. F.....	2	...do.... D. C....	163
164	PATTERSON.....							164
165	PEARY.....	2	Parsons geared turb...	4	W. F.....	2	Turbo... D. C....	165

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		
142	5" (max.).....							MAYO..... DD422	142
143	5" (max.).....							MAYRANT..... DD402	143
144	5" (max.).....							MCCALL..... DD400	144
145	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	8			8	137	MCCALLA ² DD253	145
146	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	8			8	130	McCOOK ² DD252	146
147	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	9			8	108	McCORMICK..... DD223	147
148	8 5", 38 cal.....	2 21" quad.....	2	11		14	211	McDOUGAL..... DD358	148
149	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			10	116	McFARLAND ³ DD237	149
150	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	8			12	130	McKEAN ⁴ DD90	150
151	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	8			8	121	MCLANAHAN ³ DD264	151
152	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	8			8	122	MEADE ³ DD274	152
153	8 5", 38 cal.....	2 21" quad.....	2	11		14	211	MOFFETT..... DD362	153
154	5 5" 38 cal. A. A....	2 21" quad.....	2	9		14	172	MONAGHAN..... DD354	154
155	5" (max.).....							MORRIS..... DD417	155
156	5" (max.).....							MUGFORD..... DD389	156
157	5" (max.).....							MUSTIN..... DD413	157
158	5" (max.).....							NIBLACK..... DD424	158
159	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			8	107	NOA..... DD343	159
160	5" (max.).....							O'BRIEN..... DD415	160
161	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			8	117	OVERTON..... DD239	161
162	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	8			12	121	PALMER ³ DD161	162
163	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	8			10	116	PARROTT..... DD218	163
164	5" (max.).....							PATTERSON..... DD392	164
165	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			8	110	PEARY..... DD226	165

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	
142	MAYO.....	Beth. S. B. Corp., Fore River.	5,232,500	Mar. 27, 1934	Sept. 30, 1937	May 16, 1938	142
143	MAYRANT.....	Navy Yard, Boston.	-----	Mar. 27, 1934	{Sept. 9, 1935 ³ Feb. 14, 1936 ³ }	Apr. 15, 1937	143
144	McCALL.....	Beth. S. B. Corp. (Union Plant) San Francisco, Calif.	3,675,000	Mar. 27, 1934	Sept. 19, 1935	Mar. 17, 1936	144
145	McCALLA.....	Beth. S. B., Corp., Quincy.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	Sept. 25, 1918	145
146	McCOOK.....	do.....	Cost+fee.	do.....	do.....	Sept. 11, 1918	146
147	McCORMICK.....	Wm. Cramp & Sons.	Cost+fee.	do.....	Dec. 19, 1917	Aug. 11, 1919	147
148	McDOUGAL.....	New York S. B. Corp.	3,775,000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	148
149	McFARLAND.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ¹ }	July 31, 1918	149
150	McKEAN.....	Union Iron Works..	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Feb. 12, 1918	150
151	MCLANAHAN.....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	Apr. 20, 1918	151
152	MEADE.....	do.....	Cost+fee.	do.....	do.....	Sept. 23, 1918	152
153	MOFFETT.....	Beth. S. B. Corp., Quincy.	3,783,500	July 11, 1919 ²	Aug. 3, 1933	Jan. 2, 1934	153
154	MONAGHAN.....	Navy yard, Boston.	-----	do. ²	{Sept. 23, 1932 ³ Oct. 1, 1932 ³ }	Nov. 21, 1933	154
155	MORRIS.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Sept. 18, 1936 ³ Jan. 12, 1937 ³ }	-----	155
156	MUGFORD.....	Navy Yard, Boston.	-----	Mar. 27, 1934	{Aug. 22, 1934 ³ Nov. 1, 1934 ³ }	Oct. 28, 1935	156
157	MUSTIN.....	Newport News S. B. & D. D. Co.	4,125,000	Mar. 27, 1934	Oct. 12, 1936	Dec. 20, 1937	157
158	NIBLACK.....	Bath Iron Works Corp.	4,675,000	Mar. 27, 1934	Sept. 30, 1937	-----	158
159	NOA.....	Navy yard, Norfolk.	(⁴)	Oct. 6, 1917	Jan. 25, 1918 ³	Nov. 18, 1918	159
160	O'BRIEN.....	Navy Yard, Boston.	-----	Mar. 27, 1934	{Sept. 18, 1936 ³ Jan. 12, 1937 ³ }	May 31, 1938	160
161	OVERTON.....	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ¹ }	Oct. 30, 1918	161
162	PALMER.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	May 29, 1918	162
163	PARROTT.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	July 23, 1919	163
164	PATTERSON.....	Navy yard, Puget Sound.	-----	Mar. 27, 1934	{Aug. 22, 1934 ³ Nov. 1, 1934 ³ }	July 23, 1935	164
165	PEARY.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Sept. 9, 1919	165

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	
142	-----	May 30, 1940	-----	-----	-----	MAYO.....	142
143	May 14, 1938	Aug. 14, 1939	-----	-----	-----	MAYRANT.....	143
144	Nov. 20, 1937	Sept. 19, 1937	-----	-----	-----	MCCALL.....	144
145	Mar. 28, 1919	(¹)	May 19, 1919	May 19, 1919	May 19, 1935	MCCALLA.....	145
146	Jan. 31, 1919	(¹)	Apr. 30, 1919	Apr. 30, 1919	Apr. 30, 1935	MCCOOK.....	146
147	Feb. 14, 1920	(¹)	Aug. 30, 1920	Aug. 30, 1920	Aug. 30, 1936	MCCORMICK.....	147
148	July 17, 1936	Nov. 24, 1936	Dec. 23, 1936	Dec. 23, 1936	Oct. 12, 1953	MCDUGAL.....	148
149	Mar. 30, 1920	(¹)	Sept. 30, 1920	Sept. 30, 1920	Sept. 30, 1936	MCFARLAND.....	149
150	July 4, 1918	(¹)	Feb. 25, 1919	Feb. 25, 1919	Feb. 25, 1935	MCKEAN.....	150
151	Sept. 22, 1918	(¹)	Apr. 5, 1919	Apr. 5, 1919	Apr. 5, 1935	McLANAHAN.....	151
152	May 24, 1919	(¹)	Sept. 8, 1919	Sept. 8, 1919	Sept. 8, 1935	MEADE.....	152
153	Dec. 11, 1935	July 21, 1936	Aug. 28, 1936	Aug. 28, 1936	Sept. 28, 1953	MOFFETT.....	153
154	Jan. 9, 1935	Jan. 1, 1935	-----	Apr. 19, 1935	Aug. 30, 1951 ²	MONAGHAN.....	154
155	-----	Oct. 12, 1939	-----	-----	-----	MORRIS.....	155
156	Oct. 31, 1936	Nov. 1, 1936	-----	Aug. 16, 1937	-----	MUGFORD.....	156
157	-----	June 12, 1939	-----	-----	-----	MUSTIN.....	157
158	-----	May 30, 1940	-----	-----	-----	NIBLACK.....	158
159	June 28, 1919	-----	-----	Feb. 15, 1921	Feb. 15, 1937	NOA.....	159
160	-----	Oct. 12, 1939	-----	-----	-----	O'BRIEN.....	160
161	July 10, 1919	(¹)	June 30, 1920	June 30, 1920	June 30, 1936	OVERTON.....	161
162	Aug. 18, 1918	(¹)	Nov. 22, 1918	Nov. 22, 1918	Nov. 22, 1934	PALMER.....	162
163	Nov. 25, 1919	(¹)	May 11, 1920	May 11, 1920	May 11, 1936	PARROTT.....	163
164	May 6, 1937	Nov. 1, 1936	-----	Sept. 22, 1937	-----	PATTERSON.....	164
165	Apr. 6, 1920	(¹)	Oct. 22, 1920	Oct. 22, 1920	Oct. 22, 1936	PEARY.....	165

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>	
166	PERKINS..... DD377	341 3	334 0	34 8	9 9	1,465	166
167	PERRY..... DD340	314 4	310 0	30 8	9 3	1,190	167
168	PHELPS..... DD360	381 0	371 0	36 2	10 3	1,805	168
169	PHILIP..... DD76	314 4	309 0	30 6	8 8	1,090	169
170	PILLSBURY..... DD227	314 4	310 0	30 8	9 3	1,190	170
171	POPE..... DD225	314 4	310 0	30 8	9 3	1,190	171
172	PORTER..... DD356	381 0	371 0	36 2	10 5	1,850	172
173	PRESTON..... DD379	341 3	334 0	34 8	9 9	1,480	173
174	PRESTON, WILLIAM B..... DD344	314 4	310 0	30 8	9 3	1,190	174
175	RATHBURNE..... DD113	314 4	309 0	30 6	8 8	1,090	175
176	REID..... DD369	341 3	334 0	34 8	9 9	1,480	176
177	RHIND..... DD404					1,500	177
178	RINGGOLD..... DD89	314 4	309 0	30 6	8 6	1,060	178
179	ROBINSON..... DD88	314 4	309 0	30 6	8 6	1,060	179
180	RODGERS..... DD254	314 4	311 0	30 8	9 3	1,190	180
181	ROE..... DD418					1,570	181
182	ROPER..... DD147	314 4	309 0	30 6	8 8	1,090	182
183	ROWAN..... DD405					1,500	183
184	RUSSELL..... DD414					1,570	184
185	SAMPSON..... DD394					1,850	185

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

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>			
166	⁴ 1,726	35+	21	17	2	2	PERKINS..... DD377 166
167	1,334	35.0	16	13½	4	2	PERRY..... DD340 167
168	⁴ 2,131	35+	24	16½	2	2	PHELPS..... DD360 168
169	1,142	35.0	16	12	4	2	PHILIP..... DD76 169
170	1,230	35.0	16	13½	4	2	PILLSBURY..... DD227 170
171	1,254	35.0	16	13½	4	2	POPE..... DD225 171
172	⁴ 2,131	35+	24	16½	2	2	PORTER..... DD356 172
173	⁴ 1,726	35+	21	17	2	2	PRESTON..... DD379 173
174	1,226	35.0	16	13½	4	2	PRESTON, WILLIAM B..... DD344 174
175	1,160	35.0	16	12	4	2	RATHBURNE..... DD113 175
176	1,726	35+	21	17	2	2	REID..... DD369 176
177							RHIND..... DD404 177
178	1,199	35.0	16	12	4	2	RINGGOLD..... DD89 178
179	1,220	35.0	16	12	4	2	ROBINSON..... DD88 179
180	1,265	35.0	16	13½	4	2	RODGERS..... DD254 180
181							ROE..... DD418 181
182	³ 1,161	35.0	16	12	4	2	ROPER..... DD147 182
183							ROWAN..... DD405 183
184							RUSSELL..... DD414 184
185							SAMPSON..... DD394 185

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 engine	Boilers (oil burning)		Turbogenerator sets		
				Number	Type	Number	Type	D. C. or A. C.
166	PERKINS.....	2	G. E. geared turb.....	4	Express.....	{ 2 Turbo.. 1 Diesel.. }	A. C.....	}166
167	PERRY.....	2	Parsons geared turb...	4	Normand..	2 Turbo..	D. C.....	167
168	PHELPS.....	2	...do.....	4	Express.....	{ 2 ...do.. 2 Diesel.. }	A. C.....	}168
169	PHILIP.....	2	...do.....	4	Normand..	2 Turbo..	D. C.....	169
170	PILLSBURY.....	2	...do.....	4	W. F.....	2 ...do..	D. C.....	170
171	POPE.....	2	...do.....	4	W. F.....	2 ...do..	D. C.....	171
172	PORTER.....	2	...do.....	4	Express.....	{ 2 ...do.. 2 Diesel.. }	A. C.....	}172
173	PRESTON.....	2	G. E. geared turb.....	4	Express.....	{ 2 Turbo.. 1 Diesel.. }	A. C.....	}173
174	PRESTON, WILLIAM B..	2	Parsons geared turb...	4	Normand..	2 Turbo..	D. C.....	174
175	RATHBURNE.....	2	...do.....	4	W. F.....	2 ...do..	D. C.....	175
176	REID.....	2	G. E. geared turb.....	4	Express.....	{ 2 ...do.. 1 Diesel.. }	A. C.....	}176
177	RHIND.....							177
178	RINGGOLD.....	2	G. E. Curtis geared turb.	4	Yarrow....	2 Turbo..	D. C.....	178
179	ROBINSON.....	2	...do.....	4	...do.....	2 ...do..	D. C.....	179
180	RODGERS.....	2	Curtis geared turb.....	4	...do.....	2 ...do..	D. C.....	180
181	ROE.....							181
182	ROPER.....	2	Parsons geared turb...	4	W. F.....	2 Turbo..	D. C.....	182
183	ROWAN.....							183
184	RUSSELL.....							184
185	SAMPSON.....							185

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			
166	5 5", 38 cal. A. A.	3 21" quad.	2	10			14	178	PERKINS.....	DD377	166
167	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		9			8	109	PERRY ²	DD340	167
168	8 5", 38 cal.	2 21" quad.	2	13			14	211	PHELPS.....	DD360	168
169	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		9			10	124	PHILIP.....	DD76	169
170	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		7			8	101	PILLSBURY ²	DD227	170
171	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		8			8	107	POPE.....	DD225	171
172	8 5", 38 cal.	2 21" quad.	2	13			14	211	PORTER.....	DD356	172
173	5 5", 38 cal. A. A.	3 21" quad.	2	10			14	178	PRESTON.....	DD379	173
174	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		9			10	104	PRESTON, WILLIAM B.	DD344	174
175	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		9			10	119	RATHBURN.....	DD113	175
176	5 5", 38 cal. A. A.	3 21" quad.	2	10			14	178	REID.....	DD369	176
177	5" (max.)								RHIND.....	DD404	177
178	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		8			12	121	RINGGOLD ³	DD89	178
179	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		8			12	120	ROBINSON ⁴	DD88	179
180	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....		8			8	129	RODGERS ²	DD254	180
181	5" (max.)								ROE.....	DD418	181
182	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.		9			10	114	ROPER.....	DD147	182
183	5" (max.)								ROWAN.....	DD405	183
184	5" (max.)								RUSSELL.....	DD414	184
185	5" (max.)								SAMPSON.....	DD394	185

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	
166	PERKINS.....	Navy Yard, Puget Sound.	-----	June 16, 1933	{Aug. 2, 1933 ¹ {Nov. 1, 1933 ⁴ }	Nov. 15, 1934	166
167	PERRY.....	Navy Yard, Mare Island.	(²)	Oct. 6, 1917	Jan. 22, 1918 ¹	Sept. 15, 1920	167
168	PHELPS.....	Beth. S. B. Corp., Quincy.	3, 783, 500	July 11, 1919 ³	Aug. 3, 1933	Jan. 2, 1934	168
169	PHILIP.....	Bath Iron Works....	Cost+10%	Aug. 29, 1916	Nov. 30, 1916	Sept. 1, 1917	169
170	PILLSBURY....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Oct. 23, 1919	170
171	POPE.....	.....do.....	Cost+fee	.....do.....	.....do.....	Sept. 9, 1919	171
172	PORTER.....	New York S. B. Corp.	3, 775, 000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	172
173	PRESTON.....	Navy Yard, Mare Island.	-----	.....do.....	{Aug. 2, 1933 ¹ {Nov. 1, 1933 ⁴ }	Oct. 27, 1934	173
174	PRESTON, WIL- LIAM B.	Navy Yard, Norfolk.	(²)	Oct. 6, 1917	Jan. 25, 1918 ¹	Nov. 18, 1918	174
175	RATHBURNE...	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	July 12, 1917	175
176	REID.....	Federal S. B. & D. D. Co.	3, 210, 800	June 16, 1933	Aug. 3, 1933	June 25, 1934	176
177	RHIND.....	Navy Yard, Philadelphia.	-----	Mar. 27, 1934	{Feb. 14, 1936 ⁴ {Sept. 9, 1935 ¹ }	Sept. 22, 1937	177
178	RINGGOLD....	Union Iron Works..	Cost+10%	Aug. 29, 1916	Dec. 30, 1916	Oct. 20, 1917	178
179	ROBINSON.....	.....do.....	Cost+10%	.....do.....	.....do.....	Oct. 31, 1917	179
180	RODGERS.....	Beth. S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Sept. 25, 1918	180
181	ROE.....	Navy Yard, Charleston.	-----	Mar. 27, 1934	{Jan. 12, 1937 ⁴ {Sept. 18, 1936 ¹ }	Apr. 23, 1938	181
182	ROPER.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Mar. 19, 1918	182
183	ROWAN.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Feb. 14, 1936 ⁴ {Sept. 9, 1935 ¹ }	June 25, 1937	183
184	RUSSELL.....	Newport News S. B. & D. D. Co.	4, 125, 000	.....do.....	Oct. 12, 1936	Dec. 20, 1937	184
185	SAMPSON.....	Bath Iron Works Corp.	3, 882, 500	Mar. 27, 1934	Sept. 19, 1935	Apr. 8, 1936	185

¹ Date assigned to yard.² No limit of cost.³ Together with acts of Aug. 29, 1916, and July 1, 1918.⁴ 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	
166	Dec. 31, 1935	May 1, 1936	-----	Sept. 18, 1936	Dec. 10, 1952	PERKINS.....	166
167	Oct. 29, 1921	-----	-----	Aug. 7, 1922	Aug. 7, 1938	PERRY.....	167
168	July 18, 1936	Feb. 6, 1936	Feb. 26, 1936	Feb. 26, 1936	Feb. 26, 1952	PHELPS.....	168
169	July 25, 1918	(¹)	Aug. 24, 1918	Aug. 24, 1918	Aug. 24, 1934	PHILIP.....	169
170	Aug. 3, 1920	(¹)	Dec. 15, 1920	Dec. 15, 1920	Dec. 15, 1936	PILLSBURY.....	170
171	Mar. 23, 1920	(¹)	Oct. 27, 1920	Oct. 27, 1920	Oct. 27, 1936	POPE.....	171
172	Dec. 12, 1935	July 23, 1936	Aug. 26, 1936	Aug. 27, 1936	July 2, 1953	PORTER.....	172
173	Apr. 22, 1936	May 1, 1936	-----	Oct. 27, 1936	Jan. 23, 1953	PRESTON.....	173
174	Aug. 9, 1919	-----	-----	Aug. 23, 1920	Aug. 23, 1936	PRESTON, WILLIAM B.....	174
175	Dec. 27, 1917	(¹)	June 24, 1918	June 24, 1918	June 24, 1934	RATHBURNE.....	175
176	Jan. 11, 1936	May 3, 1936	Oct. 31, 1936	Nov. 2, 1936	Jan. 4, 1953	REID.....	176
177	-----	Aug. 14, 1939	-----	-----	-----	RHIND.....	177
178	Apr. 14, 1918	(¹)	Nov. 14, 1918	Nov. 14, 1918	Nov. 14, 1934	RINGGOLD.....	178
179	Mar. 28, 1918	(¹)	Oct. 19, 1918	Oct. 19, 1918	Oct. 19, 1934	ROBINSON.....	179
180	Apr. 26, 1919	(¹)	July 22, 1919	July 22, 1919	July 22, 1935	RODGERS.....	180
181	-----	Oct. 12, 1939	-----	-----	-----	ROE.....	181
182	Aug. 17, 1918	(¹)	Feb. 15, 1919	Feb. 15, 1919	Feb. 15, 1935	ROPER.....	182
183	May 5, 1938	Aug. 14, 1939	-----	-----	-----	ROWAN.....	183
184	-----	Aug. 12, 1939	-----	-----	-----	RUSSELL.....	184
185	Apr. 16, 1938	Apr. 19, 1938	-----	-----	-----	SAMPSON.....	185

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>	
186	SANDS.....DD243	314 4	310 0	30 8	9 3	1,190	185
187	SATTERLEE.....DD190	314 4	311 0	30 8	9 3	1,190	187
188	SCHENCK.....DD159	314 4	309 0	30 6	8 8	1,090	188
189	SCHLEY.....DD103	314 4	309 0	30 6	8 6	1,060	189
190	SELFRIDGE.....DD357	381 0	371 0	36 2	10 5	1,850	190
191	SHAW.....DD373	341 3	334 0	34 8	9 10	1,500	191
192	SHUBRICK.....DD268	314 4	311 0	30 8	9 3	1,190	192
193	SIGOURNEY.....DD81	314 4	309 0	30 6	8 6	1,060	193
194	SIMPSON.....DD221	314 4	310 0	30 8	9 3	1,190	194
195	SIMS.....DD409					¹ 1,570	195
196	SMITH.....DD378	341 3	334 0	34 8	9 9	1,480	196
197	SOMERS.....DD381					¹ 1,850	197
198	SOUTHARD.....DD207	314 4	310 0	30 8	9 3	1,190	198
199	STACK.....DD406					¹ 1,500	199
200	STANSBURY.....DD180	314 4	309 0	30 6	8 6	1,060	200
201	STERETT.....DD407					¹ 1,500	201
202	STEWART.....DD224	314 4	310 0	30 8	9 3	1,190	202
203	STOCKTON.....DD73	315 6	308 0	30 8	7 6	1,020	203
204	STRINGHAM.....DD83	314 4	309 0	30 6	8 6	1,060	204
205	STURTEVANT.....DD240	314 4	310 0	30 8	9 3	1,190	205

¹ Estimated, as designed

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c.)

DESTROYERS (DD).

	Trial displacement	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 ²				
	<i>Tons</i>	<i>Knots</i>	<i>Tons</i>	<i>Ft.</i>				
186	1,312	35.0	16	13½	4	2	SANDS..... DD243	185
187	1,382	35.0	16	13½	4	2	SATTERLEE..... DD190	187
188	1,167	35.0	16	12	4	2	SCHENCK..... DD159	188
189	1,184	35.0	16	12	4	2	SCHLEY..... DD103	189
190	⁴ 2,131	35+	24	16½	2	2	SELFRIDGE..... DD357	190
191	⁴ 1,726	35+	21	17	2	2	SHAW..... DD373	191
192	1,265	35.0	16	13½	4	2	SHUBRICK..... DD268	192
193	1,188	35.0	16	12	4	2	SIGOURNEY..... DD81	193
194	1,236	35.0	16	13½	4	2	SIMPSON..... DD221	194
195							SIMS..... DD409	195
196	⁴ 1,726	35+	21	17	2	2	SMITH..... DD378	196
197							SOMERS..... DD381	197
198	1,232	35.0	16	13½	4	2	SOUTHARD..... DD207	198
199							STACK..... DD406	199
200	1,238	35.0	16	12	4	2	STANSBURY..... DD180	200
201							STERETT..... DD407	201
202	1,235	35.0	16	13½	4	2	STEWART..... DD224	202
203	1,127	30.0	15	12½	3	2	STOCKTON..... DD73	203
204	1,187	35.0	16	12	4	2	STRINGHAM..... DD83	204
205	⁴ 1,215	35.0	16	13½	4	2	STURTEVANT..... DD240	205

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)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
186	SANDS.....	2	Westgh. geared turb...	4	W. F.....	2	Turbo...	D. C....	186
187	SATTERLEE.....	2	Westgh. geared tub....	4	W. F.....	2	do....	D. C....	187
188	SCHENCK.....	2	Parsons geared turb...	4	Thorny...	2	do....	D. C....	188
189	SCHLEY.....	2	Curtis geared turb....	4	Yarrow...	2	do....	D. C....	189
190	SELFRIDGE.....	2	Parsons geared turb...	4	Express	{ 2 Turbo... 2 Diesel... }	A. C. .		190
191	SHAW.....	2	G. E. geared turb. ...	4	do....					{ 2 Turbo... 1 Diesel... }	A. C....	191
192	SHUBRICK.....	2	Curtis geared turb....	4	Yarrow...	2	Turbo...	D. C....	192
193	SIGOURNEY.....	2	do.....	4	do....	2	do....	D. C....	193
194	SIMPSON.....	2	Parsons geared turb...	4	W. F.....	2	do....	D. C....	194
195	SIMS.....								195
196	SMITH.....	2	G. E. geared turb.....	4	Express...	{ 2 Turbo... 1 Diesel... }	A. C....		196
197	SOMERS.....								
198	SOUTHARD.....	2	Parsons geared turb...	4	W. F.....	2	Turbo...	D. C....	198
199	STACK.....								199
200	STANSBURY.....	2	Curtis geared turb....	4	Yarrow...	2	Turbo...	D. C....	200
201	STERETT.....								201
202	STEWART.....	2	Parsons geared turb...	4	W. F.....	2	Turbo...	D. C....	202
203	STOCKTON.....	3	Parsons turb.....	4	W. F.....	2	do....	D. C....	203
204	STRINGHAM.....	2	Curtis geared turb....	4	Yarrow...	2	do....	D. C....	204
205	STURTEVANT.....	2	Westgh. geared turb..	4	W. F.....	2	do....	D. C....	205

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			
186	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	10	104	SANDS.....	DD243	186
187	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	8	---	---	8	136	SATTERLEE ²	DD190	187
188	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	9	---	---	12	103	SCHENCK.....	DD159	188
189	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	8	---	---	10	116	SCHLEY ³	DD103	189
190	8 5" 38 cal.....	2 21" quad	2	13	---	---	14	211	SELFRIDGE.....	DD357	190
191	5 5", 38 cal.; A. A.	3 21" quad	2	10	---	---	14	178	SHAW.....	DD373	191
192	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	8	123	SHUBRICK ²	DD268	192
193	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	8	---	---	10	120	SIGOURNEY ³	DD81	193
194	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	9	---	---	10	113	SIMPSON.....	DD221	194
195	5" (max.).....	---	---	---	---	---	---	---	SIMS.....	DD409	195
196	5 5", 38 cal.; A. A.	3 21" quad	2	10	---	---	14	178	SMITH.....	DD378	196
197	5" (max.).....	---	---	---	---	---	---	---	SOMERS.....	DD381	197
198	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	8	109	SOUTHARD.....	DD207	198
199	5" (max.).....	---	---	---	---	---	---	---	STACK.....	DD406	199
200	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	12	114	STANSBURY ³	DD180	200
201	5" (max.).....	---	---	---	---	---	---	---	STERETT.....	DD407	201
202	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	10	117	STEWART.....	DD224	202
203	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	6	---	---	10	99	STOCKTON ²	DD73	203
204	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	8	---	---	10	130	STRINGHAM ²	DD83	204
205	4 4", 50 cal.; 1 3", 23 cal. A. A.	do	---	8	---	---	8	106	STURTEVANT.....	DD240	205

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	
186	SANDS.....	New York S. B. Co..	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 {May 8, 1919 ¹ }	Mar. 22, 1919	186
187	SATTERLEE. . .	Newport News S. B. & D. D. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	July 10, 1918	187
188	SCHENCK.....	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	Sept. 28, 1917	Mar. 26, 1918	188
189	SCHLEY.....	Union Iron Works...	Cost+10%	Mar. 4, 1917 ²	May 4, 1917	Oct. 29, 1917	189
190	SELFRIDGE....	New York S. B. Corp.	3,775,000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	190
191	SHAW.....	Navy Yard, Philadelphia.	-----	June 16, 1933	Aug. 3, 1933 ³ Nov. 1, 1933 ⁴	Oct. 1, 1934	191
192	SHUBRICK....	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	192
193	SIGOURNEY....	Fore River S. B. Co	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ¹	Aug. 25, 1917	193
194	SIMPSON.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Oct. 9, 1919	194
195	SIMS.....	Bath Iron Works Corp.	4,343,150	Mar. 27, 1934	Oct. 12, 1936	July 15, 1937	195
196	SMITH.....	Navy Yard, Mare Island.	-----	June 16, 1933	Aug. 2, 1933 ³ Nov. 1, 1933 ⁴	Oct. 27, 1934	196
197	SOMERS.....	Federal S. B. & D. D. Co.	3,946,000	Mar. 27, 1934	Aug. 22, 1934	June 27, 1935	197
198	SOUTHARD.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Aug. 18, 1918	198
199	STACK.....	Navy Yard, Norfolk.	-----	Mar. 27, 1934	{Feb. 14, 1936 ⁴ {Sept. 9, 1935 ³ }	June 25, 1937	199
200	STANSBURY....	Union Iron Works...	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	Dec. 9, 1918	200
201	STERETT.....	Navy Yard, Charleston.	-----	Mar. 27, 1934	{Feb. 14, 1936 ⁴ {Sept. 9, 1935 ³ }	Dec. 2, 1936	201
202	STEWART.....	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	Dec. 19, 1917	Sept. 9, 1919	202
203	STOCKTON.....	do.....	845,000	Mar. 3, 1915	Jan. 5, 1916	Oct. 16, 1916	203
204	STRINGHAM....	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	Dec. 26, 1916 May 5, 1917 ¹	Sept. 19, 1917	204
205	STURTEVANT...	New York S. B. Co.	Cost+fee	Oct. 6, 1917	Dec. 29, 1917 May 8, 1919 ¹	Nov. 23, 1918	205

¹ Date of supplementary contract.² Together with act of Aug. 29, 1916.³ Date assigned yard.⁴ 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	
186	Oct. 28, 1919	(1)	Nov. 10, 1920	Nov. 10, 1920	Nov. 10, 1936	SANDS.....	186
187	Dec. 21, 1918	(1)	Dec. 22, 1919	Dec. 23, 1919	Dec. 22, 1935	SATTERLEE.....	187
188	Apr. 23, 1919	(1)	Oct. 30, 1919	Oct. 30, 1919	Oct. 30, 1935	SCHENCK.....	188
189	Mar. 23, 1918	(1)	Sept. 20, 1918	Sept. 20, 1918	Sept. 20, 1934	SCHLEY.....	189
190	Apr. 18, 1936	Oct. 24, 1936	Nov. 25, 1936	Nov. 25, 1936	Oct. 26, 1953	SELFRIDGE.....	190
191	Oct. 26, 1935	May 1, 1936	-----	Sept 18, 1936	Apr. 20, 1953	SHAW.....	191
192	Dec. 31, 1918	(1)	July 3, 1919	July 3, 1919	July 3, 1935	SHUBRICK.....	192
193	Dec. 16, 1917	(1)	May 14, 1918	May 15, 1918	May 14, 1934	SIGOURNEY.....	193
194	Apr. 28, 1920	(1)	Nov. 3, 1920	Nov. 3, 1920	Nov. 3, 1936	SIMPSON.....	194
195	-----	June 12, 1939	-----	-----	-----	SIMS.....	195
196	Feb. 20, 1936	Feb. 1, 1936	-----	Sept. 19, 1936	Dec. 31, 1952	SMITH.....	196
197	Mar. 13, 1937	July 29, 1937	Nov. 30, 1937	Dec. 1, 1937	-----	SOMERS.....	197
198	Mar. 31, 1919	(1)	Sept. 24, 1919	Sept. 24, 1919	Sept. 24, 1935	SOUTHARD.....	198
199	May 5, 1938	Oct. 14, 1939	-----	-----	-----	STACK.....	199
200	May 16, 1919	(1)	Jan. 8, 1920	Jan. 8, 1920	Jan. 8, 1936	STANSBURY.....	200
201	-----	Aug. 14, 1939	-----	-----	-----	STERETT.....	201
202	Mar. 4, 1920	(1)	Sept. 15, 1920	Sept. 15, 1920	Sept. 15, 1936	STEWART.....	202
203	July 17, 1917	Sept. 5, 1917	Nov. 26, 1917	Nov. 26, 1917	Nov. 26, 1933	STOCKTON.....	203
204	Mar. 30, 1918	(1)	July 2, 1918	July 2, 1918	July 2, 1934	STRINGHAM.....	204
205	July 29, 1920	(1)	Sept. 21, 1920	Sept. 21, 1920	Sept. 21, 1936	STURTEVANT.....	205

¹ No date contract of completion.

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				Displace- ment
			Length on water line	Extreme beam at or below water line	Mean draft	Tons	
206	SWASEY..... DD273	<i>Ft. in.</i> 314 4	<i>Ft. in.</i> 311 0	<i>Ft. in.</i> 30 8	<i>Ft. in.</i> 9 3	1,190	206
207	TALBOT..... DD114	314 4	309 0	30 6	8 8	1,090	207
208	TALBOT, RALPH..... DD390					¹ 1,500	208
209	TALBOTT, J. FRED..... DD156	314 4	309 0	30 6	8 8	1,090	209
210	TARBELL..... DD142	314 4	309 0	30 6	8 8	1,090	210
211	TATNALL..... DD125	314 4	309 0	30 6	8 8	1,090	211
212	TAYLOR..... DD94	314 4	309 0	30 6	8 8	1,090	212
213	THATCHER..... DD162	314 4	309 0	30 6	8 6	1,060	213
214	THOMAS..... DD182	314 4	309 0	30 6	8 6	1,060	214
215	THORNTON..... DD270	314 4	311 0	30 8	9 3	1,190	215
216	TILLMAN..... DD135	314 4	309 0	30 6	8 8	1,090	216
217	TREVER..... DD339	314 4	310 0	30 8	9 3	1,190	217
218	TRIPPE..... DD403					¹ 1,500	218
219	TRUXTUN..... DD229	314 4	310 0	30 8	9 3	1,190	219
220	TUCKER..... DD374	341 3	334 0	34 8	9 10	1,500	220
221	TWIGGS..... DD127	314 4	309 0	30 6	8 8	1,090	221
222	UPSHUR..... DD144	314 4	309 0	30 6	8 8	1,090	222
223	UPSHUR, ABEL P..... DD193	314 4	311 0	30 8	9 3	1,190	223
224	WAINWRIGHT..... DD419					¹ 1,570	224
225	WALKE..... DD416					¹ 1,570	225

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

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.				
206	1,261	35.0	16	13½	4	2	SWASEY..... DD273	206
207	1,160	35.0	16	12	4	2	TALBOT..... DD114	207
208							TALBOT, RALPH..... DD390	208
209	1,152	35.0	16	12	4	2	TALBOTT, J. FRED..... DD156	209
210	1,163	35.0	16	12	4	2	TARBELL..... DD142	210
211	1,169	35.0	16	12	4	2	TATNALL..... DD125	211
212	³ 1,154	35.0	16	12	4	2	TAYLOR..... DD94	212
213	1,196	35.0	16	12	4	2	THATCHER..... DD162	213
214	1,236	35.0	16	12	4	2	THOMAS..... DD182	214
215	1,268	35.0	16	13½	4	2	THORNTON..... DD270	215
216	³ 1,154	35.0	16	12	4	2	TILLMAN..... DD135	216
217	1,320	35.0	16	13½	4	2	TREVER..... DD339	217
218							TRIPPE..... DD403	218
219	1,238	35.0	16	13½	4	2	TRUXTUN..... DD229	219
220	⁴ 1,726	35+	21	17	2	2	TUCKER..... DD374	220
221	1,193	35.0	16	12	4	2	TWIGGS..... DD127	221
222	⁴ 1,202	35.0	16	12	4	2	UPSHUR..... DD144	222
223	1,303	35.0	16	13½	4	2	UPSHUR, ABEL P..... DD193	223
224							WAINWRIGHT..... DD419	224
225							WALKE..... DD416	225

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ Estimated.⁴ At beginning of trial.⁵ Designed normal displacement.

DESTROYERS (DD).

	Name	Number of propellers	Type of engine	Boilers (oil burning)		Turbogenerator sets			
				Number	Type	Number	Type	D. C. or A. C.	
206	SWASEY.....	2	Curtis geared turb....	4	Yarrow...	2	Turbo...	D. C....	206
207	TALBOT.....	2	Parsons geared turb....	4	W. F.....	2	do....	D. C....	207
208	TALBOT, RALPH.....								208
209	TALBOTT, J. FRED.....	2	Parsons geared turb....	4	W. F.....	2	Turbo...	D. C....	209
210	TARBELL.....	2	do.....	4	W. F.....	2	do....	D. C....	210
211	TATNALL.....	2	do.....	4	Thorny...	2	do....	D. C....	211
212	TAYLOR.....	2	Parsons geared turb....	4	Normand.	2	Turbo...	D. C....	212
213	THATCH R.....	2	Curtis geared turb....	4	Yarrow...	2	do....	D. C....	213
214	THOMAS.....	2	Curtis turb.....	4	Thorny...	2	do....	D. C....	214
215	THORNTON.....	2	Curtis geared turb....	4	Yarrow...	2	do....	D. C....	215
216	TILLMAN.....	2	Parsons geared turb....	4	Normand.	2	do....	D. C....	216
217	TREVER.....	2	do.....	4	do....	2	do....	D. C....	217
218	TRIPPE.....								218
219	TRUXTUN.....	2	Parsons geared turb....	4	W. F.....	2	Turbo...	D. C....	219
220	TUCKER.....	2	G. E. geared turb.....	4	Express...	2 1	do.... Diesel..	A. C....	220
221	TWIGGS.....	2	Parsons geared turb....	4	Thorny...					2	Turbo...	D. C....
222	UPSHUR.....	2	do.....	4	W. F.....	2	do....	D. C....	222
223	UPSHUR, ABEL P.....	2	Westgh. geared turb...	4	W. F.....	2	Turbo...	D. C....	223
224	WAINRIGHT.....								224
225	WALKE.....								225

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		
206	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	8			8	120	SWASEY ² DD273	206
207	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			10	111	TALBOT..... DD114	207
208	5" (max.).....	.....						TALBOT, RALPH..... DD390	208
209	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			10	125	TALBOTT, J. FRED.. DD156	209
210	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			10	113	TARBELL..... DD142	210
211	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	8			10	124	TATTNALL..... DD125	211
212	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	10			12	134	TAYLOR ⁴ DD94	212
213	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	8			12	113	THATCHER ³ DD162	213
214	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	8			10	135	THOMAS ² DD182	214
215	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	8			8	128	THORNTON ³ DD270	215
216	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			10	149	TILLMAN..... DD135	216
217	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	9			9	106	TREVER..... DD339	217
218	5" (max.).....	.....						TRIPPE..... DD403	218
219	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			8	105	TRUXTUN..... DD229	219
220	5 5", 38 cal. A. A.	3 21" quad....	2	10		14	178	TUCKER..... DD374	220
221	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	9			12	107	TWIGGS..... DD127	221
222	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	8			11	118	UPSHUR..... DD144	222
223	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.....	8			8	96	UPSHUR, ABEL P. ² .. DD193	223
224	5" (max.).....	.....						WAINRIGHT..... DD419	224
225	5" (max.).....	.....						WALKE..... DD416	225

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	
206	SWASEY.....	Beth. S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Aug. 27, 1918	206
207	TALBOT.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	July 12, 1917	207
208	TALBOT, RALPH.	Navy yard, Boston.	.....	Mar. 27, 1934	{Aug. 22, 1934 ² {Nov. 1, 1934 ¹ }	Oct. 28, 1935	208
209	TALBOTT, J. FRED.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	July 8, 1918	209
210	TARBELL.....	.....do.....	Cost+10%	.....do.....	.....do.....	Dec. 31, 1917	210
211	TATTNALL.....	New York S. B. Co.	Cost+10%	.....do.....	July 11, 1917	Dec. 1, 1917	211
212	TAYLOR.....	Navy Yard, Mare Island.	³ 1,440,000	Aug. 29, 1916	Nov. 22, 1916 ³	Oct. 15, 1917	212
213	THATCHER.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	June 8, 1918	213
214	THOMAS.....	Newport News S. B. Co.	Cost+10%	.....do.....	Sept. 28, 1917	Mar. 23, 1918	214
215	THORNTON.....	Beth. S. B. Corp., Squantum.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	June 3, 1918	215
216	TILLMAN.....	Navy Yard, Charleston.	(⁴)	Mar. 4, 1917	Aug. 7, 1917 ³	July 29, 1918	216
217	TREVER.....	Navy Yard, Mare Island.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ³	Aug. 12, 1919	217
218	TRIPPE.....	Navy Yard, Boston.	.....	Mar. 27, 1934	{Feb. 14, 1936 ¹ {Sept. 9, 1935 ² }	Apr. 15, 1937	218
219	TRUXTUN.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	Dec. 3, 1919	219
220	TUCKER.....	Navy Yard, Norfolk.	.....	June 16, 1933	{Aug. 3, 1933 ² {Nov. 1, 1933 ¹ }	Aug. 15, 1934	220
221	TWIGGS.....	New York S. B. Co.	Cost+10%	Mar. 4, 1917	July 11, 1917	Jan. 23, 1918	221
222	UPSHUR.....	Wm. Cramp & Sons.	Cost+10%	.....do.....	Sept. 8, 1917	Feb. 19, 1918	222
223	U P S H U R , ABEL P.	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	Aug. 20, 1918	223
224	WAINRIGHT.....	Navy Yard, Norfolk.	.....	Mar. 27, 1934	{Feb. 12, 1937 ¹ {Jan. 27, 1937 ²}}	.....	224
225	WALKE.....	Navy Yard, Boston.	.....	.....do.....	{Jan. 12, 1937 ¹ {Sept. 18, 1936 ² }	May 31, 1938	225

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	
206	May 7, 1919	(?)	July 31, 1919	Aug. 8, 1919	July 31, 1935	SWASEY.....	206
207	Feb. 20, 1918	(?)	July 26, 1918	July 20, 1918	July 20, 1934	TALBOT.....	207
208	Oct. 31, 1936	Feb. 1, 1937	.....	Oct. 14, 1937	.....	TALBOT, RALPH.....	208
209	Dec. 14, 1918	(?)	June 30, 1919	June 30, 1919	June 30, 1935	TALBOTT, J. FRED.....	209
210	May 28, 1918	(?)	Nov. 27, 1918	Nov. 27, 1918	Nov. 27, 1934	TARBELL.....	210
211	Sept. 5, 1918	(?)	June 26, 1919	June 26, 1919	June 26, 1935	TATTNALL.....	211
212	Feb. 14, 1918	.....	.....	June 1, 1918	June 1, 1934	TAYLOR.....	212
213	Aug. 31, 1918	(?)	Jan. 14, 1919	Jan. 14, 1919	Jan. 14, 1935	THATCHER.....	213
214	July 4, 1918	(?)	Apr. 25, 1919	Apr. 25, 1919	Apr. 25, 1935	THOMAS.....	214
215	Mar. 22, 1919	(?)	July 15, 1919	July 15, 1919	July 15, 1935	THORNTON.....	215
216	July 7, 1919	June 30, 1919 ¹	.....	Apr. 30, 1921	Apr. 30, 1937	TILLMAN.....	216
217	Sept. 15, 1920	.....	.....	Aug. 3, 1922	Aug. 3, 1938	TREVER.....	217
218	May 14, 1938	Oct. 14, 1939	.....	.....	.....	TRIPPE.....	218
219	Sept. 28, 1920	(?)	Feb. 16, 1921	Feb. 16, 1921	Feb. 16, 1937	TRUXTUN.....	219
220	Feb. 26, 1936	Feb. 1, 1936	.....	July 23, 1936	Mar. 30, 1953	TUCKER.....	220
221	Sept. 28, 1918	(?)	July 28, 1919	July 28, 1919	July 28, 1935	TWIGGS.....	221
222	July 4, 1918	(?)	Dec. 23, 1918	Dec. 23, 1918	Dec. 23, 1934	UPSHUR.....	222
223	Feb. 14, 1920	(?)	May 21, 1920	Nov. 23, 1920	May 21, 1936	UPSHUR, ABEL P.....	223
224	.....	Dec. 12, 1939	.....	.....	.....	WAINRIGHT.....	224
225	.....	Dec. 12, 1939	.....	.....	.....	WALKE.....	225

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

DESTROYERS (DD).

	Name and official number	Length over all	At standard displacement				Displace- ment	
			Length on water line	Extreme beam at or below water line	Mean draft	Displace- ment		
			<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Fl. in.</i>	<i>Tons</i>		
226	WALKER..... DD163	314 4	309 0	30 6	8 6	1,060	226	
227	WARD..... DD139	314 4	309 0	30 6	8 6	1,060	227	
228	WARD, AARON..... DD132	314 4	309 0	30 6	8 8	1,090	228	
229	WARRINGTON..... DD383	-----	-----	-----	-----	¹ 1,850	229	
230	WASMUTH..... DD338	314 4	310 0	30 8	9 3	1,190	230	
231	WATERS..... DD115	314 4	309 0	30 6	8 8	1,090	231	
232	WELLES..... DD257	314 4	311 0	30 8	9 3	1,190	232	
233	WHIPPLE..... DD217	314 4	310 0	30 8	9 3	1,190	233	
234	WICKES..... DD75	314 4	309 0	30 6	8 8	1,090	234	
235	WILLIAMS..... DD108	314 4	309 0	30 6	8 6	1,060	235	
236	WILLIAMSON..... DD244	314 4	310 0	30 8	9 3	1,190	236	
237	WILSON..... DD408	-----	-----	-----	-----	¹ 1,500	237	
238	WINSLOW..... DD359	381 0	371 0	36 2	10 5	1,850	238	
239	WOOD, WELBORN C..... DD195	314 4	311 0	30 8	9 3	1,190	239	
240	WORDEN..... DD352	341 3	331 0	34 2	8 10	1,410	240	
241	YARNALL..... DD143	314 4	309 0	30 6	8 8	1,090	241	
242	ZANE..... DD337	314 4	310 0	30 8	9 3	1,190	242	
243	No. 429 ² DD429	-----	-----	-----	-----	-----	243	
244	No. 430 ² DD430	-----	-----	-----	-----	-----	244	
245	No. 431 ² DD431	-----	-----	-----	-----	-----	245	
246	No. 432 ² DD432	-----	-----	-----	-----	-----	246	
247	No. 433 ² DD433	-----	-----	-----	-----	-----	247	
248	No. 434 ² DD434	-----	-----	-----	-----	-----	248	
249	No. 435 ² DD435	-----	-----	-----	-----	-----	249	
250	No. 436 ² DD436	-----	-----	-----	-----	-----	250	
Total displacement.....						308,790		

¹ Estimated, as designed.

² To be named GRAYSON (DD429); FRERLE (DD430); PLUNKETT (DD431); KEARNY (DD432); GWIN (DD433); MEREDITH (DD434); LIVERMORE (DD435); and MONSSEN (DD436), respectively.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

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	Fl.					
226	³ 1,191	35.0	16	12	4	2	WALKER.....	DD163	226
227	³ 1,154	35.0	16	12	4	2	WARD.....	DD139	227
228	1,160	35.0	16	12	4	2	WARD, AARON.....	DD132	228
229	-----	-----	-----	-----	-----	-----	WARRINGTON.....	DD383	229
230	³ 1,215	35.0	16	13½	4	2	WASMUTH.....	DD338	230
231	1,160	35.0	16	12	4	2	WATERS.....	DD115	231
232	1,260	35.0	16	13½	4	2	WELLES.....	DD257	232
233	1,229	35.0	16	13½	4	2	WHIPPLE.....	DD217	233
234	1,149	35.0	16	12	4	2	WICKES.....	DD75	234
235	1,201	35.0	16	12	4	2	WILLIAMS.....	DD108	235
236	1,312	35.0	16	13½	4	2	WILLIAMSON.....	DD244	236
237	-----	-----	-----	-----	-----	-----	WILSON.....	DD408	237
238	⁴ 2,131	35+	24	16½	2	2	WINSLOW.....	DD359	238
239	1,312	35.0	16	13½	4	2	WOOD, WELBORN C.....	DD195	239
240	⁴ 1,726	36.5	20	15¼	2	2	WORDEN.....	DD352	240
241	³ 1,154	35.0	16	12	4	2	YARNALL.....	DD143	241
242	1,300	35.0	16	13½	4	2	ZANE.....	DD337	242
243	-----	-----	-----	-----	-----	-----	No. 429.....	DD429	243
244	-----	-----	-----	-----	-----	-----	No. 430.....	DD430	244
245	-----	-----	-----	-----	-----	-----	No. 431.....	DD431	245
246	-----	-----	-----	-----	-----	-----	No. 432.....	DD432	246
247	-----	-----	-----	-----	-----	-----	No. 433.....	DD433	247
248	-----	-----	-----	-----	-----	-----	No. 434.....	DD434	248
249	-----	-----	-----	-----	-----	-----	No. 435.....	DD435	249
250	-----	-----	-----	-----	-----	-----	No. 436.....	DD436	250

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 engine	Boilers (oil burning)		Turbogenerator sets			
				Number	Type	Number	Type		D. C. or A. C.
226	WALKER.....	2	Curtis geared turb....	4	Yarrow...	2	Turbo..	D. C....	226
227	WARD.....	2	Parsons geared turb....	4	Normand..	2	do....	D. C....	227
228	WARD AARON.....	2	do.....	4	do....	2	do....	D. C....	228
229	WARRINGTON.....								229
230	WASMUTH.....	2	Parsons geared turb....	4	Normand..	2	do....	D. C....	230
231	WATERS.....	2	do.....	4	W. F.....	2	do....	D. C....	231
232	WELLES.....	2	Curtis geared turb....	4	Yarrow...	2	do....	D. C....	232
233	WHIPPLE.....	2	Parsons geared turb....	4	W. F.....	2	do....	D. C....	233
234	WICKES.....	2	do.....	4	Normand..	2	do....	D. C....	234
235	WILLIAMS.....	2	Curtis geared turb....	4	Yarrow...	2	do....	D. C....	235
236	WILLIAMSON.....	2	Westgh. geared turb..	4	W. F.....	2	do....	D. C....	236
237	WILSON.....								237
238	WINSLOW.....	2	Parsons geared turb....	4	Express...	{ 2 2	Turbo Diesel..	} A. C....	238
239	WOOD, WELBORN C....	2	Westgh. geared turb..	4	W. F.....	2	Turbo..	D. C....	239
240	WORDEN.....	2	Parsons geared turb....	4	Yarrow...	2	do....	A. C....	240
241	YARNALL.....	2	do.....	4	W. F.....	2	do....	D. C....	241
242	ZANE.....	2	do.....	4	Normand..	2	do....	D. C....	242
243	No. 429.....								243
244	No. 430.....								244
245	No. 431.....								245
246	No. 432.....								246
247	No. 433.....								247
248	No. 434.....								248
249	No. 435.....								249
250	No. 436.....								250

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			
226	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	8	---	---	12	139	WALKER ²	DD163	226
227	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	8	---	---	10	113	WARD ²	DD139	227
228	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	9	---	---	10	113	WARD, AARON.....	DD132	228
229	5" (max.).....	-----	-----	-----	-----	-----	-----	-----	WARRINGTON.....	DD383	229
230	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	10	105	WASMUTH.....	DD338	230
231	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	12	---	---	12	129	WATERS.....	DD115	231
232	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	8	---	---	8	121	WELLES ²	DD257	232
233	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	13	118	WHIPPLE.....	DD217	233
234	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	9	---	---	10	134	WICKES ³	DD75	234
235	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	8	---	---	12	122	WILLIAMS ²	DD108	235
236	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	9	---	---	9	133	WILLIAMSON.....	DD244	236
237	5" (max.).....	-----	-----	-----	-----	-----	-----	-----	WILSON.....	DD408	237
238	8 5", 38 cal.....	2 21" quad	2	11	---	---	14	211	WINSLOW.....	DD359	238
239	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	9	111	WOOD, WELBORN C.	DD195	239
240	5 5", 38 cal. A. A....	2 21" quad	2	9	---	---	14	161	WORDEN.....	DD352	240
241	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple	---	9	---	---	11	123	YARNALL.....	DD143	241
242	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	---	9	---	---	8	106	ZANE.....	DD337	242
243	-----	-----	-----	-----	-----	-----	-----	-----	No. 429.....	DD429	243
244	-----	-----	-----	-----	-----	-----	-----	-----	No. 430.....	DD430	244
245	-----	-----	-----	-----	-----	-----	-----	-----	No. 431.....	DD431	245
246	-----	-----	-----	-----	-----	-----	-----	-----	No. 432.....	DD432	246
247	-----	-----	-----	-----	-----	-----	-----	-----	No. 433.....	DD433	247
248	-----	-----	-----	-----	-----	-----	-----	-----	No. 434.....	DD434	248
249	-----	-----	-----	-----	-----	-----	-----	-----	No. 435.....	DD435	249
250	-----	-----	-----	-----	-----	-----	-----	-----	No. 436.....	DD436	250

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	
226	WALKER.....	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	Aug. 15, 1917	June 19, 1918	226
227	WARD.....	Navy Yard, Mare Island.	(⁴)	.....do.....	July 20, 1917 ¹	May 15, 1918	227
228	WARD, AARON.	Bath Iron Works....	Cost+fee	.....do.....	Aug. 31, 1917	Aug. 1, 1918	228
229	WARRINGTON	Federal S. B. & D. D. Co.	3,946,000	Mar. 27, 1934	Aug. 22, 1934	Oct. 10, 1935	229
230	WASMUTH.....	Navy Yard, Mare Island.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ¹	Aug. 12, 1919	230
231	WATERS.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	May 2, 1917	July 26, 1917	231
232	WELLES.....	Beth. S. B. Corp., Quincy.	Cost+fee	Oct. 6, 1917	Dec. 6, 1917	Nov. 13, 1918	232
233	WHIPPLE.....	Wm. Cramp & Sons.	Cost+fee	Oct. 6, 1917	Dec. 19, 1917	June 12, 1919	233
234	WICKES.....	Bath Iron Works...	Cost+10%	Aug. 29, 1916	Nov. 30, 1916	June 26, 1917	234
235	WILLIAMS.....	Union Iron Works...	Cost+10%	Mar. 4, 1917 ²	May 4, 1917	Mar. 25, 1918	235
236	WILLIAMSON...	New York S. B. Co..	Cost+fee	Oct. 6, 1917	{Dec. 29, 1917 May 8, 1919 ² }	Mar. 27, 1919	236
237	WILSON.....	Navy Yard, Puget Sound.	-----	Mar. 27, 1934	{Sept. 9, 1935 ¹ Feb. 14, 1936 ⁷ }	Mar. 22, 1937	237
238	WINSLOW.....	New York S. B. Corp.	3,775,000	June 16, 1933	Aug. 3, 1933	Dec. 18, 1933	238
239	WOOD, WELBORN C.	Newport News S. B. Co.	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	Sept. 24, 1918	239
240	WORDEN.....	Navy Yard, Puget Sound.	\$ 3,325,000	July 11, 1919 ³	{Sept. 29, 1931 ¹ Oct. 1, 1932 ⁷ }	Dec. 29, 1932	240
241	YARNALL.....	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	Sept. 8, 1917	Feb. 12, 1918	241
242	ZANE.....	Navy Yard, Mare Island.	(⁴)	Oct. 6, 1917	Jan. 22, 1918 ¹	Jan. 15, 1919	242
243	No. 429.....	-----	-----	Mar. 27, 1934	-----	-----	243
244	No. 430.....	-----	-----	.....do.....	-----	-----	244
245	No. 431.....	-----	-----	.....do.....	-----	-----	245
246	No. 432.....	-----	-----	.....do.....	-----	-----	246
247	No. 433.....	-----	-----	.....do.....	-----	-----	247
248	No. 434.....	-----	-----	.....do.....	-----	-----	248
249	No. 435.....	-----	-----	.....do.....	-----	-----	249
250	No. 436.....	-----	-----	.....do.....	-----	-----	250

¹ Date assigned to yard.² Together with act of Aug. 29, 1916.³ Date of supplementary contract.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	
226	Sept. 14, 1918	(¹)	Jan. 31, 1919	Jan. 31, 1919	Jan. 31, 1935	WALKER.....	226
227	June 1, 1918	Sept. 30, 1918 ²	.....	July 24, 1918	July 24, 1934	WARD.....	227
228	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919	Apr. 21, 1935	WARD, AARON.....	228
229	May 15, 1937	Sept. 2, 1937	Feb. 8, 1938	Feb. 9, 1938	.....	WARRINGTON.....	229
230	Sept. 15, 1920	.....	.....	Dec. 16, 1921	Dec. 16, 1937	WASMUTH.....	230
231	Mar. 9, 1918	(¹)	Aug. 8, 1918	Aug. 8, 1918	Aug. 8, 1934	WATERS.....	231
232	May 8, 1919	(¹)	Sept. 2, 1919	Sept. 2, 1919	Sept. 2, 1935	WELLES.....	232
233	Nov. 6, 1919	(¹)	Apr. 23, 1920	Apr. 23, 1920	Apr. 23, 1936	WHIPPLE.....	233
234	June 25, 1918	(¹)	July 31, 1918	July 31, 1918	July 31, 1934	WICKES.....	234
235	July 4, 1918	(¹)	Mar. 1, 1919	Mar. 1, 1919	Mar. 1, 1935	WILLIAMS.....	235
236	Oct. 16, 1919	(¹)	Oct. 29, 1920	Oct. 29, 1920	Oct. 29, 1936	WILLIAMSON.....	236
237	.....	Aug. 14, 1939	.....	.....	.....	WILSON.....	237
238	Sept. 21, 1936	Jan. 24, 1937	Feb. 17, 1937	Feb. 17, 1937	Oct. 19, 1950	WINSLOW.....	238
239	Mar. 6, 1920	(¹)	June 25, 1920	Jan. 14, 1921	June 25, 1936	WOOD, WELBORN C.....	239
240	Oct. 27, 1934	Oct. 1, 1934	.....	Jan. 15, 1935	Mar. 1, 1951 ³	WORDEN.....	240
241	June 19, 1918	(¹)	Nov. 29, 1918	Nov. 29, 1918	Nov. 29, 1934	YARNALL.....	241
242	Aug. 12, 1919	.....	.....	Feb. 15, 1921	Feb. 15, 1937	ZANE.....	242
243	.....	.....	.....	.....	.....	No. 429.....	243
244	.....	.....	.....	.....	.....	No. 430.....	244
245	.....	.....	.....	.....	.....	No. 431.....	245
246	.....	.....	.....	.....	.....	No. 432.....	246
247	.....	.....	.....	.....	.....	No. 433.....	247
248	.....	.....	.....	.....	.....	No. 434.....	248
249	.....	.....	.....	.....	.....	No. 435.....	249
250	.....	.....	.....	.....	.....	No. 436.....	250

¹ No contract date of completion.² Based upon date of completion of vessel by Navy Yard.³ Expiration of construction period.

SUBMARINES (SS).

	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	
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	1
2	BASS (B-2; <i>ex-V-2</i>)..... SS164	341 6	326 0	27 1	14 7	2,000	2
3	BONITA (B-3; <i>ex-V-3</i>)..... SS165	341 6	326 0	27 1	14 7	2,000	3
4	CACHALOT (C-1; <i>ex-V-8</i>)..... SS170	271 11	260 0	24 9	12 10	1,110	4
5	CUTTLEFISH (C-2; <i>ex-V-9</i>)..... SS171	271 11	260 0	24 11	12 8	1,120	5
6	DOLPHIN (D-1; <i>ex-V-7</i>)..... SS169	319 1	307 0	27 10	13 1	1,540	6
7	NARWHAL (N-1; <i>ex-V-5</i>)..... SS167	371 0	349 0	33 3	15 9	2,730	7
8	NAUTILUS (N-2; <i>ex-V-6</i>)..... SS168	371 0	349 0	33 3	15 9	2,730	8
9	PERCH (P-5)..... SS176	300 6	290 0	25 1	13 10	1,330	9
10	PERMIT (<i>ex-Pinna</i>) (P-7)..... SS178	300 6	290 0	25 1	13 10	1,330	10
11	PICKEREL (P-6)..... SS177	300 6	290 0	25 1	13 10	1,330	11
12	PIKE (P-2)..... SS173	301 0	283 0	24 11	13 1	1,310	12
13	PLUNGER (P-8)..... SS179	300 6	260 0	25 1	13 10	1,335	13
14	POLLACK (P-9)..... SS180	300 6	290 0	25 1	13 10	1,335	14
15	POMPANO (P-10)..... SS181	300 6	290 0	25 1	13 10	1,330	15
16	PORPOISE (P-1)..... SS172	301 0	283 0	24 11	13 1	1,310	16
17	SALMON (S-1)..... SS182					¹ 1,450	17
18	SARGO (S-7)..... SS188					¹ 1,450	18
19	SAURY (S-8)..... SS189					¹ 1,450	19
20	SCULPIN (S-10)..... SS191					¹ 1,450	20
21	SEADRAGON (S-13)..... SS194					¹ 1,450	21
22	SEAL (S-2)..... SS183					¹ 1,450	22
23	SEALION (S-14)..... SS195					¹ 1,450	23
24	SEARAVEN (S-15)..... SS196					¹ 1,450	24
25	SEAWOLF (S-16)..... SS197					¹ 1,450	25
26	SHARK (P-3)..... SS174	298 0	287 0	25 1	13 10	1,315	26

¹ Estimated, as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as submarines. NARWHAL and NAUTILUS retained under 1930 London Naval Treaty, part II, art. 7, par. 2.

SUBMARINES (SS).

	Displacement, submerged	Armament (guns)	Name and official number	
1	<i>Tons</i> 2,506	1 3", 50 cal. AA.....	BARRACUDA..... SS163	1
2	2,506	.....do.....	BASS..... SS164	2
3	2,506	.....do.....	BONITA..... SS165	3
4	1,650	.....do.....	CACHALOT..... SS170	4
5	1,650	.....do.....	CUTTLEFISH..... SS171	5
6	2,215	1 4", 50 cal.....	DOLPHIN..... SS169	6
7	3,960	2 6", 53 cal.....	NARWHAL..... SS167	7
8	3,960	.....do.....	NAUTILUS..... SS168	8
9	1,998	1 3", 50 cal.....	PERCH..... SS176	9
10	1,998	.....do.....	PERMIT..... SS178	10
11	1,998	.....do.....	PICKEREL..... SS177	11
12	1,934	1 4", 50 cal. AA.....	PIKE..... SS173	12
13	1,998	1 3", 50 cal.....	PLUNGER..... SS179	13
14	1,998	.....do.....	POLLACK..... SS180	14
15	1,998	.....do.....	POMPANO..... SS181	15
16	1,934	1 3", 50 cal. AA.....	PORPOISE..... SS172	16
17		3" (max.).....	SALMON..... SS182	17
18		.....do.....	SARGO..... SS188	18
19		.....do.....	SAURY..... SS189	19
20		.....do.....	SCULPIN..... SS191	20
21		.....do.....	SEADRAGON..... SS194	21
22		.....do.....	SEAL..... SS183	22
23		.....do.....	SEALION..... SS195	23
24		.....do.....	SEARAVEN..... SS196	24
25		.....do.....	SEAWOLF..... SS197	25
26	1,968	1 3", 50 cal. AA.....	SHARK..... SS174	26

SUBMARINES (SS).

	Name and official number	Number of propellers	Make of main engine	Make of motor	
1	BARRACUDA..... SS163	2	Busch Sulzer, M. A. N...	Elliott Co.....	1
2	BASS..... SS164	2	do.....	do.....	2
3	BONITA..... SS165	2	do.....	do.....	3
4	CACHALOT..... SS170	2	M. A. N. (N. Y.).....	El. Dynamic.....	4
5	CUTTLEFISH..... SS171	2	M. A. N. (Elect. Boat)...	Westgh.....	5
6	DOLPHIN..... SS169	2	M. A. N. (N. Y.).....	El. Dynamic.....	6
7	NARWHAL..... SS167	2	do.....	Westgh.....	7
8	NAUTILUS..... SS168	2	do.....	do.....	8
9	PERCH..... SS176	2	Winton.....	G. E. Co.....	9
10	PERMIT..... SS178	2	do.....	do.....	10
11	PICKEREL..... SS177	2	do.....	do.....	11
12	PIKE..... SS173	2	do.....	Elliott Co.....	12
13	PLUNGER..... SS179	2	Fairbanks-Morse.....	do.....	13
14	POLLACK..... SS180	2	do.....	do.....	14
15	POMPANO..... SS181	2	Hooven, Owens & Rentschler	Allis-Chalmers.....	15
16	PORPOISE..... SS172	2	Winton.....	Elliott Co.....	16
17	SALMON..... SS182				17
18	SARGO..... SS188				18
19	SAURY..... SS189				19
20	SCULPIN..... SS191				20
21	SEADRAGON..... SS194				21
22	SEAL..... SS183				22
23	SEALION..... SS195				23
24	SEARAVEN..... SS196				24
25	SEAWOLF..... SS197				25
26	SHARK..... SS174	2	Winton.....	Elliott Co.....	26

SUBMARINES (SS).

Quarters available ¹						Name and official number		
Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men			
1	7			(?)	81	BARRACUDA.....	SS163	1
2	7			13	68	BASS.....	SS164	2
3	7			14	65	BONITA ²	SS165	3
4	6				39	CACHALOT.....	SS170	4
5	8			6	40	CUTTLEFISH.....	SS171	5
6	7			3	53	DOLPHIN.....	SS169	6
7	9			12	70	NARWHAL.....	SS167	7
8	9			12	70	NAUTILUS.....	SS168	8
9	8			3	46	PERCH.....	SS176	9
10	8			3	46	PERMIT.....	SS178	10
11	8			3	46	PICKEREL.....	SS177	11
12	6			3	47	PIKE.....	SS173	12
13	8			3	46	PLUNGER.....	SS179	13
14	8			3	46	POLLACK.....	SS180	14
15	8			3	46	POMPANO.....	SS181	15
16	6			3	47	PORPOISE.....	SS172	16
17						SALMON.....	SS182	17
18						SARGO.....	SS188	18
19						SAURY.....	SS189	19
20						SCULPIN.....	SS191	20
21						SEADRAGON.....	SS194	21
22						SEAL.....	SS183	22
23						SEALION.....	SS195	23
24						SEARAVEN.....	SS196	24
25						SEAWOLF.....	SS197	25
26	6			3	47	SHARK.....	SS174	26

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	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	do.....	do.....	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	SALMON..... SS182	Electric Boat Co....	Electric Boat Co....	Mar. 27, 1934	Sept. 19, 1935	17
18	SARGO..... SS188	do.....	do.....	do.....	Sept. 4, 1936	18
19	SAURY..... SS189	do.....	do.....	do.....	do.....	19
20	SCULPIN.... SS191	U. S. Government..	Navy yard, Portsmouth, N. H.	do.....	{ Dec. 1, 1936 ² Sept. 18, 1936 ⁴ }	20
21	SEADRAGON.. SS194	Electric Boat Co....	Electric Boat Co....	do.....	July 6, 1937	21
22	SEAL..... SS183	do.....	do.....	do.....	Sept. 19, 1935	22
23	SEALION.... SS195	do.....	do.....	do.....	July 6, 1937	23
24	SEARAVEN... SS196	U. S. Government..	Navy Yard Portsmouth, N. H.	do.....	{ Aug. 1, 1937 ² June 24, 1937 ⁴ }	24
25	SEAWOLF.... SS197	do.....	do.....	do.....	{ Aug. 1, 1937 ² June 24, 1937 ⁴ }	25
26	SHARK..... SS174	Electric Boat Co....	Electric Boat Co....	June 16, 1933	Aug. 3, 1933	26

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.

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	NARWHAL.....	7
8	Aug. 2, 1927	Mar. 15, 1930	-----	-----	July 1, 1930	Oct. 18, 1943 ¹	NAUTILUS.....	8
9	Feb. 25, 1935	May 9, 1936	Nov. 22, 1936	Nov. 19, 1936	Nov. 19, 1936	June 4, 1950	PERCH.....	9
10	June 6, 1935	Oct. 5, 1936	May 22, 1937	Mar. 17, 1937	Mar. 17, 1937	Mar. 17, 1950	PERMIT.....	10
11	Mar. 25, 1935	July 7, 1936	Feb. 22, 1937	Jan. 26, 1937	Jan. 26, 1937	Jan. 26, 1950	PICKEREL.....	11
12	Dec. 20, 1933	Sept. 12, 1935	May 1, 1936	-----	Dec. 2, 1935	Apr. 17, 1949	PIKE.....	12
13	July 17, 1935	July 8, 1936	Feb. 1, 1937	-----	Nov. 19, 1936	Mar. 31, 1950	PLUNGER.....	13
14	Oct. 1, 1935	Sept. 15, 1936	May 1, 1937	-----	Jan. 15, 1937	Apr. 28, 1950	POLLACK.....	14
15	Jan. 14, 1936	Mar. 11, 1937	....do....	-----	June 12, 1937	Dec. 4, 1950	POMPANO.....	15
16	Oct. 27, 1933	June 20, 1935	Feb. 1, 1936	-----	Aug. 15, 1935	Jan. 15, 1949	PORPOISE.....	16
17	Apr. 15, 1936	June 12, 1937	Dec. 19, 1937	Mar. 15, 1938	Mar. 15, 1938	-----	SALMON.....	17
18	May 12, 1937	-----	June 4, 1939	-----	-----	-----	SARGO.....	18
19	June 28, 1937	-----	July 19, 1939	-----	-----	-----	SAURY.....	19
20	Sept. 7, 1937	-----	June 1, 1939	-----	-----	-----	SCULPIN.....	20
21	Apr. 18, 1938	-----	Dec. 6, 1939	-----	-----	-----	SEADRAGON.....	21
22	May 25, 1936	Aug. 25, 1937	Mar. 19, 1938	Apr. 30, 1938	Apr. 30, 1938	-----	SEAL.....	22
23	-----	-----	Feb. 6, 1940	-----	-----	-----	SEALION.....	23
24	-----	-----	Feb. 1, 1940	-----	-----	-----	SEARAVEN.....	24
25	-----	-----	Apr. 1, 1940	-----	-----	-----	SEAWOLF.....	25
26	Oct. 24, 1933	May 21, 1935	Nov. 29, 1935	Jan. 25, 1936	Jan. 25, 1936	Jan. 25, 1949	SHARK.....	26

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

SUBMARINES (SS).

Name and official number	Length over all	At standard displacement				
		Length on water line	Extreme beam at or below water line	Mean draft	Displacement	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
27 SKIPJACK (S-3)..... SS184					¹ 1,450	27
28 SNAPPER (S-4)..... SS185					¹ 1,445	28
29 SPEARFISH (S-9)..... SS190					¹ 1,450	29
30 SQUALUS (S-11)..... SS192					¹ 1,450	30
31 STINGRAY (S-5)..... SS186					¹ 1,445	31
32 STURGEON (S-6)..... SS187					¹ 1,445	32
33 SWORDFISH (S-12)..... SS193					¹ 1,450	33
34 TARPON (P-4)..... SS175	298 0	287 0	25 1	13 10	1,315	34
35 S-1..... SS105	219 3	211 0	20 6	15 1	800	35
36 S-11..... SS116	231 0	231 0	21 6	12 2	790	36
37 S-12..... SS117	231 0	231 0	21 6	12 2	790	37
38 S-13..... SS118	231 0	231 0	21 6	12 2	790	38
39 S-14..... SS119	231 0	231 0	21 6	12 2	790	39
40 S-15..... SS120	231 0	231 0	21 6	12 2	790	40
41 S-16..... SS121	231 0	231 0	21 6	12 2	790	41
42 S-17..... SS122	231 0	231 0	21 6	12 2	790	42
43 S-18..... SS123	219 3	211 0	20 6	15 1	800	43
44 S-20..... SS125	219 3	211 0	23 9	14 9	800	44
45 S-21..... SS126	219 3	211 0	20 6	15 1	800	45
46 S-22..... SS127	219 3	211 0	20 6	15 1	800	46
47 S-23..... SS128	219 3	211 0	20 6	15 1	800	47
48 S-24..... SS129	219 3	211 0	20 6	15 1	800	48
49 S-25..... SS130	219 3	211 0	20 6	15 1	800	49
50 S-26..... SS131	219 3	211 0	20 6	15 1	800	50
51 S-27..... SS132	219 3	211 0	20 6	15 1	800	51

¹ Estimated as designed.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as submarines.

SUBMARINES (SS).

	Dis- place- ment sub- merged	Armament (guns)	Name and official number		
	Tons				
27		3" (max.)	SKIPJACK	SS184	27
28		do.	SNAPPER	SS185	28
29		do.	SPEARFISH	SS190	29
30		do.	SQUALUS	SS192	30
31		do.	STINGRAY	SS186	31
32		do.	STURGEON	SS187	32
33		do.	SWORDFISH	SS193	33
34	1,968	1 3", 50 cal. A A	TARPON	SS175	34
35	1,062	1 4", 50 cal.	S-1	SS105	35
36	1,092	do.	S-11	SS116	36
37	1,092	do.	S-12	SS117	37
38	1,092	do.	S-13	SS118	38
39	1,092	do.	S-14	SS119	39
40	1,092	do.	S-15	SS120	40
41	1,092	do.	S-16	SS121	41
42	1,092	do.	S-17	SS122	42
43	1,062	do.	S-18	SS123	43
44	1,062	do.	S-20	SS125	44
45	1,062	do.	S-21	SS126	45
46	1,062	do.	S-22	SS127	46
47	1,062	do.	S-23	SS128	47
48	1,062	do.	S-24	SS129	48
49	1,062	do.	S-25	SS130	49
50	1,062	do.	S-26	SS131	50
51	1,062	do.	S-27	SS132	51

SUBMARINES (SS).

	Name and official number	Number of propellers	Make of main engine	Make of motor	
27	SKIPJACK..... SS184				27
28	SNAPPER..... SS185				28
29	SPEARFISH..... SS190				29
30	SQUALUS..... SS192				30
31	STINGRAY..... SS186				31
32	STURGEON..... SS187				32
33	SWORDFISH..... SS193				33
34	TARPON..... SS175	2	Winton.....	Elliott Co.....	34
35	S-1..... SS105	2	M. A. N. (Nelseco).....	Ridgeway.....	35
36	S-11..... SS116	2	M. A. N. (N. Y.).....	Westgh.....	36
37	S-12..... SS117	2	do.....	do.....	37
38	S-13..... SS118	2	do.....	do.....	38
39	S-14..... SS119	2	do.....	do.....	39
40	S-15..... SS120	2	do.....	do.....	40
41	S-16..... SS121	2	do.....	do.....	41
42	S-17..... SS122	2	do.....	do.....	42
43	S-18..... SS123	2	Nelseco.....	Ridgeway.....	43
44	S-20..... SS125	2	do.....	Elec. Dy. Co.....	44
45	S-21..... SS126	2	do.....	Ridgeway.....	45
46	S-22..... SS127	2	do.....	do.....	46
47	S-23..... SS128	2	do.....	do.....	47
48	S-24..... SS129	2	do.....	do.....	48
49	S-25..... SS130	3	do.....	do.....	49
50	S-26..... SS131	2	do.....	do.....	50
51	S-27..... SS132	2	do.....	do.....	51

SUBMARINES (SS).

	Quarters available ¹					Name and official number			
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers			Other Enlisted men	
27						SKIPJACK.....	SS184	27	
28						SNAPPER.....	SS185	28	
29						SPEARFISH.....	SS190	20	
30						SQUALUS.....	SS192	30	
31						STINGRAY.....	SS186	31	
32						STURGEON.....	SS187	32	
33						SWORDFISH.....	SS193	33	
34		6			3	47	TARPON.....	SS175	34
35		4			4	35	S-1.....	SS105	35
36		4			3	37	S-11.....	SS116	36
37		4			3	37	S-12.....	SS117	37
38		4			4	36	S-13.....	SS118	38
39		4			3	37	S-14.....	SS119	39
40		4				40	S-15.....	SS120	40
41		4			3	37	S-16.....	SS121	41
42		4				40	S-17.....	SS122	42
43		4				40	S-18.....	SS123	43
44		4				34	S-20.....	SS125	44
45		4			4	38	S-21.....	SS126	45
46		4			4	35	S-22.....	SS127	46
47		4			4	36	S-23.....	SS128	47
48		4			4	36	S-24.....	SS129	48
49		4			4	36	S-25.....	SS130	49
50		4			4	35	S-26.....	SS131	50
51		4			4	35	S-27.....	SS132	51

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

SUBMARINES (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	Contract signed	
27	SKIPJACK..... SS184	Electric Boat Co.....	Electric Boat Co.....	Mar. 27, 1934	Sept. 19, 1935	27
28	SNAPPER..... SS185	U. S. Government.....	Navy Yard, Ports- mouth, N. H.	.....do.....	{Dec. 1, 1935 ¹ } {Sept. 9, 1935 ² }	28
29	SPEARFISH..... SS190	Electric Boat Co.....	Electric Boat Co.....	.....do.....	Sept. 4, 1936	29
30	SQUALUS..... SS192	U. S. Government.....	Navy Yard, Ports- mouth, N. H.	.....do.....	{Dec. 1, 1936 ¹ } {Sept. 18, 1936 ² }	30
31	STINGRAY..... SS186	.....do.....	.....do.....	.....do.....	{Dec. 1, 1935 ¹ } {Sept. 9, 1935 ² }	31
32	STURGEON..... SS187	.....do.....	Navy Yard, Mare Island.	.....do.....	{Dec. 1, 1935 ¹ } {Sept. 9, 1935 ² }	32
33	SWORDFISH..... SS193	.....do.....	.....do.....	.....do.....	{Feb. 1, 1937 ¹ } {Jan. 27, 1937 ² }	33
34	TARPON..... SS175	Electric Boat Co.....	Electric Boat Co.....	June 16, 1933	Aug. 3, 1933	34
35	S-1..... SS105	.....do.....	Fore River S. B. Co., Quincy.	Aug. 29, 1916	Jan. 8, 1917	35
36	S-11..... SS116	United States Gov- ernment. ³	Navy yard, Ports- mouth, N. H.	Mar. 4, 1917 ¹	Mar. 16, 1917 ²	36
37	S-12..... SS117	.....do. ³	.....do.....	.....do. ¹	.....do. ²	37
38	S-13..... SS118	.....do. ³	.....do.....	.....do. ¹	.....do. ²	38
39	S-14..... SS119	Lake Torp. B. Co., Bridgeport, Conn. ³	Lake Torp. B. Co., Bridgeport, Conn.	.....do. ¹	July 12, 1917	39
40	S-15..... SS120	.....do. ³	.....do.....	.....do. ¹	.....do.....	40
41	S-16..... SS121	.....do. ³	.....do.....	.....do. ¹	.....do.....	41
42	S-17..... SS122	.....do. ³	.....do.....	.....do. ¹	.....do.....	42
43	S-18..... SS123	Electric Boat Co., New York.	Beth. S. B. Corp., Quincy.	.....do. ¹	July 17, 1917	43
44	S-20..... SS125	.....do.....	.....do.....	.....do. ¹	.....do.....	44
45	S-21..... SS126	.....do.....	.....do.....	.....do. ¹	.....do.....	45
46	S-22..... SS127	.....do.....	.....do.....	.....do.....	.....do.....	46
47	S-23..... SS128	.....do.....	.....do.....	.....do.....	.....do.....	47
48	S-24..... SS129	.....do.....	.....do.....	.....do.....	.....do.....	48
49	S-25..... SS130	.....do.....	.....do.....	.....do.....	.....do.....	49
50	S-26..... SS131	.....do.....	.....do.....	.....do.....	.....do.....	50
51	S-27..... SS132	.....do.....	.....do.....	.....do.....	.....do.....	51

¹ Together with act of Aug. 29, 1916.² Date assigned to yard.³ Bureau design.⁴ Beginning of construction period.

SUBMARINES (SS).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
27	July 22, 1936	Oct. 23, 1937	June 19, 1938	-----	-----	-----	SKIPJACK.....	27
28	July 23, 1936	Aug. 24, 1937	Mar. 1, 1938	-----	Dec. 15, 1937	Mar. 1, 1951	SNAPPER.....	28
29	Sept. 9, 1937	-----	Sept. 4, 1939	-----	-----	-----	SPEARFISH.....	29
30	Oct. 18, 1937	-----	Aug. 1, 1939	-----	-----	-----	SQUALUS.....	30
31	Oct. 1, 1936	Oct. 6, 1937	June 1, 1938	-----	Mar. 15, 1938	-----	STINGRAY.....	31
32	Oct. 27, 1936	Mar. 15, 1938	.....do.....	-----	-----	-----	STURGEON.....	32
33	Oct. 27, 1937	-----	Aug. 1, 1939	-----	-----	-----	SWORDFISH.....	33
34	Dec. 22, 1933	Sept. 4, 1935	Feb. 21, 1936	Mar. 12, 1936	Mar. 12, 1936	Mar. 12, 1949	TARPON.....	34
35	Dec. 11, 1917	Oct. 26, 1918	May 8, 1919	June 5, 1920	June 5, 1920	June 5, 1933	S-1.....	35
36	Dec. 2, 1919	Feb. 7, 1921	-----	-----	Jan. 11, 1923	Jan. 11, 1936	S-11.....	36
37	Jan. 8, 1920	Aug. 4, 1921	-----	-----	Apr. 30, 1923	Apr. 30, 1936	S-12.....	37
38	Feb. 14, 1920	Oct. 20, 1921	-----	-----	July 14, 1923	July 14, 1936	S-13.....	38
39	Dec. 7, 1917	Oct. 22, 1919	July 12, 1919	Feb. 11, 1921	Feb. 11, 1921	Feb. 11, 1934	S-14.....	39
40	Dec. 13, 1917	Mar. 8, 1920	Aug. 12, 1919	Jan. 15, 1921	Jan. 15, 1921	Jan. 15, 1934	S-15.....	40
41	Mar. 19, 1918	Dec. 23, 1919	Sept. 12, 1919	Dec. 17, 1920	Dec. 17, 1920	Dec. 17, 1933	S-16.....	41
42	.....do.....	May 22, 1920	Oct. 12, 1919	Feb. 26, 1921	Mar. 1, 1921	Feb. 26, 1934	S-17.....	42
43	Aug. 15, 1918	Apr. 29, 1920	Feb. 17, 1919	Apr. 3, 1924	Apr. 3, 1924	Apr. 3, 1937	S-18.....	43
44	.....do.....	June 9, 1920	Mar. 17, 1919	Nov. 22, 1922	Nov. 22, 1922	Nov. 22, 1935	S-20.....	44
45	Dec. 19, 1918	Aug. 18, 1920	Apr. 17, 1919	Sept. 14, 1923	Sept. 14, 1923	Sept. 14, 1936	S-21.....	45
46	Jan. 6, 1919	July 15, 1920	.....do.....	June 23, 1924	June 23, 1924	June 23, 1937	S-22.....	46
47	Jan. 18, 1919	Oct. 27, 1920	May 17, 1919	Oct. 30, 1923	Oct. 30, 1923	Oct. 30, 1936	S-23.....	47
48	Nov. 1, 1918	June 27, 1922	.....do.....	Aug. 24, 1923	Aug. 24, 1923	Aug. 24, 1936	S-24.....	48
49	Oct. 26, 1918	May 29, 1922	June 17, 1919	July 9, 1923	July 9, 1923	July 9, 1936	S-25.....	49
50	Nov. 7, 1918	Aug. 22, 1922	.....do.....	Oct. 15, 1923	Oct. 15, 1923	Oct. 15, 1936	S-26.....	50
51	Apr. 11, 1919	Oct. 18, 1922	.....do.....	Jan. 22, 1924	Jan. 22, 1924	Jan. 22, 1937	S-27.....	51

SUBMARINES (SS).

	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	
52	S-28..... SS133	219 3	211 0	20 6	15 1	800	52
53	S-29..... SS134	219 3	211 0	20 6	15 1	800	53
54	S-30..... SS135	219 3	211 0	20 6	15 1	800	54
55	S-31..... SS136	219 3	211 0	20 6	15 1	800	55
56	S-32..... SS137	219 3	211 0	20 6	15 1	800	56
57	S-33..... SS138	219 3	211 0	20 6	15 1	800	57
58	S-34..... SS139	219 3	211 0	20 6	15 1	800	58
59	S-35..... SS140	219 3	211 0	20 6	15 1	800	59
60	S-36..... SS141	219 3	211 0	20 6	15 1	800	60
61	S-37..... SS142	219 3	211 0	20 6	15 1	800	61
62	S-38..... SS143	219 3	211 0	20 6	15 1	800	62
63	S-39..... SS144	219 3	211 0	20 6	15 1	800	63
64	S-40..... SS145	219 3	211 0	20 6	15 1	800	64
65	S-41..... SS146	219 3	211 0	20 6	15 1	800	65
66	S-42..... SS153	225 3	216 0	20 6	15 3	850	66
67	S-43..... SS154	225 3	216 0	20 6	15 3	850	67
68	S-44..... SS155	225 3	216 0	20 6	15 3	850	68
69	S-45..... SS156	225 3	216 0	20 6	15 3	850	69
70	S-46..... SS157	225 3	216 0	20 6	15 3	850	70
71	S-47..... SS158	225 3	216 0	20 6	15 3	850	71
72	S-48..... SS159	267 0	266 0	21 6	10 11	1,000	72
73	O-1 ¹ SS62	172 4	164 0	17 6	13 3	480	73
74	O-2..... SS63	172 4	164 0	17 6	13 3	480	74
75	O-3..... SS64	172 4	164 0	17 6	13 3	480	75
76	O-4..... SS65	172 4	164 0	17 6	13 3	480	76

¹ O-1, experimental vessel, stricken from Navy Register, May 14, 1938.

TREATY NOTE--Under the terms of the 1936 London Naval Treaty, the above vessels are classed as submarines.

SUBMARINES (SS).

	Dis- place- ment sub- merged	Armament (guns)	Name and official number	
52	<i>Tons</i> 1,062	1 4", 50 cal.....	S-28..... SS133	52
53	1,062	.....do.....	S-29..... SS134	53
54	1,062	.....do.....	S-30..... SS135	54
55	1,062	.....do.....	S-31..... SS136	55
56	1,062	.....do.....	S-32..... SS137	56
57	1,062	.....do.....	S-33..... SS138	57
58	1,062	.....do.....	S-34..... SS139	58
59	1,062	.....do.....	S-35..... SS140	59
60	1,062	.....do.....	S-36..... SS141	60
61	1,062	.....do.....	S-37..... SS142	61
62	1,062	.....do.....	S-38..... SS143	62
63	1,062	.....do.....	S-39..... SS144	63
64	1,062	.....do.....	S-40..... SS145	64
65	1,062	.....do.....	S-41..... SS146	65
66	1,126	.....do.....	S-42..... SS153	66
67	1,126	.....do.....	S-43..... SS154	67
68	1,126	.....do.....	S-44..... SS155	68
69	1,126	.....do.....	S-45..... SS156	69
70	1,126	.....do.....	S-46..... SS157	70
71	1,126	.....do.....	S-47..... SS158	71
72	1,458	.....do.....	S-48..... SS159	72
73	629	1 3", 23 cal.....	O-1..... SS62	73
74	629	.....do.....	O-2..... SS63	74
75	624	.....do.....	O-3..... SS64	75
76	624	.....do.....	O-4..... SS65	76

SUBMARINES (SS).

	Name and official number	Number of propellers	Make of main engine	Make of motor	
52	S-28..... SS133	2	Nelseco.....	Ridgeway.....	52
53	S-29..... SS134	2	do.....	do.....	53
54	S-30..... SS135	2	do.....	Elec. Dy. Co.....	54
55	S-31..... SS136	2	do.....	do.....	55
56	S-32..... SS137	2	do.....	do.....	56
57	S-33..... SS138	2	do.....	do.....	57
58	S-34..... SS139	2	do.....	do.....	58
59	S-35..... SS140	2	do.....	do.....	59
60	S-36..... SS141	2	do.....	G. E. Co.....	60
61	S-37..... SS142	2	do.....	do.....	61
62	S-38..... SS143	2	do.....	do.....	62
63	S-39..... SS144	2	do.....	do.....	63
64	S-40..... SS145	2	do.....	do.....	64
65	S-41..... SS146	2	do.....	do.....	65
66	S-42..... SS153	2	do.....	Elec. Dy. Co.....	66
67	S-43..... SS154	2	do.....	do.....	67
68	S-44..... SS155	2	do.....	do.....	68
69	S-45..... SS156	2	do.....	do.....	69
70	S-46..... SS157	2	do.....	do.....	70
71	S-47..... SS158	2	do.....	do.....	71
72	S-48..... SS159	2	M. A. N. (N. Y.).....	Ridgeway.....	72
73	O-1..... SS62	2	New London S. E. Co.....	Navy Yd., N. Y.....	73
74	O-2..... SS63	2	do.....	do.....	74
75	O-3..... SS64	2	do.....	Elec. Dy. Co.....	75
76	O-4..... SS65	2	do.....	do.....	76

SUBMARINES (SS).

	Quarters available ¹					Name and official number			
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers			Other enlisted men	
52	-----	4	-----	-----	4	35	S-28	SS133	52
53	-----	4	-----	-----	4	35	S-29	SS134	53
54	-----	4	-----	-----	3	36	S-30	SS135	54
55	-----	4	-----	-----	3	36	S-31	SS136	55
56	-----	4	-----	-----	3	36	S-32	SS137	56
57	-----	4	-----	-----	3	36	S-33	SS138	57
58	-----	4	-----	-----	3	36	S-34	SS139	58
59	-----	4	-----	-----	3	36	S-35	SS140	59
60	-----	4	-----	-----	4	30	S-36 ²	SS141	60
61	-----	4	-----	-----	3	31	S-37 ³	SS142	61
62	-----	4	-----	-----	4	31	S-38 ⁴	SS143	62
63	-----	4	-----	-----	4	29	S-39 ⁵	SS144	63
64	-----	4	-----	-----	4	29	S-40 ⁵	SS145	64
65	-----	4	-----	-----	4	29	S-41 ⁵	SS146	65
66	-----	4	-----	-----	4	34	S-42	SS153	66
67	-----	4	-----	-----	-----	39	S-43 ⁵	SS154	67
68	-----	4	-----	-----	-----	39	S-44	SS155	68
69	-----	4	-----	-----	-----	39	S-45	SS156	69
70	-----	4	-----	-----	-----	39	S-46	SS157	70
71	-----	4	-----	-----	-----	37	S-47 ³	SS158	71
72	-----	5	-----	-----	3	37	S-48	SS159	72
73	-----	3	-----	-----	-----	24	O-1	SS62	73
74	-----	3	-----	-----	-----	24	O-2	SS63	74
75	-----	3	-----	-----	-----	24	O-3	SS64	75
76	-----	3	-----	-----	-----	24	O-4	SS65	76

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	Contractor	Builder	Date of act authorizing building	Contract signed	
52	S-28... SS133	Electric Boat Co., New York.	Beth. S. B. Corp., Quincy.	Mar. 4, 1917	July 17, 1917	52
53	S-29... SS134	do.....	do.....	do.....	do.....	53
54	S-30... SS135	do.....	Beth. S. B. Corp., San Francisco.	do.....	do.....	54
55	S-31... SS136	do.....	do.....	do.....	do.....	55
56	S-32... SS137	do.....	do.....	do.....	do.....	56
57	S-33... SS138	do.....	do.....	do.....	do.....	57
58	S-34... SS139	do.....	do.....	do.....	do.....	58
59	S-35... SS140	do.....	do.....	do.....	do.....	59
60	S-36... SS141	do.....	do.....	do.....	do.....	60
61	S-37... SS142	do.....	do.....	do.....	do.....	61
62	S-38... SS143	do.....	do.....	do.....	do.....	62
63	S-39... SS144	do.....	do.....	do.....	do.....	63
64	S-40... SS145	do.....	do.....	do.....	do.....	64
65	S-41... SS146	do.....	do.....	do.....	do.....	65
66	S-42... SS153	do.....	Beth. S. B. Corp., Quincy.	July 1, 1918 ⁴	July 1, 1919 ⁵	66
67	S-43... SS154	do.....	do.....	do. ⁴	do. ⁵	67
68	S-44... SS155	do.....	do.....	do. ⁴	do. ⁵	68
69	S-45... SS156	do.....	do.....	do. ⁴	do. ⁵	69
70	S-46... SS157	do.....	do.....	do. ⁴	do. ⁵	70
71	S-47... SS158	do.....	do.....	do. ⁴	do. ⁵	71
72	S-48... SS159	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	do. ⁴	July 23, 1919 ⁵	72
73	O-1... SS62	United States Government. ¹	Navy yard, Portsmouth N. H.	Mar. 3, 1915	Oct. 21, 1915 ^{2, 3}	73
74	O-2... SS63	do. ¹	N a v y yard, Puget Sound.	do.....	do. ²	74
75	O-3... SS64	Electric Boat Co., New York.	Fore River S. B. Co., Quincy.	do.....	Jan. 3, 1916	75
76	O-4... SS65	do.....	do.....	do.....	do.....	76

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	
52	Apr. 16, 1919	Sept. 20, 1922	July 17, 1919	Dec. 13, 1923	Dec. 13, 1923	Dec. 13, 1936	S-28.....	52
53	Apr. 17, 1919	Nov. 9, 1922	.....do.....	May 22, 1924	May 22, 1924	May 22, 1937	S-29.....	53
54	Apr. 1, 1918	Nov. 21, 1918	Nov. 17, 1918	Oct. 29, 1920	Oct. 29, 1920	Oct. 29, 1933	S-30.....	54
55	Apr. 13, 1918	Dec. 28, 1918	Dec. 17, 1918	Mar. 8, 1923	Mar. 8, 1923	Mar. 8, 1936	S-31.....	55
56	Apr. 12, 1918	Jan. 11, 1919	.....do.....		Feb. 21, 1923	Feb. 21, 1936	S-32.....	56
57	June 14, 1918	Dec. 5, 1918	Jan. 17, 1919	Dec. 21, 1922	Dec. 21, 1922	Dec. 21, 1935	S-33.....	57
58	May 28, 1918	Feb. 13, 1919	.....do.....	Apr. 23, 1923	Apr. 23, 1923	Apr. 23, 1936	S-34.....	58
59	June 14, 1918	Feb. 27, 1919	Jan. 17, 1919	May 7, 1923	May 7, 1923	May 7, 1936	S-35.....	59
60	Dec. 10, 1918	June 3, 1919	Feb. 17, 1919	Apr. 4, 1923	Apr. 4, 1923	Apr. 4, 1936	S-36.....	60
61	Dec. 12, 1918	June 20, 1919	.....do.....	July 16, 1923	July 16, 1923	July 16, 1936	S-37.....	61
62	Jan. 15, 1919	June 17, 1919	.....do.....		May 11, 1923	May 11, 1936	S-38.....	62
63	Jan. 14, 1919	July 2, 1919	Mar. 17, 1919		Sept. 14, 1923	Sept. 14, 1936	S-39.....	63
64	Mar. 5, 1919	Jan. 5, 1921	.....do.....	Nov. 20, 1923	Nov. 20, 1923	Nov. 20, 1936	S-40.....	64
65	Apr. 17, 1919	Feb. 21, 1921	.....do.....	Jan. 15, 1924	Jan. 15, 1924	Jan. 15, 1936	S-41.....	65
66	Dec. 16, 1920	Apr. 30, 1923	Dec. 30, 1920	Nov. 20, 1924	Nov. 20, 1924	Nov. 20, 1937	S-42.....	66
67	Dec. 13, 1920	Mar. 31, 1923	Jan. 30, 1923	Dec. 31, 1924	Dec. 31, 1924	Dec. 31, 1937	S-43.....	67
68	Feb. 19, 1921	Oct. 27, 1923	Feb. 28, 1923	Feb. 16, 1925	Feb. 16, 1925	Feb. 16, 1938	S-44.....	68
69	Dec. 29, 1920	June 26, 1923	Mar. 31, 1923	Mar. 31, 1925	Mar. 31, 1925	Mar. 31, 1938	S-45.....	69
70	Feb. 23, 1921	Sept. 11, 1923	Apr. 30, 1923	June 5, 1925	June 5, 1925	June 5, 1938	S-46.....	70
71	Feb. 26, 1921	Jan. 5, 1924	May 30, 1923	Sept. 16, 1925	Sept. 16, 1925	Sept. 16, 1938	S-47.....	71
72	Oct. 22, 1920	Feb. 26, 1921	July 1, 1921	Oct. 14, 1922	Oct. 14, 1922	Oct. 14, 1935	S-48.....	72
73	Mar. 26, 1917	July 9, 1918			Nov. 5, 1918	Nov. 5, 1931	O-1.....	73
74	July 27, 1917	May 24, 1918			Oct. 19, 1918	Oct. 19, 1931	O-2.....	74
75	Dec. 2, 1916	Sept. 29, 1917	Oct. 3, 1917	June 13, 1918	June 13, 1918	June 13, 1931	O-3.....	75
76	Dec. 4, 1916	Oct. 20, 1917	Nov. 3, 1917	May 29, 1918	May 28, 1918	May 29, 1931	O-4.....	76

SUBMARINES (SS).

	Name and official number	Length over all	At standard displacement				Dis- place- ment	
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment		
77	O-6..... SS67	172 4	164 0	17 6	13 3	480	77	
78	O-7..... SS68	172 4	164 0	17 6	13 3	480	78	
79	O-8..... SS69	172 4	164 0	17 6	13 3	480	79	
80	O-9..... SS70	172 4	164 0	17 6	13 3	480	80	
81	O-10..... SS71	172 4	164 0	17 6	13 3	480	81	
82	R-1..... SS78	186 1	179 0	17 6	13 8	530	82	
83	R-2..... SS79	186 1	179 0	17 6	13 8	530	83	
84	R-3..... SS80	186 1	179 0	17 6	13 8	530	84	
85	R-4..... SS81	186 1	179 0	17 6	13 8	530	85	
86	R-5..... SS82	186 1	179 0	17 6	13 8	530	86	
87	R-6..... SS83	186 1	179 0	17 6	13 8	530	87	
88	R-7..... SS84	186 1	179 0	17 6	13 8	530	88	
89	R-9..... SS86	186 1	179 0	17 6	13 8	530	89	
90	R-10..... SS87	186 1	179 0	17 6	13 8	530	90	
91	R-11..... SS88	186 1	179 0	17 6	13 8	530	91	
92	R-12..... SS89	186 1	179 0	17 6	13 8	530	92	
93	R-13..... SS90	186 1	179 0	17 6	13 8	530	93	
94	R-14..... SS91	186 1	179 0	17 6	13 8	530	94	
95	R-15..... SS92	186 1	179 0	17 6	13 8	530	95	
96	R-16..... SS93	186 1	179 0	17 6	13 8	530	96	
97	R-17..... SS94	186 1	179 0	17 6	13 8	530	97	
98	R-18..... SS95	186 1	179 0	17 6	13 8	530	98	
99	R-19..... SS96	186 1	179 0	17 6	13 8	530	99	
100	R-20..... SS97	186 1	179 0	17 6	13 8	530	100	
101	No. 198 ¹ SS198	-----	-----	-----	-----	-----	101	
102	No. 199 ¹ SS199	-----	-----	-----	-----	-----	102	
103	No. 200 ¹ SS200	-----	-----	-----	-----	-----	103	
104	No. 201 ¹ SS201	-----	-----	-----	-----	-----	104	
105	No. 202 ¹ SS202	-----	-----	-----	-----	-----	105	
106	No. 203 ¹ SS203	-----	-----	-----	-----	-----	106	
	Total displacement.....	-----	-----	-----	-----	96, 875		

¹ To be named TAMBOR (SS198); TAUTOG (SS199); THRESHER (SS200); TRITON (SS201); TROUT (SS202) and TUNA (SS203), respectively.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as submarines.

SUBMARINES (SS).

	Dis- place- ment sub- merged	Armament (guns)	Name and official number		
77	<i>Tons</i> 624	1 3", 23 cal.	O-6	SS67	77
78	624	.....do	O-7	SS68	78
79	624	.....do	O-8	SS69	79
80	624	.....do	O-9	SS70	80
81	624	.....do	O-10.....	SS71	81
82	680	1 3", 50 cal.	R-1	SS78	82
83	680	.....do	R-2	SS79	83
84	680	.....do	R-3	SS80	84
85	680	.....do	R-4	SS81	85
86	680	.....do	R-5	SS82	86
87	680	.....do	R-6	SS83	87
88	680	.....do	R-7	SS84	88
89	680	.....do	R-9	SS86	89
90	680	.....do	R-10.....	SS87	90
91	680	.....do	R-11.....	SS88	91
92	680	.....do	R-12.....	SS89	92
93	680	.....do	R-13.....	SS90	93
94	680	.....do	R-14.....	SS91	94
95	680	.....do	R-15.....	SS92	95
96	680	.....do	R-16.....	SS93	96
97	680	.....do	R-17.....	SS94	97
98	680	.....do	R-18.....	SS95	98
99	680	.....do	R-19.....	SS96	99
100	680	.....do	R-20.....	SS97	100
101			No. 198.....	SS198	101
102			No. 199.....	SS199	102
103			No. 200.....	SS200	103
104			No. 201.....	SS201	104
105			No. 202.....	SS202	105
106			No. 203.....	SS203	106

SUBMARINES (SS).

	Name and official number	Number of propellers	Make of main engine	Make of motor	
77	O-6..... SS67	2	New London S. E. Co....	Elec. Dy. Co.....	77
78	O-7..... SS68	2	do.....	do.....	78
79	O-8..... SS69	2	do.....	do.....	79
80	O-9..... SS70	2	do.....	do.....	80
81	O-10..... SS71	2	do.....	do.....	81
82	R-1..... SS78	2	do.....	do.....	82
83	R-2..... SS79	2	do.....	do.....	83
84	R-3..... SS80	2	do.....	do.....	84
85	R-4..... SS81	2	do.....	do.....	85
86	R-5..... SS82	2	do.....	do.....	86
87	R-6..... SS83	2	do.....	do.....	87
88	R-7..... SS84	2	do.....	do.....	88
89	R-9..... SS86	2	do.....	do.....	89
90	R-10..... SS87	2	do.....	do.....	90
91	R-11..... SS88	2	do.....	do.....	91
92	R-12..... SS89	2	do.....	do.....	92
93	R-13..... SS90	2	do.....	do.....	93
94	R-14..... SS91	2	do.....	do.....	94
95	R-15..... SS92	2	do.....	do.....	95
96	R-16..... SS93	2	do.....	do.....	96
97	R-17..... SS94	2	do.....	do.....	97
98	R-18..... SS95	2	do.....	do.....	98
99	R-19..... SS96	2	do.....	do.....	99
100	R-20..... SS97	2	do.....	do.....	100
101	No. 198..... SS198				101
102	No. 199..... SS199				102
103	No. 200..... SS200				103
104	No. 201..... SS201				104
105	No. 202..... SS202				105
106	No. 203..... SS203				106

SUBMARINES (SS).

	Quarters available ¹					Name and official number			
	Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers				Other enlisted men
77		3				24	O-6.....	SS67	77
78		3				24	O-7.....	SS68	78
79		3				24	O-8.....	SS69	80
80		3				24	O-9.....	SS70	79
81		3				24	O-10.....	SS71	81
82		2				24	R-1.....	SS78	82
83		4				24	R-2.....	SS79	83
84		3				24	R-3 ²	SS80	84
85		4			3	24	R-4.....	SS81	85
86		2				24	R-5.....	SS82	86
87		2				24	R-6.....	SS83	87
88		2				24	R-7.....	SS84	88
89		2				24	R-9.....	SS86	89
90		4			3	21	R-10.....	SS87	90
91		4				24	R-11.....	SS88	91
92		4			3	21	R-12.....	SS89	92
93		4			3	26	R-13.....	SS90	93
94		3				24	R-14.....	SS91	94
95		2				24	R-15.....	SS92	95
96		2				24	R-16.....	SS93	96
97		2				24	R-17.....	SS94	97
98		2				24	R-18.....	SS95	98
99		2				24	R-19.....	SS96	99
100		2				24	R-20.....	SS97	100
101							No. 198.....	SS198	101
102							No. 199.....	SS199	102
103							No. 200.....	SS200	103
104							No. 201.....	SS202	104
105							No. 202.....	SS203	105
106							No. 203.....	SS204	106

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 officers or crew.

SUBMARINES (SS).

	Name and official number	Contractor	Builder	Date of act authorizing building	Contract signed	
77	O-6..... SS87	Electric Boat Co., New York.	Fore River S. B. Co., Quincy.	Mar. 3, 1915	Jan. 3, 1916	77
78	O-7..... SS88	do	do	do	do	78
79	O-8..... SS89	do	do	do	do	79
80	O-9..... SS70	do	do	do	do	80
81	O-10..... SS71	do	do	do	do	81
82	R-1..... SS78	do	do	Aug. 29, 1916	Jan. 8, 1917	82
83	R-2..... SS79	do	do	do	do	83
84	R-3..... SS80	do	do	do	do	84
85	R-4..... SS81	do	do	do	do	85
86	R-5..... SS82	do	do	do	do	86
87	R-6..... SS83	do	do	do	do	87
88	R-7..... SS84	do	do	do	do	88
89	R-9..... SS86	do	do	do	do	89
90	R-10..... SS87	do	do	do	do	90
91	R-11..... SS88	do	do	do	do	91
92	R-12..... SS89	do	do	do	do	92
93	R-13..... SS90	do	do	do	do	93
94	R-14..... SS91	do	do	do	do	94
95	R-15..... SS92	do	Union Iron Works, San Francisco, Calif.	do	do	95
96	R-16..... SS93	do	do	do	do	96
97	R-17..... SS94	do	do	do	do	97
98	R-18..... SS95	do	do	do	do	98
99	R-19..... SS96	do	do	do	do	99
100	R-20..... SS97	do	do	do	do	100
101	No. 198. SS198			Mar. 27, 1934		101
102	No. 199. SS199			do		102
103	No. 200. SS200			do		103
104	No. 201. SS201			do		104
105	No. 202. SS202			do		105
106	No. 203. SS203			do		106

SUBMARINES (SS).

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Date over age	Name	
77	Dec. 6, 1916	Nov. 25, 1917	Dec. 3, 1917	June 11, 1918	June 12, 1918	June 11, 1931	O-6.....	77
78	Feb. 14, 1917	Dec. 16, 1917	.....do.....	July 4, 1918	July 4, 1918	July 4, 1931	O-7.....	78
79	Feb. 27, 1917	Dec. 31, 1917	Jan. 3, 1918	July 11, 1918	July 11, 1918	July 11, 1931	O-8.....	79
80	Feb. 15, 1917	Jan. 27, 1918	.....do.....	July 27, 1918	July 27, 1918	July 27, 1931	O-9.....	80
81	Feb. 27, 1917	Feb. 21, 1918	Feb. 3, 1918	Aug. 17, 1918	Aug. 17, 1918	Aug. 17, 1931	O-10.....	81
82	Oct. 16, 1917	Aug. 24, 1918	Mar. 8, 1919	Dec. 16, 1918	Dec. 16, 1918	Dec. 16, 1931	R-1.....	82
83	.....do.....	Sept. 23, 1918	Mar. 23, 1919	Jan. 24, 1919	Jan. 24, 1919	Jan. 24, 1932	R-2.....	83
84	Dec. 11, 1917	Jan. 18, 1919	May 8, 1919	Apr. 17, 1919	Apr. 17, 1919	Apr. 17, 1932	R-3.....	84
85	Oct. 16, 1917	Oct. 26, 1918	Apr. 8, 1919	Mar. 28, 1919	Mar. 28, 1919	Mar. 28, 1932	R-4.....	85
86	.....do.....	Nov. 24, 1918	Apr. 23, 1919	Apr. 15, 1919	Apr. 15, 1919	Apr. 15, 1932	R-5.....	86
87	Dec. 17, 1917	Mar. 1, 1919	May 23, 1919	May 1, 1919	May 1, 1919	May 1, 1932	R-6.....	87
88	Dec. 6, 1917	Apr. 5, 1919	June 8, 1919	June 12, 1919	June 12, 1919	June 12, 1932	R-7.....	88
89	Mar. 6, 1918	May 24, 1919	July 8, 1919	July 30, 1919	July 30, 1919	July 30, 1932	R-9.....	89
90	Mar. 21, 1918	June 28, 1919	July 23, 1919	Aug. 20, 1919	Aug. 20, 1919	Aug. 20, 1932	R-10.....	90
91	Mar. 18, 1918	July 21, 1919	Aug. 8, 1919	Sept. 5, 1919	Sept. 5, 1919	Sept. 5, 1932	R-11.....	91
92	Mar. 28, 1918	Aug. 15, 1919	Aug. 23, 1919	Sept. 23, 1919	Sept. 23, 1919	Sept. 23, 1932	R-12.....	92
93	Mar. 27, 1918	Aug. 27, 1919	Sept. 8, 1919	Oct. 17, 1919	Oct. 17, 1919	Oct. 17, 1932	R-13.....	93
94	Nov. 6, 1918	Oct. 10, 1919	Sept. 23, 1919	Dec. 24, 1919	Dec. 24, 1919	Dec. 24, 1932	R-14.....	94
95	Apr. 30, 1917	Dec. 10, 1917	Dec. 8, 1918	July 27, 1918	July 27, 1918	July 27, 1931	R-15.....	95
96	Apr. 26, 1917	Dec. 15, 1917	Dec. 23, 1918	Aug. 5, 1918	Aug. 5, 1918	Aug. 5, 1931	R-16.....	96
97	May 5, 1917	Dec. 24, 1917	Jan. 8, 1919	Aug. 17, 1918	Aug. 17, 1918	Aug. 17, 1931	R-17.....	97
98	June 16, 1917	Jan. 8, 1918	Jan. 23, 1919	Sept. 11, 1918	Sept. 11, 1918	Sept. 11, 1931	R-18.....	98
99	June 23, 1917	Jan. 28, 1918	Feb. 8, 1919	Oct. 7, 1918	Oct. 7, 1918	Oct. 7, 1931	R-19.....	99
100	June 4, 1917	Jan. 21, 1918	Feb. 22, 1919	Oct. 26, 1918	Oct. 26, 1918	Oct. 26, 1931	R-20.....	100
101	.....	.....	.....	.....	.....	.....	No. 198.....	101
102	.....	.....	.....	.....	.....	.....	No. 199.....	102
103	.....	.....	.....	.....	.....	.....	No. 200.....	103
104	.....	.....	.....	.....	.....	.....	No. 201.....	104
105	.....	.....	.....	.....	.....	.....	No. 202.....	105
106	.....	.....	.....	.....	.....	.....	No. 203.....	106

SUBMARINES (MINE-LAYING TYPE) (SM).

Name and official number	Length over all	At standard displacement				Displacement, submerged
		Length on waterline	Extreme beam at or below waterline	Mean draft	Displacement	
ARGONAUT (A-1; ex-V-4)..... SM1 (ex-SF7)	<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 and official number	Contractor	Builder	Date of act authorizing building
ARGONAUT..... SM1	U. S. Government.....	Navy yard, Portsmouth, N. H.	May 28, 1924 ¹

Name	Number of propellers	Make of main engines	Make of motors
ARGONAUT.....	2	M. A. N. (N. Y.).....	Ridgeway.

¹ Together with act of Aug. 29, 1916.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessel is classed as a submarine.

SUBMARINES (MINE-LAYING TYPE) (SM).

Armament (guns)	Quarters available ¹			Name and official number
	Officers	Chief petty officers	Other enlisted men	
2 6" 53 cal.....	9	11	69	ARGONAUT..... SM1

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	
1	AROOSTOOK ³ CM3	<i>Ft. in.</i> 386 7	<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	OGLALA ⁴ CM4	386 7	375 0	52 2	15 7	4,200	35	18½	2
	Total displacement.....					8,400			

	Name	Number of propellers	Type of engine	Boilers		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	AROOSTOOK.....	2	Vert., 3-exp.....	8	S. E.....	2	Turbo.....	D. C.....	1
2	OGLALA.....	2	Vert., 3-exp.....	2	W. F.....	2	do.....	D. C.....	2

	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.....	⁵ 1,350,000	(*)	Nov. 19, 1917 ⁷	1
2	OGLALA.....	do.....	⁵ 1,350,000	(*)	Nov. 9, 1917 ⁷	2

¹ Average for service displacements.² At emergency displacement, including projections, if any. Ship without trim.³ AROOSTOOK formerly *S. S. Bunker Hill*.⁴ OGLALA formerly *S. S. Massachusetts*, *S. S. Shawmut*, *U. S. S. Shawmut*.⁵ Purchase price.⁶ Purchased during the World War (1917-18).⁷ Date of purchase.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

MINE VESSELS—MINELAYERS (CM).

	Trial displacement	Designed speed	Number of smoke pipes	Masts	Name and official number	
1	Tons	Knots	2	2	AROOSTOOK.....	CM3 1
2	20.0	20.0	1	2	OGLALA.....	CM4 2

	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	1 3", 50 cal. A. A.....	2	22		20	364	OGLALA.....	CM4	2

	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		1907			Dec. 7, 1917	1923	OGLALA.....	2

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

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	BREESE..... DM18 <i>ex-DD122</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	GAMBLE..... DM15 <i>ex-DD123</i>	314 4	309 0	30 6	9 0	1,160	2
3	MONTGOMERY..... DM17 <i>ex-DD121</i>	314 4	309 0	30 6	9 0	1,160	3
4	PREBLE..... DM20 <i>ex-DD345</i>	314 4	310 0	30 8	9 3	1,190	4
5	FRUITT..... DM22 <i>ex-DD347</i>	314 4	310 0	30 8	9 3	1,190	5
6	RAMSAY..... DM16 <i>ex-DD124</i>	314 4	309 0	30 6	9 0	1,160	6
7	SICARD..... DM21 <i>ex-DD346</i>	314 4	310 0	30 8	9 3	1,190	7
8	TRACY..... DM19 <i>ex-DD214</i>	314 4	310 0	30 8	9 3	1,190	8
	Total displacement.....					9,400	

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as light surface vessels, subcategory (c).

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 ²				
1	Tons 1,252	Knots 35.0	Tons 16	Feet 12	4	2	BREESE..... DM18	1
2	1,206	35.0	16	12	4	2	GAMBLE..... DM15	2
3	1,200	35.0	16	12	4	2	MONTGOMERY..... DM17	3
4	1,107	35.0	16	13½	4	2	PREBLE..... DM20	4
5	1,214	35.0	16	13½	4	2	FRUITT..... DM22	5
6	1,235	35.0	16	12	4	2	RAMSAY..... DM16	6
7	1,210	35.0	16	13½	4	2	SICARD..... DM21	7
8	1,234	35.0	16	13½	4	2	TRACY..... DM19	8

¹ Average for service displacements.

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

MINE VESSELS—LIGHT MINELAYERS (DM).

	Name	Number of propellers	Type of engine	Boilers (oil burning)		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	BRESE	2	Curtis turb	4	Thorny ..	2	Turbo...	D. C.	1
2	GAMBLE	2	...do	4	...do ...	2	...do ...	D. C.	2
3	MONTGOMERY	2	...do	4	...do ...	2	...do ...	D. C.	3
4	PREBLE	2	Parsons geared turb	4	Normand ..	2	...do ...	D. C.	4
5	FRUIT	2	...do	4	...do ...	2	...do ...	D. C.	5
6	RAMSAY	2	Curtis turb	4	Thorny ..	2	...do ...	D. C.	6
7	SICARD	2	Parsons geared turb	4	Normand ..	2	...do ...	D. C.	7
8	TRACY	2	...do	4	WF	2	...do ...	D. C.	8

MINÉ VESSELS—LIGHT MINELAYERS (DM).

	Quarters available ¹					Name and official number		
	Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers			Other enlisted men
1	-----	9	-----	-----	10	104	BREESE.....DM18	1
2	-----	9	-----	-----	10	103	GAMBLE.....DM15	2
3	-----	9	-----	-----	10	117	MONTGOMERY ².....DM17	3
4	-----	8	-----	-----	9	112	PREBLE.....DM20	4
5	-----	9	-----	-----	11	127	FRUITT.....DM22	5
6	-----	9	-----	-----	10	121	RAMSAY.....DM16	6
7	-----	9	-----	-----	8	106	SCARD.....DM21	7
8	-----	9	-----	-----	9	111	TRACY.....DM19	8

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.

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	BREESE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Newport News S. B. Co.	Cost+10%....	Mar. 4, 1917	1
2	GAMBLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	Cost+10%....	.....do.....	2
3	MONTGOMERY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	Cost+10%....	.....do.....	3
4	PREBLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Bath Iron Works.....	Cost+free....	July 1, 1918 ¹	4
5	PRUITT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	.....do.....	Cost+fee....	.....do ¹	5
6	RAMSAY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Newport News S. B. Co.	Cost+10%....	Mar. 4, 1917	6
7	SICARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Bath Iron Works.....	Cost+fee....	July 1, 1918 ¹	7
8	TRACY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Wm. Cramp & Sons....	Cost+fee....	Oct. 6, 1917	8

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	June 29, 1917	Nov. 10, 1917	May 11, 1918	Oct. 22, 1918	Oct. 23, 1918	Oct. 22, 1934	BRESE.....	1
2	.....do.....	Nov. 12, 1917	.....do.....	Nov. 27, 1918	Nov. 29, 1918	Nov. 27, 1934	GAMBLE.....	2
3	.....do.....	Oct. 2, 1917	Mar. 23, 1918	July 25, 1918	July 26, 1918	July 25, 1934	MONTGOMERY..	3
4	July 27, 1918 ¹	Apr. 12, 1919	Mar. 8, 1920	Mar. 19, 1920	Mar. 19, 1920	Mar. 19, 1936	PREBLE.....	4
5	.....do. ¹	June 25, 1919	Aug. 2, 1920	Sept. 2, 1920	Sept. 2, 1920	Sept. 2, 1936	FRUITT.....	5
6	June 29, 1917	Dec. 21, 1917	June 8, 1918	Feb. 14, 1919	Feb. 15, 1919	Feb. 14, 1935	RAMSAY.....	6
7	July 27, 1918 ¹	June 18, 1919	Apr. 20, 1920	May 1, 1920	June 9, 1920	May 1, 1936	SICARD.....	7
8	Dec. 19, 1917	Apr. 3, 1919	Aug. 12, 1919	Mar. 9, 1920	Mar. 9, 1920	Mar. 9, 1936	TRACY.....	8

¹ Date of informal order.

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	Displacement	Tons per inch immersion ¹	Maximum 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	BITTERN ³ AM36	187 10	174 0	35 5	8 10	840	10	15	1
2	BOBOLINK ³ AM20	187 10	174 0	35 5	8 10	840	10	15	2
3	BRANT ² AM24	187 10	174 0	35 5	8 10	840	10	15	3
4	CORMORANT ³ AM40	187 10	174 0	35 5	8 10	840	10	15	4
5	EIDER ³ AM17	187 10	174 0	35 5	8 10	840	10	15	5
6	FINCH ³ AM9	187 10	174 0	35 5	8 10	840	10	15	6
7	GREBE ³ AM43	187 10	174 0	35 5	8 10	840	10	15	7
8	KINGFISHER ³ AM25	187 10	174 0	35 5	8 10	840	10	15	8
9	LARK ³ AM21	187 10	174 0	35 5	8 10	840	10	15	9
10	ORIOLE ³ AM7	187 10	174 0	35 5	8 10	840	10	15	10
11	OWL ³ AM2	187 10	174 0	35 5	8 10	840	10	15	11
12	PARTRIDGE ³ AM16	187 10	174 0	35 5	8 10	840	10	15	12
13	PEACOCK..... AM46	187 10	174 0	35 5	8 10	840	10	15	13
14	PENGUIN ³ AM33	187 10	174 0	35 5	8 10	840	10	15	14
15	QUAIL ³ AM15	187 10	174 0	35 5	8 10	840	10	15	15

¹ Average for service displacements.

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

³ Has towing machine.

TREATY NOTE.—Under the terms of the 19th London Naval Treaty, the above vessels are classed as auxiliary vessels.

MINE VESSELS—MINE SWEEPERS (AM).

	De- signed speed	Tonnage				Num- ber of smoke pipes	Masts	Name and official number	
		United States register		Panama Canal					
		Gross	Net	Gross	Net				
1	<i>Knots</i> 14.0					1	2 BITTERN.....	AM36	1
2	14.0	697	Nil.	762	133	1	2 BOBOLINK.....	AM20	2
3	14.0					1	2 BRANT.....	AM24	3
4	14.0	713	Nil.	775	142	1	2 CORMORANT.....	AM40	4
5	14.0					1	2 EIDER.....	AM17	5
6	14.0					1	2 FINCH.....	AM9	6
7	14.0	723	Nil.	784	168	1	2 GEEBE.....	AM43	7
8	14.0			788	167	1	2 KINGFISHER.....	AM25	8
9	14.0	771	Nil.	787	151	1	2 LARK.....	AM21	9
10	14.0	732	Nil.	795	168	1	2 ORIOLE.....	AM7	10
11	14.0					1	2 OWL.....	AM2	11
12	14.0					1	2 PARTRIDGE.....	AM16	12
13	14.0					1	2 PEACOCK.....	AM46	13
14	14.0					1	2 PENGUIN.....	AM33	14
15	14.0					1	2 QUAIL.....	AM15	15

MINE VESSELS—MINE SWEEPERS (AM).

	Name	Number of propellers	Type of engine	Boilers (oil burning)		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	BITTERN.....	1	Vert., 3-exp.....	2	B. & W.....	2	Turbo.....	D. C.....	1
2	BOBOLINK.....	1	do.....	2	do.....	2	do.....	D. C.....	2
3	BRANT.....	1	do.....	2	do.....	2	do.....	D. C.....	3
4	CORMORANT.....	1	do.....	2	do.....	2	do.....	D. C.....	4
5	EIDER.....	1	do.....	2	do.....	2	do.....	D. C.....	5
6	FINCH.....	1	do.....	2	do.....	2	do.....	D. C.....	6
7	GREBE.....	1	do.....	2	do.....	2	do.....	D. C.....	7
8	KINGFISHER.....	1	do.....	2	do.....	2	do.....	D. C.....	8
9	LARK.....	1	do.....	2	do.....	2	do.....	D. C.....	9
10	ORIOLE.....	1	do.....	2	do.....	2	do.....	D. C.....	10
11	OWL.....	1	do.....	2	do.....	2	do.....	D. C.....	11
12	PARTRIDGE.....	1	do.....	2	do.....	2	do.....	D. C.....	12
13	PEACOCK.....	1	do.....	2	do.....	2	do.....	D. C.....	13
14	PENGUIN.....	1	do.....	2	do.....	2	do.....	D. C.....	14
15	QUAIL.....	1	do.....	2	do.....	2	do.....	D. C.....	15

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	48 BITTERN.....	AM36 1
2	1	3			4	58 BOBOLINK.....	AM20 2
3		5			6	63 BRANT.....	AM24 3
4		4			6	49 CORMORANT.....	AM40 4
5		5			4	61 EIDER.....	AM17 5
6	1	4			6	55 FINCH.....	AM9 6
7		5			6	79 GREBE.....	AM43 7
8		5			6	53 KINGFISHER.....	AM25 8
9		5			6	55 LARK.....	AM21 9
10		5			4	56 ORIOLE.....	AM7 10
11		5			4	67 OWL.....	AM2 11
12		5			5	52 PARTRIDGE.....	AM16 12
13		5			4	53 PEACOCK.....	AM46 13
14		4			4	44 PENGUIN.....	AM33 14
15		5			4	52 QUAIL.....	AM15 15

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

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	BITTERN..... AM36	2 3", 50 cal. A. A...	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	1
2	BOBOLINK..... AM20	.....do.....	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	2
3	BRANT..... AM24	.....do.....	Sun S. B. Co., Chester, Pa.....	Cost+10%	3
4	CORMORANT..... AM40	.....do. ¹	Todd Shipyard Corp., New York...	572,000	4
5	EIDER..... AM17	.....do. ¹	Pusey & Jones Co., Wilmington, Del.	Cost+10%	5
6	FINCH..... AM9	.....do.....	Standard S. B. Corp., New York...	Cost+10%	6
7	GREBE..... AM43	.....do.....	Staten Island S. B. Co., New York...	Cost+fee.	7
8	KINGFISHER..... AM25	.....do.....	Navy yard, Puget Sound.....		8
9	LARK..... AM21	.....do.....	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	9
10	ORIOLE..... AM7	.....do. ¹	Staten Island S. B. Co., New York.	Cost+10%	10
11	OWL..... AM2	.....do. ¹	Todd Shipyard Corp., New York...	465,000	11
12	PARTRIDGE..... AM16	.....do.....	Chester S. B. Co., Chester, Pa.....	Cost+10%	12
13	PEACOCK..... AM46	.....do. ¹	Staten Island S. B. Co., New York..	Cost+fee	13
14	PENGUIN..... AM33	.....do.....	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10%	14
15	QUAIL..... AM15	.....do.....	Chester S. B. Co., Chester Pa.....	Cost+10%	15

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. 13, 1917	Dec. 12, 1917	Feb. 15, 1919	(²)	May 28, 1919	BITTERN.....	1
2	.....do. ¹	Aug. 11, 1917	Oct. 29, 1917	June 15, 1918	(²)	Jan. 28, 1919	BOBOLINK.....	2
3	.....do. ¹	June 13, 1917	Dec. 8, 1917	May 30, 1918	(²)	Sept. 5, 1918	BRANT.....	3
4	Oct. 6, 1917 ¹	Mar. 28, 1918	Sept. 4, 1918	Feb. 5, 1919	Jan. 1, 1919	May 15, 1919	CORMORANT....	4
5	Mar. 4, 1917 ¹	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918	(²)	Jan. 23, 1919	EIDER.....	5
6	.....do. ¹	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918	(²)	Sept. 10, 1918	FINCH.....	6
7	Oct. 6, 1917 ¹	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	Sept. 1, 1918	May 1, 1919	GREBE.....	7
8	Mar. 4, 1917 ¹	Aug. 6, 1917 ²	Dec. 15, 1917	Mar. 30, 1918	.....	May 27, 1918	KINGFISHER....	8
9	.....do. ¹	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918	(²)	Apr. 12, 1919	LARK.....	9
10	.....do. ¹	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918	(²)	Nov. 5, 1918	ORIOLE.....	10
11	.....do. ¹.....	.....do.....	Oct. 25, 1917	Mar. 4, 1918	May 15, 1918	July 11, 1918	OWL.....	11
12	.....do. ¹	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918	(²)	June 17, 1919	PARTRIDGE....	12
13	Oct. 6, 1917 ¹	Mar. 27, 1918	Aug. 31, 1918	Apr. 8, 1919	Dec. 30, 1918	Dec. 27, 1919	PEACOCK.....	13
14	Mar. 4, 1917 ¹	Aug. 29, 1917	Nov. 17, 1917	June 12, 1918	(²)	Nov. 21, 1918	PENGUIN.....	14
15	.....do. ¹	Sept. 7, 1917	May 14, 1918	Oct. 6, 1918	(²)	Apr. 29, 1919	QUAIL.....	15

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 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>
16	RAIL ³ AM26	187 10	174 0	35 5	8 10	840	10	15
17	ROBIN ³ AM3	187 10	174 0	35 5	8 10	840	10	15
18	SEAGULL ³ AM30	187 10	174 0	35 5	8 10	840	10	15
19	SWALLOW ^{3 4} AM4	187 10	174 0	35 5	8 10	840	10	15
20	TANAGER ³ AM5	187 10	174 0	35 5	8 10	840	10	15
21	TERN ³ AM31	187 10	174 0	35 5	8 10	840	10	15
22	TURKEY ³ AM13	187 10	174 0	35 5	8 10	840	10	15
23	VIREO ³ AM52	187 10	174 0	35 5	8 10	840	10	15
24	WARBLER..... AM53	187 10	174 0	35 5	8 10	840	10	15
25	WHIPPOORWILL ³ AM35	187 10	174 0	35 5	8 10	840	10	15
26	WILLET..... AM54	187 10	174 0	35 5	8 10	840	10	15
27	WOODCOCK ³ AM14	187 10	174 0	35 5	8 10	840	10	15
28	NO. 55 ⁵ AM55	-----	-----	-----	-----	-----	-----	-----
	Total displacement.....	-----	-----	-----	-----	22,680	-----	-----

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 Has towing machine.

⁴ Stricken May 5, 1943.

⁵ To be named RAVEN (AM55).

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

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				Num- ber of smoke pipe	Masts	Name and official number	
		United States register		Panama Canal					
		Gross	Net	Gross	Net				
16	<i>Knots</i> 14.0	<i>Tons</i> 717	<i>Tons</i> Nil.	<i>Tons</i> 788	<i>Tons</i> 153	1	2	RAIL..... AM26	16
17	14.0	721	Nil.	779	164	1	2	ROBIN..... AM3	17
18	14.0	-----	-----	-----	-----	1	2	SEAGULL..... AM30	18
19	14.0	-----	-----	-----	-----	1	2	SWALLOW..... AM4	19
20	14.0	697	Nil.	762	133	1	2	TANAGER..... AM5	20
21	14.0	-----	-----	-----	-----	1	2	TERN..... AM31	21
22	14.0	697	Nil.	762	133	1	2	TURKEY..... AM13	22
23	14.0	-----	-----	-----	-----	1	2	VIREO..... AM52	23
24	14.0	-----	-----	-----	-----	1	2	WARBLER..... AM53	24
25	14.0	697	Nil.	762	133	1	2	WHIPPOORWILL..... AM35	25
26	14.0	-----	-----	-----	-----	1	2	WILLET..... AM54	26
27	14.0	723	Nil.	784	168	1	2	WOODCOCK..... AM14	27
28	-----	-----	-----	-----	-----	-----	-----	No. 55..... AM55	28

MINE VESSELS—MINE SWEEPERS (AM).

	Name	Number of propellers	Type of engine	Boilers (oil burning)		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
16	RAIL.....	1	Vert., 3-exp.....	2	B & W....	2	Turbo...	D. C....	16
17	ROBIN.....	1	do.....	2	do.....	2	do.....	D. C....	17
18	SEAGULL.....	1	do.....	2	do.....	2	do.....	D. C....	18
19	SWALLOW.....	1	do.....	2	do.....	2	do.....	D. C....	19
20	TANAGER.....	1	do.....	2	do.....	2	do.....	D. C....	20
21	TERN.....	1	do.....	2	do.....	2	do.....	D. C....	21
22	TURKEY.....	1	do.....	2	do.....	2	do.....	D. C....	22
23	VIREO.....	1	do.....	2	do.....	2	do.....	D. C....	23
24	WARBLER.....	1	do.....	2	do.....	2	do.....	D. C....	24
25	WHIPPOORWILL.....	1	do.....	2	do.....	2	do.....	D. C....	25
26	WILLET.....	1	do.....	2	do.....	2	do.....	D. C....	26
27	WOODCOCK.....	1	do.....	2	do.....	2	do.....	D. C....	27
28	No. 55.....								28

MINE VESSELS—MINE SWEEPERS (AM).

Quarters available ¹						Name and official number	
Cabin	Wardroom	Junior officers	Warrant off- cers	Chief petty officers	Other enlisted men		
16	1	4		6	63	RAIL.....	AM26 16
17	1	4		5	56	ROBIN.....	AM3 17
18	1		4	6	52	SEAGULL.....	AM30 18
19		7		6	51	SWALLOW.....	AM4 19
20		5		4	56	TANAGER.....	AM5 20
21		5		4	47	TERN.....	AM31 21
22		5		5	60	TURKEY.....	AM13 22
23		5		4	67	VIREO.....	AM52 23
24		5		4	53	WARBLER.....	AM53 24
25		5		4	57	WHIPPOORWILL.....	AM35 25
26		5		4	53	WILLET.....	AM54 26
27		4		4	48	WOODCOCK.....	AM14 27
28						No. 55.....	AM55 28

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

MINE VESSELS—MINE SWEEPERS (AM).

	Name and official number	Armament	By whom and where built or building	Contract price of hull and machinery (dollars)	
16	RAIL..... AM26	2 3", 50 cal A. A...	Navy yard, Puget Sound.....	.....	16
17	ROBIN..... AM3	.....do.	Todd Shipyard Corp., New York...	465,000	17
18	SEAGULL..... AM30	.....do.	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	18
19	SWALLOW..... AM4	.....do. ¹	Todd Shipyard Corp., New York...	465,000	19
20	TANAGER..... AM5	.....do.	Staten Island S. B. Co., New York...	Cost+10%	20
21	TERN..... AM31	.....do.	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	21
22	TURKEY..... AM13	.....do. ¹	Chester S. B. Co., Chester, Pa.....	Cost+10%	22
23	VIREO..... AM52	.....do.	Navy yard, Philadelphia.....	.....	23
24	WARBLER..... AM53	.....do. ¹ .....	.....do.....	.....	24
25	WHIPPOORWILL.. AM35	.....do.	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	25
26	WILLET..... AM54	.....do. ¹	Navy yard, Philadelphia.....	.....	26
27	WOODCOCK..... AM14	.....do.	Chester S. B. Co., Chester, Pa.....	Cost+10%	27
28	No. 55..... AM55	.....do. ....	.....do.....	.....	28

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	
16	Mar. 4, 1917 ¹	Aug. 6, 1917 ²	Dec. 15, 1917	Apr. 25, 1918	.....	June 5, 1918	RAIL.....	16
17	.....do. ¹	Aug. 15, 1917	Mar. 4, 1918	June 17, 1918	June 15, 1918	Aug. 29, 1918	ROBIN.....	17
18	.....do. ¹	July 31, 1917	June 15, 1918	Dec. 24, 1918	(³)	Mar. 6, 1919	SEAGULL.....	18
19	.....do. ¹	Aug. 15, 1917	Mar. 18, 1918	July 4, 1918	July 15, 1918	Oct. 8, 1918	SWALLOW.....	19
20	.....do. ¹.....	.....do.....	Sept. 28, 1917	Mar. 2, 1918	(³)	June 28, 1918	TANAGER.....	20
21	.....do. ¹	July 31, 1918	Sept. 7, 1918	May 22, 1919	(³)	May 17, 1919	TERN.....	21
22	.....do. ¹	Sept. 7, 1918	Oct. 19, 1917	Apr. 30, 1918	(³)	Dec. 13, 1918	TURKEY.....	22
23	Oct. 6, 1917 ¹	Dec. 26, 1917 ²	Nov. 20, 1918	May 26, 1919	.....	Oct. 16, 1919	VIREO.....	23
24	.....do. ¹.....	.....do. ²	Apr. 28, 1919	July 30, 1919	.....	Dec. 22, 1919	WARBLER.....	24
25	Mar. 4, 1917 ¹	Aug. 13, 1917	Dec. 12, 1917	Jan. 28, 1919	(³)	Apr. 1, 1919	WHIPPOORWILL.....	25
26	Oct. 6, 1917 ¹	Dec. 26, 1917 ²	May 26, 1919	Sept. 11, 1919	.....	Jan. 29, 1920	WILLET.....	26
27	Mar. 4, 1917 ¹	Sept. 7, 1917	Oct. 19, 1917	May 12, 1918	(³)	Feb. 19, 1919	WOODCOCK.....	27
28	July 30, 1937	.....	.....	.....	.....	.....	No. 55.....	28

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)	
			Number	Type
EAGLE 1 to EAGLE 60.....	1	Poole geared turb.....	2	Bu. Exp.....

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. ³	5	12	42

¹ Data representative of average conditions. On some vessels of this class arrangements are different.

² Emergency fund.

³ Built on basis of cost plus a fixed sum.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as minor war vessels.

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 15, 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
EAGLES sold in 1935, PE 11, 12, 47.....	3
EAGLE sold in 1936, PE 36.....	1
EAGLES stricken in 1936, PE 10, 22, 46.....	3
Remaining in service Jan. 1, 1935.....	17
Total.....	112

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.	
Generator sets						Name	
Number	Type	D. C. or A. C.			Endurance		Cruising speed
2	Turbo	D. C.			<i>Miles</i> 3,500	<i>Knots</i> 10	EAGLE 1 to EAGLE 60. ⁴
Guns						Name	
2 4", 50 cal. 1 3", 50 cal. A. A.						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 19..... PE19	Aug. 6, 1918	Jan. 30, 1919	June 25, 1919	June 25, 1919	1
2	EAGLE 26 ² PE26	Sept. 25, 1918	Mar. 1, 1919	Sept. 15, 1919	Oct. 1, 1919	2
3	EAGLE 27..... PE27	Oct. 22, 1918	.....do.....	July 14, 1919	July 14, 1919	3
4	EAGLE 32..... PE32	Nov. 30, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919	4
5	EAGLE 35 ¹ PE35	Jan. 13, 1919	Mar. 22, 1919	Aug. 21, 1919	Aug. 22, 1919	5
6	EAGLE 38..... PE38	Jan. 31, 1919	Mar. 29, 1919	July 30, 1919	July 30, 1919	6
7	EAGLE 39 ¹ PE39	Feb. 3, 1919	.....do.....	Sept. 10, 1919	Sept. 20, 1919	7
8	EAGLE 44 ² PE44	Feb. 20, 1919	May 24, 1919	Sept. 30, 1919	Oct. 4, 1919	8
9	EAGLE 48..... PE48	Mar. 3, 1919	May 24, 1919	Sept. 23, 1919	Oct. 8, 1919	9

¹ Stricken from Navy Register Feb. 11, 1938.² Stricken from Navy Register May 14, 1938.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as minor war vessels.

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	
10	EAGLE 51 ¹ PE51	Mar. 10, 1919	June 14, 1919	Sept. 19, 1919	Oct. 2, 1919	10
11	EAGLE 52 ¹ PE52	.....do.....	July 9, 1919	Sept. 24, 1919	Oct. 10, 1919	11
12	EAGLE 55..... PE55	Mar. 17, 1919	July 22, 1919	Sept. 30, 1919	.....do.....	12
13	EAGLE 56..... PE56	Mar. 25, 1919	Aug. 15, 1919	Oct. 15, 1919	Oct. 26, 1919	13
14	EAGLE 57..... PE57	.....do.....	July 29, 1919	Sept. 30, 1919	Oct. 15, 1919	14
15	EAGLE 58..... PE58	.....do.....	Aug. 2, 1919	Oct. 8, 1919	Oct. 20, 1919	15
16	EAGLE 59 ¹ PE59	Mar. 31, 1919	Apr. 12, 1919	Sept. 9, 1919	Sept. 19, 1919	16
17	EAGLE 60 ¹ PE60	.....do.....	Aug. 13, 1919	Oct. 15, 1919	Oct. 27, 1919	17

¹ Stricken from Navy Register May 14, 1938.

Eagles on Navy list Jan. 1, 1938, 17; total standard displacement, 7,310 tons.

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	Displacement	Tons per inch immersion ¹	Maximum 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	Propellers		Number and type of engine				
SUBMARINE CHASERS.....	3		3 Standard (gas).				

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

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as small craft.

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 ² 65	Knots 17	1 3", 23 cal.....	2	2	15	Mar 4, 1917 ³ Oct. 6, 1917 ³	SUBMARINE CHASERS.
Generator sets						Masts	Type
Number	Type	D. C. or A. C.					
1	Gas.....	D. C.....			1 pole.....	SUBMARINE CHASERS.	

¹ Data representative of average conditions. On some vessels of this class arrangements are different.

² Estimated.

³ Emergency funds.

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

Not built or not completed: Nos. 139, 410, 442, 445, 446, 447, 448	7
Built for France: Nos. 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 28, 29, 30, 31, 32, 33, 65, 66, 67, 75, 76, 140, 141, 142, 146, 160, 161, 162, 163, 169, 170, 171, 172, 173, 174, 175, 176, 243, 249, 313, 314, 315, 316, 317, 318, 319, 347, 348, 350, and 357 to 406, inclusive.....	100
Transferred to War Department: Nos. 18, 20, 108, 233, 234, 267, 275, 276, 279, 280, 281, 307, and 414.....	13
Transferred to Treasury Department for Coast Guard Service: Nos. 22, 27, 68, 70, 152, 153, 155, 183, 197, 199, 203, 268, 333, 334, 335, 415, 417, 435, 438.....	19
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
Sold in 1935, Nos. 57, 326, 328.....	3
Stricken in 1935, Nos. 223, 335.....	2
Stricken in 1936, Nos. 143, 224, 252.....	3
Remaining on Navy Register, Jan. 1, 1938 (including No. 428 loaned to the city of Baltimore and No. 192 loaned to Sea Scouts of Baltimore.....)	15
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. 185... PC185	International S. B. & M. E. Co., Upper Nyack, N. Y.	68, 650. 00	Apr. 16, 1917	Apr. 27, 1918	4
5	S. C. 192 ¹ .. PC192	General S. B. & Aero Co., Alex- andria, Va.	70, 900. 50	Apr. 10, 1917	Apr. 5, 1918	5
6	S. C. 229... PC229	New York Y., L. & E. Co., Mor- ris Heights.	72, 600. 00	Apr. 16, 1917	Jan. 23, 1918	6
7	S. C. 231... PC231	.....do.....	72, 600. 00	.....do.....	Feb. 8, 1918	7
8	S. C. 330... PC330	Burger Boat Co., Manitowoc....	74, 650. 00	.....do.....	Feb. 8, 1918	8

¹ Loaned to Sea Scouts of Baltimore.

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	
9	S. C. 412... PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	May 1, 1919	9
10	S. C. 428 ¹ ... PC428	Mathis Yacht Building Co., Camden, N. J.	69,000.00	.....do.....	Dec. 28, 1918	10
11	S. C. 431 ² ... PC431	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	.....do.....	Sept. 1, 1921	11
12	S. C. 432... PC432	.....do.....	73,250.00	.....do.....	Apr. 1, 1919	12
13	S. C. 433 ³ ... PC433	.....do.....	73,250.00	.....do.....	Sept. 1, 1921	13
14	S. C. 437 ¹ ... PC437	Rocky River, D. D. Co., Rocky River, Ohio.	70,250.00	.....do.....	.....do.....	14
15	S. C. 440....PC440	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	.....do.....	Jan. 20, 1919	15

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. 433 stricken from Navy Register Jan. 22, 1938.

Submarine chasers on Navy list Jan 1, 1938, 15; total standard displacement, 1,126 tons.

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	Displacement	Tons per inch immersion ¹	Maximum 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	1
2	CHARLESTON..... PG51	328 6	308 0	41 3	11 4	2,000	22	14½	2
3	ERIE..... PG50	328 6	308 0	41 3	11 4	2,000	22	14½	3
4	SACRAMENTO..... PG19	226 2	210 0	40 10	9 7	1,140	15	13½	4
5	TULSA..... PG22	241 2	225 0	41 3	9 11	1,270	14	13	5
	Total displacement.....					7,680			

	Name	Number of propellers	Type of engine	Boilers		Generator sets			
				Number	Type	Number	Type		D. C. or A. C.
1	ASHEVILLE.....	1	Parsons turb., red. gear.	3	Bu. mod. Thorny.	2	Turbo..	D. C..	1
2	CHARLESTON.....	2	Parsons geared turb.	2	B. & W.....	{ 2 1	{ Turbo.. Diesel..	{ A. C..	2
3	ERIE.....	2	...do.....	2	...do.....	{ 2 1	{ Turbo.. Diesel..	{ A. C..	3
4	SACRAMENTO.....	1	Vert., 3-exp.....	2	...do.....	4	Turbo..	D. C..	4
5	TULSA.....	1	Parsons geared turb.	3	Bu. mod. Thorny..	2	...do.....	D. C..	5

¹ Average for service displacements.

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

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as minor war vessels.

PATROL VESSELS—GUNBOATS (PG).

	Trial displacement	Designed speed	Number of smoke pipes	Masts	Name and official number	
1	¹ 1,575	<i>Knots</i> 12.0	1	2.....	ASHEVILLE.....	PG21 1
2	¹ 2,339	20.0	1	2.....	CHARLESTON ²	PG51 2
3	¹ 2,339	20.0	1	2.....	ERIE ³	PG50 3
4	1,395	12.5	1	1 pole, 1 mil.....	SACRAMENTO.....	PG19 4
5	¹ 1,575	12.0	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....	23-pdr.; Saluting.....	1	12	.....	12	40	ASHEVILLE ⁴	PG21 1
2	4 6", 47 cal....	.....do.....do.....	2	15	.....	18	206	CHARLESTON ³	PG51 2
3	.....do.....	.....do.....do.....	2	15	.....	18	208	ERIE ³	PG50 3
4	3 4", 50 cal....	.....do.....do.....	1	11	.....	12	70	SACRAMENTO.....	PG19 4
5	.....do.....	.....do.....do.....	1	12	.....	15	93	TULSA.....	PG22 5

¹ Designed normal displacement.² Estimated.³ Also 1 cabin and 2 staterooms available for guests.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.....	1,100,000	Aug. 29, 1916	Aug. 29, 1916 ²	1
2	CHARLESTON. PG51	.....do.....		June 16, 1933	{June 19, 1933 ² {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	PANAY..... PR5 <i>ex-PG45</i>	191 1	180 0	28 1	5 3	450	9.8	6½	6
7	TUTUILA..... PR4 <i>ex-PG44</i>	159 5	150 0	27 1	5 1	370	7.8	6	7
Total displacement.....						2,040			

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

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as minor war vessels.

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. 25, 1936	Feb. 1, 1936	-----	July 8, 1936	CHARLESTON.....	2
3	Dec. 17, 1934	Jan. 29, 1936	.....do.....	-----	July 1, 1936	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 displacement	Designed speed	Number of smoke pipes	Masts	Name and official number	
1	<i>Tons</i> 390	<i>Knots</i> 14.5	2	2.....	GUAM..... PR3	1
2	591	16.0	2	2.....	LUZON..... PR7	2
3	598	16.0	2	2.....	MINDANAO..... PR8	3
4	¹ 190	13.25	2	1 pole, 1 mil.....	MONOCACY..... PR2	4
5	477	15.0	2	2.....	OAHU..... PR6	5
6	471	15.0	2	2.....	PANAY..... PR5	6
7	395	14.5	2	2.....	TUTUILA..... PR4	7

¹ Estimated.

PATROL VESSELS—RIVER GUNBOATS (PR.)

	Name	Number of propellers	Type of engine	Boilers		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	GUAM.....	2	Vert. 3 exp.....	2	Thorny.....	3	Turbo.....	D. C.....	1
2	LUZON.....	2	.....do.....	2	.....do.....	3	.....do.....	D. C.....	2
3	MINDANAO.....	2	.....do.....	2	.....do.....	3	.....do.....	D. C.....	3
4	MONOCACY.....	2	Vert. compd.....	2	B. & W.....	3	.....do.....	D. C.....	4
5	OAHU.....	2	Vert. 3 exp.....	2	Thorny.....	3	.....do.....	D. C.....	5
6	PANAY.....	2	.....do.....	2	.....do.....	3	.....do.....	D. C.....	6
7	TUTUILA.....	2	.....do.....	2	.....do.....	3	.....do.....	D. C.....	7

	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 ⁴	\$ 215,000	Mar. 4, 1911	.....do.....	4
5	OAHU.....	Kiangnan Dock & Engineering Works, Shanghai, China.	\$ 234,770	Dec. 18, 1924	Mar. 1, 1926	5
6	PANAY.....	.....do.....	\$ 234,770	.....do.....	.....do.....	6
7	TUTUILA.....	.....do.....	\$ 212,900	.....do.....	.....do.....	7

¹ Limit of cost.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.

PATROL VESSELS—RIVER GUNBOATS (PR).

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

	Keel laid	Shiplaunched	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	-----do-----	Nov. 11, 1927	Dec. 1, 1927	Sept. 10, 1928	Sept. 10, 1928	PANAY-----	6
7	Oct. 17, 1926	June 14, 1927	Apr. 1, 1927	Mar. 2, 1928	Mar. 2, 1928	TUTUILA-----	7

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> 1 26 0	<i>Ft. in.</i> 8 6	<i>Tons</i> 710	<i>Knots</i> 26
2	NOKOMIS ³.....PY6	243 0	202 0	31 7	10 6	910	16
Total displacement.....						1,620	

	Name	Number of propellers	Type of engine	Boilers		Generator sets		
				Number	Type	Number	Type	D. C. or A. C.
1	ISABEL.....	2	Parsons turbine.....	2	Normand.....	2	Turbo.....	D. C.....
2	NOKOMIS.....	2	Vert. 3 exp.....	2	B. & W.....	2	do.....	D. C.....

	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 ³.....PY6	Pusey & Jones, Wilmington, Del.....	1917	510,000

¹ Approximate.² Formerly *NOKOMIS II*.³ *NOKOMIS* stricken from Navy Register May 25, 1938.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

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 ¹			
1	-----	-----	<i>Tons</i> 10	<i>Feet</i> 11	2	2	ISABEL.....PY10 1
2	872	593	11	14½	1	2	NOKOMIS.....PY6 2

Quarters available ²							Name and official number
Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men		
1	1	5	-----	-----	9	73	ISABEL ⁴.....PY10 1
2	-----	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. saluting.	1917 ⁵	Dec. 28, 1917	ISABEL.....PY10 1
2	-----	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	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	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Knots</i>
1	ALTAIR..... AD11	423 9	410 0	54 3	13 0	6,250	10.5
2	BLACK HAWK ¹ AD9	420 2	404 0	53 10	13 1	5,600	12.5
3	BRIDGEPORT ¹ AD10 <i>Ex-AR#</i>	447 4	430 0	54 1	16 1	7,175	12.5
4	DENEbola..... AD12	423 9	410 0	54 3	13 0	6,250	10.5
5	DIXIE..... AD14	-----	-----	-----	-----	9,450	-----
6	DOBbin ¹ AD3	483 10	460 0	61 0	17 2	8,325	16.0
7	MELVILLE ¹ AD2	417 3	400 0	54 4	15 10	5,250	15.0
8	RIGEL..... AD13	423 9	410 0	54 3	13 0	6,250	10.5
9	WHITNEY ¹ AD4	483 10	460 0	61 0	17 2	8,325	16.0
	Total displacements.....	-----	-----	-----	-----	62,875	-----

	Name and official number	Quarters available ²					
		Cabin	Ward- room	Junior officers	War- rant officers	Chief petty officers	Other enlisted men
1	ALTAIR..... AD11	1	23		11	49	506
2	BLACK HAWK..... AD9	2	24		14	45	(³)
3	BRIDGEPORT..... AD10	2	27			44	468
4	DENEbola..... AD12	1	31			24	228
5	DIXIE..... AD14	-----	-----	-----	-----	-----	-----
6	DOBbin ^{4 5 6} AD3	2	35		14	47	478
7	MELVILLE ^{6 8} AD2	2	15	6	7	44	170
8	RIGEL..... AD13	-----	13		14	38	300
9	WHITNEY ^{7 8} AD4	3	42		14	40	290

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

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—DESTROYER TENDERS (AD).

Ship, fully equipped ready for sea, full load				Tonnage				Name and official number	
Mean draft	Displacement	Tons per inch immersion	United States Register		Panama Canal				
			Gross	Net	Gross	Net			
1	<i>Ft. In.</i> 20 0	<i>Tons</i> 10,000	45.1	<i>Tons</i> 7,068	<i>Tons</i> 4,543	<i>Tons</i> 7,498	<i>Tons</i> 5,002	ALTAIR.....AD11	1
2	19 9	8,900	41.7	6,381	3,857			BLACK HAWK.....AD9	2
3	24 7½	11,750	45.7	8,005	3,710	8,080	3,780	BRIDGEPORT.....AD10 <i>Ex-AR2</i>	3
4	20 0	10,000	45.1	6,985	4,586	7,567	4,839	DENEbola.....AD12	4
5								DIXIE.....AD14	5
6	24 2	12,450	50.7	8,154	5,294	9,186	6,000	DOBBIN.....AD3	6
7	20 0	7,150	36.9	5,522	3,126	5,567	3,092	MELVILLE.....AD2	7
8	20 0	10,000	45.1	7,052	4,538	7,482	4,998	RIGEL.....AD13	8
9	24 2	12,450	50.7	8,154	5,294	9,186	6,000	WHITNEY.....AD4	9

	Armament	Cargo capacity ³		Number of smoke pipes	Masts	Name	
		Not refrigerated	Refrigerated				
1	4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. saluting. ²	<i>Cu. ft.</i> 34,382	<i>Cu. ft.</i> 4,972	1	2	ALTAIR.....	1
2	4 5", 51 cal.; 2 3-pdr. saluting; 2 1-pdr.	92,460	3,412	1	2	BLACK HAWK.....	2
3	8 5", 51 cal.; 4 3", 50 cal. A. A. ²	46,780		1	2	BRIDGEPORT.....	3
4	4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. saluting. ²	221,340		1	2	DENEbola.....	4
5						DIXIE.....	5
6	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. saluting. ²	(³)	(³)	1	2	DOBBIN.....	6
7	8 5", 51 cal.; 1 3", 50 cal. A. A.	41,740		1	2	MELVILLE.....	7
8	4 5", 51 cal.; 4 3", 50 cal. A. A. ²	97,182	4,972	1	2	RIGEL.....	8
9	8 5", 51 cal.; 3 3", 50 cal. A. A.	69,673	9,286	1	2	WHITNEY.....	9

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

AUXILIARIES—DESTROYER TENDERS (AD).

	Name	Number of pro-pellers	Type of engine	
1	ALTAIR.....	1	Curtis geared turbine.....	1
2	BLACK HAWK.....	1	Vert., 4-exp.....	2
3	BRIDGEPORT.....	2	.....do.....	3
4	DENEbola.....	1	Curtis geared turbine.....	4
5	DIXIE.....		.....do.....	5
6	DOBBIN.....	1	Parsons geared turbine.....	6
7	MELVILLE.....	1	.....do.....	7
8	RIGEL.....	1	Curtis geared turbine.....	8
9	WHITNEY.....	1	Parsons geared turbine.....	9

	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	DIXIE.....	New York S. B. Corp.....	10,737,555	July 30, 1937	Dec. 27, 1937	5
6	DOBBIN.....	Navy yard, Philadelphia.....	⁵ 3,400,000	Mar. 4, 1917 ⁶	July 9, 1919 ⁷	6
7	MELVILLE.....	New York S. B. Co.....	1,310,000	Aug. 22, 1912	June 20, 1913	7
8	RIGEL.....	Skinner & Eddy, Seattle.....		Oct. 29, 1921 ¹		8
9	WHITNEY.....	Navy yard, Boston, Mass.....	(⁸)	July 1, 1918 ⁶	Dec. 6, 1919 ⁷	9

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, number and type	Generator sets			Name and official number	
		Number	Type	D. C. or A. C.		
1	2 Bu. Mod. Yarrow.....	4	Turbo.....	D. C.....	ALTAIR.....	AD11 1
2	3 S. E.....	3	do.....	D. C.....	BLACK HAWK.....	AD9 2
3	{ 2 D. E..... 2 S. E.....	3	do.....	D. C.....	BRIDGEPORT.....	AD10 3
4	3 S. E.....					
5	.....				DIXIE.....	AD14 5
6	2 Bu. Mod. Thorny.....	3	do.....	D. C.....	DOBBIN.....	AD3 6
7	2 Thorny.....	2	do.....	D. C.....	MELVILLE.....	AD2 7
8	3 S. E.....	4	do.....	D. C.....	RIGEL.....	AD13 8
9	2 Bu. Mod. Thorny.....	3	do.....	D. C.....	WHITNEY.....	AD4 9

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	.....	¹ 1919	.....	Dec. 5, 1921 ²	Dec. 6, 1921	ALTAIR.....	1
2	.....	¹ 1913	.....	.....	May 15, 1918	BLACK HAWK.....	2
3	.....	Aug. 14, 1901	.....	.....	Aug. 25, 1917	BRIDGEPORT.....	3
4	.....	¹ 1919	.....	.....	Nov. 28, 1921	DENEbola.....	4
5	Mar. 17, 1938	.....	.....	.....	.....	DIXIE.....	5
6	Dec. 23, 1919	May 5, 1921	.....	.....	July 23, 1924	DOBBIN.....	6
7	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE.....	7
8	.....	¹ 1918	.....	Nov. 16, 1921 ²	Feb. 24, 1922	RIGEL.....	8
9	Apr. 23, 1921	Oct. 12, 1923	.....	.....	Sept. 2, 1924	WHITNEY.....	9

¹ Year built.² Date taken over from Shipping Board.

AUXILIARIES—SUBMARINE TENDERS (AS).

	Name and official number	Length over all	At standard displacement				De- signed speed	
			Length on water line	Ex- treme beam at or below water line	Mean draft	Dis- place- ment		
1	ARGONNE..... AS10 <i>Er-AP4</i>	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 424 0	<i>Ft. in.</i> 58 3	<i>Ft. in.</i> 18 7	<i>Tons</i> 8,400	<i>Knots</i> 15.5	1
2	BEAVER ¹ AS5	380 0	365 0	47 2	16 0	4,670	16.5	2
3	BUSHNELL ¹ AS2	350 6	299 0	45 8	12 7	2,900	14.0	3
4	CAMDEN ¹ AS6	403 8	390 0	47 8	15 8	6,075	12.0	4
5	CANOPUS ¹ AS9	373 9	360 0	51 8	16 4	5,975	13.0	5
6	HOLLAND ¹ AS3	513 1	459 0	61 0	16 9	8,100	16.0	6
7	No. 11 ² AS11							7
	Total displacements.....					36,120		

	Name and official number	Quarters available ³						
		Cabin	Ward- room	Junior officers	War- rant officers	Chief petty officers	Other enlisted men	
1	ARGONNE ³ AS10	2	30		6	50	310	1
2	BEAVER..... AS5	2	39		10	40	443	2
3	BUSHNELL ^{4 5 8} AS2	3	13	8		28	190	3
4	CAMDEN ^{6 8} AS6		46			36	338	4
5	CANOPUS ⁷ AS9	3	48		14	48	61	5
6	HOLLAND ⁸ AS3	3	70		18	63	663	6
7	No. 11..... AS11							7

¹ Flagship.² For crew, data includes total berths and hammock swings. Does not include cots provided.³ Also 56 cots for enlisted men.⁴ 1 berth emergency cabin not included in table.⁵ Also space for 60 cots for crew.⁶ 2 berths for officers, emergency, not included in table.⁷ Also 430 cots for crew.⁸ Has towing machine.⁹ To be named FULTON (AS 11).

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—SUBMARINE TENDERS (AS).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number		
Mean draft	Displacement	Tons per inch immersion	United States Register		Panama Canal				
			Gross	Net	Gross	Net			
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	23 9	11,100	45.0	7,555	3,908	8,046	5,212	ARGONNE..... AS10	1
2	20 3½	6,250	30.7	4,461	2,425	4,836	2,742	BEAVER..... AS5	2
3	15 0	3,580	23.0	2,869	1,496	2,948	1,315	BUSHNELL..... AS2	3
4	22 4	9,000	37.5	4,752	2,360	5,227	2,586	CAMDEN..... AS6	4
5	21 5	8,000	34.6	5,506	2,900	6,216	3,791	CANOPUS..... AS9	5
6	22 9	11,570	50.1	8,008	5,097	9,424	6,216	HOLLAND..... AS3	6
7	-----	-----	-----	-----	-----	-----	-----	No. 11..... AS11	7

Armament	Cargo ¹ capacity		Number of smoke pipes	Masts	Name
	Not refrigerated	Refrigerated			
	<i>Cu. ft.</i>	<i>Cu. ft.</i>			
1 4 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. saluting.			1	2	ARGONNE.....
2 4 5", 51 cal.; 2 1-pdr. saluting.....	6,400	1,247	1	2	BEAVER.....
3 4 5", 51 cal.; 2 3-pdr. saluting.....	25,810		1	2	BUSHNELL.....
4 4 4", 50 cal.; 2 3-pdr. saluting.....	21,136		2	2	CAMDEN.....
5 2 5", 51 cal.; 4 3", 50 cal. A. A.; 2 3-pdr. saluting.	17,134	4,152	1	2	CANOPUS.....
6 8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr. saluting.	47,156	1,783	1	2	HOLLAND.....
7 -----	-----	-----	-----	-----	No. 11.....

¹ Exclusive of, for cargo ammunition and cargo fuel oil² Estimated.³ Authorized battery guns not on board.

AUXILIARIES—SUBMARINE TENDERS (AS).

	Name	Number of pro-pellers	Type of engine	
1	ARGONNE.....	1	G. E. Curtis geared turbine.....	1
2	BEAVER.....	1	Vert., 3-exp.....	2
3	BUSHNELL.....	1	Parsons geared turbine.....	3
4	CAMDEN.....	1	Vert., 4-exp.....	4
5	CANOPUS.....	1	.....do.....	5
6	HOLLAND.....	1	Parsons geared turbine.....	6
7	No. 11.....			7

	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...	² 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 ⁴	-----	5
6	HOLLAND... AS3	Navy yard, Puget Sound.....	⁶ 3,400,000	Mar. 4, 1917 ⁷	Dec. 6, 1919 ⁸	6
7	No. 11..... AS11	-----	-----	July 30, 1937	-----	7

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 (number and type)	Generator sets			Name and official number	
		Number	Type	D. C. or A. C.		
1	6 B. & W.....	4	Turb..	D. C..	ARGONNE.....	AS10 1
2	{ 6 S. E..... 1 aux..... }	5	do..	do..	BEAVER.....	AS5 2
3	2 Yarrow.....	4	do..	do..	BUSHNELL.....	AS2 3
4	4B. & W.....	5	do..	do..	CAMDEN.....	AS6 4
5	4 S. E.....	8	do..	do..	CANOPUS.....	AS9 5
6	2 Bu. Mod. Thorny.....	5	do..	do..	HOLLAND.....	AS3 6
7	.....				No. 11.....	AS11 7

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name and official number	
1	.....	1920 ¹	.....	Nov. 3, 1921 ²	Nov. 8, 1921	ARGONNE.....	AS10 1
2	.....	1910	.....	.....	Oct. 1, 1918	BEAVER.....	AS5 2
3	Jan. 3, 1914	Feb. 9, 1915	Mar. 30, 1915	Nov. 30, 1915	Nov. 24, 1915	BUSHNELL.....	AS2 3
4	.....	1900	.....	.....	Aug. 15, 1917	CAMDEN.....	AS6 4
5	.....	1919 ¹	.....	Nov. 22, 1921 ²	Jan. 24, 1922	CANOPUS.....	AS9 5
6	Apr. 11, 1921	Apr. 12, 1926	.....	.....	June 1, 1926	HOLLAND.....	AS3 6
7	.....	.....	.....	.....	.....	No. 11.....	AS11 7

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

AUXILIARIES—SEAPLANE TENDERS (AV).

	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	Displacement	
1	CURTISS..... AV4	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i> 8,625	<i>Knots</i>
2	LANGLEY ⁶ AV3	542 0	519 0	65 5	16 7	11,050	15.0
3	WRIGHT ¹ AV1	448 0	424 0	58 3	19 2	8,675	15.0
	Total displacements.....					28,350	

	Name and official number	Quarters available ²					
		Cabin	Ward-room	Junior officers	War-rant officers	Chief petty officers	Other enlisted men
1	CURTISS..... AV4						
2	LANGLEY..... AV3	2	54	0	10	33	615
3	WRIGHT ³ AV1	2	51		21	52	381

	Name	No. of propellers	Type of engine
1	CURTISS.....		
2	LANGLEY.....	2	G. E. turb. electric drive.
3	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	CURTISS.....	New York, S. B. Corp.....	9,943,000	July 30, 1937	Dec. 27, 1937
2	LANGLEY.....	Navy Yard, Mare Island.....	1,200,000	May 13, 1908 ³	
3	WRIGHT.....	American International S. B. Corp., Hog Island, Pa.	4,596,450	July 11, 1919 ⁴	June 30, 1920 ⁵

¹ Fitted as flagship.² For crew, data includes total berths and hammock swings. Does not include cots provided.³ Also space for 169 cots for crew.⁴ 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. 680.⁵ Together with act of Mar. 4, 1911.⁶ Langley formerly collier Jupiter.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—SEAPLANE TENDERS (AV).

Ship, fully equipped ready for sea, full load				Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal			
			Gross	Net	Gross	Net		
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		
1							CURTISS..... AV4 1	
2	21 3½	14,500 ⁴	62.5				LANGLEY..... AV3 2	
3	24 6	11,500	45.2	9,193	3,943	9,661 4,450	WRIGHT..... AV1 3	

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

Boilers		Generator sets			Name
Number	Type	Number	Type	D. C. or A. C.	
1					CURTISS..... 1
2	{ 3 DE..... 1 Aux..... }	5	Turbo...	D. C....	LANGLEY..... 2
3	6 B. & W.....	3	Turbo...	D. C....	WRIGHT..... 3

Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name
1	Apr. 25, 1938				CURTISS..... 1
2	Oct. 18, 1911	Aug. 24, 1912		{Apr. 7, 1913 Mar. 20, 1922 ³ }	LANGLEY..... 2
3		Apr. 28, 1920		Dec. 16, 1921	WRIGHT..... 3

¹ Exclusive of, for cargo ammunition and cargo fuel oil.

² As an aircraft carrier.

³ 1-pounder subcaliber guns used for saluting.

⁴ Estimated.

AUXILIARIES—SEAPLANE TENDERS, SMALL (AVP).

	Name and official number	Length over all	At standard displacement				Designed speed	
			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>	<i>Knots</i>	
1	AVOCET..... AVP4 <i>Er-AM19</i>	187 10	174 0	35 5	8 10	840	14.0	1
2	GANNET..... AVP8 <i>Er-AM41</i>	187 10	174 0	35 5	8 10	840	14.0	2
3	HERON..... AVP2 <i>Er-AM10</i>	187 10	174 0	35 5	8 10	840	14.0	3
4	LAPWING..... AVP1 <i>Er-AM1</i>	187 10	174 0	35 5	8 10	840	14.0	4
5	PELICAN..... AVP6 <i>Er-AM27</i>	187 10	174 0	35 5	8 10	840	14.0	5
6	SANDPIPER..... AVP9 <i>Er-AM51</i>	187 10	174 0	35 5	8 10	840	14.0	6
7	SWAN..... AVP7 <i>Er-AM34</i>	187 10	174 0	35 5	8 10	840	14.0	7
8	TEAL..... AVP5 <i>Er-AM23</i>	187 10	174 0	35 5	8 10	840	14.0	8
9	THRUSH..... AVP3 <i>Er-AM18</i>	187 10	174 0	35 5	8 10	840	14.0	9
10	No. 10..... AVP10							10
Total displacements.....						7,560		

	Name	Number of pro- pellers	Type of engines	Boilers (oil burning)		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	AVOCET.....	1	Vert., 3-exp.....	2	B. & W.....	2	Turbo	D. C.	1
2	GANNET.....	1	do.....	2	do.....	2	do.....	D. C.	2
3	HERON.....	1	do.....	2	do.....	2	do.....	D. C.	3
4	LAPWING.....	1	do.....	2	do.....	2	do.....	D. C.	4
5	PELICAN.....	1	do.....	2	do.....	2	do.....	D. C.	5
6	SANDPIPER.....	1	do.....	2	do.....	2	do.....	D. C.	6
7	SWAN.....	1	do.....	2	do.....	2	do.....	D. C.	7
8	TEAL.....	1	do.....	2	do.....	2	do.....	D. C.	8
9	THRUSH.....	1	do.....	2	do.....	2	do.....	D. C.	9
10	No. 10.....								10

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—SEAPLANE TENDERS, SMALL (AVP).

Ship, fully equipped ready for sea, full load				Tonnage				Name and official number	
Mean draft	Displacement	Tons per inch immersion	United States Register		Panama Canal				
			Gross	Net	Gross	Net			
<i>Ft. In.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	13 5	1400	10.9				AVOCET..... AVP4	1	
2	13 5	1400	10.9				GANNET..... AVP8	2	
3	13 5	1400	10.9				HERON..... AVP2	3	
4	13 5	1400	10.9				LAPWING..... AVP1	4	
5	13 5	1400	10.9	697	Nil	762	133	PELICAN..... AVP6	5
6	13 5	1400	10.9					SANDPIPER..... AVP9	6
7	13 5	1400	10.9	723	Nil	784	168	SWAN..... AVP7	7
8	13 5	1400	10.9	697	Nil	762	133	TEAL..... AVP5	8
9	13 5	1400	10.9					THRUSH..... AVP3	9
10								No. 10..... AVP10	10

Number of smoke pipes	Masts	Quarters available ¹						Name and official number		
		Cabin	Ward-room	Junior officers	War-rant officers	Chief petty officers	Other enlisted men			
1	1	2		5			4	46	AVOCET ^{2 5} AVP4	1
2	1	2	1	3			6	75	GANNET ⁶ AVP8	2
3	1	2	1	2		2	4	60	HERON ⁷ AVP2	3
4	1	2		5			4	47	LAPWING ⁷ AVP1	4
5	1	2	1	4			4	50	PELICAN..... AVP6	5
6	1	2		4			6	49	SANDPIPER ² AVP9	6
7	1	2		5			4	50	SWAN ³ AVP7	7
8	1	2		5			4	49	TEAL ⁴ AVP5	8
9	1	2		5			4	53	THRUSH..... AVP3	9
10									No. 10..... AVP10	10

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.

⁵ Also 12 cots available for crew.

⁶ Quarters for 8 aviation officers not included in table.

⁷ Quarters for 12 aviation officers not included in table.

AUXILIARIES—SEAPLANE TENDERS, SMALL (AVP).

	Name and official number	Armament	By whom and where built or building	Contract price of hull and machinery (dollars)	
1	AVOCET..... AVP4	2 3", 50 cal. A. A.	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	1
2	GANNET..... AVP8	do.....	Todd Shipyard Corp., New York...	572,000	2
3	HERON..... AVP2	do.....	Standard S. B. Co., New York.....	Cost+10%	3
4	LAPWING..... AVP1	do.....	Todd Shipyard Corp., New York...	465,000	4
5	PELICAN..... AVP6	do.....	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	5
6	SANDPIPER..... AVP9	do.....	Navy Yard, Philadelphia.....		6
7	SWAN..... AVP7	do.....	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	7
8	TEAL..... AVP5	do.....	Sun S. B. Co., Chester, Pa.....	Cost+10%	8
9	THRUSH..... AVP3	do.....	Pusey & Jones Co., Wilmington, Del.	Cost+10%	9
10	No. 10..... AVP10				10

AUXILIARIES—SEAPLANE TENDERS, SMALL (AVP).

	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	(²)	Sept. 17, 1918	AVOCET.....	1
2	Oct. 6, 1917 ¹	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919	Feb. 1, 1919	July 10, 1919	GANNET.....	2
3	Mar. 4, 1917 ¹	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918	(²)	Oct. 30, 1918	HERON.....	3
4	.....do. ¹	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918	Apr. 15, 1918	June 12, 1918	LAPWING.....	4
5	Mar. 4, 1917 ¹	July 31, 1917	Nov. 10, 1917	June 15, 1918	(²)	Oct. 10, 1918	PELICAN.....	5
6	Oct. 6, 1917 ¹	Dec. 26, 1917 ²	Nov. 15, 1918	Apr. 28, 1919	.....	Oct. 9, 1919	SANDPIPER.....	6
7	Mar. 4, 1917 ¹	Aug. 13, 1917	Dec. 10, 1917	July 4, 1918	(²)	Jan. 31, 1919	SWAN.....	7
8	.....do. ¹	June 13, 1917	Oct. 8, 1917	May 25, 1918	(²)	Aug. 20, 1918	TEAL.....	8
9	.....do. ¹	Aug. 7, 1917	May 27, 1918	Sept. 15, 1918	(²)	Apr. 25, 1919	THRUSH.....	9
10	.....	.....	.....	.....	.....	.....	No. 10.....	10

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

AUXILIARIES—REPAIR SHIPS (AR).

	Name and official number	Length over all	At standard displacement				Designed speed
			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>Knots</i>
1	MEDUSA ⁴ AR1	483 10	460 0	70 3	15 5	8, 125	16
2	PROMETHEUS..... AR3	465 9	435 0	60 2	15 3	6, 625	16
3	VESTAL ⁴ AR4	465 9	435 0	60 2	15 3	6, 625	16
	Total displacements.....					21, 375	

	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.

⁴ Has towing machine.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—REPAIR SHIPS (AR).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number		
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal				
			Gross	Net	Gross	Net			
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	19 11	10,620	53.8	10,715	6,741	12,103	7,775	MEDUSA..... AR1	1
2	18 0	8,100	45.5	6,689	3,712	6,863	3,747	PROMETHEUS..... AR3	2
3	18 0	8,100	45.5	6,691	3,714	6,933	3,771	VESTAL..... AR4	3

	Armament	Cargo capacity ¹		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.....	-----	-----	1	2	MEDUSA.....	1
2	4 5", 50 cal.; 1 3" 50 cal. A. A. ²	41,551	-----	1	2	PROMETHEUS.....	2
3	4 5", 51 cal.; 1 3" 50 cal. A. A. ²	-----	-----	1	2	VESTAL.....	3

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

AUXILIARIES—REPAIR SHIPS (AR).

	Name	Number of pro-pellers	Type of engine	
1	MEDUSA.....	1	Parsons geared turbine.....	1
2	PROMETHEUS.....	2	Vert., 3-exp.....	2
3	VESTAL.....	2	.....do.....	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 ⁴	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)			Generator sets			Name and official number	
Number	Type		Number	Type	D. C. or A. C.		
1	2	Bu. Mod. Thorny.....	4	Turbo..	D. C....	MEDUSA.....	AR1 1
2	6	B. & W.....	4	...do...	D. C....	PROMETHEUS.....	AR3 2
3	3	W. F.....	3	...do...	D. C....	VESTAL.....	AR4 3

	Keel laid	Ship launched	Contract date of completion	Date of preliminary acceptance	Date of first commission	Name	
1	Jan. 2, 1920	Apr. 16, 1923	.....	.....	Sept. 18, 1924	MEDUSA.....	1
2	Oct. 18, 1907	Dec. 5, 1908	Aug. 1, 1909 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.

AUXILIARIES—FLOATING DRY DOCK, (ARD).

Name and official number		Length over all (moulded)	Breadth (moulded) load water line max. draft	Mean draft	Displacement (light condition)
1	ARD1.....ARD1	<i>Ft. in.</i> 393 6	<i>Ft. in.</i> 60 0	<i>Ft. in.</i> 5 7	<i>Tons</i> 2,482

Name and official number	By whom and where built or building	Contract price (dollars)	Date of act authorizing building	Contract signed
1	ARD1.....ARD1	369,892.45	May 14, 1930	Mar. 9, 1933

NOTE.—For additional data relative to ARD 1 see pages 435 and 436.

AUXILIARIES—FLOATING DRY DOCK (ARD).

Quarters available			Name and official number			
Officers	C. P. O.	Other en- listed men				
3	3	30	ARD1..... ARD1			

Keel laid	Date launched	Contract date of completion	Date of pre- liminary ac- ceptance	Date of first commission	Name
Aug. 22, 1933	Aug. 11, 1934	Sept. 11, 1934	Sept. 11, 1934	Jan. 22, 1935	ARD1.....

AUXILIARIES—STORESHIPS (AF).

	Name and official number	Length over all	At standard displacement				Designed speed
			Length on water line	Extreme beam at or below water line	Mean draft	Displacement	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Fr. in.</i>	<i>Tons</i>	<i>Knots</i>
1	ARCTIC..... AF7	416 6	402 0	53 2	11 4	4,980	11
2	BOREAS..... AF8	416 6	402 0	53 2	11 4	4,980	11
3	BRIDGE ^{1 4} AF1	422 11	400 0	55 2	13 7	5,000	14
4	YUKON..... AF9	416 6	402 0	53 2	11 4	4,980	11
	Total displacement.....					19,940	

	Name and official number	Quarters available ³					Other enlisted men
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	
1	ARCTIC..... AF7	1	18			16	257
2	BOREAS ² AF8		9				50
3	BRIDGE..... AF1	1	15			17	113
4	YUKON..... AF9		13			3	213

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

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—STORESHIPS (AF).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal		
			Gross	Net	Gross	Net	
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 1 26 5	1 12,600	43.2	5,975	3,913	6,522	4,309	ARCTIC.....AF7 1
2 1 26 5	1 12,600	43.2	2 6,100	2 4,585	-----	-----	BOREAS.....AF8 2
3 20 8	8,500	41.8	6,357	3,394	6,631	3,869	BRIDGE.....AF1 3
4 1 26 5	1 12,600	43.2	2 5,969	2 4,365	-----	-----	YUKON.....AF9 4

	Armament	Cargo capacity ¹		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. ⁴	99,295	167,837	1	2	ARCTIC..... 1
2	2 5", 51 cal.; 4 3", 50 cal. A. A. ⁴	48,320	275,255	1	2	BOREAS..... 2
3	4 5", 51 cal.; 1 3", 50 cal. A. A.; 1 3-pdr ⁵	101,300	56,590	1	2	BRIDGE..... 3
4	2 5", 51 cal.; 4 3", 50 cal. A. A. ⁴	48,320	252,890	1	2	YUKON..... 4

¹ Loaded summer draft and displacement.² Tonnage before acquired by Navy.³ Exclusive of, for cargo ammunition and cargo fuel oil.⁴ Authorized; not on board.⁵ Line throwing gear.

AUXILIARIES—STORESHIPS (AF).

	Name	Number of pro-pellers	Type of engine	
1	ARCTIC.....	1	Parsons geared turbine.....	1
2	BOREAS.....	1	Curtis turbine.....	2
3	BRIDGE.....	2	Vert., 3-exp.....	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		Generator sets			Name and official number		
	Number	Type	Number	Type	D. C. or A. C.			
1	4	Heine.....	2	Turbo..	D. C....	ARCTIC.....	AF7	1
2	4	do.....	2	do.....	D. C....	BOREAS.....	AF8	2
3	2	W. F.....	2	do.....	D. C....	BRIDGE.....	AF1	3
4	3	S. E.....	2	do.....	D. C....	YUKON.....	AF9	4

	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	Length over all	At standard displacement			Designed speed	
			Length on water line	Extreme beam at or below water line	Mean draft		Displacement
1	NEPTUNE ³ AC8	<i>Ft. in.</i> 542 0	<i>Ft. in.</i> 517 0	<i>Ft. in.</i> 65 3	<i>Ft. in.</i> 10 5	<i>Tons</i> 6,625	<i>Knots</i> 14.0
2	NEREUS..... AC10	522 0	500 0	62 2	10 2	6,275	14.0
3	PROTEUS..... AC9	522 0	500 0	62 2	10 2	6,275	14.0
	Total displacement.....					19,175	

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

¹ Abreast.² Authorized battery; guns not on board.³ Neptune, stricken from Navy Register, May 14, 1930.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—COLLIERS (AC).

Ship, fully equipped, ready for sea, full load			Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States Register		Panama Canal		
			Gross	Net	Gross	Net	
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 27 8	19,480	64.8	9,899	5,876	11,075	6,425	NEPTUNE..... AC8 1
2 27 8	19,080	63.8	9,681	5,722	10,704	6,350	NEREUS..... AC10 2
3 27 8	19,080	63.8	9,681	5,722	10,704	6,350	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	
<i>Tons</i>	<i>Ton</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 { 11,700 10,200	2,925 1,250	10,500	2,000	100	400	13,000	NEPTUNE..... AC8 1
2 { 11,800 10,100	3,050 1,125						10,500	2,000	100	300	12,900	NEREUS..... AC10 2
3 { 11,800 10,100	3,050 1,125	10,500	2,000	100	300	12,900	PROTEUS..... AC9 3

¹ With maximum oil.² With maximum coal.

NOTE.—Material of hull for above vessels steel.

AUXILIARIES—COLLIERS (AC).

	Name	Number of propellers	Type of engine	Boilers			Generator sets		
				Number	Type	No.	Type	D. C. or A. C.	
1	NEPTUNE.....	2	Westinghouse geared turbine	{ 3 1	{ D. E..... Aux.....	2	Turbo..	D. C....	1
2	NEREUS.....	2	Vert., 3-Exp.....	3	D. E.....	2	do....	D. C....	2
3	PROTEUS.....	2	do.....	3	D. E.....	2	do....	D. C....	3

	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. 26, 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	Length over all	At standard displacement				Designed speed	
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment		
1	BARNES, ROBERT L. ¹ AO14	<i>Ft. in.</i> 258 6	<i>Ft. in.</i> 246 0	<i>Ft. in.</i> 43 2	<i>Ft. in.</i> 9 0	<i>Tons</i> 1,630	<i>Knots</i> 8.5	1
2	BRAZOS ² AO4	475 7	455 0	56 3	10 9	5,400	14.0	2
3	CUYAMA ² AO3	475 7	455 0	56 2	10 0	4,990	14.0	3
4	KANAWHA ² AO1	475 7	455 0	56 2	10 0	4,990	14.0	4
5	KAWEAH..... AO15	446 0	429 0	58 2	8 7	4,410	11.0	5
6	LARAMIE..... AO16	446 0	429 0	58 2	8 7	4,410	11.0	6
7	MATTOLE..... AO17	446 0	429 0	58 2	8 7	4,410	11.0	7
8	MAUMEE ² AO2	475 7	455 0	56 2	10 0	4,990	14.0	8
9	NECHES ² AO5	475 7	455 0	56 3	10 9	5,400	14.0	9
10	PATOKA ³ AP9	477 10	463 0	60 3	9 2	5,375	10.5	10
11	PECOS ² AO6	475 7	455 0	56 3	10 9	5,400	14.0	11
12	RAMAFO..... AO12	477 10	463 0	60 3	9 2	5,375	10.5	12
13	RAPIDAN..... AO18	477 10	463 0	60 3	9 2	5,375	10.5	13
14	SALINAS..... AO19	477 10	463 0	60 3	9 2	5,375	10.5	14
15	SAPELO..... AO11	477 10	463 0	60 3	9 2	5,375	10.5	15
16	SEPULGA..... AO20	477 10	463 0	60 3	9 2	5,375	10.5	16
17	TIPPECANOE..... AO21	477 10	463 0	60 3	9 2	5,375	10.5	17
18	TRINITY..... AO13	477 10	463 0	60 3	9 2	5,375	10.5	18
19	No. 22 ⁴ AO22	-----	-----	-----	-----	-----	-----	-----
	Total displacement.....	-----	-----	-----	-----	89,030	-----	-----

¹ ROBERT L. BARNES, used for oil storage, Guam.² Has towing machine.³ PATOKA, fitted with mast for mooring lighter-than-air aircraft.⁴ To be named CIMARRON (AO22).

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—OILERS (AO).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number		
Mean draft	Displacement	Tons per inch immersion	United States Register		Panama Canal				
			Gross	Net	Gross	Net			
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
1	15 0	3,850	23.0				BARNES, ROBERT L. AO 14	1	
2	26 8	14,800	50.3	7,449	5,063	8,029	5,363	BRAZOS..... AO 4	2
3	26 2	14,500	50.2	7,454	5,035	8,035	5,278	CUYAMA..... AO 3	3
4	26 2	14,500	50.2	7,404	5,033	7,980	5,271	KANAWHA..... AO 1	4
5	25 6	14,450	50.8	7,253	5,348	7,679	5,664	KAWEAH..... AP 15	5
6	25 6	14,450	50.8	7,252	5,393	7,679	5,655	LARAMIE..... AO 16	6
7	25 6	14,450	50.8	7,252	5,395	7,679	5,661	MATTOLE..... AO 17	7
8	26 2	14,500	50.2	7,894	5,181	8,016	5,198	MAUMEE..... AO 2	8
9	26 8	14,800	50.3	7,383	4,860	8,004	5,102	NECHES..... AO 5	9
10	26 2	16,800	57.8	8,267	6,246	8,457	6,210	PATOKA..... AP 9	10
11	26 8	14,800	50.3	7,383	4,860	8,004	5,102	PECOS..... AO 6	11
12	26 2	16,800	57.8	8,246	6,258	8,671	6,424	RAMAPO..... AO 12	12
13	26 2	16,800	57.8	8,246	6,258	8,671	6,424	RAPIDAN..... AO 18	13
14	26 2	16,800	57.8	8,246	6,258	8,671	6,415	SALINAS..... AO 19	14
15	26 2	16,800	57.8	8,246	6,258	8,671	6,424	SAPELO..... AO 11	15
16	26 2	16,800	57.8	8,266	6,308	8,671	6,534	SEPULGA..... AO 20	16
17	26 2	16,800	57.8	8,266	6,308	8,671	6,467	TIPPECANOE.... AO 21	17
18	26 2	16,800	57.8	8,266	6,278	8,671	6,444	TRINITY..... AO 13	18
19								No. 22..... AO 22	19

AUXILIARIES—OILERS (AO).

	Name	Number of propellers	Type of engine	Boilers (oil burning)		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	BARNES, ROBT. L.....	1	Vert., 3-exp.....	2	S. E.....	2	Turbo..	D. C.....	1
2	BRAZOS.....	2	do.....	4	B. & W...	2	do.....	D. C.....	2
3	CUYAMA.....	2	do.....	4	B. & W...	2	do.....	D. C.....	3
4	KANAWHA.....	2	do.....	4	B. & W...	2	do.....	D. C.....	4
5	KAWEAH.....	1	do.....	3	S. E.....	3	do.....	D. C.....	5
6	LARAMIE.....	1	do.....	3	S. E.....	3	do.....	D. C.....	6
7	MATTOLE.....	1	do.....	3	S. E.....	3	do.....	D. C.....	7
8	MAUMEE.....	2	Diesel.....			3	do.....	D. C.....	8
9	NECHES.....	2	Vert., 3-exp.....	4	Ward.....	2	do.....	D. C.....	9
10	PATOKA.....	1	Vert., 4-exp.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	10
11	PECOS.....	2	Vert., 3-exp.....	4	Ward.....	2	do.....	D. C.....	11
12	RAMAPO.....	1	Vert., 4-exp.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	12
13	RAPIDAN.....	1	do.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	13
14	SALINAS.....	1	do.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	14
15	SAPELO.....	1	do.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	15
16	SEPULGA.....	1	do.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	16
17	TIPPECANOE.....	1	Curtis turb. red. gear	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	17
18	TRINITY.....	1	do.....	{ 3 1	{ S. E..... aux.....	3	do.....	D. C.....	18
19	No. 22.....								19

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
19							No. 22 AO22	19

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>	<i>Tons</i>	
1	BARNES, ROBERT L.	-----	1	1	¹ 1,900	-----	1
2	BRAZOS.....	4 5", 51 cal.; 2 3", 50 cal. A. A. . .	1	2	¹ 7,878	528	2
3	CUYAMA.....	4 5", 50 cal.	1	2	¹ 7,854	237	3
4	KANAWHA.....	4 4", 50 cal.	1	2	¹ 7,899	536	4
5	KAWEAH.....	2 5", 51 cal.; ¹ 2 3", 50 cal. A. A. ¹	1	2	¹ 9,323	-----	5
6	LARAMIE.....	2 5", 51 cal.; ¹ 2 3", 50 cal. A. A. ¹	1	3	¹ 9,323	-----	6
7	MATTOLE.....	2 5", 51 cal.; ¹ 2 3", 50 cal. A. A. ¹	1	2	¹ 9,323	-----	7
8	MAUMEE.....	4 4", 50 cal.	1	2	¹ 7,854	617	8
9	NECHES.....	4 5", 51 cal.; 2 3", 50 cal. A. A. . .	1	2	¹ 7,843	431	9
10	PATOKA.....	2 5", 51 cal. ¹	1	2	¹ 11,739	-----	10
11	PECOS.....	4 5", 51 cal.; 2 3", 50 cal. A. A. . .	1	2	¹ 7,843	-----	11
12	RAMAPO.....	2 5", 51 cal.	1	2	¹ 11,739	-----	12
13	RAPIDAN.....	2 5", 51 cal.; 2 3", 50 cal. A. A. ¹	1	2	¹ 11,739	-----	13
14	SALINAS.....	2 5", 51 cal.; 2 3", 50 cal. A. A. ¹	1	2	¹ 11,739	720	14
15	SAPELO.....	2 5", 51 cal. ¹	1	2	¹ 11,739	-----	15
16	SEPULGA.....	2 5", 51 cal.; 2 3", 50 cal. A. A. ¹	1	2	¹ 11,739	-----	16
17	TIPPECANOE.....	2 5", 51 cal.; 2 3", 50 cal. A. A. ¹	1	2	¹ 11,739	-----	17
18	TRINITY.....	2 5", 51 cal. ¹	1	2	¹ 11,739	-----	18
19	No. 22.....	-----	-----	-----	-----	-----	19

¹ Battery now in reserve; guns not on board.² 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>	<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	1 311	323,942	57,693	KAWEAH..... AO15	5
6	25 8	10,200	8,532	1,357	1 311	323,942	57,693	LARAMIE..... AO16	6
7	25 8	10,200	8,532	1,357	1 311	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	1 316	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	1 316	422,051	75,165	RAMAPO..... AO12	12
13	27 8	12,600	11,116	1,168	1 316	422,051	75,165	RAPIDAN..... AO18	13
14	27 8	12,600	11,116	1,168	1 316	422,051	75,165	SALINAS..... AO19	14
15	27 8	12,600	11,116	1,168	1 316	422,051	75,165	SAPELO..... AO11	15
16	27 8	12,600	11,116	1,168	1 316	422,051	75,165	SEPULGA..... AO20	16
17	27 8	12,600	11,116	1,168	1 316	422,051	75,165	TIPPECANOE..... AO21	17
18	27 8	12,600	11,116	1,168	1 316	422,051	75,165	TRINITY..... AO13	18
19								NO. 22..... AO22	19

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

² Includes complement, stores, potable 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
19	NO. 22..... AO22			July 30, 1937	-----	19

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

AUXILIARIES—OILERS (AO).

	Keel laid	Launched	Contract date of 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	(?)	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	(?)	TIPPECANOE. AO21	17
18	Nov. 10, 1919	July 3, 1920	-----	Sept. 4, 1920	Sept. 4, 1920	TRINITY... AO13	18
19	-----	-----	-----	-----	-----	NO. 22... AO22	19

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	Length over all	At standard displacement				De-signed speed
			Length on water line	Extreme beam at or below water line	Mean draft	Displacement	
1	NITRO ¹ AE2	<i>Ft. in.</i> 482 9	<i>Ft. in.</i> 460 0	<i>Ft. in.</i> 60 11	<i>Ft. in.</i> 14 9	<i>Tons</i> 7,025	<i>Knots</i> 13.0
2	PYRO ² AE1	482 9	460 0	60 11	14 9	7,025	13.0
Total displacement.....						14,050	

	Name	By whom and where built or building	Contract price of hull and machinery (dollars)	Date of act authorizing the building	Contract signed
1	NITRO.....	Navy yard, Puget Sound.....	(³)	July 1, 1918 ⁴	July 2, 1918 ⁵
2	PYRO.....	do.....	⁶ 3,550,000	Aug. 29, 1916	Jan. 5, 1917 ⁷

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

	Name	Number of propellers	Type of engine	Boilers		Generator sets		
				Number	Type	Number	Type	D. C. or A. C.
1	NITRO.....	2	Parsons geared turbine.	4	B. & W.....	2	Turbo.....	D. C.....
2	PYRO.....	2	do.....	4	B. & W.....	2	do.....	D. C.....

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 No limit of cost.

⁸ Has towing machine.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—AMMUNITION SHIPS (AE).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number	
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal			
			Gross	Net	Gross	Net		
1	<i>Ft. in.</i> 20 11	<i>Tons</i> 10,600	50.5	<i>Tons</i> 7,440	<i>Tons</i> 4,405	<i>Tons</i> 8,425	<i>Tons</i> 5,269	NITRO..... AE2 1
2	20 11	10,600	50.5	7,440	4,405	8,425	5,269	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	1	2 PYRO..... 2

¹ Authorized battery; guns not on board.

AUXILIARIES—CARGO SHIPS (AK).

	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	Displace- ment		
1	CAPELLA..... AK13	<i>Ft. in.</i> 401 0	<i>Ft. in.</i> 380 0	<i>Ft. in.</i> 54 2	<i>Ft. in.</i> 9 8	<i>Tons</i> 4,070	<i>Knots</i> 11.5	1
2	REGULUS..... AK14	391 9	376 0	52 4	11 10	4,860	11.5	2
3	SIRIUS ³ AK15	401 0	380 0	54 2	9 8	4,070	11.5	3
4	SPICA..... AK16	401 0	380 0	54 2	9 8	4,070	11.5	4
5	VEGA..... AK17	401 0	380 0	54 2	9 8	4,070	11.5	5
	Total displacement.....					21,140		

	Name and official number	Quarters available ¹						
		Cabin	Ward- room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	CAPELLA..... AK13	1	16			8	92	1
2	REGULUS ² AK14		11				36	2
3	SIRIUS..... AK15	1	17			18	153	3
4	SPICA ² AK16		8			8	39	4
5	VEGA..... AK17	1	20			12	195	5

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

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

³ Has towing machine.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—CARGO SHIPS (AK).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal		
			Gross	Net	Gross	Net	
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 ' 24 5	' 11,450	43.3	5,078	3,116	6,131	3,938	CAPELLA..... AK13
2 ' 24 0	' 10,550	39.7	4,980	3,087	-----	-----	REGULUS..... AK14
3 ' 24 5	' 11,450	43.3	5,581	3,415	5,697	3,454	SIRIUS..... AK15
4 ' 24 5	' 11,450	43.3	5,562	3,434	-----	-----	SPICA..... AK16
5 ' 24 5	' 11,450	43.3	5,562	3,434	6,105	4,355	VEGA..... AK17

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

¹ Exclusive of, for cargo ammunition and cargo fuel oil.² Tonnage before acquired by Navy.³ Authorized battery—guns not on board.⁴ Loaded summer draft and displacement.

AUXILIARIES—CARGO SHIPS (AK).

	Name	Number of pro-pellers	Type of engine	
1	CAPELLA.....	1	Curtis geared turbine.....	1
2	REGULUS.....	1	Vert., 3-Exp.....	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			Generator sets			Name and official number
Number	Type		Number	Type	D. C. or A. C.	
1	3	B. & W.....	2	Turbo..	D. C....	CAPELLA..... AK13
2	3	S. E.....	2	...do...	D. C....	REGULUS..... AK14
3	3	B. & W.....	2	...do...	D. C....	SIRIUS..... AK15
4	3	...do.....	2	...do...	D. C....	SPICA..... AK16
5	3	...do.....	3	...do...	D. C....	VEGA..... AK17

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

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

AUXILIARIES—TRANSPORTS (AP).

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	Displace- ment	
1 CHAUMONT.....AP5	<i>Ft. in.</i> 448 0	<i>Ft. in.</i> 424 0	<i>Ft. in.</i> 58 3	<i>Ft. in.</i> 18 5	<i>Tons</i> 8,300	<i>Knots</i> 15 1
2 HENDERSON.....AP1	483 10	460 0	61 1	16 2	7,750	14 2
3 HEYWOOD ¹.....AP2	-----	-----	-----	-----	-----	----- 3
Total displacement.....					16,050	

Name	No. of propel- lers	Type of engine
1 CHAUMONT.....	1	G. E., Curtis geared turbine..... 1
2 HENDERSON.....	2	Vert., 3-Exp..... 2
3 HEYWOOD.....	-----	----- 3

¹ Authorized by act of Aug. 29, 1916, but no appropriation provided.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—TRANSPORTS (AP).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal		
			Gross	Net	Gross	Net	
<i>Fl.</i> <i>in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 23 0	10,700	44.6	7,555	3,908	8,406	5,212	CHAUMONT..... AP5 1
2 19 11	10,000	49.7	7,493	3,992	8,292	4,944	HENDERSON..... AP1 2
3 -----	-----	-----	-----	-----	-----	-----	HEYWOOD..... AP2 3

Number	Boilers (oil burning)		Generator sets			Name
	Type		Number	Type	D. C. or A. C.	
1	6	B. & W.....	3	Turbo...	D. C....	CHAUMONT..... 1
2	3	B. & W.....	2	...do....	D. C....	HENDERSON..... 2
3	-----	-----	-----	-----	-----	HEYWOOD..... 3

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.....	\$ 1,850,000	Mar. 4, 1913	Feb. 19, 1914 ²	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. saluting.	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	Length over all	At standard displacement				De-signed speed
			Length on water line	Extreme beam at or below water line	Mean draft	Displace-ment	
1	MERCY ⁵.....AH4	<i>Ft. in.</i> 429 10	<i>Ft. in.</i> 413 0	<i>Ft. in.</i> 50 4	<i>Ft. in.</i> 16 5	<i>Tons</i> 6,525	<i>Knots</i> 15
2	RELIEF.....AH1	483 10	460 0	61 1	15 3	7,275	15
	Total displacement.....					13,800	

	Name	Num-ber of pro-pellers	Type of engines	Boilers		Generator sets		
				Num-ber	Type	Num-ber	Type	D. C. or A. C.
1	MERCY.....	2	Vert., 3-exp.....	8	S. E.....	3	Turbo..	D. C....
2	RELIEF.....	2	Parsons geared turbine.....	3	B. & W....	2	...do....	D. C....

	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	¹ 2,240,000	.....	Sept. 27, 1917 ³
2	RELIEF.....	Navy yard, Philadelphia, Pa.....	² 4,355,000	Aug. 29, 1916	Aug. 29, 1916 ⁴

¹ Purchase price.² Limit of cost.³ Date of purchase.⁴ Date assigned to the yard.⁵ Stricken Apr. 21, 1938.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—HOSPITAL SHIPS (AH).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal		
			Gross	Net	Gross	Net	
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 22 8	9,450	40.0	6,644	2,463	7,364	3,283	MERCY.....AH4 1
2 19 7	9,800	49.7	8,288	4,037	9,324	5,764	RELIEF.....AH1 2

Number of smoke pipes	Masts	Quarters available ¹						Name and official number
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1 2	2	-----	27	-----	-----	20	373	MERCY ².....AH4 1
2 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	Length over all	At standard displacement			De- signed speed		
			Length on water line	Extreme beam at or below water line	Mean draft			Displace- ment
1	ACUSHNET.....AT63	<i>Ft. in.</i> 152 0	<i>Ft. in.</i> 145 0	<i>Ft. in.</i> 29 1	<i>Ft. in.</i> 10 7	<i>Tons</i> 645	<i>Knots</i> 12.5	1
2	ALGORMA.....AT34	156 8	144 0	30 2	12 4	795	13.0	2
3	ALLEGHENY.....AT19	155 10	142 0	30 2	11 9	735	14.0	3
4	BAGADUCE.....AT21	156 8	144 0	30 2	12 4	795	13.0	4
5	BAY SPRING.....AT60	150 0	141 0	27 7	10 7	510	11.0	5
6	GENESEE (S. P. 1116).....AT55	170 0	164 0	29 0	11 8	745	15.0	6
7	IUKA.....AT37	156 8	144 0	30 2	12 4	795	13.0	7
8	KALMIA.....AT23	156 8	144 0	30 2	12 4	795	13.0	8
9	KEOSANQUA.....AT38	156 8	144 0	30 2	12 4	795	13.0	9
10	KEWAYDIN.....AT24	156 8	144 0	30 2	12 4	795	13.0	10
11	KOKA ¹.....AT31	156 8	145 0	30 2	12 11	845	13.0	11
12	MAHOPAC.....AT29	156 8	145 0	30 2	12 11	845	13.0	12
13	MONTCALM.....AT39	156 8	144 0	30 2	12 4	795	13.0	13
14	NAPA.....AT32	156 8	145 0	30 2	12 11	845	13.0	14

¹ Koka stricken from Navy Register March 2, 1938.

NOTE.—Material of hull for above vessels is steel.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—OCEAN-GOING TUGS (AT).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number	
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal			
			Gross	Net	Gross	Net		
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		
1 12 11	865	7.7	558				ACUSHNET.....AT63	1
2 14 10	1,030	8.4	502	Nil	546	Nil 1 134	ALGORMA.....AT34	2
3 14 4	975	7.9					ALLEGHENY.....AT19	3
4 14 10	1,030	8.4					BAGADUCE.....AT21	4
5 13 11	775	6.7	¹ 426	² 74			BAY SPRING.....AT60	5
6 15 6	1,140	8.8	¹ 617	² 420			GENESEE.....AT55	6
7 14 10	1,030	8.4	502	Nil	546	Nil 1 134	IUKA.....AT37	7
8 14 10	1,030	8.4					KALMIA.....AT23	8
9 14 10	1,030	8.4	502	Nil	546	Nil 1 134	KEOSANQUA.....AT38	9
10 14 10	1,030	8.4					KEWAYDIN.....AT24	10
11 15 4	1,080	8.4					KOKA.....AT31	11
12 15 4	1,080	8.4					MAHOPAC.....AT29	12
13 14 10	1,030	8.4	502	Nil	546	Nil 1 134	MONTCALM.....AT39	13
14 15 4	1,080	8.4					NAPA.....AT32	14

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	Type of engine	Boilers		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
1	ACUSHNET.....	1	Vert., 3-exp.....	2	B. & W....	3	Turbo...	D. C....	1
2	ALGORMA.....	1	do.....	2	S. E.....	2	do....	D. C....	2
3	ALLEGHENY.....	1	do.....	2	S. E.....	2	do....	D. C....	3
4	BAGADUCE.....	1	do.....	2	S. E.....	2	do....	D. C....	4
5	BAY SPRING.....	1	do.....	2	S. E.....	1	do....	D. C....	5
6	GENESEE.....	1	do.....	2	S. E.....	2	do....	D. C....	6
7	IUKA.....	1	do.....	2	S. E.....	2	do....	D. C....	7
8	KALMIA.....	1	do.....	2	S. E.....	2	do....	D. C....	8
9	KEOSANQUA.....	1	do.....	2	S. E.....	2	do....	D. C....	9
10	KEWAYDIN.....	1	do.....	2	S. E.....	2	do....	D. C....	10
11	KOKA.....	1	do.....	2	S. E.....	2	do....	D. C....	11
12	MAHOPAC.....	1	do.....	2	S. E.....	2	do....	D. C....	12
13	MONTCALM.....	1	do.....	2	S. E.....	2	do....	D. C....	13
14	NAPA.....	1	do.....	2	S. E.....	2	do....	D. C....	14

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Number of smoke pipes	Masts	Quarters available ¹					Name and official number		
			Cabin	Ward-room	Junior officers	Warrant officers	Chief Petty officers			Other enlisted men
1	1	2		3			2	43	ACUSHNET..... AT63	1
2	1	2		5				45	ALGORMA..... AT34	2
3	1	2		3			3	26	ALLEGHENY..... AT19	3
4	1	2		3			3	35	BAGADUCE..... AT21	4
5				7				21	BAY SPRING..... AT60	5
6	1	2		1			2	27	GENESEE..... AT55	6
7	1	2		4			3	42	LUKA..... AT37	7
8	1	2		4				45	KALMIA..... AT23	8
9	1	2		5			3	41	KEOSANQUA..... AT38	9
10	1	2		5			2	43	KEWAYDIN..... AT24	10
11	1	2		3			3	44	KOKA..... AT31	11
12	1	2		4				42	MAHOPAC..... AT29	12
13	1	2		3			3	42	MONTCALM..... AT39	13
14	1	2	1	4				42	NAPA..... AT32	14

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	ACUSHNET..... AT63	None.....	Newport News S. B. & D. D. Co., Newport News, Va.	-----	1
2	ALGORMA..... AT34	2 3", 50 cal. A. A. ¹	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	2
3	ALLEGHENY..... AT19	2 3", 50 cal. A. A. ¹	American S. B. Co., Buffalo, N. Y.	430,921	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	GENESEE..... AT55	2 3", 50 cal. broadside ¹ .	Maryland Steel Co., Sparrows Point, Md.	² 315,000	6
7	IUKA..... AT37	2 3", 50 cal. A. A. ¹	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	7
8	KALMIA..... AT23	2 3", 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	8
9	KEOSANQUA... AT38	2 3", 50 cal. A. A. ¹	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	9
10	KFWAYDIN.... AT24	2 3", 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	10
11	KOKA..... AT31	2 3", 50 cal. A. A. ¹	Navy Yard, Puget Sound.....	-----	11
12	MAHOPAC..... AT29	2 3", 50 cal. A. A. ¹	do.....	-----	12
13	MONTCALM.... AT39	2 3", 50 cal. A. A.	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee	13
14	NAPA..... AT32	2 3", 50 cal. A. A. ¹	Navy Yard, Puget Sound.....	-----	14

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

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	-----	May 30, 1936 ⁶	-----	1908 ²	-----	Sept. 1, 1936 ⁶	ACUSHNET.....	1
2	Mar. 4, 1917 ¹	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 12, 1919	May 15, 1920	ALGORMA.....	2
3	-----do. ¹ -----	May 24, 1917	-----	Oct. 18, 1917	Nov. 15, 1917	Dec. 5, 1918	ALLEGHENY.....	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	-----	July 27, 1917 ³	-----	1905 ²	Sept. 25, 1917	Nov. 10, 1917	GENESEE.....	6
7	Mar. 4, 1917 ¹	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	Oct. 29, 1920	IUKA.....	7
8	-----do. ¹ -----	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	-----	Nov. 18, 1919	KALMIA.....	8
9	-----do. ¹ -----	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	Dec. 9, 1920	KEOSANQUA....	9
10	-----do. ¹ -----	May 21, 1918	Aug. 23, 1918	June 25, 1919	-----	Nov. 4, 1919	KEWAYDIN.....	10
11	-----do. ¹ -----	May 18, 1918 ⁴	Nov. 30, 1918	July 11, 1919	-----	Feb. 18, 1920	KOKA.....	11
12	-----do. ¹ -----	-----do. ⁴ -----	-----do.-----	May 27, 1919	-----	Oct. 20, 1919	MAHOPAC.....	12
13	-----do. ¹ -----	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	Jan. 19, 1921	MONTCALM.....	13
14	-----do. ¹ -----	May 18, 1918 ⁴	Mar. 5, 1919	July 24, 1919	-----	Dec. 5, 1919	NAPA.....	14

¹ Emergency fund.² Year built.³ Date of purchase.⁴ Date assigned to yard.⁵ Date transferred from Coast Guard.⁶ Acushnet used by Navy during World War. Date given is in connection with transfer to Navy in 1936.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name and official number	Length over all	At standard displacement				Designed speed	
			Length on water line	Extreme beam at or below water line	Mean draft	Dis- place- ment		
15	ONTARIO..... AT13	<i>Ft. in.</i> 185 2	<i>Ft. in.</i> 175 0	<i>Ft. in.</i> 34 0	<i>Ft. in.</i> 12 1	<i>Tons</i> 1,080	<i>Knots</i> 14.0	15
16	PATUXENT ¹ AT11	156 7	148 0	30 5	11 4	675	13.0	16
17	PINOLA..... AT33	156 8	145 0	30 2	12 11	845	13.0	17
18	SAGAMORE..... AT20	156 8	142 0	30 2	11 9	735	13.0	18
19	SCIOTA..... AT30	156 8	145 0	30 2	12 11	845	13.0	19
20	SONOMA..... AT12	185 2	175 0	34 0	11 8	1,030	14.0	20
21	SUNNADIN..... AT28	156 8	145 0	30 2	12 11	845	13.0	21
22	TADOUSAC ² AT22	156 8	144 0	30 2	12 4	795	13.0	22
23	TATNUCK..... AT27	156 8	145 0	30 2	12 11	845	13.0	23
24	UMPQUA..... AT25	156 8	144 0	30 2	12 4	795	13.0	24
25	WANDANK..... AT26	156 8	144 0	30 2	12 4	795	13.0	25
26	NO. 64 ³ AT64							26
	Total displacement.....					20,020		

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

² Stricken from Navy Register Apr. 13, 1938.

³ To be named NAVAJO (AT64).

Material of hull for above vessels steel.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

NOTE.—U. S. S. CARRASSET (*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).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number		
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal				
			Gross	Net	Gross	Net			
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>			
15	15 10	1,560	11.2	883	131	875	¹ 177	ONTARIO..... AT13	15
16	15 5	1,050	8.0	521	101	569	112	PATUXENT..... AT11	16
17	15 4	1,080	8.4					PINOLA..... AT33	17
18	14 4	975	7.9					SAGAMORE..... AT20	18
19	15 4	1,080	8.4					SCIOTA..... AT30	19
20	14 8	1,400	11.1	883	131	875	¹ 177	SONOMA..... AT12	20
21	15 4	1,080	8.4					SUNNADIN..... AT28	21
22	14 10	1,030	8.4					TADOUSAC..... AT22	22
23	15 4	1,080	8.4					TATNUCK..... AT27	23
24	14 10	1,030	8.4			546	134	UMPQUA..... AT25	24
25	14 10	1,030	8.4					WANDANK..... AT26	25
26								No. 64..... AT64	26

¹ Subject to 50 percent limitation on propelling power.

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Name	Number of propellers	Type of engine	Boilers		Generator sets			
				Number	Type	Number	Type	D. C. or A. C.	
15	ONTARIO.....	1	Vert., 3-exp.....	2	S. E.....	2	Turbo...	D. C.....	15
16	PATUXENT.....	2	do.....	2	S. E.....	2	do.....	D. C.....	16
17	PINOLA.....	1	do.....	2	S. E.....	2	do.....	D. C.....	17
18	SAGAMORE.....	1	do.....	2	S. E.....	2	do.....	D. C.....	18
19	SCIOTA.....	1	do.....	2	S. E.....	2	do.....	D. C.....	19
20	SONOMA.....	1	do.....	2	S. E.....	2	do.....	D. C.....	20
21	SUNNADIN.....	1	do.....	2	S. E.....	2	do.....	D. C.....	21
22	TADOUSAC.....	1	do.....	2	S. E.....	2	do.....	D. C.....	22
23	TATNUCK.....	1	do.....	2	S. E.....	2	do.....	D. C.....	23
24	UMPQUA.....	1	do.....	2	S. E.....	2	do.....	D. C.....	24
25	WANDANK.....	1	do.....	2	S. E.....	2	do.....	D. C.....	25
26	No. 64.....								26

AUXILIARIES—OCEAN-GOING TUGS (AT).

	Number of smoke pipes	Masts	Quarters available ¹					Other enlisted men	Name and official number		
			Cabin	Ward-rooms	Junior officers	Warrant officers	Chief petty officers				
15	1	2	2	5	-----	-----	6	27	ONTARIO ²	AT13	15
16	1	2	1	4	-----	-----	3	27	PATUXENT.....	AT11	16
17	1	2	-----	5	-----	-----	3	41	PINOLA.....	AT33	17
18	1	2	-----	3	-----	-----	3	39	SAGAMORE.....	AT20	18
19	1	2	-----	5	-----	-----	3	40	SCIOTA.....	AT30	19
20	1	2	1	4	-----	-----	5	48	SONOMA.....	AT12	20
21	1	2	1	4	-----	-----	3	45	SUNNADIN.....	AT28	21
22	1	2	-----	5	-----	-----	-----	46	TADOUSAC.....	AT22	22
23	1	2	-----	4	-----	-----	-----	31	TATNUCK.....	AT27	23
24	1	2	1	2	-----	-----	-----	46	UMPQUA.....	AT25	24
25	1	2	-----	5	-----	-----	3	42	WANDANK.....	AT26	25
26	-----	-----	-----	-----	-----	-----	-----	-----	No. 64.....	AT64	26

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)	
15	ONTARIO..... AT13	1 3" 50 cal. broadside; 13" 50 cal. A. A. 2 3-pdr. saluting.	New York S. B. Co., Camden, N. J.	194,000	15
16	PATUXENT..... AT11	1 3" 50 cal. A. A. ¹	Navy Yard, Norfolk, Va.....	175,000	16
17	PINOLA..... AT33	2 3" 50 cal. A. A. ¹	Navy Yard, Puget Sound.....		17
18	SAGAMORE..... AT20	2 3" 50 cal. A. A. ¹	American S. B. Co., Buffalo, N. Y.	430,921	18
19	SCIOTA..... AT30	2 3" 50 cal. A. A. ¹	Navy Yard, Puget Sound.....		19
20	SONOMA..... AT12	1 3" cal. broadside; 1 3" 50 cal. A. A. ¹	New York S. B. Co., Camden, N. J.	194,000	20
21	SUNNADIN..... AT28	2 3" 50 cal. A. A. ¹	Navy Yard, Puget Sound.....		21
22	TADOUSAC..... AT22	2 3" 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	22
23	TATNUCK..... AT27	2 3" 50 cal. A. A. ¹	Navy Yard, Puget Sound.....		23
24	UMFQUA..... AT25	2 3" 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	24
25	WANDANK..... AT26	2 3" 50 cal. A. A. ¹	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	25
26	No. 64..... AT64	.....	.....		26

¹ Authorized battery; guns not on board.² 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	
15	Mar. 4, 1911	July 28, 1911	Nov. 23, 1911	Apr. 11, 1912	Aug. 24, 1912	Sept. 4, 1912	ONTARIO.....	15
16	Apr. 27, 1904	July 23, 1906 ¹	July 25, 1907	May 16, 1908	.....	May 4, 1909	PATUXENT.....	16
17	Mar. 4, 1917 ²	May 18, 1918 ²	Mar. 3, 1919	Aug. 12, 1919	.....	Feb. 7, 1920	PINOLA.....	17
18	.....do.....	May 24, 1917	.....	.....	Nov. 15, 1917	.....	SAGAMORE.....	18
19	.....do. ²	May 18, 1918 ¹	Nov. 30, 1918	June 11, 1919	.....	Nov. 13, 1919	SCIOTA.....	19
20	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sept. 6, 1912	SONOMA.....	20
21	Mar. 4, 1917 ²	May 18, 1918 ¹	Dec. 3, 1918	Feb. 28, 1919	.....	Oct. 20, 1919	SUNNADIN.....	21
22	.....do. ²	May 21, 1918	July 22, 1918	Feb. 17, 1919	.....	June 13, 1919	TADOUSAC.....	22
23	.....do. ¹	May 18, 1918 ¹	Dec. 3, 1918	Feb. 21, 1919	.....	July 26, 1919	TATNUCK.....	23
24	.....do. ²	May 21, 1918	Feb. 19, 1919	Sept. 18, 1919	.....	Dec. 6, 1919	UMPOUA.....	24
25	.....do. ²	May 21, 1918	Apr. 7, 1919	Oct. 21, 1919	.....	Mar. 23, 1920	WANDANK.....	25
26	July 30, 1937	.....	.....	.....	.....	.....	NO. 64.....	26

¹ Date assigned to yard.² Emergency fund.

AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR).

Name and official number	Length over all	At standard displacement				Displacement	De- signed speed
		Length on water line	Extreme beam at or below water line	Mean draft			
1 CHEWINK ¹ ASR3 <i>ex-AM39</i>	<i>Ft. in.</i> 187 10	<i>Ft. in.</i> 180 0	<i>Ft. in.</i> 35 6	<i>Ft. in.</i> 9 10	<i>Tons</i> 960	<i>Knots</i> 14.0	1
2 FALCON ¹ ASR2 <i>ex-AM28</i>	187 10	180 0	36 6	10 7	1,060	14.0	2
3 MALLARD ¹ ASR4 <i>ex-AM44</i>	187 10	180 0	36 6	10 7	1,060	14.0	3
4 ORTOLAN ¹ ASR5 <i>ex-AM45</i>	187 10	180 0	36 8	10 7	1,060	14.0	4
5 PIGEON ¹ ASR6 <i>ex-AM47</i>	187 10	180 0	36 10	10 7	1,060	14.0	5
6 WIDGEON ¹ ASR1 <i>ex-AM22</i>	187 10	180 0	36 10	10 7	1,060	14.0	6
Total displacement.....					6,260		

Name	Number of propellers	Type of engines	Boilers (oil burning)		Generator sets			
			Number	Type	Number	Type	D. C. or A. C.	
1 CHEWINK.....	1	Vert., 3-exp.....	2	B. & W...	3	Turbo...	D. C....	1
2 FALCON.....	1	...do.....	2	...do...	3	...do...	D. C....	2
3 MALLARD.....	1	...do.....	2	...do...	3	...do...	D. C....	3
4 ORTOLAN.....	1	...do.....	2	...do...	3	...do...	D. C....	4
5 PIGEON.....	1	...do.....	2	...do...	3	...do...	D. C....	5
6 WIDGEON.....	1	...do.....	2	...do...	3	...do...	D. C....	6

¹ Has towing machine.

TREATY NOTE.—Under the terms of the 1936 London Naval Treaty, the above vessels are classed as auxiliary vessels.

AUXILIARIES—SUBMARINE RESCUE VESSELS (ASR).

Ship, fully equipped ready for sea, full load				Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal			
			Gross	Net	Gross	Net		
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>		
12 10	1,320	10.6	723	Nil	784	168	CHEWINK..... ASR3 1	
13 7	1,440	11.0	-----	-----	-----	-----	FALCON..... ASR2 2	
13 7	1,440	11.0	771	Nil	786	156	MALLARD..... ASR4 3	
13 7	1,440	11.0	-----	-----	-----	-----	ORTOLAN..... ASR5 4	
13 7	1,440	11.0	736	Nil	797	164	PIGEON..... ASR6 5	
13 7	1,440	11.0	697	Nil	762	133	WIDGEON..... ASR1 6	

Number of smoke pipes	Masts	Armament	Quarters available ¹						Name and official number
			Cabin	Wardroom	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	2	2 3", 50 cal. A.A. ²	-----	5	-----	-----	6	57	CHEWINK..... ASR3 1
2	2	.....do. ²	1	4	-----	-----	6	63	FALCON..... ASR2 2
3	2	.....do. ²	-----	7	-----	-----	5	56	MALLARD..... ASR4 3
4	2	.....do. ²	-----	5	-----	-----	6	68	ORTOLAN..... ASR5 4
5	2	.....do. ²	1	5	-----	-----	6	60	PIGEON..... ASR6 5
6	2	.....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	Length over all	At standard displacement				De- signed speed	
			Length on water line	Extreme beam at or below water line	Mean draft	Displacement		
								<i>Ft. in.</i>
1	ANTARES ¹ AG10	401 0	380 0	54 2	11 9	5,050	11.5	1
2	BOGGS..... AG19 <i>Ex-DD136</i>	314 4	309 0	30 6	12 0	1,060	35.0	2
3	CUYAHOGA..... AG26		120 0	23 4	6 4	200	14.0	3
4	GOLD STAR ² AG12	391 9	376 0	52 2	11 10	4,860	11.0	4
5	HANNIBAL..... AG1	274 1	263 0	39 3	9 11	2,160	9.0	5
6	LAMBERTON..... AG21 <i>Ex-DD119</i>	314 4	309 0	30 6	12 0	1,090	35.0	6
7	POTOMAC (<i>ex-Electra</i>)..... AG25	165 0	160 0	23 9	8 1	370	13.0	7
8	SEMMES..... AG24 <i>Ex-DD139</i>	314 4	311 0	30 8	13 6	1,190	35.0	8
9	SEQUOIA..... AG23	104 0	99 0	18 2	4 2	90	12.0	9
10	UTAH (mobile target)..... AG16 <i>Ex-BB31</i>	521 6	512 0	106 1	29 5	19,800	21.0	10
11	WYOMING..... AG17 <i>Ex-BB32</i>	562 0	555 5	93 1	28 3	19,700	21.0	11
	Total displacement.....					55,570		

	Name and official number	Quarters available ³						
		Cabin	Ward-room	Junior officers	Warrant officers	Chief petty officers	Other enlisted men	
1	ANTARES..... AG10	2	17	13	6	26	84	1
2	BOGGS..... AG19		9			13	83	2
3	CUYAHOGA..... AG26							3
4	GOLD STAR ⁴ AG12	2	15			12	25	4
5	HANNIBAL ⁵ AG1	1	14			19	51	5
6	LAMBERTON..... AG21		6			10	103	6
7	POTOMAC ⁷ AG25	1	2			39		7
8	SEMMES..... AG24		9			8	76	8
9	SEQUOIA ⁶ AG23		1				9	9
10	UTAH..... AG16	1	22		11	36	704	10
11	WYOMING..... AG17	3	27	45	12	51	917	11

¹ Fitted as flagship.² Ex. ARCTURUS.³ For crew, data includes berths and hammock swings. Does not include cots provided.⁴ Accommodations for 22 passengers and 125 crew on cots not included in table.⁵ Accommodations for 3 hydrographers not included in table.⁶ Accommodations for 9 passengers not included in table.⁷ Accommodations for the President, staff, and passengers not included in table.⁸ As designed, prior to conversion to training ship. Converted Apr. 25, 1932, maximum speed now 18 knots (see "Treaty Notes").⁹ Has towing machine.

TREATY NOTES.—Under the terms of the 1936 London Naval Treaty the ANTARES, GOLD STAR, and HANNIBAL are classed as auxiliary vessels; the POTOMAC and CUYAHOGA are minor war vessels; the BOGGS and LAMBERTON are light surface vessels, subcategory (c) (retained as mobile targets), and the SEMMES is a light surface vessel, subcategory (c) (retained for experimental purposes), UTAH, retained as mobile target under the Washington Treaty, pt. 2, sec. II c. WYOMING, retained for training purposes under London Treaty, pt. 1, art. 2. SEQUOIA classed as a small craft under 1936 London Naval Treaty.

AUXILIARIES—MISCELLANEOUS (AG).

Ship, fully equipped ready for sea, full load			Tonnage				Name and official number
Mean draft	Displacement	Tons per inch immersion	United States register		Panama Canal		
			Gross	Net	Gross	Net	
<i>Ft. in.</i>	<i>Tons</i>		<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	<i>Tons</i>	
1 24 5	11,450	43.3	5,501	2,809	6,227	3,776	ANTARES..... AG10 1
2 10 3	1,390	15.8					BOGGS..... AG19 2
3 6 10	225	4.5					CUYAHOGA..... AG26 3
4 24 0	10,550	39.7	5,066	2,957	5,559	3,792	GOLD STAR..... AG12 4
5 15 6	3,550	21.0	1,953	1,109			HANNIBAL..... AG1 5
6 10 3	1,390	15.8					LAMBERTON..... AG21 6
7 8 7	415	6.1					POTOMAC..... AG25 7
8 11 3	1,580	16.0					SEMMES..... AG24 8
9 4 6	105	3.1					SEQUOIA..... AG23 9
10 29 2	25,300	79.2					UTAH..... AG16 10
11 28 3	25,700	86.3					WYOMING..... AG17 11

	Armament	Cargo capacity ¹		Number of smoke pipes	Masts	Name
		Not refrigerated	Refrigerated			
		<i>Cu. ft.</i>	<i>Cu. ft.</i>			
1	2 5", 51 cal.; 2 4 3", 50 cal. A. A.; 2 2 6-pdr. saluting.	116,750		1	2	ANTARES..... 1
2	4 4", 50 cal.; 1 3", 23 cal. A. A. ²			4	2	BOGGS..... 2
3						CUYAHOGA..... 3
4	2 5", 51 cal.; 4 3", 50 cal. A. A. ²	214,515	11,497	1	2	GOLD STAR... 4
5	1 4", 50 cal.; 2 3", 50 cal. A. A. ²			1	2	HANNIBAL... 5
6	4 4", 50 cal.; 1 3", 23 cal. A. A. ²			4	2	LAMBERTON.. 6
7					2	POTOMAC..... 7
8	5 4", 50 cal.; 1 3", 23 cal. A. A. ²			4	2	SEMMES..... 8
9				1	1	SEQUOIA..... 9
10				1	1 cage, 1 pole.	UTAH..... 10
11	6 12", 50 cal.; 16 5", 51 cal.; 8 3", 50 cal. A. A.; 4 6-pdr. saluting.			1	1 cage, 1 tripod.	WYOMING..... 11

¹ Exclusive of, for cargo ammunition and cargo fuel oil.² Authorized battery; guns not on board.³ Loaded summer draft and displacement.

AUXILIARIES—MISCELLANEOUS (AG).

	Name and official number	Number of pro-pellers	Type of engine	
1	ANTARES..... AG10	1	Curtis geared turbine.....	1
2	BOGGS..... AG19	2	Parsons geared turb.....	2
3	CUYAHOGA..... AG26	2	Diesel.....	3
4	GOLD STAR..... AG12	1	Vert., 3-exp.....	4
5	HANNIBAL..... AG1	1	do.....	5
6	LAMBERTON..... AG21	2	Curtis turb.....	6
7	POTOMAC..... AG25	2	Diesel.....	7
8	SEMMES..... AG24	2	Westgh. geared turb.....	8
9	SEQUOIA..... AG23	2	Diesel.....	9
10	UTAH..... AG16	4	Parsons turbine.....	10
11	WYOMING..... AG17	4	do.....	11

	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.....	(*)	Mar. 4, 1917	June 20, 1917 ²	2
3	CUYAHOGA.....	Camden, N. J.,.....				3
4	GOLD STAR.....	Beth. S. B. Corp., Wilmington, Del.			Oct. 29, 1921 ¹	4
5	HANNIBAL.....	J. Blumer & Co., Sunderland, England.	\$ 147,941		Apr. 16, 1898 ³	5
6	LAMBERTON.....	Newport News S. B. Co.....	Cost+10%	Mar. 4, 1917	June 29, 1917	6
7	POTOMAC.....	Manitowoc S. B. Corp., Manitowoc, Wis.				7
8	SEMMES.....	Newport News S. B. Co.....	Cost+fee	Oct. 6, 1917	Feb. 14, 1918	8
9	SEQUOIA.....	Mathis Yacht S. B. Co., Camden, N. J.				9
10	UTAH.....	New York S. B. Co.....	3,946,000	May 13, 1908	Nov. 24, 1908	10
11	WYOMING.....	Wm. Cramp & Sons.....	4,550,000	Mar. 3, 1909	Oct. 14, 1909	11

¹ Date of Executive order authorizing transfer to Navy from U. S. Shipping Board.

² Purchase price.

³ Date of purchase.

⁴ No limit of cost.

⁵ Date assigned yard.

AUXILIARIES—MISCELLANEOUS (AG).

Boiler (oil burning)		Generator sets			Name	
Number	Type	No.	Type	D. C. or A. C.		
1	3 B. & W.....	4	Turbo...	D. C....	ANTARES.....	1
2	4 Normand.....	2	do.....	D. C....	BOGGS.....	2
3	None.....	1 2	Diesel Motor	D. C....	CUYAHOGA.....	3
				D. C....		
4	3 S. E.....	2	Turbo...	D. C....	GOLD STAR.....	4
5	2 S. E.....	3	do.....	D. C....	HANNIBAL.....	5
6	4 Thorny.....	2	do.....	D. C....	LAMBERTON.....	6
7	None.....	2	Diesel...	D. C....	POTOMAC.....	7
8	4 W. F.....	2	Turbo...	D. C....	SEMMES.....	8
9	None.....	2	Diesel...	D. C....	SEQUOIA.....	9
10	4 W. F.....	4	Turbo...	D. C....	UTAH.....	10
11	4 W. F.....	4	do.....	D. C....	WYOMING.....	11

	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.....	1
2	Nov. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Sept. 23, 1918	BOGGS.....	2
3	.....	1927 ¹	.....	May 29, 1933 ⁴	Apr. 1, 1935	CUYAHOGA.....	3
4	.....	1920 ¹	.....	Nov. 8, 1921 ²	Feb. 1, 1922	GOLD STAR.....	4
5	.....	1898	.....	.....	June 7, 1898	HANNIBAL.....	5
6	Oct. 1, 1917	Mar. 30, 1918	.....	Aug. 20, 1918	Aug. 22, 1918	LAMBERTON.....	6
7	Mar. 5, 1934	June 30, 1934	.....	Nov. 8, 1935 ⁴	Mar. 2, 1936	POTOMAC.....	7
8	July 10, 1918	Dec. 21, 1918	.....	Feb. 21, 1920	Feb. 21, 1920	SEMMES.....	8
9	.....	1925 ¹	.....	Mar. 25, 1933 ³	Mar. 25, 1933	SEQUOIA.....	9
10	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	UTAH.....	10
11	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	WYOMING.....	11

¹ Year built.² Date taken over from Shipping Board.³ Date taken over from Department of Commerce.⁴ Date taken over from U. S. Coast Guard.

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	Name and official number	Type and remarks	Dimensions (at standard displacement)				
			Length on water line	Extreme beam at or below water line	Mean draft	Displacement	
1	AMERICA.....	Old yacht, relic; at Annapolis, Md.	³ 87 6	³ 22 2	³ 11 7	² 146	1
2	ANNAPOLIS..... <i>ex-PG10</i>	Old gunboat; lent to State of Pennsylvania.	171 0	36 0	11 2	910	2
3	BOSTON.....	Old cruiser, housed over (R. S.)...	³ 277 5	³ 42 2	³ 16 10	³ 3,000	3
4	BRIARCLIFF ¹	Freighter; lent to N. Y. Naval Militia.	268 0	45 2	23 11	5,990	4
5	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.	251 0	43 8	11 2	2,490	5
6	CONSTELLATION.....	Old sailing frigate, at Newport....	³ 176 0	³ 42 0	³ 20 0	² 1,970	6
7	CONSTITUTION.....	Old sailing frigate; relic.....	³ 175 0	³ 45 0	³ 20 0	² 2,200	7
8	CUMBERLAND.....	Training vessel—sails (R. S.).....	³ 176 5	³ 45 8	³ 16 5	² 1,800	8
9	DUBUQUE..... <i>ex-AG6</i>	Old gunboat; training Naval Reserves.	173 0	35 0	11 6	990	9
10	EMPIRE STATE..... <i>ex-Procyon AG11</i>	Formerly Procyon; lent to State of New York.	380 0	54 2	9 8	4,060	10
11	HARTFORD.....	Old corvette.....	³ 226 0	³ 43 10	³ 18 2	² 2,790	11
12	HAWK..... <i>ex-PY2</i>	Old yacht (<i>ex-HERMIONE</i>); training Naval Reserves.	146 0	22 9	9 2	360	12
13	ILLINOIS..... <i>ex-BB7</i>	Old battleship; lent to State of New York.	³ 368 0	³ 72 2½	³ 23 6	² 11,552	13
14	KEARSARGE..... <i>ex-BB5</i>	Crane ship No. 1, capacity 250 tons.	360 0	92 0	16 10	8,725	14
15	NANTUCKET..... <i>ex-PG23</i>	Old gunboat (<i>ex-RANGER, ex-ROCKPORT</i>); lent to State of Massachusetts.	181 0	32 0	13 3	1,180	15
16	NEWTON ¹	Freighter; training Naval Reserves.	268 0	45 2	22 0	5,450	16
17	OLYMPIA..... <i>ex-CL16</i>	Old cruiser.....	338 0	53 1	18 2	5,400	17
18	OREGON..... <i>ex-BB3</i>	Old battleship, relic; lent to State of Oregon.	³ 348 0	³ 69 3	³ 24 0	² 10,288	18
19	PADUCAH..... <i>ex-AG7</i>	Old gunboat; training Naval Reserves.	173 0	35 0	11 6	990	19
20	REINA MERCEDES.....	Old Spanish cruiser, housed over (R. S.).	³ 292 0	³ 43 3	³ 16 9	² 2,835	20
21	SEATTLE..... <i>ex-CA11</i>	Old cruiser.....	502 0	72 11	23 10	13,700	21
22	WHEELING..... <i>ex-PG14</i>	Old gunboat; training Naval Reserves.	173 0	34 0	11 0	870	22
23	WILMETTE.....	Formerly S. S. Eastland, purchased in 1918; training Naval Reserves.	265 0	38 2	11 8	1,820	23
24	WILMINGTON..... <i>ex-PG8</i>	Old gunboat; training Naval Reserves.	250 0	40 1	8 4	1,280	24
Total displacement.....						90,796	

¹ BRIARCLIFF taken over from Shipping Board Jan. 1, 1922; NEWTON, Oct. 2, 1922.² Load displacement.³ Dimensions at load displacement.

TREATY NOTE.—Under the 1936 London Naval Treaty, the *Annapolis*, *Dubuque*, *Nantucket*, *Paducah*, *Wheeling*, *Wilmington* are classed as minor war vessels; the *California State*, *Empire State*, *Newton*, *Wilmette*, *Hawk*, *Kearsarge* are classed as auxiliary vessels. The *Olympia* and *Seattle* are light surface vessels, subcategory (b). The *Seattle* is to be converted to a hulk; the *Olympia* is awaiting congressional action to establish her as a naval relic. The remaining vessels are hulks.

UNCLASSIFIED.

Length over all	Material of hull	Year built	By whom and where built	Name	
<i>Ft. in.</i>					
1	-----	1851	George Steers.....	AMERICA.....	
2	203 6	Composite	1897 Lewis Nixon, Elizabethport, N. J.....	ANNAPOLIS... <i>ex-PG10</i>	2
3	288 3	Steel.....	1883-85 John Roach & Sons, Chester, Pa.....	BOSTON.....	3
4	-----	Wood.....	1919 Russell S. B. Co., Portland, Me.....	BRAIRCLIFF.....	4
5	261 10	Steel.....	1919 American S. B. Co., Cleveland, Ohio...	CALIFORNIA STATE.....	5
6	-----	Wood.....	1797 United States, Baltimore, Md.....	CONSTELLATION.....	6
7	-----	do.....	1797 Hart's Shipyard, Boston, Mass.....	CONSTITUTION.....	7
8	211 7	Steel.....	1904 Navy yard, Boston.....	CUMBERLAND.....	8
9	200 5	Composite	1905 Gas Engine & Power Co., Morris Heights, N. Y.	DUBUQUE.....	9
10	401 0	Steel.....	1919 Am. Int. S. B. Corp., Hog Island, Pa...	EMPIRE STATE.....	10
11	-----	Wood.....	1858 Navy yard, Boston.....	HARTFORD.....	11
12	-----	Steel.....	1891 Fleming & Ferguson, Paisley, Scotland..	HAWK..... <i>ex-PY2</i>	12
13	375 4	do.....	1901 Newport News S. B. Co.....	ILLINOIS..... <i>ex-BB7</i>	13
14	375 4	do.....	1896-99 do.....	KEARSARGE... <i>ex-BB5</i>	14
15	199 9	Iron.....	1876 Harlan & Hollingsworth.....	NANTUCKET... <i>ex-PG23</i>	15
16	-----	Wood.....	1919 L. H. Shattuck (Inc.), Portsmouth, N. H.	NEWTON.....	16
17	344 1	Steel.....	1891-94 Union Iron Works.....	OLYMPIA.....	17
18	351 2	do.....	1890-96 Union Iron Works, San Francisco.....	OREGON..... <i>ex-BB3</i>	18
19	200 5	Composite	1905 Gas Engine & Power Co., Morris Heights, N. Y.	PADUCAH.....	19
20	-----	Iron.....	1887 Cartagena, Spain.....	REINA MERCEDES.....	20
21	504 5	Steel.....	1903-06 New York S. B. Co.....	SEATTLE.....	21
22	189 7	Composite	1897 Union Iron Works.....	WHEELING... <i>ex-PG14</i>	22
23	275 3	Steel.....	1903 Jenks S. B. Co., Port Huron, Mich.....	WILMETTE.....	23
24	251 10	do.....	1897 Newport News S. B. Co.....	WILMINGTON.....	24

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	Name	Number of propellers	Engines (Type)	Boilers (Number and type)	
1	AMERICA				1
2	ANNAPOLIS	1	Vert., 3-exp.	2 B. & W.	2
3	BOSTON	1	Horiz., compd.	8 S. E.	3
4	BRIARCLIFF				4
5	CALIFORNIA STATE ¹	1	Vert., 3-exp.	2 S. E.	5
6	CONSTELLATION				6
7	CONSTITUTION				7
8	CUMBERLAND			2 S. E.	8
9	DUBUQUE	2	Vert., 3-exp.	2 B. & W.	9
10	EMPIRE STATE ²	1	Curtis gear turb.	3 B. & W.	10
11	HARTFORD	1	Horiz., compd.	4 S. E.	11
12	HAWK	1	Vert., 4-exp.	2 Eagle boat.	12
13	ILLINOIS			8 Mosher.	13
14	KEARSARGE	2	Vert., 3-exp.	do.	14
15	NANTUCKET	1	Horiz., compd.	4 S. E.	15
16	NEWTON	1	Vert., 3-exp.	2 Adv. W. T.	16
17	OLYMPIA	2	do.	{ 4 D. E. 2 S. E. }	17
18	OREGON	2	do.	4 D. E.	18
19	PADUCAH	2	do.	2 B. & W.	19
20	REINA MERCEDES			2 S. E.	20
21	SEATTLE	2	Vert. 3-exp.	16 B. & W.	21
22	WHEELING	2	do.	2 S. E.	22
23	WILMETTE	2	do.	3 S. E.	23
24	WILMINGTON	2	do.	4 B. & W.	24

¹ Ex: HENRY COUNTY.² Ex: PROCYON.

UNCLASSIFIED.

Number	Generating sets		Armament	Number of smoke pipes	Masts	Name	
	Type	D. C. or A. C.					
1	Turbo	D. C.				AMERICA	1
2	2	do.		1	Sch.	ANNAPOLIS	2
3	1	do.	2 6-pdr. ³ saluting.	2	2	BOSTON	3
4	do.	do.	1 4", 50 cal.			BRIARCLIFF ¹	4
5	3	do.				CALIFORNIA STATE	5
6	do.	do.			Ship	CONSTELLATION	6
7	do.	do.	2 6-pdr. ³ saluting.		do.	CONSTITUTION	7
8	2	do.			Bark	CUMBERLAND	8
9	2	do.	4 4", 50 cal.; ³ 1 3", 23 cal. ³		Sch.	DUBUQUE	9
10	2	do.	2 5", 51 cal. ³ ; 4 3", 50 cal. ³ ; 2 6-pdr. saluting.		2	EMPIRE STATE	10
11	2	do.	2 6-pdr. saluting.	1	Bark	HARTFORD	11
12	1	do.	1 3-pdr.	1	2	HAWK	12
13	8	do.	2 4", 50 cal.		(?)	ILLINOIS	13
14	8	do.				KEARSARGE	14
15	2	do.	2 3", 50 cal. ³	1	Bark	NANTUCKET	15
16	2	do.	1 4", 50 cal.; ² 6-pdr. saluting. ³			NEWTON	16
17	6	do.	10 5", 51 cal.; ³ 2 3", 50 cal. A. A. ³	2	2	OLYMPIA	17
18	3	do.		2	1 cage; 1 mil.	OREGON	18
19	2	do.	4 4", 50 cal.; ³ 2 1-pdr. saluting.		Sch.	PADUCAH	19
20	do.	do.	4 6-pdr. saluting.		(?)	REINA MERCEDES	20
21	6	do.	4 7.0", 40 cal.; 4 6" . 50 cal.; 2 6-pdr. ⁴ saluting.	4	1 cage, 1 mil.	SEATTLE	21
22	2	do.	1 4", 50 cal. ⁶	1	Sch.	WHEELING	22
23	3	do.	4 4", 50 cal.; 2 3", 50 cal. A. A.; 2 1-pdr.			WILMETTE	23
24	2	do.	8 4", 50 cal.; ³ 4 3 pdr. saluting. ³		1 mil.	WILMINGTON	24

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

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	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	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	5th dist.	do	Converted from motor tug No. 100 at M. I., 1919.

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-YTTI.

¹ Molded.

FUEL-OIL BARGES (YO).

Official No.	Length	Breadth	Standard displacement	Capacity	Material	Allocation (district)	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Barrels</i>				
YO1	87 0	27 0		1,995	Steel	13th	Navy yard, Puget Sound, 1909.	Flush deck.
YO2 ¹	161 0	25 1	335	3,562	do	Guantanamo.	Maryland Steel Co., 1911.	Self-propelled; flush deck, house.
YO3 ²	161 0	25 1	335	3,562	do	1st	do	Do.
YO4	161 0	25 0		6,183	do	13th	Navy yard, Puget Sound, 1912-13.	Flush deck.
YO5 ²	161 0	25 1	335	3,804	do	3d	Newport News S. B. & D. D. Co., 1913-14.	Self-propelled.
YO6 ²	161 0	25 1	335	{ 21,745 ³ 140,081 ⁴	do	5th	do	Self-propelled, converted to carry Diesel oil Oct. 1937.
YO7 ²	161 0	25 1	335	3,562	do	11th	Navy yard, Norfolk, 1915.	Self-propelled.
YO8 ²	161 0	25 1	335	4,547	do	do	Navy yard, Mare Island, 1915.	Self-propelled; house aft.
YO9 ²	161 0	25 1	335	4,547	do	do	do	Self-propelled; house aft. Total capacity cargo water, 41,528 gals.; total capacity cargo fuel oil, 2,880 barrels.

¹ Used as a combination fuel and water barge.

² Length and breadth of this craft given at standard displacement. This barge classed under 1936 London Naval Treaty as an auxiliary vessel.

³ Gals. diesel oil.

⁴ Gals. bunker fuel oil.

FUEL-OIL BARGES (YO).

Official No.	Length	Breadth	Standard displacement	Capacity	Material	Allocation (district)	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Barrels</i>				
YO11	108 0	22 0			Steel	15th	Coal barge No. 69, built 1903, converted, Norfolk, 1916.	
YO13	108 0	23 4½		2,090	do	1st	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	Coal barge No. 81, built 1903, converted, New York, 1915.	Flush deck.
YO17	108 0	23 4½		2,090	do	Annapolis.	Coal barge No. 88, built 1903, converted, New York, 1915.	
*YO20 ²	161 0	25 1	335	3,563	do	11th	Purchased from Tank S. B. Co., Newburgh, N. Y., 1918.	Self-propelled.
*YO21 ¹	161 0	25 1	335	3,563	do	14th	do	Do.
*YO22 ¹	161 0	25 1	335	3,563	do	6th	do	Do.
*YO23 ¹	161 0	25 1	335	3,563	do	11th	do	Do.
*YO24 ¹	161 0	25 1	335	3,563	do	do	do	Do.
*YO30 ²	161 0	25 1	335	3,563	do	do	Todd S. B. Corp., 1918.	Do.
*YO31 ¹	161 0	25 1	335	3,563	do	5th	do	Do.
*YO32 ¹	161 0	25 1	335	3,563	do	12th	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	Navy yard, Charleston, 1930.	
YO41	37 0	13 0		286	do	16th	Naval station, Cavite, 1931.	For aviation gasoline.
YO42 ²	90 0	30 0	185		do	do	Naval station, Cavite, 1907.	Self-propelled, ex-YW19.
YO43						Under construction.	Navy yard, Pearl Harbor.	Authorized Dec. 16, 1937.

¹ Molded, extreme.² Length and breadth of this craft given at standard displacement. This barge classed under 1936 London Naval Treaty as an auxiliary vessel.

OIL STORAGE BARGES (YOS).

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>				
YOS1	122 0	34 0	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
YPK1	<i>Ft. in.</i> 122 0	<i>Ft. in.</i> 34 0	<i>Tons</i> 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 ¹	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
YSR1	<i>Ft. in.</i> 1 94 7 ⁷ / ₈	<i>Ft. in.</i> 1 30 7 ⁷ / ₈	<i>Cu. ft.</i> 10,500	Steel.....	5th district..	Navy yard, Nor- folk, Va., 1930- 1932.	Welded construction.
YSR2	90 0	20 0	122	Wood...	16th district.	Naval station, Ca- vite, 1908.	Ex-power float No. 25.

¹ Over all.

TORPEDO TESTING BARGES (YTT).

Official No.	Name	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YTT2	TORPEDO TESTING BARGE No. 2.	<i>Ft. in.</i> 1 127 0	<i>Ft. in.</i> 1 48 0	<i>Tons</i>	Steel..	1st district..	Navy yard, Boston, 1916.	Woodhouse
YTT3	TORPEDO TESTING BARGE No. 3.	1 127 0	1 48 0	.....	...do...	14th district.	Geo. Lawley & Sons Corp., Neponset, Mass., 1918.	
YTT4	TORPEDO TESTING BARGE No. 4.	1 127 0	1 48 0	.....	...do...	1st district..	.....do.....	

¹ Molded.² Surveyed Aug. 14, 1936; retained for stowage of pontoons inside harbor only.

YTT1, designation changed to YHB1

WATER BARGES (YW).

Official No.	Length	Breadth	Standard displacement	Capacity	Material	Allocation (district)	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>	<i>Gallons</i>				
YW5	144 0	23 0	-----	171,000	Steel.	1st-----	Elizabethport, N. J., 1898.	Well type; steam pumps; house.
YW10	142 3	22 6	-----	141,470	...do.	14th-----	Navy yard, Puget Sound, 1905.	Flush deck; house.
YW12	120 0	23 6	-----	100,000	...do.	Guantanamo.	Navy yard, Norfolk, 1904-5.	
YW16 ³	120 0	22 9	185	100,000	...do.	12th-----	Navy yard, Mare Island, 1905-6.	Self-propelled.
YW22 ³	102 0	30 1	185	100	...do.	Guantanamo.	Navy yard, New York, 1910.	Self-propelled; flush deck.
YW23	161 0	25 0	-----	252,168	...do.	13th-----	Navy yard, Puget Sound, 1915.	Flush deck.
YW25 ³	120 0	22 9	185	100,000	...do.	Guantanamo.	Navy yard, Mare Island, 1915.	Self-propelled.
YW50	54 6	20 0	-----	14,100	Wood.	Guam-----	Naval station, Guan, 1923.	
YW53 ⁴	110 7	34 7	-----	140,000	Steel.	5th-----	Navy yard, Norfolk, 1930-33.	Welded construction. Provision made for stowage of 43,625 gallons gasoline in addition to water.
YW54	110 8	30 8	-----	75,000	...do.	16th-----	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 F 222; ex YC675.
YW56	314 4	30 8	-----	80,000	Steel.	11th-----	Converted at San Diego, Oct. 23, 1936.	Ex-Turner DD259.

¹ Tons.² Over all.³ Length and breadth for this craft given at standard displacement. This barge classed under 1936 London Naval Treaty as an auxiliary vessel.⁴ Gasoline capacity, 43,625 gallons.

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. Widgeman.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
YD7	<i>Ft. in.</i> 69 7	<i>Ft. in.</i> 31 5	<i>Tons</i> 10	Steel.....	5th district...	Industrial Works, Bay City, Mich., 1903.	Steam revolving derrick.
YD8	133 6	45 6	100	...do....	...do....	Snare & Triest Co., New York, N. Y., 1902. Steel pontoon, built in 1925.	Flush deck; "A" frame.
YD9 ¹	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.	
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 1919.	Sheathed with redwood; flush deck and house.

¹ Fitted with pile-driving outfit.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
YD30	<i>Ft. in.</i> 110 5	<i>Ft. in.</i> 34 7	<i>Tons</i> 20	Steel.....	4th district...	Coal barge No. 257, built by Maryland Steel Co., 1911; converted 1918.	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: No. 3507; pontoon hull; steel "A" frame; house, copper sheathed.
YD47	110 0	30 0	13.4	...do.....	16th district..	Converted from freight lighter No. 28, Cavite, 1919; New pontoon built 1929.	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. Derrick damaged by storm and is in poor condition.
YD52	100 0	60 0	100	Steel.....	13th district..	Puget Sound, 1919-1920.	Formerly 100-ton bridge crane, built 1910, flush deck; house.
YD56	60 0	20 0	45	Wood...	16th district..	Converted from freight lighter No. 21, Cavite, 1920; built 1907. New pontoon built 1928.	Copper sheathed; Steam derrick; wood A frame, steel boom.
YD59	80 0	40 0	20	...do.....	13th district..	Navy Yard, Puget Sound, 1921.	Steam derrick; 70-ft. boom; 3 pumps; sheathed with red-wood; flush deck; house.
YD60	80 0	40 0	20	Steel.....	16th district..	Naval station, Cavite, 1925.	Machinery from YD16 installed.

Wrecking barge.

FLOATING DERRICKS (YD).

Official No.	Length	Breadth	Boom capacity	Material	Allocation	Where and when built or purchased	Remarks
YD61	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 30 0	<i>Tons</i> 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; clamshell bucket ex-YCD13.
YD66	100 0	45 0	25	Steel.....	12th district..	R. W. Kaltenbach Corp., Bedford, Ohio, 1932-1933.	Rotating jib; gooseneck boom; Diesel-electric power; 5-ton auxiliary hoist.
YD67	100 0	45 0	25	...do....	11th district..	...do.....	Do.
YD68	72 0	40 0	15	...do....	14th district..	Navy Yard, Pearl Harbor, 1933, machinery from YD 53 installed.	Welded construction.
YD69	-----	-----	-----	-----	Building.....	Navy Yard, Pearl Harbor.	Authorized, August 1936
YD70	110 0	34 0	20	Steel.....	Annapolis....	Wm. Cramp & Sons, Philadelphia, 1913, converted 1937 at Navy Yard, Washington.	Formerly YC272, Stiff leg derrick.

SEAPLANE WRECKING DERRICKS (YSD).

Official No.	Length	Breadth	Crane capacity	Material	Allocation	Where and when built or purchased	Remarks
YSD2	<i>Ft. in.</i> 76 0	<i>Ft. in.</i> 40 0	<i>Tons</i> 5	Steel.....	8th district...	Navy Yard, New Orleans, 1921.	Self-propelled, twin screws, catamaran hull.
YSD4	86 2½	40 0	5	...do....	11th district..	Navy Yard, Mare Island, 1920-1922.	Self-propelled stern wheel.
YSD7	104 0	131 2	10	...do....	5th district...	Navy Yard, New York, 1931.	Welded construction.
YSD8	104 0	131 2	10	...do....	15th district..	Navy Yard, Portsmouth, N. H., 1930-1932.	Do.
YSD9	104 0	131 2	10	...do....	14th district..	Navy Yard, Pearl Harbor, 1930-1933.	Do.

1 Over guards.

DREDGES (YM).

Official No.	Length	Breadth	Material	Allocation	Where and when built or purchased	Remarks
YM4	<i>Ft. in.</i> 60 0	<i>Ft. in.</i> 20 0	Wood...	16th district..	Naval station, Olongapo, 1908; rebuilt 1928.	Copper sheathed; bucket type; no hopper; ¾ cubic yard orange-peel bucket and one ¾ cubic yard clamshell 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; 1¼ cubic yard orange-peel bucket.
YM14	85 0	34 0	Wood....	12th district..	Built 1918; converted from YCD6 to YF185 at Mare Island, 1922; converted to YM14, 1931.	
YM15	140 0	48 0	Steel....	14th district..	Built 1922; purchased from War Department 1936.	Ex-War Department dredge, HELL GATE. 8 cubic yard dipper; 65-foot boom; steam powered 500 H. P.; fitted with crew's quarters.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name	Length	Breadth	Standard displacement	Material and type	Allocation (district)	Where and when built or purchased
YFB14	AQUIDNECK ¹	<i>Ft. in.</i> 141 0	<i>Ft. in.</i> 36 2	<i>Tons</i> 545	Steel....	1st.....	Bath Iron Works, Bath, Maine, 1936-37.
YFB3	BERCEAU.....	99 6	12 6	.....	do.....	Indian-head.	Herreshoff Mfg. Co., Bristol, R. I., ex-torpedo boat Talbot.
YFB280	INCA ²	88 0	23 0	150	Steel str.	4th.....	Herreshoff Mfg. Co., Bristol, R. I., 1911.
YFB1163	NARAGANSETT ³	100 0	30 0	250	Wooden str.	1st.....	M. H. Saunders & Sons, Saundertown, R. I., 1905.
YFB663	OTTER.....	77 0	20 0	.....	Comp. str.	6th.....	Navy Yard, Portsmouth, 1906, ex-Kite.
YFB12	SAN FELIPE ³	106 0	20 0	275	Steel....	16th.....	Hong Kong, 1907. Taken over from Engineer Corps, U. S. Army, 1922 (ex-Engineer).
YFB10	WAVE ^{1,2}	80 0	26 4	180	Steel str.	1st.....	Navy Yard, Charleston, 1916.
YFB681	WORKING LAUNCH NO. 681, SANTA RITA.	171 0	13 0	.....	Wood...	16th.....	Naval station, Cavite, 1908, copper sheathed.
YFB682	WORKING LAUNCH NO. 682, ROSAL.	171 0	13 0	.....	do.....	do.....	Do.
YFB683	WORKING LAUNCH NO. 683, CAMIA.	171 0	13 0	.....	do.....	do.....	Do.
YFB684	WORKING LAUNCH NO. 684, DAPDAP.	171 0	13 0	.....	do.....	do.....	Do.
YFB685	WORKING LAUNCH NO. 685, RIVERA.	171 0	13 0	.....	do.....	do.....	Do.
YFB687	WORKING LAUNCH NO. 687, MAGDALENA.	171 0	13 0	.....	do.....	do.....	Do.
YFB688	WORKING LAUNCH NO. 688, YACAL.	171 0	13 0	.....	do.....	do.....	Navy Yard, Cavite, 1932, copper sheathed.

¹ Over all.² Stricken Jan. 20, 1938.³ Length and breadth for this vessel given at standard displacement. This vessel classed under 1936 London Naval Treaty as an auxiliary vessel.

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
YCF1	<i>Ft. in.</i> 103 0½	<i>Ft. in.</i> 31 6¾	<i>Tons</i> 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....	Dahlgren.....	Pusey & Jones' Wilmington, Del.	Was ammunition lighter No. 21, converted 1913.
YCF8	128 0½	31 6¾		...do....	Washington, D. C.	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
YA13	<i>Ft. in.</i> 50 0	<i>Ft. in.</i> 20 0	<i>Tons</i> 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.
YA46	50 0	20 0	50	...do....	11th district....	Mare Island, 1916...	Converted freight lighter No. 26.
YA52 ¹	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	² 40	Wood....	Annapolis....	Navy Yard, Norfolk, 1934.	

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

NOTE.—Construction of YA67 canceled.

YA14—Conversion to YD65 authorized 1928.

COVERED LIGHTERS (YF).

Official No.	Length		Breadth		Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>					
YF2	80 0	28 0	250	Steel	Annapolis	Navy Yard, New York, 1898.			
YF45	90 0	28 0	250	Wood	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 ³	115 0	25 0	250	Composite	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 ^{1,3}	110 0	30 2	250	Steel	11th district	Built 1915. Converted ash lighter No. 44, Norfolk, 1916.	Self-propelled.		
YF56 ^{2,3}	110 0	30 2	250	do	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.	Copper sheathed; housed over.		
YF87	75 0	21 0	100	do	13th district	Converted coal barge No. 446; navy yard, Puget Sound, 1918, built at Puget Sound, 1918.	Copper sheathed; flush deck; house.		

¹ Capacity 175 tons freight and 30,000 gallons water. Boom lifting capacity 3 tons.² Carries 120 tons water.³ Standard displacement of YF49 is 320 tons; YF54 is 375 tons; YF56 is 375 tons. Data for length and breadth of these craft given at standard displacement. These lighters classed under 1936 London Naval Treaty as auxiliary vessels.

COVERED LIGHTERS (YF).

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>				
YF88	110 0	30 0	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 Towing & Inspection Co. No. 76; covered.
YF96	100 6	32 8		do.....	do.....	do.....	Moran Towing & Inspection Co. No. 84; covered.
YF98 ¹	110 0	30 0	250	do.....	1st district....	Ira Bushey & Sons Co., 1918. Converted New York, 1918.	Flush deck and house.
YF101 ¹	110 0	30 0	250	do.....	5th district....	do.....	
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.
YF186	110 0	34 0	500	Steel.....	5th district....	Built as YC380 by Imperial Shipbuilding Co., Detroit, Mich., 1918; converted Norfolk, 1923.	Flush deck, flashboards.

¹ 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	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YF187	110 0	34 0	500	Steel.....	5th district...	Built as YC303 at Norfolk, 1915; converted Norfolk, 1923.	Flush deck; flash-boards.
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.....	....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 ¹	110 0	30 2	250	Steel.....	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.
YF225 ²	110 0	34 0	500	Steel.....	15th district...	Navy Yard Philadelphia, Pa., 1914.	Ex-YC291.

¹ Standard displacement of YF221, 375 tons. Length and breadth given at standard displacement. This lighter classed under 1936 London Naval Treaty as an auxiliary vessel.

² Fitted for laying mines.

COVERED LIGHTERS (YF).

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>				
YF226	110 0	34 0	500	Steel.....	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 ¹	110 0	28 7	200	.....do.....	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.
YF237	110 0	34 0	500	.....do.....	.....do.....	Built Interlake Engine Works, Cleveland, Ohio, 1918; converted at New York, 1920-22.	Ex-YC485; Ex-YE33.
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.

¹ Standard displacement of YF230, 190 tons; length and breadth given at standard displacement. This lighter classed under 1936 London Naval Treaty as an auxiliary vessel.

COVERED LIGHTERS (YF).

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>				
YF241	110 0	34 0	500	Steel.....	14th district...	Converted at Pearl Harbor, 1923; built Leonard Construction Co., Chicago, 1918.	Ex-YC469; Ex-YE37.
YF242	110 0	34 0	500	...do.....	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.
YF248	110 0	34 0	500	...do.....	13th district...	Seattle Construction Co., Seattle, Wash., 1913.	Ex-YC278.
YF249	110 0	34 0	500	...do.....	...do.....	Navy Yard, Mare Island, 1915.	Ex-YC315.
YF250	110 0	34 0	500	...do.....	5th district...	Wm. Cramp & Sons, Philadelphia, 1912.	Ex-YC261.
YF251	110 0	34 0	500	...do.....	...do.....	...do.....	Ex-YC264.
YF252	110 0	34 0	500	...do.....	11th district...	Seattle Construction Co., Seattle, Wash., 1913.	Ex-YC277.
YF253	110 0	34 0	500	...do.....	...do.....	Navy Yard, Charleston, 1914.	Ex-YC295.

GARBAGE LIGHTERS (YG).

Official No.	Length	Breadth	Standard displacement	Capacity	Material	Allocation (district)	Where and when built or purchased	Remarks
YG5	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 29 8	<i>Tons</i> ----- -----	<i>Tons</i> 11,536	Wood	1st....	Navy Yard, Boston, 1905.	8-pocket, 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...	Naval station, Pearl Harbor, 1931.	Welded structure.
YG16 ¹	110 0	26 0	170	5,000	...do...	11th...	Navy Yard, Mare Island, 1930-31.	Welded structure, self-propelled.
YG17 ¹	110 0	26 0	170	5,000	...do...	1st....	Navy Yard, Portsmouth, N. H., 1930-32.	Do.
YG18 ¹	110 0	26 0	170	5,000	...do...	11th...	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 YA27.
YG20	40 0	20 0	-----	-----	...do...	...do.....	...do.....	Copper sheathed; converted from ash lighter YA-28.
YG21	-----	-----	-----	-----	-----	Building.	Navy Yard, Mare Island.	Authorized Feb. 8, 1938.

¹ Length and breadth for this vessel given at standard displacement. This lighter classed under 1936 London Naval Treaty as an auxiliary vessel.

OPEN LIGHTERS (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YC111	<i>Ft. in.</i> 86 2	<i>Ft. in.</i> 29 2	<i>Tons</i> 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.
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.
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.

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>				
YC256	110 0	34 0	500	Steel....	4th district....	Naryland Steel Co., Sparrows Point, Md., 1911.	Flush deck; flashboards.
YC258	110 0	34 0	500	...do....	3d district....	...do.....	Do.
YC262	110 0	34 0	500	...do....	5th district....	Wm. Cramp & Sons, Philadelphia, 1912.	Do.
YC263	110 0	34 0	500	...do....	11th district....	...do.....	Do.
YC265	110 0	34 0	500	...do....	5th district....	...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 ²	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....	Washington, D. C.	...do.....	Do.
YC279	110 0	34 0	500	...do....	11th district....	Seattle Construction Co., Seattle, Wash., 1913.	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....	...do.....	...do.....	Do.
YC286 ³	110 0	34 0	500	...do....	5th district....	Navy Yard, Portsmouth, 1914.	Do.
YC287 ¹	110 0	34 0	500	...do....	3d district....	...do.....	Do.
YC289	110 0	34 0	500	...do....	6th district....	Navy Yard, Boston, 1914.	Do.
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.
YC297	110 0	34 0	500	...do....	11th district....	Navy Yard, Mare Island, 1914.	Do.
YC299	110 0	34 0	500	...do....	6th 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	...do....	13th district....	Navy Yard, Puget Sound, 1915.	Flush deck; house flashboards.
YC305	110 0	34 0	500	...do....	12th 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.....	Do.
YC316	110 0	34 0	500	...do....	...do.....	...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.

¹ Fitted for laying nets.² Surveyed Nov. 23, 1937, to be sold.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>				
YC322	110 0	34 0	500	Steel	13th district	Navy Yard, Puget Sound, 1916-17.	Flush deck; flashboards.
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.
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.
YC365	110 0	30 0	250	do	do	do	Do.
YC366	110 0	30 0	250	do	do	do	Do.
YC367	110 0	30 0	250	do	do	do	Do.
YC368	110 0	30 0	250	do	do	do	Do.
YC370	110 0	30 0	250	do	13th 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 redwood; flush deck; flashboards.
YC448	75 0	21 0	100	do	do	do	Do.
YC457	110 0	34 0	500	Steel	5th district	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	Washington	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.

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>				
YC487	110 0	34 0	500	Steel	Washington, D. C.	Interlake Engineering Co., Cleveland, Ohio, 1918.	Flush deck; flashboards.
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	do.	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.	
YC623	125 8	32 1½	500	do.	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.	
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.
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	62	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.

OPEN LIGHTERS (YC).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YC676	<i>Ft. in.</i> 60 0	<i>Ft. in.</i> 25 0	<i>Tons</i> 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.
YC688	110 0	30 0	250	Steel....	13th district....	Navy Yard, Puget Sound, 1937.	
YC689	110 0	30 0	250	..do....	..do.....	..do.....	
YC690	50 0	20 0		Wood....	1st district....	Navy Yard, Boston, 1905.	Ex-YD65; copper sheathed.
YC691	74 0	25 0	136	..do....	11th district....	Purchased from Standard Oil Co. of California, March 1933.	
YC692	44 0	18 0	41	Steel....	..do.....	..do.....	

OPEN CARGO LIGHTERS (YCK).

Official No.	Length	Breadth	Capacity	Material	Allocation	Where and when built or purchased	Remarks
YCK1	<i>Ft. in.</i> 50 0	<i>Ft. in.</i> 16 6	<i>Lbs.</i> 95,000	Steel.....	11th district....	Navy Yard, Norfolk. 1936.	

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; rebuilt 1926.	Wood sheathed; 1 3,700-lb. hammer; 1 3,100-lb. and 1 2,150-lb. drop hammers; 1 9,600-lb., single acting steam hammer; 5,000-lb. ram, one double acting steam hammer 5,800 lbs.; 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	60 0	24 0	50 0	...do....	Guantanamo.	Built by Snares & Triest Co., naval station, Guantanamo, Cuba, 1905. Rebuilt 1931.	Copper sheathed; 1 2,500-lb. drop hammer; 50 ft. leads; union steam hammer no. 0.
YPD14	50 5	24 4	55 0	...do....	5th district....	Navy Yard, Norfolk, 1911.	Creosoted lumber throughout; 1 3,375-lb. drop hammer.
YPD15	66 0	30 0	50 0	...do....	6th district....	Navy Yard, Norfolk, 1908. assembled 1922 by installing machinery from YPD18 on YC160; machinery transferred tonewhull in 1937.	Creosoted wood sheathing; 1 3,300-lb. drop hammer.
YPD16	65 11	26 0	70 0	...do....	14th district...	John A. Hughes, Honolulu, 1913.	Wood sheathed; copper at turn of bilge; 1 10,000-lb. steam hammer, 5,000-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, double acting; 1 6,300-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; 1,000-lb. ram, double acting; swinging demountable leads; 15-ton locomotive crane; 8" gasoline driven sand pump for dredging.

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	60 0	30 0	50 0	Wood---	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.

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.
YSP5	32 0	12 6	85	38.4	Navy Yard, New York, 1926	Do.
YSP6	32 0	12 6	85	38.4	do.	Do.
YSP7	32 0	12 6	85	38.4	do.	Do.
YSP9	32 0	12 6	85	38.4	do.	Do.
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 Second of this number; original renumbered YSP8.

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Standard displacement	Allocation (district)	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>			
YT2	IWANA ¹	96 0	21 0	8 6	210	1st.....	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	Engine $12\frac{1}{2} \times 20 \times 32$ 24 1 S. E., coal burning.
*YT4	UNADILLA ¹	115 0	25 0	9 0	320	12th.....	Navy Yard, Mare Island; authorized July 26, 1894.	Oil burning.
YT5	SAMOSET ¹ ²	96 0	21 0	8 6	210	4th.....	Navy Yard, Norfolk; authorized Mar. 2, 1895.	Engine $13\frac{3}{4} \times 20 \times 31\frac{1}{4}$ 24 1 S. E., coal burning.
YT6	PENACOOK ¹	97 0	20 11	8 7	215	1st.....	Navy Yard, New York; authorized Mar. 3, 1897.	Engine $13\frac{3}{8} \times 18\frac{1}{4} \times 31.8$ 24 1 S. E., coal burning.
YT7	PAWTUCKET ¹ ..	97 0	20 11	8 7	215	13th.....	Navy Yard, Mare Island; authorized Mar. 3, 1897.	Engine $13\frac{1}{2} \times 20 \times 31\frac{1}{2}$ 30 1 S. E., coal burning.
YT9	SOTOYOMO ¹	97 0	20 11	9 0	230	14th.....	Navy Yard, Mare Island, authorized July 1, 1902.	Engine 13×32 24 1 S. E., oil burning.
YT16	MODOC ¹ ²	96 0	21 0	8 0	180	4th.....	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 ¹	94 0	24 1	8 8	270	5th.....	Built by T. S. Marvel Co., Newburgh, N. Y., 1893; purchased, 1898, of Cornell Steamboat Co.	Ex-T. P. Fowler. $20 \times 40\frac{3}{8}$ Engine 24 1 S. E., coal burning.
YT18	NOTTOWAY ¹ ² ..	82 0	19 0	7 6	150	1st.....	Newport News S. B. & D. D. Co.; purchased, 1898.	Ex - El Toro; ex-Accomac. Engine $10\frac{1}{4} \times 14\frac{1}{2} \times 18 \times 26\frac{1}{4}$ 22 1 S. E., coal burning.
YT24	TREUMSER ¹	95 0	21 8	7 3	185	Washington Yard.	Built by J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898, from Luckenbach & Co.	Ex-Edward Luckenbach. 18×36 Engine 30 1 S. E., coal burning.
YT26	WICOMICO ¹ ² ...	92 0	21 1	8 3	225	5th.....	Neafe & Levy, Philadelphia; purchased, 1898.	Ex-Choctaw; ex-C. G. Coyle. 20×36 Engine 26 1 S. E., coal burning.

¹ Length, breadth, and draft for this vessel given at standard displacement. This tug classed under 1936 London Naval Treaty as an auxiliary vessel.

² Built of iron.

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Standard displacement	Allocation (district)	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>			
*YT27	WOMPATUCK ¹	124 0	25 1	10 5	405	16th.....	Built by Harlan & Hollingsworth, Wilmington, Del.; purchased, 1898, from Standard Oil Co.	Ex-Atlas. Engine $14\frac{1}{2} \times 24\frac{3}{4} \times 39\frac{1}{4}$ 28 2 S. E., coal burning.
YT32	CATAWBA ¹ (2200)	97 0	20 11	9 0	230	6th.....	Baltimore D. D. & S. B. Co., 1917.	Ex-Howard Greene.
*YT34	DREADNAUGHT ¹ (1951)	135 0	28 0	10 0	510	12th.....	Union Iron Works, San Francisco, 1917.	Oil burning.
YT36	CHOPTANK ¹	96 0	24 3	11 9	290	Washington Yard.	Johnston Bros., Ferrysburg, Mich., 1909.	Ex-Francis B Hackett; ex-Shenandoah; coal burning.
*YT39	NAVIGATOR ¹ (2225)	139 0	26 0	10 6	470	12th.....	J. H. Dialogue & Sons, Camden, N. J., 1898.	$16\frac{1}{2} \times 24 \times 41$ Eng. $\frac{30}{30}$ 2 B. & W.; oil burning.
*YT42	PENOBSCOT ¹ (982)	122 0	24 6	11 2	415	3d.....	Risdon Iron Works, San Francisco, 1904.	Ex-Luckenbach No. 5. Engine $15\frac{3}{8} \times 25 \times 40\frac{1}{4}$ 28 2 B. & W., oil burning.
YT104	BANAAG ¹	96 0	16 0	5 8	125	16th.....	Whompoa Dock Co., Hong Kong, China, 1910.	Copper sheathed.
YT107	IONA ³	56 6	10 3	5 8	.....	do.....	Captured with Cavite, 1898.	
YT108	MERCEDES ⁴	53 6	9 2	3 10 $\frac{1}{2}$	.....	do.....	do.....	
YT112	ACTIVE ¹	95 0	24 0	8 8	270	3d.....	Taken over from Shipping Board Apr. 20, 1925.	18×36 Engine $\frac{26}{26}$ Coal burning; 1 S. E.
YT115	REINDEER ¹	95 0	24 0	8 8	270	5th.....	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 ¹	140 0	26 0	12 5	500	16th.....	Built at Shanghai, China, 1910. Taken over from War Department Apr. 7, 1930.	Ex-Gen'l Weeks. $17\frac{3}{4} \times 28 \times 46$ Eng. $\frac{33}{33}$ 2 S. E.; coal burning.

¹ Length, breadth, and draft for this vessel given at standard displacement. This tug classed under 1936 London Naval Treaty as an auxiliary vessel.

² Built of iron.

³ Composite.

⁴ Wood.

⁵ Stricken Feb. 11, 1938.

NOTE—YT54, YT61, and YT67 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	Standard displacement	Allocation (district)	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>			
YT119	HARBOR TUG No. 119. ¹	98 0	24 0	8 1	270	14th----	Navy Yard, Boston, 1931-1933.	Diesel electric of welded construction.
YT120	STALLION ¹	94 0	24 0	8 8	270	5th-----	Built by Chance Marine Const. Co., Eastport, Md., 1920.	Taken over from Shipping Board, 1931.
YT122	TILLAMOOK ¹	115 0	24 0	10 3	415	12th-----	Seattle C. & D. Co., Seattle, Wash., 1914.	Ex-AT16. Eng. $\frac{15 \times 24 \times 38}{24}$ 2 S. E., oil burning.
YT123	WANDO ¹	115 0	25 1	10 2	410	13th-----	Navy Yard, Charleston, S. C., 1915-1916.	Ex-AT17. Eng. $\frac{15 \times 24 \times 38}{24}$ 2 S. E., oil burning.
YT125	UNDAUNTED ¹	133 0	28 0	10 7	475	12th-----	Union Iron Works, San Francisco, 1917.	Ex-AT58. Eng. $16\frac{1}{2} \times 26 \times 44$, 2 Union, oil burning.
YT126	CHALLENGE ¹	124 0	22 2	10 7	370	13th-----	J. H. Dialogue & Sons, Camden, N. J., 1889.	Ex-AT59. Eng. $\frac{16 \times 24 \times 40}{28}$ 1 S. E. & 1 aux., oil burning.
YT127	PATRIOT ¹	98 0	23 0	7 0	190	Guantanamo.	Bay City, Mich., 1926.	Taken over from Coast Guard, Aug. 24, 1936. Eng. 2, Winton-Diesel.
YT128	HARBOR TUG No. 128.	-----	-----	-----	-----	Build- ing.	Navy Yard, Boston, for 1st naval district.	Authorized Dec. 4, 1936.
YT129	HARBOR TUG No. 129.	-----	-----	-----	-----	do-----	Navy Yard, Charleston, for 14th naval district.	Authorized Dec. 15, 1936.
YT130	HARBOR TUG No. 130.	-----	-----	-----	-----	do-----	Navy Yard, Pearl Harbor, for 14th naval district.	Authorized Feb. 6, 1937
YT131	HARBOR TUG No. 131.	-----	-----	-----	-----	do-----	Navy Yard, Charleston, for 5th naval district.	Authorized Aug. 12, 1937.
YT132	HARBOR TUG No. 132.	-----	-----	-----	-----	do-----	Navy Yard, Charleston, for the 1st naval district.	Authorized Aug. 6, 1937.
YT133	HARBOR TUG No. 133.	-----	-----	-----	-----	do-----	Navy Yard, Mare Island, for the 13th naval district.	Authorized Oct. 7, 1937.
YT134	HARBOR TUG No. 134.	-----	-----	-----	-----	do-----	Navy Yard, Mare Island, for the 12th naval district.	Authorized Oct. 7, 1937.

¹ Length, breadth, and draft for this vessel given at standard displacement. This tug classed under 1936 London Naval Treaty as an auxiliary vessel.

² Designation to be changed to YP69 effective Mar. 1, 1938.

HARBOR TUGS (YT).

Official No.	Name	Length	Breadth	Draft	Standard displacement	Allocation (district)	Where and when built or purchased	Remarks
YT135	CAHOKIA.....	<i>Ft. in.</i> 141 0	<i>Ft. in.</i> 27 7	<i>Ft. in.</i> 10 7	<i>Tons</i> 510	12th.....	Built by Providence Engineering Corp., City Island, N. Y., 1920. Transferred from Coast Guard May 14, 1936.	Ex-Ocean Tug AT61.
YT136	TAMAROA.....	141 0	27 7	10 7	510	...do.....	Built by Bethlehem S. B. Corp., Elizabeth, N. J., 1919. Transferred from Coast Guard May 14, 1936.	Ex-Ocean Tug AT62.
YT137	J. M. WOODWORTH.	84 0	20 0	6 9	135	Washington.	Built at Philadelphia, Pa., 1903. Taken over from Public Health Service Nov. 2, 1937.	Boiler, Scotch, 150 lbs. pressure, coal burning.

MOTOR TUGS (YMT).

Official No.	Name	Length	Breadth	Draft	Allocation	Where and when built or purchased	Remarks
YMT1	MOTOR TUG No. 1..	<i>Ft. in.</i> 65 0	<i>Ft. in.</i> 16 2	<i>Ft. in.</i> 6 2	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	12th district.	...do.....	Copper sheathed; ex-motor tug No. 87. Diesel eng.
YMT3	MOTOR TUG No. 3..	65 0	16 2	6 2	11th district.	...do.....	Copper sheathed; ex-motor tug No. 88. Gasoline Eng.
YMT4	MOTOR TUG No. 4..	65 0	16 2	6 2	12th district.	...do.....	Copper sheathed; ex-motor tug No. 89. Gasoline Eng.
YMT5	MOTOR TUG No. 5..	65 0	16 2	6 2	14th district.	Naval station, Pearl Harbor, T. H., 1919.	Ex-motor tug No. 90. Gasoline Eng.
YMT8	MOTOR TUG No. 8..	65 0	16 2	6 2	12th district.	Navy yard, Mare Island, 1919.	Ex-motor tug No. 94; gasoline eng.
YMT9	MOTOR TUG No. 9..	65 0	16 2	6 2	...do.....	...do.....	Copper sheathed; ex-motor tug No. 95; Diesel eng.
YMT10	MOTOR TUG No. 10.	65 0	16 2	6 2	...do.....	...do.....	Copper sheathed; ex-motor tug No. 96; gasoline eng.

MOTOR TUGS (YMT).

Official No.	Name	Length		Breadth		Draft	Allocation	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>				
YMT11	MOTOR TUG No. 11.	65 0	16 2	6 2			13th district	Navy yard, Mare Island, 1919.	Ex-motor tug No. 98; gasoline eng.
YMT12	MOTOR TUG No. 12.	65 0	16 2	6 2			11th district	-----do-----	Copper sheathed; ex-motor tug No. 99; gasoline eng.
YMT13	MOTOR TUG No. 13.	65 8	17 0	4 11			Annapolis..	Navy yard, Charleston, 1930-1932.	Steel, welded; ex-YT117 Diesel eng., 8 cyl. 4 cycle Ex "K" eng.
YMT14	MOTOR TUG No. 14.	50 0	14 9	5 0			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			3d district..	Navy yard, Boston, 1930-1932.	Steel, welded. Diesel Eng., 8 cyl. 4 cycle; ex-K engine.

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		Capacity	Material	Allocation	Where and when built or purchased	Remarks
	<i>Ft. in.</i>	<i>Ft. in.</i>					
YR19	85 0	35 0	-----	Wood..	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.
YR22	110 0	34 0	-----	do.....	do.....	Navy yard, Mare Island, 1914.	Ex-YC296.

DISTRICT PATROL VESSELS (YP).

Official No.	Name	Length	Breadth	Draft	Standard displacement	Engine	Allocation (district)	Where and when built or purchased	Remarks
YP3	SANDA ¹	<i>Ft. in.</i> 36 2	<i>Ft. in.</i> -----	<i>Ft. in.</i> -----	<i>Tons</i> -----	-----	3d.....	W. E. Hoff, N. Y., 1917.	
YP4	STEPHANOTIS ² ..	66 0	15 2	3 9	-----	Diesel.	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 ..	do.....	Camden, N. J., 1924; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-102.

¹ Loaned to dock department, City of New York.

² Wood construction.

³ 2 "Sterling" Gasoline engines, 6 cylinders each—6¼" diameter x 7¼" stroke.

DISTRICT PATROL VESSELS (YP).

Official No.	Name	Length	Breadth	Draft	Standard displacement	Engine	Allocation (district)	Where and when built or purchased	Remarks
YP6	MILAN ¹	<i>Ft. in.</i> 74 11	<i>Ft. in.</i> 13 7	<i>Ft. in.</i> 4 0	<i>Tons</i>	Gas ² ..	Wash., D. C.	Kingston, N. Y., 1925; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-209. (Ex-Skaneateles.)
YP7	DISTRICT PATROL VESSEL No. 7. ¹	74 11	13 7	4 0	.....	do. ²	13th...	Seattle, Wash., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-272.
YP8	DISTRICT PATROL VESSEL No. 8. ¹	74 11	13 7	4 0	.....	do. ²	3d.....	Portsmouth, N. H., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-191.
YP9	DISTRICT PATROL VESSEL No. 9. ¹	74 11	13 7	4 0	.....	do. ²	do ..	Camden, N. J., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-105.
YP10	DISTRICT PATROL VESSEL No. 10. ¹	74 11	13 7	4 0	.....	do. ²	do ..	Annapolis, Md., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-194.
YP11	DISTRICT PATROL VESSEL No. 11. ¹	74 11	13 7	4 0	.....	do. ²	4th.....	do.....	Ex-Coast Guard, C. G.-196.
YP12	DISTRICT PATROL VESSEL No. 12. ¹	74 11	13 7	4 0	.....	do. ²	3d.....	Kingston, N. Y., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-204.
YP13	DISTRICT PATROL VESSEL No. 13. ¹	74 11	13 7	4 0	.....	do. ²	do ..	Bay City, Mich., 1925; transferred to Navy, 1933.	Ex-Coast Guard, C. G.-123.
YP14	DISTRICT PATROL VESSEL No. 14. ¹	74 11	13 7	4 0	.....	do. ²	8th.....	Newport News, Va., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-181.
YP15	DISTRICT PATROL VESSEL No. 15. ¹	74 11	13 7	4 0	.....	do. ²	1st.....	Benton Harbor, Mich., 1925; transferred to Navy, 1932.	Ex-Coast Guard, C. G.-149.
YP16	DISTRICT PATROL VESSEL No. 16. ¹	74 11	13 7	4 0	.....	do. ²	13th.....	Seattle, Wash., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-267.
YP17	DISTRICT PATROL VESSEL No. 17. ¹	74 11	13 7	4 0	.....	do. ²	do ..	Seattle, Wash., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-275.
YP18	DISTRICT PATROL VESSEL No. 18. ¹	74 11	13 7	4 0	.....	do. ²	do ..	do.....	Ex-Coast Guard, C. G.-263.
YP19	DISTRICT PATROL VESSEL No. 19. ¹	74 11	13 7	4 0	.....	do. ²	8th.....	East Boothbay, Me., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-177.
YP20	DISTRICT PATROL VESSEL No. 20. ¹	74 11	13 7	4 0	.....	do. ²	Dahlgren.	New York, N. Y., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-163.
YP21	DISTRICT PATROL VESSEL No. 21. ¹	74 11	13 7	4 0	.....	do. ²	Annapolis.	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. ²	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. ²	do ..	Norfolk, Va., 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-286.

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

DISTRICT PATROL VESSELS (YP.)

Official No.	Name	Length	Breadth	Draft	Standard displacement	Engine	Allocation (district)	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons</i>				
YP24	DISTRICT PATROL VESSEL No. 24. ¹	74 11	13 7	4 0	.....	Gas ² ..	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. ²	do....	Benton Harbor, Mich., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-142.
YP26	DISTRICT PATROL VESSEL No. 26. ¹	74 11	13 7	4 0	.....	do. ²	do....	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. ²	do....		Ex-Coast Guard, C. G.-301.
YP28	DISTRICT PATROL VESSEL No. 28. ¹	74 11	13 7	4 0	.....	do. ²	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. ²	do....	Bay City, Mich., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-116.
YP31	DISTRICT PATROL VESSEL No. 31. ¹	74 11	13 7	4 0	.....	do. ²	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. ²	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. ²	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. ²	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. ²	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. ²	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. ²	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. ²	do....	Seattle, Wash., 1924; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-269.
YP39	DISTRICT PATROL VESSEL No. 39. ¹	74 11	13 7	4 0	.....	do. ²	do....	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. ²	Dahlgren, Va.	East Boothbay, Maine, 1925; transferred to Navy, 1934.	Ex-Coast Guard, C. G.-175.
YP41 ³	DISTRICT PATROL VESSEL No. 41. ³	98 0	23 0	7 0	190	Diesel ⁴	Special survey duty.	Bay City, Mich., 1926; transferred to Navy, 1934.	Ex-Coast Guard, Mahoning.
YP42 ³	DISTRICT PATROL VESSEL No. 42. ³	98 0	23 0	7 0	190	do. ⁴	do....		Ex-Coast Guard, Gallatin.

¹ Wood construction.² "Sterling" Gasoline engines, 6 cylinders each—6¼" diameter x 7¾" stroke.³ "Winton" Diesel engines, 6 cylinders each—8" diameter x 11" stroke. ⁴ Steel construction.⁵ Length, breadth and draft given at standard displacement. This patrol vessel classed under 1936, London Naval Treaty as minor war vessel.

DISTRICT PATROL VESSELS, (YP).

Official No.	Name	Length		Breadth	Draft	Standard displacement	Engine	Allocation (district)	Where and when built or purchased	Remarks
		Ft. in.	Ft. in.							
YP44	DISTRICT PATROL VESSEL NO. 44. ¹	65 0	13 0				Gas ¹	Annapolis, Md.	Transferred to Navy, 1934.	Ex-Coast Guard Winnie.
YP45	DISTRICT PATROL VESSEL NO. 45. ¹	74 11	13 7	4 0			do. ²	7th	Fall River, Mass., 1925; transferred to Navy, 1935.	Ex-Coast Guard. C. G.-133.
YP46	DISTRICT PATROL VESSEL NO. 46. ¹	74 11	13 7	4 0			do. ²	do.	Benton Harbor, Mich., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-146.
YP47	DISTRICT PATROL VESSEL NO. 47. ¹	74 11	13 7	4 0			do. ²	do.	Freeport, Me., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-152.
YP48	DISTRICT PATROL VESSEL NO. 48. ¹	74 11	13 7	4 0			do. ²	do.	Camden, N. J., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-103.
YP49	DISTRICT PATROL VESSEL NO. 49. ¹	74 11	13 7	4 0			do. ²	do.	Newport News, Va., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-182.
YP50	DISTRICT PATROL VESSEL NO. 50. ¹	74 11	13 7	4 0			do. ²	do.	Camden, N. J., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-278.
YP51	DISTRICT PATROL VESSEL NO. 51. ¹	74 11	13 7	4 0			do. ²	12th	Alameda, Calif., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-261.
YP52	DISTRICT PATROL VESSEL NO. 52. ¹	74 11	13 7	4 0			do. ²	3d	New York, N. Y., 1924; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-160.
YP54	DISTRICT PATROL VESSEL NO. 54. ¹	74 11	13 7	4 0			do. ²	Annapolis, Md.	New York, N. Y., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-168.
YP55	DISTRICT PATROL VESSEL NO. 55. ¹	74 11	13 7	4 0			do. ²	do.	New York, N. Y., 1925; transferred to Navy, 1935.	Ex-Coast Guard, C. G.-169.
YP56 ⁴	DISTRICT PATROL VESSEL NO. 56. ⁴	98 0	23 0	7 0	190		Diesel.	Special survey duty.	Bay City, Mich., 1926; transferred to Navy, 1935.	Ex-Coast Guard, Naugatuck.
YP57	DISTRICT PATROL VESSEL NO. 57. ¹	74 11	13 7½	4 0			Gas	Annapolis, Md.	Camden, N. J. 1924; transferred to Navy, 1936.	Ex-Coast Guard, C. G.-112.
YP58	DISTRICT PATROL VESSEL NO. 58. ¹	74 11	13 7½	4 0			do.	do.	Newport News, Va., 1924; transferred to Navy 1936.	Ex-Coast Guard, C. G.-183.
YP59	DISTRICT PATROL VESSEL NO. 59. ¹	74 11	13 7½	4 0			do.	do.	Kingston, N. Y., 1924; transferred to Navy 1936.	Ex-Coast Guard, C. G.-203.
YP60	DISTRICT PATROL VESSEL NO. 60. ¹	74 11	13 7½	4 0			do.	do.	do.	Ex-Coast Guard, C. G.-207.
YP61 ⁴	DISTRICT PATROL VESSEL NO. 61. ⁴	98 0	23 0	7 0	190		Diesel.	9th	Bay City, Mich., 1925; transferred to Navy, 1936.	Ex-Coast Guard Dallas.

¹ Wood construction.² "Sterling" Gasoline engines, 6 cylinders each—6¼" diameter x 7¾" stroke.³ "Navy V 8" Gasoline engines, 6 cylinders—5½" diameter x 6" stroke.⁴ Length, breadth, and draft given at standard displacement. This patrol vessel classed under 1936 London Naval Treaty as minor war vessel.⁵ Steel construction.

DISTRICT PATROL VESSELS (YP).

Official No.	Name	Length		Breadth	Draft	Standard displacement		Engine	Allocation (district)	Where and when built or purchased	Remarks
		<i>Ft. in.</i>	<i>Ft. in.</i>			<i>Ft. in.</i>	<i>Tons</i>				
YP62 ¹	DISTRICT PATROL VESSEL NO. 62.	98 0	23 0	7 0	190	...do...	...do...			Bay City, Mich., 1925, transferred to Navy, 1936.	Ex-Coast Guard, Corwin.
YP63 ¹	DISTRICT PATROL VESSEL NO. 63.	98 0	23 0	7 0	190	...do...	3d			...do...	Ex-Coast Guard, Dexter.
YP64 ¹	DISTRICT PATROL VESSEL NO. 64.	98 0	23 0	7 0	190	Diesel.	3d			...do...	Ex-Coast Guard, Eagle.
YP65	DISTRICT PATROL VESSEL NO. 65.	71 3	13 2	6 0	...	...do...	8th			Transferred to Navy, 1936.	Ex-Coast Guard, Pronto.
YP66	DISTRICT PATROL VESSEL NO. 66.	67 4	13 3½	3 6	...	Gas..	Dahl-gren. Va.			Luders Marine Construction Co., Stamford, Conn., 1917.	Ex-U. S. Patrol boat, C-252.
YP67	DISTRICT PATROL VESSEL NO. 67.	74 11	13 7½	4 0	...	...do...	Annapolis, Md.			Built at Camden, N. J., 1924.	Ex-Coast Guard, C. G. 100.
YP68	DISTRICT PATROL VESSEL NO. 68.	65 0	14 0	6 5	...	...do...	9th			Built at East Greenwich, R. I., 1911; transferred from Dept. of Commerce.	Ex-Psyche V

¹ Length, breadth, and draft given at standard displacement. This patrol vessel classed under 1936 London Naval Treaty as minor war vessel.

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	Standard displacement	Material	Where and when built or purchased	Status Jan. 1, 1938
FAVORITE (1385) ¹	Salvage tug.....	<i>Ft. in.</i> 180 0	<i>Tons</i> 1,160	Steel..	Buffalo S. B. Co., Buffalo, N. Y., 1907.	15th district. Loaned to Panama Canal. 3d district.
TRANSFER ¹	Freight steamer..	108 0	300	...do...	Navy Yard, New York, 1904.	
WELDING BARGE No. 1.	Barge.....	30 0	.....	Wood.	Navy Yard, New York, 1919.	Do.
VAMARIE.....	Ketch-rigged yacht.	72 0	.....	...do...	Taken over by Navy Mar. 10, 1936.	Annapolis, Md.

¹ Length of this vessel given at standard displacement. This vessel classed under 1936 London Naval Treaty as an auxiliary vessel.

ALLOCATION OF DISTRICT CRAFT.

First Naval District

Fuel-oil barges: YO 3, 13, 14.

Torpedo-testing barges: YTT 2, 4.

Water barge: YW 5.

Floating derricks: YD 9, 11, 13, 20, 23, 35.

Ferryboats and launches: NARRAGANSETT, WAVE,¹ AQUIDNECK.

Ash lighter: YA 13.

Covered lighters: YF 49, 79, 81, 82, 98, 220, 231.

Garbage lighters: YG 5, 17.

¹ Stricken Jan. 20, 1938.

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

Open lighters: YC 490, 523, 525, 526, 623, 624, 625, 626, 690.
 Floating pile driver: YPD 20.
 Harbor tugs: IWANA, PENACOOK, NOTTOWAY.
 District patrol vessels: STEPHANOTIS, YP 5, 15, 35, 36.

Third Naval District

Fuel-oil barge: YO 5.
 Submarine rescue chamber: YRC 1.
 Floating derricks: YD 21, 48, 49.
 Covered lighters: YF 80, 92, 93, 94, 95, 96, 221, 236, 237.
 Open lighters: YC 258, 287.
 Salvage pontoons: YSP 1, 2, 3, 5, 6, 7, 9, 10, 31, 32.
 Harbor tugs: ACTIVE, PENOBSCOT.
 Motor tug: YMT 15.
 District patrol vessels: SANDA; YP 8, 9, 10, 12, 13, 52, 63, 64.
 Unclassified: TRANSFER, WELDING BARGE^vNo. 1.

Fourth Naval District

Fuel-oil barge: YO 15.
 Floating derrick: YD 30.
 Ferryboat and launch: INCA.
 Covered lighter: YF 238.
 Open lighters: YC 255, 256, 290, 301.
 Floating pile driver: YPD 10.
 Harbor tugs: MODOC, SAMOSET.
 District Patrol Vessel: YP 11.

Fifth Naval District

Ambulance boat: YH 2.
 Fuel-oil barges: YO 6, 31.
 Sludge removal barge: YSR 1.
 Water barge: YW 53.
 Floating derricks: YD 7, 8, 26, 43.
 Seaplane wrecking derrick: YSD 7.
 Covered lighters: YF 53, 56, 101, 186, 187, 209, 226, 243, 244, 245, 250, 251.
 Open lighters: YC 262, 265, 266, 267, 270, 286, 313, 317, 318, 319, 354, 457, 459, 481, 486.
 Floating pile driver: YPD 14.
 Harbor tugs: MOHAWK, WICOMICO, REINDEER,^vSTALLION.

Sixth Naval District

Fuel-oil barges: YO 22, 40.
 Dredge: YM 9.
 Ferryboat and launch: OTTER.
 Ash lighter: YA 29.
 Covered lighter: YF 84.
 Open lighters: YC 199, 289, 299, 310, 340, 458.
 Floating pile driver: YPD 15.
 Harbor tug: CATAWBA.

Seventh Naval District

District patrol vessels: YP 45,^v46, 47, 48, 49, 50.

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

Seaplane wrecking derrick: YSD 2.
 Open lighters: YC 325, 684.
 District patrol vessels: YP 14, 19, 65.

Ninth Naval District

District patrol vessels: YP 24, 25, 26, 27, 28, 29, 30, 31, 32, 61, 62, 68.

Eleventh Naval District

Fuel-oil barges: YO 7, 8, 9, 20, 23, 24, 30.
 Pontoon stowage barge: YPK 1.
 Water barge: YW 56 (ex-TURNER).
 Submarine rescue chamber: YRC 3.
 Floating derrick: YD 67.
 Seaplane wrecking derrick: YSD 4.
 Ash lighter: YA 46.
 Covered lighters: YF 54, 199, 208, 252, 253.
 Garbage lighters: YG 16, 18.
 Open lighters: YC 263, 269, 279, 281, 297, 308, 360, 362, 365, 366, 367, 368,
 392, 393, 461, 466, 691, 692.
 Open cargo lighter: YCK 1.
 Floating pile driver: YPD 21.
 Salvage pontoons: YSP 21, 22, 23, 24, 25, 26, 27, 28, 29, 30.
 Motor tugs: YMT 1, 3, 12, 14.
 District patrol vessels: YP 33, 34, 37, 38, 39.

Twelfth Naval District

Ambulance boat: YH 1.
 Fuel-oil barge: YO 32.
 Oil storage barge: YOS 1.
 Water barge: YW 16.
 Floating derricks: YD 27, 33, 64, 66.
 Dredges: YM 12 (Endicott), YM 14.
 Ash lighter: YA 31.
 Covered lighters: YF 198, 200, 201, 227, 228, 239, 242, 246, 247.
 Open lighters: YC 131, 283, 284, 293, 305, 307, 309, 312, 314, 316.
 Floating pile driver: YPD 4.
 Harbor tugs: UNADILLA, DREADNAUGHT, NAVIGATOR, TILLAMOOK, UNDAUNTED,
 CAHOKIA, TAMAROA.
 Motor tugs: YMT 2, 4, 8, 9, 10.
 District patrol vessel: YP 51.

Thirteenth Naval District

Fuel-oil barge: 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, 248, (ex
 YC 278), 249 (ex YC 315).
 Open lighters: YC 156, 173, 304, 306, 322, 323, 324, 370, 395, 445, 448, 650, 677,
 678, 679, 680, 681, 682, 688, 689.
 Floating pile driver: YPD 2.
 Harbor tug: PAWTUCKET, WANDO (ex AT 17), CHALLENGE (ex AT 59).
 Motor tug: YMT 11.
 District patrol vessels: YP 7, 16, 17, 18.

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

Fuel-oil barge: YO 21.
 Pontoon stowage barges: YPK 2, 3.
 Torpedo testing barge: YTT 3.
 Water barge: YW 10.
 Submarine rescue chamber: YRC 5.
 Floating derricks: YD 25, 68.
 Seaplane wrecking derrick: YSD 9.
 Dredge: YM15.
 Ash lighter: YA 66.
 Covered lighters: YF 240, 241.
 Garbage lighter: YG 15.
 Open lighters: YC 429, 470, 473, 477, 479, 651.
 Floating pile driver: YPD 16.
 Salvage pontoons: YSP 11, 12, 13, 14, 15, 16, 17, 18, 19, 20.
 Harbor tugs: SOTOYOMO, YT 119.
 Motor tug: YMT 5.
 Floating workshops: YR 20, 21, 22 (ex YC 296).

Fifteenth Naval District

Fuel-oil barge: YO 11.
 Pontoon stowage barges: YPK 4, 5.
 Submarine rescue chamber: YRC 2.
 Seaplane wrecking derrick: YSD 8.
 Covered lighter: YF 225.
 Open lighter: YC 472.
 Salvage pontoons: YSP 33, 34, 35, 36, 37, 38, 39, 40.
 Unclassified: FAVORITE.

Sixteenth Naval District

Fuel-oil barges: YO 41, 42.
 Floating derricks: YD 19, 47, 56, 60.
 Pontoon stowage barges: YPK 6, 7.
 Sludge removal barge: YSR 2.
 Covered lighters: YF 86, 177, 178, 179, 180, 181, 212, 223, 224, 230.
 Water barge: YW 54.
 Submarine rescue chamber: YRC 4.
 Dredge: YM 4.
 Ferryboats and launches: SAN FELIPE; working launches no. 681, 682, 683, 684, 685, 687, 688.
 Ash lighters: YA 52, 59, 65.
 Open lighters: YC 178, 181, 537, 643, 644, 646, 647, 648, 649, 652, 653, 654, 669, 683.
 Floating pile driver: YPD 22.
 Salvage pontoons: YSP 41, 42, 43, 44, 45, 46, 47, 48, 49, 50.
 Harbor tugs: WOMPATUCK, BANAAG, IONA, MERCEDES, VAGA.

Annapolis

Fuel-oil barge: YO 17, 37.
 Floating derrick: YD 51, 70.
 Ash lighters: YA 62, 64, 68.
 Covered lighter: YF 2.
 Motor tug: YMT 13.
 District patrol vessels: YP 21, 22, 23, 44, 54, 55, 57, 58, 59, 60, 67.
 Unclassified: VAMARIE.

ALLOCATION OF DISTRICT CRAFT.

Guam

Water barges: YW 50, 55.

Dredge: YM 13.

Open lighters: YC 664, 665, 666, 667, 668, 670, 671, 672, 673, 674, 685.

Indian Head, Md., and Dahlgren, Va.

Ferryboats and launches: BERCEAU.

Car float: YCF 7.

Covered lighters: YF 64, 73.

District patrol vessels: YP 20, 40, 66.

Guantanamo

Fuel-oil barge: YO 2.

Water barges: YW 12, 22, 25.

Floating derrick: YD 61.

Covered lighter: YF 211.

Garbage lighter: YG 14, 19, 20.

Open lighters: YC 111, 112, 200, 201, 204, 205, 207, 268, 482, 483, 489, 655, 656, 686, 687.

Floating pile driver: YPD 13.

Harbor tug: PATRIOT.¹

Tutuila, Samoa

Floating derrick: YD 34.

Covered lighters: YF 214, 215.

Open lighter: YC 676.

Washington, D. C

Car floats: YCF 1, 2, 3, 4, 6, 8, 9.

Open lighters: YC 272, 302, 464, 471, 474, 487.

District patrol vessel: MILAN.

Harbor tugs: TECUMSEH, CHOPTANK, J. M. WOODWORTH.

Naval Research and Experimental Laboratory

Floating workshop: YR 19.

Special Survey Duty

Houseboat: YHB 1.

District patrol vessels: YP 41, 42, 56.

Under Construction

Name and official no.	Type	Where building
YT128.....	Harbor Tug.....	Navy yard, Boston, to be assigned 1st district.
YT129.....	.....do.....	Navy yard, Charleston, to be assigned Pearl Harbor.
YT130.....	.....do.....	Navy yard, Pearl Harbor, to be assigned Pearl Harbor.
YT131.....	.....do.....	Navy yard, Charleston, to be assigned 5th district.
YT132.....	.....do.....	Navy yard, Charleston, to be assigned 1st district.
YT133.....	.....do.....	Navy yard, Mare Island, to be assigned 12th district.
YT134.....	.....do.....	Navy yard, Mare Island, to be assigned 12th district.
YD69.....	Floating pile driver.	Pontoon building at Navy yard, Pearl Harbor. Machinery to be built under contract, to be assigned Pearl Harbor.
YG21.....	Garbage lighter...	Navy yard, Mare Island, to be assigned 11th district.
Y043.....	Fuel oil barge.....	Navy yard, Pearl Harbor to be assigned 14th district.

¹ Designation to be changed to YP69 effective Mar. 1, 1938.

AIRSHIPS

RIGID AIRSHIPS (ZR).

Name and official number	When built	Engine	Revolutions per minute	Over-all dimensions		
				Length	Height	Diameter (maximum)
LOS ANGELES (ZR-3) ¹	1924.....	5 Maybach.....	1,600	660	102	91

¹ Non-flying status.

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

STRICKEN FROM NAVY LIST.

This list covers vessels of the Navy which have been disposed of since June 30, 1935, or which were ordered disposed of as indicated during that period.

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

Name and Official No.	Type	Status
ALTON (ex-CHICAGO).....	Unclassified.....	Stricken Aug. 16, 1935. Sold May 15, 1936. Sunk July 8, 1936.
ANTHONY (DM12).....	Light minelayer.....	Stricken Dec. 1, 1936. Reduced to hulk Dec. 25, 1936. Sunk July 22, 1937.
BALTIMORE (CM1).....	Minelayer.....	Stricken Oct. 14, 1937.
BELL (DD95).....	Destroyer.....	Stricken Jan. 25, 1937. Reduced to hulk Dec. 28, 1936.
BUSH (DD166).....	do.....	Stricken Jan. 7, 1936. Sold Sept. 8, 1936, reduced to hulk by purchaser Dec. 21, 1936.
CALDWELL (DD69).....	do.....	Stricken Jan. 7, 1936. Sold June 30, 1936, scrapped by purchaser Aug. 12, 1936.
CHAMPLIN (DD104).....	do.....	Stricken May 19, 1936. Sunk Aug. 12, 1936.
CHEYENNE (ex-BM10).....	Unclassified—old monitor	Stricken Jan. 25, 1937.
DD53 (ex-WINSLOW).....	Destroyer.....	Stricken Jan. 7, 1936. Sold June 30, 1936, scrapped by purchaser Sept. 23, 1936.
DD55 (ex-CUSHING).....	do.....	Stricken Jan. 7, 1936. Sold June 30, 1936, scrapped by purchaser Aug. 12, 1936.
DD57 (ex-TUCKER).....	do.....	Stricken Oct. 24, 1936. Sold Dec. 10, 1936, reduced to hulk by purchaser Dec. 23, 1936.
DD92 (ex-GRIDLEY).....	do.....	Stricken Jan. 25, 1937.
DD105 (ex-MUGFORD).....	do.....	Stricken May 19, 1936. Sold Sept. 29, 1936, scrapped by purchaser Nov. 18, 1936.
DYER (DD84).....	do.....	Stricken Jan. 7, 1936. Sold Sept. 8, 1936, reduced to hulk by purchaser Nov. 25, 1936.
EAGLE 10 (PE10).....	Eagle boat.....	Stricken July 2, 1936. Sunk Aug. 19, 1937.
EAGLE 12 (PE12).....	do.....	Stricken Aug. 13, 1935. Sold Dec. 30, 1935.
EAGLE 22 (PE22).....	do.....	Stricken July 2, 1936. Sunk Aug. 19, 1937.
EAGLE 36 (PE36).....	do.....	Stricken Aug. 6, 1935. Sold Feb. 27, 1936.
EAGLE 46 (PE46).....	do.....	Stricken June 2, 1936. Sold Dec. 10, 1936.
EAGLE 47 (PE47).....	do.....	Stricken Aug. 13, 1935. Sold Dec. 30, 1935.
GWIN (DD71).....	Destroyer.....	Stricken Jan. 25, 1937. Reduced to hulk Dec. 28, 1936. Awaiting disposal.
HARDING (DD91).....	do.....	Stricken Jan. 7, 1936. Sold Sept. 29, 1936. Reduced to hulk by purchaser Oct. 19, 1936.
INGRAHAM (DM9).....	Light minelayer.....	Stricken Dec. 1, 1936. Reduced to hulk Dec. 25, 1936. Sunk July 23, 1937.
ISRAEL (DM3).....	do.....	Stricken Jan. 25, 1937. Reduced to hulk Dec. 28, 1936. Awaiting disposal.
JASON (AV2).....	Seaplane tender.....	Stricken May 19, 1936. Sold July 29, 1936.
KIMBERLY (DD80).....	Destroyer.....	Stricken Jan. 25, 1937. Reduced to hulk Dec. 28, 1936. Awaiting disposal.
LANSDALE (DM6).....	Light minelayer.....	Stricken Jan. 25, 1937. Reduced to hulk Dec. 28, 1936. Awaiting disposal.
LUCE (DM4).....	do.....	Stricken Jan. 7, 1936. Sold Sept. 29, 1936, scrapped by purchaser Nov. 13, 1936.
McKEE (DD87).....	Destroyer.....	Stricken Jan. 7, 1936. Sold Sept. 8, 1936. Reduced to hulk by purchaser Nov. 25, 1936.
MEREDITH (DD165).....	do.....	Stricken Jan. 7, 1936. Sold Sept. 29, 1936, scrapped by purchaser Nov. 3, 1936.
MORRIS (DD271).....	do.....	Stricken May 19, 1936. Sold Sept. 29, 1936. Reduced to hulk by purchaser Nov. 18, 1936.
MURRAY (DM2).....	Light minelayer.....	Stricken Jan. 7, 1936. Sold Sept. 29, 1936, scrapped by purchaser Nov. 3, 1936.
NAVAJO (AT52).....	Ocean-going tug.....	Stricken Apr. 24, 1937.
NICHOLSON (DD52).....	Destroyer.....	Stricken Jan. 7, 1936. Sold June 30, 1936, scrapped by purchaser Aug. 26, 1936.
O'BANNON (DD177).....	do.....	Stricken May 19, 1936. Sold Sept. 29, 1936, reduced to hulk by purchaser Dec. 11, 1936.
PALOS (PR1).....	River gunboat.....	Stricken May 21, 1937. Sold June 3, 1937.
PATAPSCO (AT10).....	Ocean-going tug.....	Stricken Mar. 4, 1936. Sold June 30, 1936.
PAULDING, JAMES K. (DD238).....	Destroyer.....	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936; awaiting disposal.
R-8 (SS85).....	Submarine.....	Stricken May 12, 1936. Sunk Aug. 19, 1936.
RADFORD (DD120).....	Destroyer.....	Stricken May 19, 1936. Sunk Aug. 5, 1936.
RENSHAW (DD176).....	do.....	Stricken May 19, 1936. Sold Sept. 29, 1936, reduced to hulk by purchaser Dec. 2, 1936.
ROWAN (DD64).....	do.....	Stricken Jan. 7, 1936. Converted to hulk Dec. 4, 1936.
S-3 (SS107).....	Submarine.....	Stricken Jan. 25, 1937. Reduced hulk Dec. 28, 1936. Awaiting disposal.
S-4 (SS109).....	do.....	Stricken Jan. 15, 1936. Sunk May 15, 1936.
S-6 (SS111).....	do.....	Stricken Jan. 25, 1937. Reduced to hulk Dec. 28, 1936. Awaiting disposal.
S-7 (SS112).....	do.....	Do.
S-8 (SS113).....	do.....	Do.
S-9 (SS114).....	do.....	Do.

STRICKEN FROM NAVY LIST.

Name and Official No.	Type	Status
S-10 (SS115).....	Submarine.....	Stricken July 21, 1936. Sold as scrap Nov. 13, 1936.
S-19 (SS124).....	do.....	Stricken Dec. 12, 1936. Sunk Dec. 18, 1936.
SAMPSON (DD63).....	Destroyer.....	Stricken Jan. 7, 1936. Sold Sept. 8, 1936, reduced to hulk by purchaser Dec. 21, 1936.
SANDERLING (AM37).....	Mine Sweeper.....	Stricken June 26, 1937.
SMITH THOMPSON (DD212).....	Destroyer.....	Stricken May 19, 1936. Sunk July 25, 1936.
SPROSTON (DM13).....	Light minelayer.....	Stricken Dec. 1, 1936. Reduced to hulk Dec. 25, 1936. Sunk July 20, 1937.
STEVENS (DD86).....	Destroyer.....	Stricken Jan. 7, 1936. Sold Sept. 8, 1936, reduced to hulk by purchaser Dec. 21, 1936.
STRIBLING (DM1).....	Light minelayer.....	Stricken Dec. 1, 1936. Reduced to hulk Dec. 25, 1936. Sunk July 28, 1937.
SUBMARINE CHASER 143.....	Submarine chaser.....	Stricken May 19, 1936. Sold Sept. 8, 1936.
SUBMARINE CHASER 223.....	do.....	Stricken Aug. 16, 1935. Sold Mar. 18, 1936.
SUBMARINE CHASER 224.....	do.....	Stricken May 19, 1936. Sold Sept. 8, 1936.
SUBMARINE CHASER 252.....	do.....	Do.
SUBMARINE CHASER 353.....	do.....	Stricken Aug. 16, 1935. Sold Mar. 18, 1936.
TINGEY (DD272).....	Destroyer.....	Stricken May 19, 1936. Sold June 30, 1936, reduced to hulk by purchaser Dec. 22, 1936.
WADSWORTH (DD60).....	do.....	Stricken Jan. 7, 1936. Sold June 30, 1936, scrapped by purchaser Aug. 12, 1936.
YOSEMITE (CM2) (ex-SAN FRANCISCO).	Minelayer.....	Stricken June 8, 1937.

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, 1935.

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

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

Name and official No.	Allocation	Status
Stevedoring barge:		
YS51.....	1st district.....	Surveyed Mar. 13, 1935. Scrapped.
Water barges:		
YW11.....	15th district.....	Sank at sea Apr. 13, 1937.
YW15.....	14th district.....	Reported abandoned March 1936.
Floating derricks:		
YD1.....	6th district.....	Surveyed October 1935. Burned May 24, 1937.
YD3.....	3d district.....	Surveyed Oct. 5, 1936. Sold Mar. 1, 1937.
YD29.....	do.....	Transferred to Coast Guard July 26, 1935.
Ash lighters:		
YA32.....	12th district.....	Surveyed July 2, 1936. To be scrapped.
YA48.....	14th district.....	Surveyed June 16, 1936.
Covered lighters:		
YF12.....	1st district.....	Surveyed Apr. 30, 1937. To be scrapped.
YF107.....	3d district.....	Sold May 15, 1936.
YF159.....	Annapolis.....	Survey approved Jan. 30, 1935. To be disposed of by scrapping.
Garbage lighter:		
YG7.....	11th district.....	Surveyed Jan. 31, 1936. Disposal by sale approved.
Open lighters:		
YC145.....	16th district.....	Surveyed Sept. 4, 1935. Sold February 1936.
YC182.....	do.....	Surveyed Apr. 22, 1927. Destroyed June 21, 1936.
YC341.....	6th district.....	Surveyed July 22, 1935. Sale authorized.
YC374.....	13th district.....	Surveyed Mar. 13, 1934. Scrapped and burned.
YC386.....	12th district.....	Surveyed Feb. 27, 1936. To be disposed of by sale.
YC447.....	13th district.....	Surveyed Apr. 20, 1935. Transferred to Interior Department Nov. 4, 1935.
YC645.....	16th district.....	Wrecked by typhoon Aug. 6, 1936.
YC657.....	do.....	Surveyed May 22, 1930. Destroyed March 1936.
YC658.....	do.....	Surveyed Mar. 20, 1930. Sold 1936.
Salvage pontoons:		
YSP4.....	15th district.....	Surveyed Sept. 25, 1936.
YSP8.....	do.....	Do.
Harbor tugs:		
YT55.....	6th district.....	Stricken Nov. 19, 1935. Sold Feb. 27, 1936.
YT56.....	4th district.....	Stricken Dec. 17, 1935. Sold June 30, 1936.
YT70.....	1st district.....	Surveyed Jan. 4, 1937. Stricken Feb. 20, 1937. Sold Feb. 19, 1938.
YT72.....	do.....	Surveyed May 13, 1936. Stricken July 22, 1936. Sold Dec. 22, 1936.
YT73.....	do.....	Stricken Jan. 17, 1936. Sold Dec. 22, 1936.
BARNETT YT29.....	Guantanamo.....	Stricken May 19, 1936. Sold Sept. 24, 1936.

STRICKEN AND SALE LIST OF DISTRICT CRAFT.

Name and official No.	Allocation	Status
Harbor tugs—Continued.		
CHOCTAW YT114.....	4th district.....	Stricken Dec. 17, 1936. Sold Jan. 25, 1937.
DILIGENT YT113.....	do.....	Stricken Dec. 23, 1935. Sold June 30, 1936.
HERCULES YT113.....	do.....	Surveyed Sept. 15, 1936. Stricken Dec. 4, 1936. Sold Jan. 25, 1937.
JAMES WOOLEY YT45..	1st district.....	Surveyed May 13, 1936. Stricken July 22, 1936. Sold Dec. 22, 1936.
MASSASSOIT YT15.....	4th district.....	Stricken Dec. 17, 1936. Sold Jan. 25, 1937.
MUSCOTAH YT33.....	Washington, D. C.....	Stricken Jan. 8, 1937. Sold April 30, 1937.
PENTUCKET YT8.....	4th district.....	Stricken Dec. 17, 1936. Sold Jan. 25, 1937.
SEBAGO YT23.....	do.....	Stricken Dec. 3, 1936. Sold Jan. 25, 1937.
ARAPAHO YT121.....	do.....	Stricken Dec. 22, 1936. Sold May 5, 1937.
CHEMUNG YT124.....	do.....	Stricken Dec. 22, 1936. Sold Feb. 2, 1937.
Motor tug:		
YMT7.....	14th district.....	Stricken Feb. 11, 1937. Sold Apr. 7, 1937.
Floating workshop:		
YR15.....	1st district.....	Sold July 10, 1936.
District patrol vessels:		
YP30.....	9th district.....	Surveyed Mar. 31, 1936. Burned May 24, 1937.
YP53.....	Annapolis.....	Survey approved by Secretary of the Navy July 20, 1936.
Unclassified district craft:		
Advance base lighter #5.	16th district.....	Destroyed by typhoon Oct. 10, 1936.
Power float #24.....	do.....	Surveyed June 1, 1933. Sold.

SUMMARY OF THE PROVISIONS OF THE WASHINGTON AND 1930 LONDON NAVAL TREATIES INSOFAR AS THESE PROVISIONS AFFECT THE 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.

WASHINGTON AND LONDON NAVAL TREATY SUMMARY

	Reference
"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

"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.	

WASHINGTON AND LONDON NAVAL TREATY SUMMARY

	Reference
Maximum individual tonnage—10,000 tons S. D., as under "Definitions" above.	
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 constructing for each of the last 3 of the 18 cruisers of subcategory (a), 15,166 tons of cruisers of subcategory (b). If option is not exercised, the sixteenth unit of subcategory (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 before 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 aircraft."	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.

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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WASHINGTON AND LONDON NAVAL TREATY SUMMARY

SUBMARINES

DEFINITIONS

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

LIMITATIONS

	Reference
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.
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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.
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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.
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"(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;

WASHINGTON AND LONDON NAVAL TREATY SUMMARY

"(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	Reference
<i>Aroostook</i> , minelayer.....	Lon. Tr., Part II,
<i>Oglala</i> , minelayer.....	Annex III.
<i>Baltimore</i> , minelayer.....	
<i>San Francisco (now named Yosemite)</i> , minelayer.....	
<i>Cheyenne</i> , monitor.....	
<i>Isabel</i> , yacht.....	
<i>Bridgeport</i> , destroyer tender.....	
<i>Dobbin</i> , destroyer tender.....	
<i>Melville</i> , destroyer tender.....	
<i>Whitney</i> , destroyer tender.....	
<i>Holland</i> , submarine tender.....	
<i>Henderson</i> , naval transport.....	
Special vessels "may be retained and their tonnage shall not be included in the tonnage subject to limitation."	Lon. Tr., Part II,
"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."	art. 12, par. 1. 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."

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

The London treaty came into force December 31, 1930, and terminated December 31, 1936, except that Part IV relating to submarine warfare remains in force without limit of time.

NOTIFICATIONS

"Each of the contracting powers shall communicate promptly to each of the other contracting powers the following information:

"(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.

WASHINGTON AND LONDON NAVAL TREATY SUMMARY

- "(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.
- Reference
- "(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;

WASHINGTON AND LONDON NAVAL TREATY SUMMARY

- “(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

Reference

- “The standard displacement of a ship is the displacement of the ship complete, fully manned, engaged, 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, engaged, 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.

**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, pages 286 to 340 inclusive]

BATTLESHIPS, FIRST LINE

DELAWARE (BB28)
INDIANA (BB50)
IOWA (BB53)
MASSACHUSETTS (BB54)
MONTANA (BB51)
NORTH CAROLINA (BB52)
NORTH DAKOTA¹ (BB29)
SOUTH DAKOTA (BB49)
WASHINGTON (BB47)
UTAH¹ (BB 31)

BATTLESHIPS, SECOND LINE—Continued

MINNESOTA (BB22)
MISSOURI (BB11)
NEBRASKA (BB14)
NEW HAMPSHIRE (BB25)
NEW JERSEY (BB16)
OHIO (BB12)
OREGON² (BB3)
RHODE ISLAND (BB17)
SOUTH CAROLINA (BB26)
VERMONT (BB20)
VIRGINIA (BB13)

BATTLESHIPS, SECOND LINE

CONNECTICUT (BB18)
GEORGIA (BB15)
ILLINOIS³ (BB7)
KANSAS (BB21)
LOUISIANA (BB19)
MAINE (BB10)
MICHIGAN (BB27)

BATTLE CRUISERS, FIRST LINE

CONSTELLATION (CC2)
CONSTITUTION (CC5)
LEXINGTON⁴ (CC1)
RANGER (CC4)
SARATOGA⁴ (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, pages 286 to 340 inclusive]

BATTLESHIPS

WYOMING⁵ (BB32)
UTAH¹ (BB31)
FLORIDA (BB30)
NORTH DAKOTA¹ (BB29)

CRUISERS

ALTON (*ex-CA14*)
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)
BELL⁶ (DD95)
BENHAM (DD49)
BILLINGSLEY (DD293)
BRECK (DD283)
BRUCE (DD329)
BURNS JOHN, FRANCIS (DD299)
BURROWS (DD29)
BUSH (DD166)
CALDWELL (DD69)
CASE (DD285)
CHAMPLIN (DD104)
CHARLES AUSBURN (DD294)
CHASE (DD323)
COGHLAN (DD326)

DESTROYERS—Continued

CONVERSE (DD291)
CORY (DD334)
DD23 (*ex-DRAYTON*)
DD26 (*ex-PERKINS*)
DD32 (*ex-MONAGHAN*)
DD34 (*ex-WALKE*)
DD35 (*ex-AMMEN*)
DD36 (*ex-PATTERSON*)
DD43 (*ex-CASSIN*)
DD44 (*ex-CUMMINGS*)
DD45 (*ex-DOWNES*)
DD47 (*ex-AYLWIN*)
DD50 (*ex-BALCH*)
DD53 (*ex-WINSLOW*)
DD54 (*ex-MCDOUGAL*)
DD55 (*ex-CUSHING*)
DD57 (*ex-TUCKER*)
DD58 (*ex-CONYNGHAM*)
DD59 (*ex-PORTER*)
DD68 (*ex-SHAW*)
DD92 (*ex-GRIDLEY*)
DD105 (*ex-MUGFORD*)
DALE (DD290)
DAVIS (DD65)
DOYEN (DD280)
DUNCAN (DD46)
DYER (DD184)
ERICSSON (DD56)
FANNING (DD37)
FARENHOLT (DD332)
FAROUHAR (DD304)
FARRAGUT (DD300)
FLUSSER (DD289)
GWIN⁷ (DD71)
HAMILTON, PAUL (DD307)
HARDING (DD91)
HAZELWOOD (DD107)
HENLEY (DD39)
HENSHAW (DD278)
HULL (DD330)

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.

⁵ Reduced to hulk; awaiting disposal.

**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

ISHERWOOD (DD284)
 JARVIS (DD38)
 JENKINS (DD42)
 JOUETT (DD41)
 KENNEDY (DD306)
 KIDDER (DD319)
 KIMBERLY¹ (DD180)
 LAMSON (DD328)
 LARDNER (DD286)
 LA VALLETTE (DD315)
 MACDONOUGH (DD331)
 MCCALL (DD28)
 MCCAWLEY (DD276)
 MCDERMUT (DD262)
 MARCUS (DD321)
 MAYRANT (DD31)
 MCCALL (DD28)
 MCCAWLEY (DD276)
 MCDERMUT (DD262)
 MCKEE (DD87)
 MELVIN (DD335)
 MEREDITH (DD165)
 MERVINE (DD322)
 MEYER (DD279)
 MOODY (DD277)
 MORRIS (DD271)
 MULLANY (DD325)
 NICHOLSON (DD52)
 O'BANNON (DD177)
 O'BRIEN (DD51)
 OSBORNE (DD295)
 PARKER (DD48)
 FAULDING (DD22)
 FAULDING JAMES, K¹ (DD238)
 PERCIVAL (DD298)
 PRESTON (DD327)
 PUTNAM (DD287)
 RADFORD (DD120)
 REID (DD292)
 RENO (DD303)
 RENSRAW (DD176)
 ROE (DD24)
 ROWAN (DD64)
 SAMPSON (DD63)
 SELFRIDGE (DD320)
 SHARKEY (DD281)
 SHIRK (DD318)
 SINCLAIR (DD275)
 SLOAT (DD316)
 SMITH ROBERT (DD324)
 SMITH THOMPSON (DD212)
 SOMERS (DD301)
 STERETT (DD27)
 STEVENS (DD86)
 STODDERT (DD302)
 SUMNER (DD333)
 TERRY (DD25)
 THOMPSON (DD305)
 TINGEY (DD272)
 TOUCEY (DD282)
 TRIPPE (DD33)
 TURNER¹ (DD259)
 WADSWORTH (DD60)
 WAINWRIGHT (DD62)
 WARRINGTON (DD30)
 WILKES (DD67)
 WILLIAM JONES (DD308)
 WOOD (DD317)
 WORDEN (DD288)
 YARBOROUGH (DD314)
 ZEILIN (DD313)

¹ Reduced to hulk; awaiting disposal.

LIGHT MINELAYERS

ANTHONY¹ (DM12)
 BURNS (DM11)
 HART (DM8)
 INGRAHAM¹ (DM9)
 ISRAEL¹ (DM3)
 LANSDALE (DM6)
 LUCE (DM14)
 LUDLOW (DM10)
 MAHAN (DM7)
 MAURY (DM5)
 MURRAY (DM2)
 RIZAL (DM14)
 SPROSTON (DM13)
 STRIBLING (DM1)

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-8 (SS-85)
 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-3 (SS 107)
 S-4 (SS109)
 S-6 (SS111)
 S-7 (SS112)
 S-8 (SS113)
 S-9 (SS114)
 S-10 (SS115)
 S-19 (SS124)
 S-49 (SS160)
 S-50 (SS161)
 S-51 (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; ¹ 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.

¹ 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>Ex-Kearsarge</i> KEARSARGE, CRANE SHIP No. 1.	1895- 1920	Newport News S. B. Co. (converted at navy yard, Philadelphia, Pa.).	Coast battleship No. 5.	Changed to KEARSARGE, crane ship No. 1 Aug. 5, 1920; converted at navy yard Philadelphia; unclassified, ex-BB5.
BB6	KENTUCKY.....	1895	Newport News S. B. Co.	Coast battleship No. 6.	Battleship, 2d line; sold Mar. 24, 1923.
BB7	ILLINOIS.....	1896	.....do.....	Coast battleship No. 7.	Battleship, 2d line; rendered incapable of further warlike service Feb. 14, 1924, ¹ transferred to unclassified, ex-BB7; loaned to New York State Naval Militia Oct. 25, 1921.
BB8	ALABAMA.....	1896	Wm. Cramp & Sons.	Coast battleship No. 8.	Transferred to War Department Sept. 15, 1921, used as target; sunk Sept. 27, 1921; hulk sold Mar. 19, 1924.
BB9	WISCONSIN.....	1896	Union Iron Works..	Coast battleship No. 9.	Battleship, 2d line; sold Jan. 26, 1922.
BB10	MAINE.....	1898	Wm. Cramp & Sons.	Coast battleship No. 10.	Battleship, 2d line; sold Jan. 26, 1922; rendered 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 service; 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., Seattle, Wash.	Coast battleship No. 14.	Battleship, 2d line; rendered incapable of further warlike service 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 service 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 service 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; ³ 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. ^{3,4} 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>	1914	do.....	First-class battleship No. 40.	Name changed Mar. 22, 1916. Battleship.
BB41	NEW MEXICO.	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 armament.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
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
BB55	NORTH CAROLINA	1934-36	Navy yard, New York.	Battleship No. 55	Battleship, building.
BB56	WASHINGTON	1934-36	Navy yard, Philadelphia.	Battleship No. 56	Do.
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.

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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
MONITORS—					
Continued					
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); stricken Jan. 25, 1937.
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	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; stricken Aug. 16, 1935; sold May 15, 1936; sank July 8, 1936. ³
-----	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.

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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				
	CHARLESTON	1885	Union Iron Works	Cruiser No. 2	Wrecked Nov. 2, 1899.
	BALTIMORE	1886	Wm. Cramp & Sons	Cruiser No. 3	Mine layer CM1; stricken Oct. 14, 1937.
	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; stricken June 8, 1937.
	OLYMPIA	1888	do	Cruiser No. 6	Cruiser, 2d line, CA15; then to light cruiser, 2d line, CL15; transferred to unclassified (ex-CL15). Sold Aug. 5, 1921.
	CINCINNATI	1888	Navy Yard, New York.	Cruiser No. 7	Do.
	RALEIGH	1888	Navy Yard, Norfolk.	Cruiser No. 8	Name changed to ANNISTON, Mar. 14, 1918; sold Nov. 3, 1919.
	<i>Ex-Montgomery</i> ANNISTON	1888	Columbian Iron Works, Baltimore, Md.	Cruiser No. 9	Stricken July 12, 1910; sold 1911.
	DETROIT	1888	do	Cruiser No. 10	Gunboat, PG27; sold Aug. 5, 1921.
	MARBLEHEAD	1888	City Point Iron Works, Boston, Mass.	Cruiser No. 11	Name changed to SARATOGA Feb. 16, 1911; to ROCHESTER Dec. 1, 1917; Heavy cruiser, CA2.
CA2	<i>Ex-New York</i> <i>Ex-Saratoga</i> ROCHESTER	1888	Wm. Cramp & Sons	Armored cruiser No. 2.	Cruiser, 2d line, CA16. Name changed to OLD COLUMBIA Nov. 17, 1921; sold Jan. 26, 1922.
	<i>Ex-Columbia</i> OLD COLUMBIA	1890	do	Cruiser No. 12	Cruiser, 2d line, CA17; sold Aug. 5, 1921.
	MINNEAPOLIS	1891	do	Cruiser No. 13	Cruiser, 2d line; sold Dec. 20, 1921.
CA3	BROOKLYN	1892	do	Armored cruiser No. 3.	Gunboat, PG28; then to light cruiser, 2d line, CL16; stricken Mar. 12, 1931; sold Sept. 13, 1933. ¹
	DENVER	1899	Neafie & Levy, Philadelphia, Pa.	Cruiser No. 14	Gunboat, PG29; then to light cruiser, CL17; stricken Dec. 13, 1929; sold Mar. 11, 1930.
	DES MOINES	1899	Fore River S. & E. Co.	Cruiser No. 15	Gunboat, PG30; then to light cruiser, 2d line, CL18; stricken Dec. 13, 1929; sold Mar. 11, 1930.
	CHATTANOOGA	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16	Gunboat, PG31; then to light cruiser, CL19; stricken Nov. 1, 1930; sold Sept. 13, 1933. ¹
	GALVESTON	1899	Wm. R. Trigg, Richmond, Va.	Cruiser No. 17	Gunboat, PG32; then to light cruiser, 2d line, CL20; wrecked Jan. 16, 1924; sold Sept. 5, 1924.
	TACOMA	1899	Union Iron Works	Cruiser No. 18	Gunboat, PG33; then to light cruiser, 2d line, CL21; stricken Dec. 13, 1929; sold Mar. 11, 1930.
	CLEVELAND	1899	Bath Iron Works	Cruiser No. 19	

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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					
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. ¹ Scrapped by purchaser 1934.
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. ¹
	<i>Ex-California</i> — SAN DIEGO.	1899	Union Iron Works.	Armored cruiser No. 6.	Name changed to SAN DIEGO Sept. 1, 1914 sunk July 19, 1918 stricken Aug. 26, 1918
CA7	<i>Ex-Colorado</i> — PUEBLO.	1900	Wm. Cramp & Sons.	Armored cruiser No. 7.	Name changed to PUEBLO Nov. 9, 1916 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; scrapped by purchaser Sept. 9, 1935. 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; scrapped by purchaser Oct. 5, 1935. 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; stricken Aug. 16, 1935; sold May 15, 1936; sank July 8, 1936. ¹
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.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
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.
CA32	NEW ORLEANS.....	1929	Navy yard, New York.	Light cruiser.....	Do.
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.....	Do.
CA40-43	Not used.....		See light cruiser CL40-43.		
CA44	VINCENNES.....	1933	Bethlehem S. B. Corp., Quincy.	Heavy cruiser.....	Heavy cruiser.
CA45	WICHITA.....	1929-34	Navy yard, Philadelphia.	Light cruiser.....	Heavy cruiser, building.
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; scrapped by purchaser Mar. 25, 1931. 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; scrapped by purchaser Mar. 25, 1931. 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, stricken Aug. 16, 1935, sold May 15, 1936, sank, July 8, 1936. 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
	LIGHT CRUISERS—Contd.				
CL15	OLYMPIA.....	1888	Union Iron Works...	Cruiser No. 6.....	Cruiser, 2d line, CA15; changed to light cruiser, 2d line; changed to unclassified.
CL16	DENVER.....	1899	Neafe & Levy, Philadelphia, Pa.	Cruiser No. 14.....	Gunboat, PG28; changed to light cruiser, 2d line; stricken Mar. 12, 1931; sold Sept. 13, 1933; scrapped by purchaser May 8, 1934.
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; scrapped by purchaser Feb. 15, 1934. 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...	1806	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.....	1808	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. & D. D. Co.	Light cruiser No. 47.	Do.
CL48	HONOLULU.....	1929-34	Navy yard, New York.	Light cruiser No. 48.	Do.
CL49	ST. LOUIS.....	1934	Newport News S. B. & D. D. Co.	Light cruiser No. 49.	Do.
CL50	HELENA.....	1934	Navy yard, New York.	Light cruiser No. 50.	Do.

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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. Converted to seaplane tender 1937.
CV2	LEXINGTON.....	1916 1922	Fore River S. B. Corp.	Battle cruiser No. 1.	Conversion to aircraft carrier authorized July 1, 1922; aircraft carrier.
CV3	SARATOGA.....	1916 1922	New York S. B. Co.	Battle cruiser No. 3.	Do.
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.
CV6	ENTERPRISE.....	1933	do.....	Aircraft carrier No. 6.	Do.
CV7	WASP.....	1934	Bethlehem S. B. Corp., Quincy.	Aircraft carrier No. 7.	Do.
MINE LAYERS					
CM1	BALTIMORE.....	1886	Wm. Cramp & Sons.	Cruiser No. 3.....	Mine layer; stricken Oct. 14, 1937.
CM2	<i>Ex-San Francisco</i> YOSEMITE.	1887	Union Iron Works.	Cruiser No. 5.....	Name changed to <i>Yosemite</i> Jan. 1, 1931; mine layer; stricken June 8, 1937.
CM3	AROOSTOOK.....	1917	Wm. Cramp & Sons.	Mine planter..... (Id. No. 1256.)	Purchased 1917; formerly named <i>Bunker Hill</i> ; mine layer.
CM4	<i>Ex-Shawmut</i> OGLALA.	1917	do.....	Mine planter..... (Id. No. 1255.)	Purchased 1917; formerly named <i>Massachusetts</i> ; mine layer; named changed to OGLALA Jan. 1, 1928.
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.
-----	ERICSSON.....	1890	Iowa Iron Works, Dubuque, Iowa.	Torpedo boat No. 2.	Do.
-----	<i>Ex-Foote</i> C. T. B. No. 1.	1894	Columbian Iron Works, Baltimore, Md.	Torpedo boat No. 3.	Changed to Coast Torpedo Boat No. 1, Aug. 1, 1918; sold July 19, 1920.
-----	<i>Ex-Rodgers</i> C. T. B. No. 2.	1894	do.....	Torpedo boat No. 4.	Changed to Coast Torpedo Boat No. 2, Aug. 1, 1918; sold July 19, 1920.
-----	WINSLOW.....	1894	do.....	Torpedo boat No. 5.	Sold January 1911.
-----	PORTER.....	1895	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 6.	Sold Nov. 7, 1912.
-----	<i>Ex-DuPont</i> C. T. B. No. 3.	1895	do.....	Torpedo boat No. 7.	Changed to Coast Torpedo Boat No. 3, Aug. 1, 1918; sold July 19, 1920.
-----	ROWAN.....	1895	Moran Bros., Seattle, Wash.	Torpedo boat No. 8.	Stricken Oct. 29, 1912; used as target; sold June 3, 1918.
-----	<i>Ex-Dahlgren</i> C. T. B. No. 4.	1896	Bath Iron Works.	Torpedo boat No. 9.	Changed to Coast Torpedo Boat No. 4, Aug. 1, 1918; sold July 19, 1920.
-----	CRAVEN.....	1896	do.....	Torpedo boat No. 10.	Stricken Nov. 15, 1913; used as target.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	TORPEDO BOATS—Contd.				
	<i>Er-Farragut</i> C. T. B. No. 5.	1896	Union Iron Works, San Francisco, Calif.	Torpedo boat No. 11.	Changed to Coast Torpedo Boat No. 5, Aug. 1, 1918; sold Sept. 9, 1919.
{	DAVIS.....	1896	Wolf & Zwicker, Portland, Ore.	Torpedo boat No. 12.	Sold Apr. 21, 1920.
	FOX.....	1896	.....do.....	Torpedo boat No. 13.	Sold Aug. 31, 1916.
	<i>Er-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>Er-Talbot</i> BERCEAU.	1896	.....do.....	Torpedo boat No. 15.	Name changed to BERCEAU Apr. 11, 1918; District Craft YFB3.
	<i>Er-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>Er-Goldsborough</i> C. T. B. No. 7.	1897	Wolf & Zwicker, Portland, Ore.	Torpedo boat No. 20.	Changed to Coast Torpedo Boat No. 7, Aug. 1, 1918; sold Sept. 8, 1919.
	<i>Er-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>Er-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>Er-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>Er-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>Er-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>Er-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>Er-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>Er-De Long</i> C. T. B. No. 14.	1898	.....do.....	Torpedo boat No. 28.	Changed to Coast Torpedo Boat No. 14, Aug. 1, 1918; sold July 19, 1920.
{	NICHOLSON.....	1898	Lewis Nixon, Elizabethport, N. J.	Torpedo boat No. 29.	Stricken Mar. 3, 1909; used as target.
	O'BRIEN.....	1898	.....do.....	Torpedo boat No. 30.	Do

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
TORPEDO BOATS—Contd.					
{	<i>Ex-Shubrick</i> C. T. B. No. 15.	1898	Wm. R. Trigg Co., Richmond, Va.	Torpedo boat No. 31.	Changed to Coast Torpedo Boat No. 15, Aug. 1, 1918; sold Mar. 10, 1920.
	STOCKTON.....	1898	.....do.....	Torpedo boat No. 32.	Stricken Nov. 15, 1913; used as target.
{	<i>Ex-Thornton</i> C. T. B. No. 16.	1898	.....do.....	Torpedo boat No. 33.	Changed to Coast Torpedo Boat No. 16, Aug. 1, 1918; sold Aug. 28, 1920.
	<i>Ex-Tingey</i> C. T. B. No. 17.	1898	Columbian Iron Works.	Torpedo boat No. 34.	Changed to Coast Torpedo Boat No. 17, Aug. 1, 1918; sold Mar. 10, 1920.
{	WILKES.....	1898	Gas Engine & Power Co.	Torpedo boat No. 35.	Stricken Nov. 15, 1913; used as target.
DESTROYERS					
{	BAINBRIDGE.....	1898	Neafie & Levy.....	Destroyer No. 1.....	Sold Jan. 3, 1920.
	BARRY.....	1898	.....do.....	Destroyer No. 2.....	Do.
	CHAUNCEY.....	1898	.....do.....	Destroyer No. 3.....	Sunk Nov. 19, 1917; stricken Dec. 17, 1917.
	DALE.....	1898	Wm. R. Trigg Co.....	Destroyer No. 4.....	Sold Jan. 3, 1920.
	DECATUR.....	1898	.....do.....	Destroyer No. 5.....	Do.
	HOPKINS.....	1898	Harlan & Hollingsworth.	Destroyer No. 6.....	Sold Sept. 7, 1920.
	HULL.....	1898	.....do.....	Destroyer No. 7.....	Sold Jan. 3, 1920.
	LAWRENCE.....	1898	Fore River Engine Co.	Destroyer No. 8.....	Do.
	MACDONOUGH.....	1898	.....do.....	Destroyer No. 9.....	Sold Mar. 10, 1920.
	PAUL JONES.....	1898	Union Iron Works.....	Destroyer No. 10.....	Sold Jan. 3, 1920.
	PERRY.....	1898	.....do.....	Destroyer No. 11.....	Do.
	PREBLE.....	1898	.....do.....	Destroyer No. 12.....	Do.
	STEWART.....	1898	Gas Engine & Power Co.	Destroyer No. 13.....	Do.
	TRUXTUN.....	1898	Maryland Steel Co.....	Destroyer No. 14.....	Do.
	WHIPPLE.....	1898	.....do.....	Destroyer No. 15.....	Do.
	WORDEN.....	1898	.....do.....	Destroyer No. 16.....	Do.
	SMITH.....	1907	Wm. Cramp & Sons.....	Destroyer No. 17.....	Sold Dec. 20, 1921.
	LAMSON.....	1907	.....do.....	Destroyer No. 18.....	Sold Nov. 21, 1919.
	PRESTON.....	1907	New York S. B. Co.....	Destroyer No. 19.....	Do.
	FLUSSER.....	1907	Bath Iron Works.....	Destroyer No. 20.....	Do.
REID.....	1907	.....do.....	Destroyer No. 21.....	Do.	
DD22	PAULDING.....	1908	.....do.....	Destroyer No. 22.....	Transferred to U. S. Coast Guard Apr. 28, 1924; returned Oct. 18, 1930; stricken June 28, 1934; scrapped 1934; materials sold May 2, 1934. ¹
DD23	<i>Ex-Drayton</i> DD23.	1908	.....do.....	Destroyer No. 23.....	Name dropped July 1, 1933. Stricken Mar. 8, 1935; sold June 28, 1935; scrapped by purchaser June 25, 1936. 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 May 2, 1934. ¹
DD25	TERRY.....	1908	.....do.....	Destroyer No. 25.....	Do. ¹
DD26	<i>Ex-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; scrapped by purchaser Nov. 12, 1935. ¹
DD27	STERETT.....	1908do.....	Destroyer No. 27.....	Stricken Mar. 8, 1935; sold June 28, 1935; scrapped by purchaser July 14, 1936. ¹

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS—Continued					
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 May 2, 1934. ¹
DD29	BURROWS.....	1908	.....do.....	Destroyer No. 29...	Transferred to U. S. Coast Guard Apr. 28, 1924; returned May 2, 1931; stricken July 5, 1934; scrapped 1934; materials sold Aug. 22, 1934. ¹
DD30	WARRINGTON.....	1908	Wm. Cramp & Sons.	Destroyer No. 30...	Stricken Mar. 8, 1935; sold June 28, 1935; scrapped by purchaser Apr. 3, 1936. ¹
DD31	MAYRANT.....	1908	.....do.....	Destroyer No. 31...	Stricken Mar. 8, 1935; sold June 28, 1935; scrapped by purchaser Aug. 21, 1935. ¹
DD32	<i>Ex-Monaghan</i> DD32.	1909	Newport News S. B. Co.	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 Aug. 22, 1934. 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 Aug. 22, 1934. 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 Apr. 23, 1935. ¹
DD35	<i>Ex-Ammen</i> DD35.	1906	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 Aug. 22, 1934. 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 May 2, 1934. 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 May 2, 1934. ¹
DD38	JARVIS.....	1910	New York S. B. Co.	Destroyer No. 38...	Stricken Mar. 8, 1935; scrapped 1935 and materials sold Apr. 23, 1935. ¹

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS —Continued					
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 Aug. 22, 1934. 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 May 2, 1934. 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 Aug. 22, 1934. ¹
DD42	JENKINS.....	1910	.....do.....	Destroyer No. 42...	Stricken Mar. 8, 1935; scrapped 1935 and materials sold Apr. 23, 1935. 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 Aug. 22, 1934. ¹
DD44	<i>Ex - Cummings</i> , DD44.	1911	.....do.....	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 Aug. 22, 1934. ¹
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 Aug. 22, 1934. ¹
DD46	DUNCAN.....	1911	Fore River S. B. Co.	Destroyer No. 46...	Stricken Mar. 8, 1935; scrapped 1935; materials sold Apr. 23, 1935. ¹
DD47	<i>Ex-Aylwin</i> , DD47	1911	Wm. Cramp & Sons.	Destroyer No. 47...	Name dropped July 1, 1933; stricken Mar. 1935; scrapped 1935; materials sold Apr. 23, 1935. ¹
DD48	PARKER.....	1911	.....do.....	Destroyer No. 48...	Stricken Mar. 8, 1935; scrapped 1935; materials sold Apr. 23, 1935. ¹
DD49	BENHAM.....	1911	.....do.....	Destroyer No. 49...	Do. ¹
DD50	<i>Ex-Balch</i> , DD50...	1911	.....do.....	Destroyer No. 50...	Name dropped Nov. 1, 1933. Stricken Mar. 8, 1935; scrapped 1935; materials sold Apr. 23, 1935. ¹
DD51	O'BRIEN.....	1912do.....	Destroyer No. 51...	Stricken Mar. 8, 1935; scrapped and materials sold Apr. 23, 1935. ¹

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
DESTROYERS —Continued					
DD52	NICHOLSON.....	1912	Wm. Cramp & Sons.	Destroyer No. 52...	Destroyer; stricken Jan. 7, 1936; sold June 30, 1936; scrapped by purchaser Aug. 26, 1936. ¹
DD53	<i>Ex - Winslow,</i> DD53.	1912	.....do.....	Destroyer No. 53...	Destroyer; name dropped July 1, 1933; stricken Jan. 7, 1936, sold June 30, 1936; scrapped by purchaser Sept. 23, 1936. ¹
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 Aug. 22, 1934. ¹
DD55	<i>Ex Cushing,</i> DD55.	1912	Fore River S. B. Co.	Destroyer No. 55...	Destroyer; name dropped July 1, 1933; stricken Jan. 7, 1936, sold June 30, 1936; scrapped by purchaser Aug. 12, 1936. ¹
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 Aug. 22, 1934. ¹
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; stricken Oct. 24, 1936; sold Dec. 10, 1936, reduced to hulk by purchaser Dec. 23, 1936. ¹
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 Aug. 22, 1934. ¹
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 Aug. 22, 1934. ¹
DD60	WADSWORTH.....	1913	Bath Iron Works...	Destroyer No. 60...	Destroyer; stricken Jan. 7, 1936; sold June 30, 1936; scrapped by purchaser Aug. 12, 1936. ¹
DD61	JACOB JONES.....	1913	New York S. B. Co.	Destroyer No. 61...	Sunk Dec. 6, 1917; stricken Dec. 17, 1917.
DD62	WAINWRIGHT.....	1913do.....	Destroyer No. 62...	Transferred to U. S. Coast Guard Apr. 2, 1926; returned Apr. 27, 1934; stricken July 5, 1934; scrapped 1934; materials sold Aug. 22, 1934. ¹

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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...	Stricken Jan. 7, 1936; sold Sept. 8, 1936; reduced to hulk by purchaser Dec. 21, 1936. ¹
DD64	ROWAN.....	1914	do.....	Destroyer No. 64...	Stricken Jan. 7, 1936; reduced to a hulk Dec. 4, 1936. ²
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 Aug. 22, 1934. 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 Aug. 22, 1934. 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 Aug. 22, 1934. ¹
DD69	CALDWELL.....	1915	do.....	Destroyer No. 69...	Stricken Jan. 7, 1936; sold June 30, 1936; scrapped by purchaser Aug. 12, 1936. ¹
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...	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936; awaiting disposal.
DD72	CONNER.....	1915	Wm. Cramp & Sons.	Destroyer No. 72...	Destroyer.
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...	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936; ² awaiting disposal.
DD81	SIGOURNEY.....	1916	do.....	Destroyer No. 81...	Destroyer.
DD82	GREGORY.....	1916	do.....	Destroyer No. 82...	Do.
DD83	STRINGHAM.....	1916	do.....	Destroyer No. 83...	Do.
DD84	DYER.....	1916	do.....	Destroyer No. 84...	Stricken Jan. 7, 1936; sold Sept. 8, 1936; reduced to hulk by purchaser Nov. 25, 1936. ¹
DD85	COLHOUN.....	1916	do.....	Destroyer No. 85...	Destroyer.
DD86	STEVENS.....	1916	do.....	Destroyer No. 86...	Stricken Jan. 7, 1936; sold Sept. 8, 1936; reduced to hulk by purchaser Dec. 21, 1936. ¹

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	DESTROYERS—Continued				
	No. 75 to 185 class—Continued				
DD87	MCKEE.....	1916	Union Iron Works..	Destroyer No. 87...	Stricken Jan. 7, 1936; sold Sept. 8, 1936, reduced to hulk by purchaser Nov. 25, 1936. ¹
DD88	ROBINSON.....	1916	.....do.....	Destroyer No. 88...	Destroyer.
DD89	RINGGOLD.....	1916	.....do.....	Destroyer No. 89...	Do.
DD90	MCKEAN.....	1916	.....do.....	Destroyer No. 90...	Do.
DD91	HARDING.....	1916	.....do.....	Destroyer No. 91...	Stricken Jan. 7, 1936; sold Sept. 29, 1936; reduced to hulk by purchaser Oct. 19, 1936. ¹
DD92	<i>Ex-Gridley</i> DD92.	1916	.....do.....	Destroyer No. 92...	Destroyer; name dropped May 31, 1935; stricken Jan. 25, 1937; reduced to a hulk Dec. 28, 1936; ² awaiting disposal.
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...	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936. ²
DD96	STRIBLING.....	1916-17	.....do.....	Destroyer No. 96...	Light mine layer; stricken Dec. 1, 1936; reduced to hulk, 1936. ²
DD97	MURRAY.....	1916-17	.....do.....	Destroyer No. 97...	Light mine layer; stricken Jan. 7, 1936; sold Sept. 29, 1936; scrapped by purchaser Nov. 3, 1936. ¹
DD98	ISRAEL.....	1916-17	.....do.....	Destroyer No. 98...	Light mine layer; stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936. ²
DD99	<i>Ex-Schley</i> LUCE.	1916-17	.....do.....	Destroyer No. 99...	Name changed to LUCE Sept. 24, 1917; light mine layer, DM4; stricken Jan. 7, 1936; sold Sept. 29, 1936; scrapped by purchaser Nov. 13, 1936. ¹
DD100	MAURY.....	1916-17	.....do.....	Destroyer No. 100...	Light mine layer; stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser May 1, 1934. ¹
DD101	LANSDALE.....	1916-17	.....do.....	Destroyer No. 101...	Light mine layer; stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936. ¹
DD102	MAHAN.....	1916-17	.....do.....	Destroyer No. 102...	Light mine layer, stricken Oct. 22, 1930; sold Jan. 17, 1931, May 24, 1934. ¹
DD103	SCHLEY.....	1916-17	Union Iron Works..	Destroyer No. 103...	Destroyer.
DD104	CHAMPLIN.....	1916-17	.....do.....	Destroyer No. 104...	Stricken May 19, 1936; sunk Aug. 12, 1936.
DD105	<i>Ex-Mugford</i> DD105.	1916-17	.....do.....	Destroyer No. 105...	Destroyer; name dropped May 31, 1935; stricken May 19, 1936; sold Sept. 29, 1936; scrapped by purchaser June 26, 1931. ¹
DD106	CHEW.....	1916-17	.....do.....	Destroyer No. 106...	Destroyer.
DD107	HAZELWOOD.....	1916-17	.....do.....	Destroyer No. 107...	Stricken June 5, 1935; sold Aug. 30, 1935; scrapped by purchaser Apr. 14, 1936. ¹
DD108	WILLIAMS.....	1916-17do.....	Destroyer No. 108...	Destroyer.
DD109	CRANE.....	1916-17do.....	Destroyer No. 109...	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				
	Nos. 75 to 185 class—Continued				
DD110	HART.....	1917	Union Iron Works..	Destroyer No. 110..	Light minelayer; stricken Nov. 11, 1931; scrapped; materials sold Feb. 25, 1932. ¹
DD111	INGRAHAM.....	1917	.....do.....	Destroyer No. 111..	Light minelayer; stricken Dec. 1, 1936; reduced to hulk Dec. 25, 1936. ¹
DD112	LUDLOW.....	1917	.....do.....	Destroyer No. 112..	Light mine layer; stricken Nov. 18, 1930; scrapped, 1931; materials sold Mar. 19, 1931. 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; stricken May 19, 1936; sunk Aug. 5, 1936. ¹
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	TATNALL.....	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.² 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.	Stricken Jan. 7, 1936; sold Sept. 29, 1936; scrapped by purchaser Nov. 3, 1936. ¹
DD166	BUSH	1917	do.	Destroyer No. 166.	Stricken Jan. 7, 1936; sold Sept. 8, 1936; reduced to hulk by purchaser Dec. 21, 1936. ¹
DD167	COWELL	1917	do.	Destroyer No. 167.	Destroyer.
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; stricken Dec. 1, 1936; reduced to a hulk Dec. 25, 1936. ²
DD173	SPROSTON	1917	do.	Destroyer No. 173.	Light mine layer; stricken Dec. 1, 1936; reduced to hulk 1936. ²
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.	Stricken May 19, 1936; sold Sept. 29, 1936; reduced to hulk by purchaser Dec. 2, 1936. ¹
DD177	O'BANNON	1917	do.	Destroyer No. 177.	Stricken May 19, 1936; sold Sept. 29, 1936; reduced to hulk by purchaser Dec. 11, 1936. ¹
DD178	HOGAN	1917	do.	Destroyer No. 178.	Destroyer.
DD179	HOWARD	1917	do.	Destroyer No. 179.	Do.
DD180	STANSBURY	1917	do.	Destroyer No. 180.	Do.
DD181	HOPWELL	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.

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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					
DD186	CLEMONS.....	1917	Newport News S. B. Co.	Destroyer No. 186..	Destroyer.
DD187	DAHLGREN.....	1917	do.....	Destroyer No. 187..	Do.
DD188	GOLDSBOROUGH..	1917	do.....	Destroyer No. 188..	Do.
DD189	SEMME.....	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.
DD193	ABEL P. UPSHUR.	1917	do.....	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..	Stricken May 19, 1936; sunk July 25, 1936.
DD213	BARKER.....	1917	do.....	Destroyer No. 213..	Destroyer.
DD214	TRACY.....	1917	do.....	Destroyer No. 214..	Light mine layer. Designation changed June 30, 1937.
DD215	BORIE.....	1917	do.....	Destroyer No. 215..	Destroyer.
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.

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					
DD231	HATFIELD.....	1917	New York S. B. Co.	Destroyer No. 231..	Destroyer.
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..	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936; ² awaiting disposal.
DD239	OVERTON.....	1917	do.	Destroyer No. 239..	Destroyer.
DD240	STURTEVANT.....	1917	do.	Destroyer No. 240..	Do.
DD241	CHILDS.....	1917	do.	Destroyer No. 241..	Do.
DD242	KING.....	1917	do.	Destroyer No. 242..	Do.
DD243	SANDS.....	1917	do.	Destroyer No. 243..	Do.
DD244	WILLIAMSON.....	1917	do.	Destroyer No. 244..	Do.
DD245	REUBEN JAMES.....	1917	do.	Destroyer No. 245..	Do.
DD246	BAINBRIDGE.....	1917	do.	Destroyer No. 246..	Do.
DD247	GOFF.....	1917	do.	Destroyer No. 247..	Do.
DD248	BARRY.....	1917	do.	Destroyer No. 248..	Do.
DD249	HOPKINS.....	1917	do.	Destroyer No. 249..	Do.
DD250	LAWRENCE.....	1917	do.	Destroyer No. 250..	Do.
DD251	BELKNAP.....	1917	Bethlehem S. B. Corp., Quincy.	Destroyer No. 251..	Do.
DD252	McCOOK.....	1917	do.	Destroyer No. 252..	Do.
DD253	McCALLA.....	1917	do.	Destroyer No. 253..	Do.
DD254	Er-Kalk 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..	Stricken Aug. 5, 1936; reduced to hulk Oct. 23, 1936; ² converted to water BARGE No. 56 November 1936.
DD260	GILLIS.....	1917	do.	Destroyer No. 260..	Destroyer.
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	Er-Anthony GREENE.	1917	do.	Destroyer No. 266..	Name changed to GREENE Apr. 13, 1918; destroyer.
DD267	BALLARD.....	1917	do.	Destroyer No. 267..	Destroyer.
DD268	SHURRICK.....	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..	Stricken May 19, 1936; sold Sept. 29, 1936; reduced to hulk by purchaser Nov. 18, 1936. ¹
DD272	TINGEY.....	1917	do.	Destroyer No. 272..	Stricken May 19, 1936; sold Sept. 29, 1936; reduced to hulk by purchaser Dec. 22, 1936. ¹
DD273	SWASEY.....	1917	do.	Destroyer No. 273..	Destroyer.
DD274	MEADE.....	1917	do.	Destroyer No. 274..	Do.
DD275	SINCLAIR.....	1917	do.	Destroyer No. 275..	Stricken June 5, 1935; sold Aug. 30, 1935; scrapped by purchaser Aug. 30, 1935. 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					
DD276	McCAWLEY.....	1917	Bethlehem S. B. Corp., Squantum.	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; hulk sunk Feb. 21, 1933. ¹
DD278	HENSHAW.....	1917	do.....	Destroyer No. 278..	Stricken July 22, 1930; scrapped 1930; materials sold Nov. 14, 1930. 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 Dec. 20, 1930. ¹
DD281	SHARKEY.....	1917	do.....	Destroyer No. 281..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser 1934. 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..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; reduced to hulk by purchaser Apr. 2, 1931. ¹
DD288	WORDEN.....	1917	do.....	Destroyer No. 288..	Do. ¹
DD289	FLUSSER.....	1917	do.....	Destroyer No. 289..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser Jan. 2, 1936. ¹
DD290	DALE.....	1917	do.....	Destroyer No. 290..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; reduced to hulk by purchaser June 26, 1931. ¹
DD291	CONVERSE.....	1917	do.....	Destroyer No. 291..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser Jan. 2, 1936. ¹
DD292	REID.....	1917	do.....	Destroyer No. 292..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser 1934. ¹
DD293	BILLINGSLEY.....	1917	do.....	Destroyer No. 293..	Do. ¹
DD294	CHARLES AUSBURN.....	1917	do.....	Destroyer No. 294..	Do. ¹
DD295	OSBORNE.....	1917	do.....	Destroyer No. 295..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; reduced to hulk by purchaser June 26, 1931. 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; materials sold Mar. 19, 1931. ¹
DD299	<i>Ex-Swasey</i> JOHN FRANCIS BURNES.	1917	do.....	Destroyer No. 299..	Name changed to JOHN FRANCIS BURNES Oct. 18, 1918; stricken July 22, 1930; scrapped; materials sold June 10, 1931. 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				
DD300	FARRAGUT.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 300..	Stricken July 22, 1930; scrapped 1930; materials sold Oct. 31, 1930. ¹
DD301	SOMERS.....	1917	do.....	Destroyer No. 301..	Stricken Nov. 18, 1930; scrapped 1931; materials sold Mar. 19, 1931. ¹
DD302	STODDERT.....	1917	do.....	Destroyer No. 302..	Designated auxiliaries, miscellaneous; June 30, 1931; changed to destroyer Apr. 16, 1932; stricken June 5, 1935; sold Aug. 30, 1935; scrapped by purchaser Feb. 11, 1936. ¹
DD303	RENO.....	1917	do.....	Destroyer No. 303..	Stricken July 8, 1930; scrapped 1931; materials sold Jan. 27, 1931. 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; materials sold June 10, 1931. ¹
DD306	KENNEDY.....	1917	do.....	Destroyer No. 306..	Stricken Nov. 18, 1930; scrapped 1931; materials sold Mar. 19, 1931. ¹
DD307	<i>Er-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 Jan. 27, 1931. 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 Dec. 20, 1930. ¹
DD314	YARBOROUGH....	1917	do.....	Destroyer No. 314..	Stricken Nov. 3, 1930; scrapped; materials sold 1931-32. ¹
DD315	LAVALLETTE.....	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 28, 1935. ¹
DD317	WOOD.....	1917	do.....	Destroyer No. 317..	Stricken July 22, 1930; scrapped 1930; materials sold Nov. 14, 1930. ¹
DD318	SHIRK.....	1917	do.....	Destroyer No. 318..	Stricken July 22, 1930; scrapped 1931; materials sold Jan. 27, 1931. ¹
DD319	KIDDER.....	1917	do.....	Destroyer No. 319..	Stricken July 22, 1930; scrapped 1930; materials sold Oct. 31, 1930. 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				
	No. 186 to 347 class—Continued				
DD320	SELFRIDGE.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 320..	Stricken Nov. 3, 1930; scrapped; materials sold, 1931-32. ¹
DD321	MARCUS.....	1917	.....do.....	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 Mar. 19, 1931. 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 Mar. 19, 1931. ¹
DD326	COGHLAN.....	1917	.....do.....	Destroyer No. 326..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser Nov. 2, 1934. 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; scrapped by purchaser Oct. 18, 1934. 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 Dec. 20, 1930. 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 October 1930. 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.

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					
DD345	PREBLE.....	1916-18	Bath Iron Works....	Destroyer No. 345..	Light mine layer designation changed June 30, 1937.
DD346	SICARD.....	1916-18	.....do.....	Destroyer No. 346..	Do.
DD347	PRUITT.....	1916-18	.....do.....	Destroyer No. 347..	Do.
DD348	<i>Ex-Farragut; Ex-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>Ex-Dewey; Ex-Phelps, DEWEY.</i>	1916-19	Bath Iron Works....	Destroyer No. 349..	Renamed Phelps July 15, 1933; change in name canceled Aug. 13, 1933; destroyer.
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..	Do.
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	PHELES.....	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 Shipyards Inc.	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..	Destroyer, building.
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. & United Shipyards Inc.	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
DESTROYERS—Continued					
Nos. 186 to 347 class—Continued					
DD394	SAMPSON.....	1934	Bath Iron Works....	Destroyer No. 394..	Destroyer, building.
DD395	DAVIS.....	1934	do.....	Destroyer No. 395..	Do.
DD396	JOUETT.....	1934	do.....	Destroyer No. 396..	Do.
DD397	BENHAM.....	1934	Federal S. B. & D. D. Co.	Destroyer No. 397..	Do.
DD398	ELLET.....	1934	do.....	Destroyer No. 398..	Do.
DD399	LANG.....	1934	do.....	Destroyer No. 399..	Do.
DD400	McCALL.....	1934	Bethlehem S. B. Corp., (Union Plant) San Francisco, Calif.	Destroyer No. 400..	Do.
DD401	MAURY.....	1934	do.....	Destroyer No. 401..	Do.
DD402	MAYRANT.....	1934	Navy Yard, Boston.	Destroyer No. 402..	Do.
DD403	TRIPPE.....	1934	do.....	Destroyer No. 403..	Do.
DD404	RHIND.....	1934	Navy Yard, Philadelphia.	Destroyer No. 404..	Do.
DD405	ROWAN.....	1934	Navy Yard, Norfolk.	Destroyer No. 405..	Do.
DD406	STACK.....	1934	do.....	Destroyer No. 406..	Do.
DD407	STERETT.....	1934	Navy Yard, Charleston.	Destroyer No. 407..	Do.
DD408	WILSON.....	1934	Navy Yard, Puget Sound.	Destroyer No. 408..	Do.
DD409	SIMS.....	1934	Bath Iron Works....	Destroyer No. 409..	Do.
DD410	HUGHES.....	1934	do.....	Destroyer No. 410..	Do.
DD411	ANDERSON.....	1934	Federal S. B. & D. D. Co.	Destroyer No. 411..	Do.
DD412	HAMMANN.....	1934	do.....	Destroyer No. 412..	Do.
DD413	MUSTIN.....	1934	Newport News S. B. & D. D. Co.	Destroyer No. 413..	Do.
DD414	RUSSELL.....	1934	do.....	Destroyer No. 414..	Do.
DD415	O'BRIEN.....	1934	Navy Yard, Boston.	Destroyer No. 415..	Do.
DD416	WALKE.....	1934	do.....	Destroyer No. 416..	Do.
DD417	MORRIS.....	1934	Navy Yard, Norfolk.	Destroyer No. 417..	Do.
DD418	ROE.....	1934	Navy Yard, Charleston.	Destroyer No. 418..	Do.
DD419	WAINWRIGHT.....	1934	Navy Yard, Norfolk.	Destroyer No. 419..	Do.
DD420	BUCK.....	1934	Navy Yard, Philadelphia.	Destroyer No. 420..	Do.
DD421	BENSON.....	1934	Bethlehem S. B. Corp. Fore River.	Destroyer No. 421..	Do.
DD422	MAYO.....	1934	do.....	Destroyer No. 422..	Do.
DD423	GLEAVES.....	1934	Bath Iron Works Corp.	Destroyer No. 423..	Do.
DD424	NIBLACK.....	1934	do.....	Destroyer No. 424..	Do.
DD425	MADISON.....	1934	Navy Yard, Boston.	Destroyer No. 425..	Do.
DD426	LANSDALE.....	1934	do.....	Destroyer No. 426..	Do.
DD427	HILARY P. JONES.....	1934	Navy Yard, Charleston.	Destroyer No. 427..	Do.
DD428	CHARLES F. HUGHES.....	1934	Navy Yard, Puget Sound.	Destroyer No. 428..	Do.
LIGHT MINELAYERS					
DM1	STRIBLINC.....	1917	Fore River S. B. Co.	Destroyer No. 96..	Light minelayer, stricken Dec. 1, 1936, reduced to hulk Dec. 25, 1936. ²
DM2	MURRAY.....	1917	do.....	Destroyer No. 97..	Stricken Jan. 7, 1936; sold Sept. 29, 1936; scrapped by purchaser Nov. 3, 1936. ¹
DM3	ISRAEL.....	1917	do.....	Destroyer No. 98..	Stricken Jan. 25, 1937, reduced to hulk Dec. 28, 1936. ²
DM4	LUCE.....	1917	do.....	Destroyer No. 99..	Stricken Jan. 7, 1936; sold Sept. 29, 1936; scrapped by purchaser Nov. 13, 1936. 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
	LIGHT MINE-LAYERS—Con.				
DM5	MAURY.....	1917	Fore River S. B. Co.	Destroyer No. 100..	Stricken Oct. 22, 1930; sold Jan. 17, 1931 scrapped by purchaser May 1, 1934. ¹
DM6	LANSDALE.....	1917	do.....	Destroyer No. 101..	Light minelayer, stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936. ²
DM7	MAHAN.....	1917	do.....	Destroyer No. 102..	Stricken Oct. 22, 1930; sold Jan. 17, 1931; scrapped by purchaser May 24, 1934. 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, stricken Dec. 1, 1936; reduced to hulk Dec. 25, 1936. ²
DM10	LUDLOW.....	1917	do.....	Destroyer No. 112..	Stricken Nov. 18, 1930, scrapped 1931; materials sold Mar. 19, 1931. 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..	Stricken Dec. 1, 1936; reduced to hulk Dec. 25, 1936. ²
DM13	SPROSTON.....	1917	do.....	Destroyer No. 173..	Stricken Dec. 1, 1936; reduced to hulk Dec. 25, 1936. ²
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.
DM19	TRACY.....	1917	Wm. Cramp & Sons.	Destroyer No. 214..	Changed to light minelayer DM19, June 30, 1937.
DM20	PREEBLE.....	1916-18	Bath Iron Works....	Destroyer No. 345..	Changed to light minelayer DM20, June 30, 1937.
DM21	SICARD.....	1916-18	do.....	Destroyer No. 346..	Changed to light minelayer DM21, June 30, 1937.
DM22	FRUITT.....	1916-18	do.....	Destroyer No. 347..	Changed to light minelayer DM22, June 30, 1937.
	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>Ex-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>ex Puritan</i> Jan. 26, 1922.

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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				
SS4	<i>Er-Adder</i> A-2.	1896-99	Crescent Shipyard, Elizabethport, N. J. (for J. P. Holland, T. B. Co.).	Submarine No. 3.	Name changed to A-2 Nov. 17, 1911; stricken Jan. 16, 1922; target.
	<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.
SS10	<i>Er-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>Er-Cuttlefish</i> B-2.	1904	do.	Submarine No. 11.	Name changed to B-2 Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS12	<i>Er-Tarantula</i> B-3.	1904	do.	Submarine No. 12.	Name changed to B-3 Nov. 17, 1911; stricken Jan. 16, 1922; target.
	<i>Er-Octopus</i> C-1.	1896-99	do.	Submarine No. 9.	Name changed to C-1 Nov. 17, 1911; sold Apr. 1, 1920.
	<i>Er-Stingray</i> C-2.	1906	do.	Submarine No. 13.	Name changed to C-2 Nov. 17, 1911; sold Apr. 12, 1920.
	<i>Er-Tarpon</i> C-3.	1906	do.	Submarine No. 14.	Name changed to C-3 Nov. 17, 1911; sold Apr. 12, 1920.
	<i>Er-Bonita</i> C-4.	1906	do.	Submarine No. 15.	Name changed to C-4 Nov. 17, 1911; sold Apr. 12, 1920.
	<i>Er-Snapper</i> C-5.	1906	do.	Submarine No. 16.	Name changed to C-5 Nov. 17, 1911; sold Apr. 12, 1920.
SS17	<i>Er-Narwhal</i> D-1.	1906	do.	Submarine No. 17.	Name changed to D-1 Nov. 17, 1911; sold June 5, 1922.
SS18	<i>Er-Grayling</i> D-2.	1906	do.	Submarine No. 18.	Name changed to D-2 Nov. 17, 1911; sold Sept. 25, 1922.
SS19	<i>Er-Salmon</i> D-3.	1906	do.	Submarine No. 19.	Name changed to D-3 Nov. 17, 1911; sold July 31, 1922.
SS20	<i>Er-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>Er-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>Er-Barracuda</i> F-2.	1908	do.	Submarine No. 21.	Name changed to F-2 Nov. 17, 1911; sold Aug. 17, 1922.
SS22	<i>Er-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>Er-Skate</i> F-4.	1908	do.	Submarine No. 23.	Name changed to F-4 Nov. 17, 1911; sunk Mar. 25, 1915.
SS24	<i>Er-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>Er-Sturgeon</i> E-2.	1908	do.	Submarine No. 25.	Name changed to E-2 Nov. 17, 1911; sold Apr. 19, 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
	SUBMARINES—Continued				
	<i>Er-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>Er-Tuna</i> G-2. ¹	1908	Lake Torpedo Boat Co.	Submarine No. 27..	Name changed to G-2 Nov. 17, 1911; sunk July 30, 1919; stricken Sept. 11, 1919.
	<i>Er-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.
SS20	<i>Er-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>Er-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
SS31	<i>Er-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>Er-Haddock</i> K-1.	1909	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 32..	Name changed to K-1 Nov. 17, 1911; stricken Dec. 18, 1930; scrap- ped; materials sold June 25, 1931. ²
SS33	<i>Er-Cachalot</i> K-2.	1909	do.....	Submarine No. 33..	Name changed to K-2 Nov. 17, 1911; stricken Dec. 18, 1930; scrap- ped; materials sold Jan. 31, 1931 and June 3, 1931. ²
SS34	<i>Er-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; scrap- ped; materials sold Jan. 31, 1931 and June 3, 1931. ²
SS35	<i>Er-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; scrap- ped; 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 June 25, 1931. ²
SS37	K-6.....	1911	do.....	Submarine No. 37..	Stricken Dec. 18, 1930; scrapped; materials sold Jan. 31, 1931 and June 3, 1931. 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..	Stricken Dec. 18, 1930; scrapped; materials sold June 25, 1931. 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.

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.³ No. 40 to 46 and 48 to 52 class (L-1 to L-11).

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
SUBMARINES—Continued					
SS48	L-8 ¹	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. ¹
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. ¹
	<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. ¹
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.
	<i>Ex-AA-2</i> T-2.	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 60..	Name changed to T-2 Sept. 22, 1920; stricken Sept. 19, 1930; scrapped, 1930; materials sold. ¹
	<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
SS62	O-1	1915	Navy yard, Portsmouth.	Submarine No. 62..	Converted to an experimental vessel Dec. 28, 1936, in accordance with London Treaty.
SS63	O-2	1915	Navy yard, Puget Sound.	Submarine No. 63..	Submarine.
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 1930. 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 1930. 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.² No. 40 to 46 and 48 to 52 class (L-1 to L-11).

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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..	Sank at her moorings Feb. 27, 1936. Raised. Stricken May 12, 1936; sunk Aug. 19, 1936. ¹
SS86	R-9.....	1916	do.....	Submarine No. 86..	Submarine.
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 1930. 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.	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936. ²
SS109	S-4.....	1916-17	do.....	Submarine No. 109.	Sunk Dec. 17, 1927; raised Mar. 17, 1928; submarine. Stricken Jan. 15, 1936; sunk May 15, 1936. ¹
SS110	S-5.....	1916-17	do.....	Submarine No. 110.	Sunk Sept. 1, 1920; stricken Aug. 29, 1921.
SS111	S-6.....	1916-17	do.....	Submarine No. 111.	Stricken Jan. 25, 1937; reduced to hulk Dec. 28, 1936. ²
SS112	S-7.....	1916-17	do.....	Submarine No. 112.	Do. ¹
SS113	S-8.....	1916-17	do.....	Submarine No. 113.	Do. ¹
SS114	S-9.....	1916-17	do.....	Submarine No. 114.	Do. ¹
SS115	S-10.....	1916-17	do.....	Submarine No. 115.	Stricken July 21, 1936; scrapped 1936, materials sold Nov. 13, 1936. ¹
SS116	S-11.....	1916-17	do.....	Submarine No. 116.	Submarine.
SS117	S-12.....	1916-17	do.....	Submarine No. 117.	Do.
SS118	S-13.....	1916-17	do.....	Submarine No. 118.	Do.

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.² 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					
SS119	S-14.....	1916-17	Lake Torpedo Boat Co.	Submarine No. 119.	Submarine.
SS120	S-15.....	1916-17	do.	Submarine No. 120.	Do.
SS121	S-16.....	1916-17	do.	Submarine No. 121.	Do.
SS122	S-17.....	1916-17	do.	Submarine No. 122.	Do.
SS123	S-18.....	1916-17	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 123.	Do.
SS124	S-19.....	1916-17	do.	Submarine No. 124.	Stricken Dec. 12, 1936; sunk Dec. 18, 1938. ¹
SS125	S-20.....	1916-17	do.	Submarine No. 125.	Submarine.
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. 230.	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 Sept. 14, 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; reduced to hulk by purchaser Nov. 11, 1936. 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

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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					
{ SS163	<i>Er-V-1</i>	1916-18	Navy yard, Portsmouth, N. H.	Submarine No. 163.	Submarine.
{ SS164	BARRACUDA (B-1) <i>Er-V-2</i>	1916-18	do.....	Submarine No. 164.	Do.
{ SS165	BASS (B-2). <i>Er-V-3</i>	1916-18	do.....	Submarine No. 165.	Do.
{ SS167	BONITA (B-3). <i>Er-V-5</i>	1916-18	Navy yard, Portsmouth, N. H.	Submarine No. 167.	Do.
{ SS168	NARWHAL (N-1). <i>Er-V-6</i>	1916-18	Navy yard, Mare Island.	Submarine No. 168.	Do.
SS169	NAUTILUS (N-2). <i>Er-V-7</i>	1916-18	Navy yard, Portsmouth.	Submarine No. 169.	Do.
{ SS170	DOLPHIN (D-1). <i>Er-V-8</i>	1916-18	do.....	Submarine No. 170.	Do.
{ SS171	CACHALOT (C-1). <i>Er-V-9</i>	1916-18	Electric Boat Co....	Submarine No. 171.	Do.
{ SS172	CUTTLEFISH (C-2) PORPOISE (P-1) ..	1933	Navy yard, Portsmouth.	Submarine No. 172.	Do.
{ 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>El. Pinna</i> PERMIT (P-7) PLUNGER (P-8)...	1934	do.....	Submarine No. 178.	Name changed Aug. 13, 1935; submarine.
SS179		1934	Navy yard, Portsmouth.	Submarine No. 179.	Submarine
SS180	POLLACK (P-9).....	1934	do.....	Submarine No. 180.	Do.
SS181	POMPANO (P-10)...	1934	Navy yard, Mare Island.	Submarine No. 181.	Do.
{ SS182	SALMON (S-1).....	1934	Electric Boat Co....	Submarine No. 182.	Submarine, building.
{ SS183	SEAL (S-2).....	1934	do.....	Submarine No. 183.	Do.
{ SS184	SKIPJACK (S-3).....	1934	do.....	Submarine No. 184.	Do.
{ SS185	SNAPPER (S-4).....	1934	Navy yard, Portsmouth.	Submarine No. 185.	Do.
{ SS186	STINGRAY (S-5).....	1934	do.....	Submarine No. 186.	Do.
{ SS187	STUREGON (S-6).....	1934	Navy yard, Mare Island.	Submarine No. 187.	Do.
{ SS188	SARGO (S-7).....	1934	Electric Boat Co....	Submarine No. 188.	Do.
{ SS189	SAURY (S-8).....	1934	do.....	Submarine No. 189.	Do.
{ SS190	SPEARFISH (S-9).....	1934	do.....	Submarine No. 190.	Do.
{ SS191	SCULPIN (S-10).....	1934	Navy yard, Portsmouth.	Submarine No. 191.	Do.
SS192	SQUALUS (S-11).....	1934	do.....	Submarine No. 192.	Do.
SS193	SWORDFISH (S-12)...	1934	Navy yard, Mare Island.	Submarine No. 193.	Do.
SS194	SEADRAGON (S-13)...	1934	Electric Boat Co....	Submarine No. 194.	Do.
SS195	SEALION (S-14).....	1934	do.....	Submarine No. 195.	Do.
SS196	SEARAVEN (S-15)...	1934	Navy Yard, Portsmouth.	Submarine No. 196.	Do.
SS197	SEAWOLF (S-16).....	1934	do.....	Submarine No. 197.	Do.
FLEET SUBMARINES					
{ SF1	<i>Er-Schley</i> <i>Er-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 Nov. 20, 1930 and June 3, 1931. ¹
{ SF2	<i>Er-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 Nov. 20, 1930 and June 3, 1931. ¹
{ SF3	<i>Er-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 Nov. 20, 1930 and June 3, 1931. 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
	FLEET SUBMARINES—Con.				
SF4 to SF6 SMI	Fleet submarines 4 to 6.	1916-18	See submarines SS163-165.	-----	Transferred to submarines.
SC1 to SC5	<i>Ex-V-4 (SF7)</i> ARGONAUT (A-1) Fleet submarines, cruiser type.	1916-24	Navy yard, Portsmouth, N. H.	Submarine No. 166.	Submarine, mine-laying 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).
	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 SEVERN 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.	Stricken July 2, 1936. Sunk Aug. 19, 1937.
PE11	EAGLE 11	1918	do.	Patrol vessel, EAGLE 11.	Stricken Sept. 7, 1934; sold Jan. 16, 1935.
PE12	EAGLE 12	1918	do.	Patrol vessel, EAGLE 12.	Stricken Aug. 13, 1935; sold Dec. 30, 1935.
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.

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.				
PE15	EAGLE 15.....	1918	Ford Motor Co., Detroit, Mich.	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, stricken July 2, 1936.
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.
PE30	EAGLE 30.....	1918	do.....	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 34.	Stricken Apr. 27, 1932, sold as hulk June 5, 1932.
PE35	EAGLE 35.....	1918	do.....	Patrol vessel, EAGLE 35.	Patrol vessel; Eagle.
PE36	EAGLE 36.....	1918	do.....	Patrol vessel, EAGLE 36.	Stricken Aug. 6, 1936; sold Feb. 27, 1936.
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 sink- ing 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; returned to Navy June 13, 1932; stricken June 2, 1936; sold Dec. 10, 1936.
PE47	EAGLE 47.....	1918	do.....	Patrol vessel, EAGLE 47.	Stricken Aug. 13, 1935. Sold Dec. 30, 1935.
PE48	EAGLE 48.....	1918	do.....	Patrol vessel, EAGLE 48.	Patrol vessel, Eagle.
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.

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.				
PE53-54	EAGLES 53 and 54	1918	Ford Motor Co., Detroit, Mich.	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.
PG8	WILMINGTON	1893	do	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).
	MARIETTA	1895	do	Gunboat No. 15	Sold Mar. 25, 1920.
PG16	PALOS	1898	Navy yard, Mare Island.	Gunboat No. 16	Stricken May 21, 1937; sold June 3, 1937.
	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	Ex-Ranger. Ex-Rockport. 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).

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
GUNBOATS—Continued					
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; scrapped by purchaser May 8, 1934. 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; scrapped by purchaser Feb. 15, 1934. 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.
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 Abra</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, 1928; 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.

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
GUNBOATS— Continued					
PG43	GUAM.....	1924	Kiangnan Dock & Engineering Works, Shanghai, China.	Gunboat.....	Designation changed to river gunboat (P.R).
PG44	TUTUHA.....	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.
PG 51	CHARLESTON.....	1933	Navy Yard, Charleston.	.....do.....	Do.
RIVER GUNBOATS					
PR1	PALOS.....	1898	Navy yard, Mare Island, Calif.	Gunboat No. 16....	Stricken May 21, 1937; sold June 3, 1937.
PR2	MONOCACY.....	1911	.....do.....	Gunboat No. 20....	River gunboat.
PR3	GUAM.....	1924	Kiangnan Dock & Engineering Works, Shanghai, China.	Gunboat No. 43....	Do.
PR4	TUTUHA.....	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.
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>Soreign</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>Vixen</i> ; stricken June 16, 1927; delivered to State of Florida May 8, 1928.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	CONVERTED YACHTS—Con.				
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.
AD8	BUFFALO.....	1898	Newport News S. B. & D. D. Co.	Auxiliary cruiser...	Purchased July 11, 1898, from the Brazilian Government; formerly named <i>Nietheroy</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 AD11.	Taken over from Shipping Board, Dec. 5, 1921; formerly named <i>Edisto</i> ; destroyer tender.
AD12	DENEbola.....	1921	.....do.....	Destroyer AD12.	Taken over from Shipping Board, November 1921; formerly named <i>Edgewood</i> ; destroyer tender.
AD13	RIGEL.....	1921	.....do.....	Destroyer AD13.	Taken over from Shipping Board, Nov. 16, 1921; formerly named <i>Edgcombe</i> ; destroyer tender.
AD14	DIXIE.....	1937	New York S. B. Co..	Destroyer AD14.	Destroyer tender, building.

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
	SUBMARINE TENDERS				
AS1	<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 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>Kitel</i> ; taken over 1917 during war with Germany; submarine tender.
AS7	RAINBOW-----	1898	James Laing, Sunderland, England.	Distilling ship-----	Purchased June 29, 1898; originally named <i>Norseking</i> ; submarine tender; stricken June 26, 1928.
AS8	<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> , submarine tender.
AS10	ARGONNE-----	1921	American Inter. S. B. Corp., Hog Island, Pa.	Transport, AP4----	Transferred Nov. 3, 1921 as a loan from War Department, and to Navy ownership Aug. 6, 1934; submarine tender.
AS11	No. 11-----	1937	-----	Submarine tender AS11.	
	SEAPLANE 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, AZI.	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; stricken, May 19, 1936. Sold July 29, 1936.
AV3	<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; converted to seaplane tender 1937.
AV4	CURTISS-----	1937	New York S. B. Co..	Seaplane tender No. 4.	Seaplane tender, building.
	SEAPLANE TENDERS, SMALL				
AVP1	LAPWING-----	1917	Todd Shipyard Corp., New York.	Mine sweeper No. 1.	Seaplane tender, small.
AVP2	HERON-----	1917	Standard S. B. Corp., New York.	Mine sweeper No. 10.	Do.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	SEAPLANE TENDERS, SMALL—Con.				
AVP3	THRUSH.....	1917	Pusey & Jones Co., Wilmington, Del.	Mine sweeper No. 18.	Seaplane tender, small.
AVP4	AVOCET.....	1917	Baltimore D. D. & S. B. Co., Balti- More, Md.	Mine sweeper No. 19.	Do.
AVP5	TEAL.....	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 23.	Do.
AVP6	PELICAN.....	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Mine sweeper No. 27.	Do.
AVP7	SWAN.....	1917	Alabama D. D. & S. B. Co., Mobile, Ala.	Mine sweeper No. 34.	Do.
AVP8	GANNET.....	1917	Todd Shipyard Corp., New York.	Mine sweeper No. 41.	Do.
AVP9	SANDPIPER.....	1917	Navy Yard, Phila- delphia.	Mine sweeper No. 51.	Do.
AVP10	No. 10.....	1937	-----	Seaplane tender, small.	
AVP11	No. 11.....	-----	-----	do.....	
AVP12	No. 12.....	-----	-----	do.....	
AVP13	No. 13.....	-----	-----	do.....	
	REPAIR SHIPS				
AR1	MEDUSA.....	1916-18	Navy yard, Puget Sound.	Repair ship AR1..	Repair ship.
AR2	BRIDGEPORT.....	1917	Bremer Vulcan, Ve- gesack, Germany.	Destroyer tender (Id. No. 3009).	Formerly named <i>Bres- lau</i> ; taken over 1917 during war with Ger- many; destroyer tend- er AD10.
AR3	<i>Ex-Ontario</i> PROMETHEUS.	1904	Navy yard, Mare Island.	Fleet collier No. 2..	Name changed to PRO- METHEUS Oct. 1905; converted 1913; repair ship.
AR4	<i>Ex-Erie</i> VESTAL.	1904	Navy yard, New York.	Fleet collier No. 1..	Name changed to VES- TAL October 1905; con- verted 1913; repair ship.
	FLOATING DRY DOCKS				
ARD1	ARD1.....	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, Ire- land.	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, Eng- land.	Collier.....	Purchased Apr 19, 1898; storeship; transferred to War Department July 12, 1922.
AF6	RAPPAHANNOCK..	1917	Bremer Vulcan, Ve- gesack, Germany.	Animal transport (Id. No. 1854).	Formerly named <i>Pom- mern</i> ; taken over 1917 during war with Ger- many; stricken July 19, 1933; sold Oct. 5, 1933.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
STORESHIPS— Continued					
AF7	ARCTIC.....	1921	Moore S. B. Co., Oakland, Calif.	Storeship AF7....	Taken over from Shipping Board Nov. 4, 1921; formerly named <i>Yamhill</i> ; storeship.
AF8	BOREAS.....	1921	do.....	Storeship AF8....	Taken over from Shipping Board Dec. 6, 1921; formerly named <i>Yaquina</i> ; storeship.
AF9	YUKON.....	1921	do.....	Storeship AF9....	Taken over from Shipping Board Nov. 14, 1921; formerly named <i>Mehanno</i> ; storeship.
COLLIERS					
	<i>Er-Erie</i> VESTAL	1904	Navy yard, New York	Fleet collier No. 1..	Name changed to VESTAL October 1905; repair ship, AR4.
	<i>Er-Ontario</i> PROMETHEUS.	1904	Navy yard, Mare Island.	Fleet collier No. 2..	Name changed to PROMETHEUS October 1905; repair ship, AR3.
	<i>Er-Jupiter</i> LANGLEY.	1908-11	do.....	Fleet collier No. 3..	Conversion to aircraft carrier authorized; name changed to LANGLEY Apr. 21, 1920; converted to seaplane tender, 1937.
	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; stricken May 19, 1936.
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>Er-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 Jebson</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.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
OILERS—Con.					
A O7	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.
A O8	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.
A O9	PATOKA ¹	1919	Newport News S. B. & D. D. Co.	Oiler, A O9.....	Oiler. Tender for lighter-than-air aircraft. ²
A O10	ALAMEDA ²	1919	Wm. Cramp & Sons.	Oiler, A O10.....	Oiler; sold Aug. 9, 1922. ³
A O11	SAPELO.....	1920	Newport S. B. & D. D. Co.	Oiler, A O11.....	Oiler. ³
A O12	RAMAPO.....	1919	do.....	Oiler, A O12.....	Do. ³
A O13	TRINITY.....	1920	do.....	Oiler, A O13.....	Do. ³
A O14	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.
A O15	KAWEAH.....	1921	Wm. Cramp & Sons.	Oiler, A O15.....	Oiler. ³
A O16	LARAMIE.....	1921	do.....	Oiler, A O16.....	Do. ³
A O17	MATTOLE.....	1922	do.....	Oiler, A O17.....	Do. ³
A O18	RAPIDAN.....	1922	Newport News S. B. & D. D. Co.	Oiler, A O18.....	Do. ³
A O19	SALINAS.....	1921	do.....	Oiler, A O19.....	Do. ³
A O20	SEFULGA.....	1921	do.....	Oiler, A O20.....	Do. ³
A O21	TIPPECANOE.....	1922	do.....	Oiler, A O21.....	Do. ³
A O22	No. 22.....	1937	do.....	do.....	do.....
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.

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

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
CARGO SHIPS—Continued					
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>Nicarica</i> ; taken over 1917 during war with Germany; cargo ship; changed to auxiliary miscellaneous, AG13; sold Aug. 5, 1925.
AK8	ASTORIA.....	1917	J. Blumer & Co., Sunderland, England.	Collier (Id. No. 2005).	Formerly named <i>Frieda Leonhardt</i> ; taken over 1917 during war with Germany; cargo ship; sold Dec. 20, 1921.
AK9	LONG BEACH.....	1917	Wm. Pickersgill & Sons, Sunderland, England.	Collier (Id. No. 2136).	Formerly named <i>Hohenfelde</i> ; taken over 1917 during war with Germany; cargo ship; sold May 24, 1922.
AK10	QUINCY.....	1917	Wm. Doxford & Sons, Sunderland, England.	Collier.....	Formerly named <i>Vogesen</i> ; taken over 1917 during war with Germany; cargo ship; sold Sept. 25, 1922.
AK11	ROBERT L. BARNES	1918	McDougall Duluth Co., Duluth, Minn.	Fuel ship (Id. No. 3088).	Taken over by Shipping Board from builders and transferred to Navy 1918; cargo ship; changed to oiler, AO14.
AK12	<i>Ex-Arcturus</i> GOLD STAR.....	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK12...	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Gold Star</i> ; renamed GOLD STAR Feb. 6, 1922; changed to auxiliary miscellaneous, AG12.
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.

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
TRANSPORTS—Continued					
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 S. S. <i>Creole</i> ; stricken Aug. 6, 1930; sold Nov. 6, 1930.
AH3	COMFORT.....	1917	Wm. Cramp & Sons.	.....do.....	Purchased July 19, 1917; formerly named <i>Havana</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.
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.
	SAMOSET.....	1895	Navy yard, Norfolk.	Tug No. 5.....	Harbor tug, YT5.
	PENACOOK.....	1897	Navy yard, New York.	Tug No. 6.....	Harbor tug, YT6.
	PAWTUCKET.....	1897	Navy yard, Mare Island.	Tug No. 7.....	Harbor tug, YT7.
	PENTUCKET.....	1902	Navy yard, Boston.	Tug No. 8.....	Harbor tug, stricken Dec. 17, 1936. Sold Jan. 25, 1937.
	SOTOYOMO.....	1902	Navy yard, Mare Island.	Tug No. 9.....	Harbor tug, YT9.
OCEAN-GOING TUGS					
AT10	PATAPSCO.....	1904	Navy yard, Portsmouth.	Tug No. 10.....	Stricken Mar. 4, 1936. Sold June 30, 1936.
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; harbor tug, stricken Dec. 22, 1936. Sold May 5, 1937.
AT15	MOHAVE.....	1913	.....do.....	Tug No. 15.....	Built under contract from current appropriations; ocean-going tug; stricken Apr. 10, 1928.
AT16	TILLAMOOK.....	1913do.....	Tug No. 16.....	Built under contract from current appropriations; harbor tug.

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.					
{ AT17	WANDO.....	1914	Navy yard, Charleston.	Tug No. 17.....	Built under contract from current appropriations; Harbor tug.
{ AT18	<i>Ex-Pocahontas</i> CHEMUNG.	1914	Navy yard, Norfolk.	Tug No. 18.....	Built under contract from current appropriations. Name changed Sept. 1, 1917; Harbor tug, stricken Dec. 22, 1936. sold Feb. 2, 1937.
{ 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	KALMA.....	1917	do.....	Tug No. 23.....	Ocean-going tug.
AT24	KEWAYDIN.....	1917	do.....	Tug No. 24.....	Do.
AT25	UMFQUA.....	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> SUNNIDIN.	1917	do.....	Tug No. 28.....	Do.
AT29	<i>Ex-Kickapoo</i> MAHOPAC.	1917	do.....	Tug No. 29.....	Do.
AT30	<i>Ex-Watauga</i> SCIOA.	1917	do.....	Tug No. 30.....	Do.
AT31	<i>Ex-Oconee</i> KOKA.	1917	do.....	Tug No. 31.....	Do.
AT32	<i>Ex-Yucca</i> NAPA.	1917	do.....	Tug No. 32.....	Do.
AT33	<i>Ex-Nipsic</i> PINOLA.	1917	do.....	Tug No. 33.....	Do.
AT34	ALGORMA.....	1917	Staten Island S. B. Corp.	Tug No. 34.....	Ocean-going tug.
AT35	CARRABASSET.....	1917	do.....	Tug No. 35.....	Ocean-going tug; transferred to U. S. Coast Guard May 24, 1924.
AT36	CONTOCOOK.....	1917	do.....	Tug No. 36.....	Stricken Nov. 28, 1933; sold Feb. 8, 1934.
AT37	IUKA.....	1917	do.....	Tug No. 37.....	Ocean-going tug.
AT38	KEOSANQUA.....	1917	do.....	Tug No. 38.....	Do.
AT39	<i>Ex-Kineo</i> MONTCALM.	1917	do.....	Tug No. 39.....	Name changed Feb. 24, 1919; ocean-going tug.
-----	TUGS NOS. 40 TO 45	1917	do.....	Tugs Nos. 40 to 45	Contracts canceled.
AT46	IROQUOIS.....	1898	Union Iron Works..	Tug.....	Purchased Apr. 18, 1898; formerly named <i>Fearless</i> ; stricken Oct. 14, 1927; sold May 15, 1928.
AT47	OSCEOLA.....	1898	Charles Hillman, Philadelphia, Pa.	do.....	Purchased Mar. 31, 1898; formerly named <i>Winthrop</i> ; sold Mar. 24, 1923.
AT48	PEORIA.....	1898	Neafie & Levy Co., Philadelphia, Pa.	do.....	Purchased May 23, 1898; formerly named <i>Philadelphia</i> ; changed to harbor tug, YT109; sold June 16, 1922.
AT49	PISCATAQUA.....	1898	F. W. Wheeler & Co., West Bay City, Mich.	do.....	Purchased May 11, 1898; formerly named <i>W. H. Brown</i> ; stricken Aug. 4, 1930; sold Jan. 7, 1931.
AT50	POTOMAC.....	1898	do.....	do.....	Purchased Apr. 14, 1898; formerly named <i>Wilnot</i> ; sold Dec. 1, 1922.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
OCEAN-GOING TUGS—Con.					
Nos. 21 to 39 class—Continued.					
A T 51	UNCAS.....	1898	J. H. Dialogue & Co., Camden, N. J.	Tug.....	Purchased Apr. 2, 1898; formerly named <i>Walter A. Luckenbach</i> ; changed to harbor tug, YT110; sold July 25, 1922.
A T 52	NAVAJO.....	1907	Neafe & Levy, Philadelphia, Pa.	do.....	Purchased Nov. 21, 1907; formerly named <i>General Hubbard</i> ; ocean-going tug, stricken Apr. 24, 1937.
A T 53	DELAWARE.....	1917	E. J. Tull, Pocomoke City, Md.	Tug (Id. No. 467)...	Purchased Aug. 9, 1917; changed to harbor tug, YT111.
A T 54	CONESTOGA.....	1917	Maryland Steel Co., Sparrows Point, Md.	Tug (Id. No. 1128)...	Purchased Sept. 14, 1917; lost at sea; stricken June 30, 1921.
A T 55	GENESEE.....	1917	do.....	Tug (Id. No. 1116)...	Purchased July 27, 1917; formerly named <i>Monocacy</i> ; ocean-going tug.
A T 56	LYKENS.....	1917	Neafe & Levy Co., Philadelphia, Pa.	Tug (Id. No. 876)...	Purchased 1917; stricken Nov. 21, 1933; sold Feb. 3, 1934.
A T 57	SEA ROVER.....	1917	Fulton Iron Works, San Francisco, Calif.	Tug (Id. No. 1014)...	Purchased Dec. 11, 1917; ocean-going tug; sold Feb. 25, 1922.
A T 58	UNDAUNTED.....	1917	Union Iron Works...	Tug (Id. No. 1950)...	Purchased 1917; Harbor tug.
A T 59	CHALLENGE.....	1918	J. H. Dialogue & Sons, Camden, N. J.	Tug (Id. No. 1015)...	Purchased June 24, 1918; formerly named <i>Defiance</i> ; Harbor tug.
A T 60	BAY SPRING.....	1921	Providence Engineering Works, Providence, R. I.	Fleet tug, AT60....	Taken over from Shipping Board, Sept. 28, 1921; ocean-going tug
A T 61	CAHOKIA.....	1936	City Island, N. Y.	Ocean tug.....	Taken over from Coast Guard 1936 designation changed to harbor tug Jan. 1, 1938.
A T 62	TAMAROA.....	1936	Elizabethport, N. J.	do.....	Do.
A T 63	ACUSHNET.....	1936	Newport News, Va.	do.....	Taken over from Coast Guard 1936.
A T 64	.....	1937	.....	do.....	.....
MINE SWEEPERS					
Nos. 1 to 54 class					
AM 1	LAPWING.....	1917	Todd Shipyard Corp., New York.	Mine sweeper No. 1.	Seaplane tender, small. Designation changed Jan. 22, 1936.
AM 2	OWL.....	1917	do.....	Mine sweeper No. 2.	Mine sweeper.
AM 3	ROBIN.....	1917	do.....	Mine sweeper No. 3.	Do.
AM 4	SWALLOW.....	1917	do.....	Mine sweeper No. 4.	Do.
AM 5	TANAGER.....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 5.	Do.
AM 6	CARDINAL.....	1917	do.....	Mine sweeper No. 6.	Wrecked June 5, 1923; stricken July 23, 1923.
AM 7	ORIOLE.....	1917	do.....	Mine sweeper No. 7.	Mine sweeper.
AM 8	CURLEW.....	1917	do.....	Mine sweeper No. 8.	Wrecked Dec. 15, 1925; stricken June 4, 1926.
AM 9	FINCH.....	1917	Standard S. B. Corp., New York.	Mine sweeper No. 9.	Mine sweeper.
AM 10	HERON.....	1917	do.....	Mine sweeper No. 10.	Seaplane tender, small. Designation changed Jan. 22, 1936.
	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.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	MINE SWEEPERS—Con.				
	Nos. 1 to 54 class				
	—Continued				
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.	Seaplane tender, small. Designation changed Jan. 22, 1936. Do.
AM19	AVOCET.....	1917	Baltimore D. D. & S. B. Co., Balti- more, Md.	Mine sweeper No. 19.	Do.
AM20	BOBOLINK.....	1917	.....do.....	Mine sweeper No. 20.	Mine sweeper.
AM21	LARK.....	1917	.....do.....	Mine sweeper No. 21.	Do.
AM22	WIDGEON.....	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 22.	Submarine rescue ves- sel.
AM23	TEAL.....	1917	.....do.....	Mine sweeper No. 23.	Seaplane tender, small. Designation changed Jan. 22, 1936. Do.
AM24	BRANT.....	1917	.....do.....	Mine sweeper No. 24.	Mine sweeper.
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 & Pow- er Co., Morris Heights, N. Y.	Mine sweeper No. 27.	Seaplane tender, small. Designation changed Jan. 22, 1936. Do.
AM28	FALCON.....	1917	.....do.....	Mine sweeper No. 28.	Submarine rescue ves- sel.
AM29	OSPREY.....	1917	.....do.....	Mine sweeper No. 29.	Mine sweeper; trans- ferred to the Coast and Geodetic Survey Apr. 7, 1922; renamed PIONEER after trans- fer.
AM30	SEAGULL.....	1917	.....do.....	Mine sweeper No. 30.	Mine sweeper.
AM31	TERN.....	1917	.....do.....	Mine sweeper No. 31.	Do.
AM32	FLAMINGO.....	1917	New Jersey D. D. & Trans. Co., Eliza- bethport, N. J.	Mine sweeper No. 32.	Mine sweeper; trans- ferred 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.	Seaplane tender, small. Designation changed Jan. 22, 1936. Do.
AM35	WHIPPOORWILL.....	1917	.....do.....	Mine sweeper No. 35.	Mine sweeper.
AM36	BITTERN.....	1917	.....do.....	Mine sweeper No. 36.	Do.
AM37	SANDERLING.....	1917	Todd Shipyard Cor- poration, New York.	Mine sweeper No. 37.	Sank June 26, 1937; stricken June 26, 1937.
AM38	AUK.....	1917do.....	Mine sweeper No. 38.	Mine sweeper; trans- ferred to Coast and Geodetic Survey Apr. 7, 1922; renamed Dis- COVERER after trans- fer.
AM39	CHEWINK.....	1917do.....	Mine sweeper No. 39.	Submarine rescue ves- sel.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	MINE SWEEPERS—Con.				
	Nos. 1 to 54 class				
A M 40	CORMORANT.....	1917	Todd Shipyard Corporation, New York.	Mine sweeper No. 40.	Mine sweeper.
A M 41	GANNET.....	1917	.....do.....	Mine sweeper No. 41.	Seaplane tender, small. Designation changed Jan. 22, 1936.
	COSHAWK.....	1917	.....do.....	Mine sweeper No. 42.	Contract canceled.
A M 43	GREBE.....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 43.	Mine sweeper.
A M 44	MALLARD.....	1917	.....do.....	Mine sweeper No. 44.	Submarine rescue vessel.
A M 45	ORTOLAN.....	1917	.....do.....	Mine sweeper No. 45.	Do.
A M 46	PEACOCK.....	1917	.....do.....	Mine sweeper No. 46.	Mine sweeper; loaned to Shipping Board.
A M 47	PIGEON.....	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 47.	Submarine rescue vessel.
A M 48	REDWING.....	1917	.....do.....	Mine sweeper No. 48.	Mine sweeper; transferred to U. S. Coast Guard May 24, 1924.
	RAVEN.....	1917	.....do.....	Mine sweeper No. 49.	Contract canceled.
	SHRIKE.....	1917	.....do.....	Mine sweeper No. 50.	Do.
A M 51	SANDPIPER.....	1917	Navy yard, Philadelphia, Pa.	Mine sweeper No. 51.	Seaplane tender, small. Designation changed Jan. 22, 1936.
A M 52	VIREO.....	1917	.....do.....	Mine sweeper No. 52.	Mine sweeper.
A M 53	WARBLER.....	1917	.....do.....	Mine sweeper No. 53.	Mine sweeper; loaned to Shipping Board.
A M 54	WILLET.....	1917	.....do.....	Mine sweeper No. 54.	Do.
A M 55	No. 55.....	1937		Mine sweeper No. 55.	
	SUBMARINE RESCUE VESSELS				
ASR 1	WIDGEON.....	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 22.	Submarine rescue vessel.
ASR 2	FALCON.....	1917	Gas Engine and Power Co., Morris Heights, N. Y.	Mine sweeper No. 28.	Do.
ASR 3	CHEWINK.....	1917	Todd Shipyard Corporation, New York.	Mine sweeper No. 39.	Do.
ASR 4	MALLARD.....	1917	Staten Island, Shipbuilding Co., New York.	Mine sweeper No. 44.	Do.
ASR 5	ORTOLAN.....	1917	.....do.....	Mine sweeper No. 45.	Do.
ASR 6	PIGEON.....	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 47.	Do.
	AUXILIARIES, MISCELLANEOUS				
AG 1	HANNIBAL.....	1898	J. Blumer, Sunderland, England.	Collier.....	Purchased Apr. 16, 1898; formerly named <i>Joseph Holland</i> ; auxiliary miscellaneous.
AG 2	LEBANON.....	1898	Wm. Cramp & Sons, Philadelphia, Pa.	.....do.....	Purchased Apr. 6, 1898; auxiliary miscellaneous; sold June 2, 1922.
AG 3	NANSHAN.....	1898	Grangemouth Dockyard Co., Grangemouth, England.do.....	Purchased Apr. 6, 1898; auxiliary miscellaneous; sold July 29, 1922.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	AUXILIARIES, MISCELLANEOUS— Continued				
AG4	SATURN.....	1898	Harlan & Hollingsworth, Wilmington, Del.	Collier.....	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	McEackern & 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-Arcturus</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>Nicaria</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.
AG15	<i>Ex-Scindia</i> AJAX.	1898	D. & W. Henderson & Co., Glasgow, Scotland.	Collier.....	Purchased May 12, 1898; name changed to AJAX Jan. 1, 1901; changed from collier, AC14; auxiliary miscellaneous; sold Aug. 14, 1925.

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

Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	AUXILIARIES, MISCELLANEOUS—Continued				
AG16	UTAH.....	1908	New York S. B. Co.	Battleship No. 31...	Battleship; converted to "target use exclusively" to replace North Dakota. ^{1,2} Auxiliary miscellaneous.
AG17	WYOMING.....	1909	Wm. Cramp & Sons.	Battleship No. 32...	Battleship; converted to training ship Apr. 25, 1932. ³ 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; stricken May 19, 1936; sunk Aug. 5, 1936.
AG23	SEQUOIA.....	1933	Mathis Yacht S. B. Co., Camden, N. J.	Auxiliary, miscellaneous	Taken over from Dept. of Commerce Mar. 25, 1933.
AG24	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.
AG25	<i>Ex-Electra</i> POTOMAC	1935	Manitowoc S. B. Corp., Manitowoc, Wis.	Auxiliary, miscellaneous.	Taken over from Coast Guard Nov. 8, 1935. Auxiliary, miscellaneous.
AG26	CUYAHOGA.....	1933	Built Camden, N. J.	Unclassified district craft.	Taken over from U. S. Coast Guard May 29, 1933. Changed to auxiliary miscellaneous, 1937.
-----	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; stricken Aug. 16, 1935; sold May 15, 1936, sank July 8, 1936. ¹
-----	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.

¹ Disposed of in accordance with the treaty (London) for the limitation and reduction of naval armament.² In accordance with the treaty (Washington) limiting naval armaments.³ In accordance with the treaty (London) for the limitation and reduction of naval armament.

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Identification No.	Name	Date authorized or acquired	Builder	Original classification	How acquired. Latest classification or status
	UNCLASSIFIED—Contd.				
-----	BRIARCLIFF.....	1922	Russell S. B. Co., Portland, Maine.	Unclassified.....	Taken over from U. S. Shipping Board Jan. 1, 1922; unclassified.
-----	<i>Ex-Henry County.</i> CALIFORNIA STATE.	1930	American S. B. Co., Cleveland, Ohio.	.....do.....	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; stricken Jan. 26, 1937.
-----	COAST B. S. No. 1 (ex-BB1).	1890	Wm. Cramp & Sons.	Coast battleship No. 1.	Name changed from <i>Iridiana</i> Mar. 29, 1919; changed to battleship, 2d line, BB1; then unclassified; target in 1920; hulk sold Mar. 19, 1924.
-----	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, 1925.
-----	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>Shaume</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>Fera</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. ¹ 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 1887	Continental Iron Works and navy yard, Mare Island.	Monitor No. 3	Changed to monitor 2d line BM3; then to unclassified; stricken Feb. 2, 1923; sold Aug. 24, 1923.
-----	Ex-RANGER Ex-ROCKPORT. 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. ¹
-----	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 Michigan 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.

¹ Disposed of in accordance with treaty (London) for the limitation and reduction of naval armaments.² 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—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 third 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.

The second OREGON was a double-turreted monitor of the second rate, built by the Government during the Civil War. She was built at the Boston Navy Yard in 1864. Her cost was \$1,425,372.18. Wood and iron were used in her construction, the dimensions of the hull being: Displacement, 5,600 tons; length, 345' 5"; breadth, 56' 8"; depth of hold, 18' 10"; draft, 17'. She had four direct-acting horizontal engines of 50 inches stroke, built by the Aetna Iron Works in Boston. There were eight horizontal tubular boilers. The ship was designed to carry four heavy guns, mounted in pairs in turrets behind 15-inch armor. The close of the Civil War caused the Navy Department to order work on the ship suspended on November 30, 1865. For 19 years the wooden frames and timbers deteriorated on the stocks, while the unfinished armor and machinery was stored at the navy yard. Originally named *Quinsigamond*, the ship was rechristened *Hercules* on June 15, 1869, but a few months later (August 10, 1869) the Navy Department directed her to be known as the OREGON, which was the name she bore when she was finally broken up in 1884.

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 third vessel so called.

The first was a 74-gun ship of 2,633 tons, commenced in 1817 at Portsmouth, N. H. Her name was changed to NEW HAMPSHIRE on October 28, 1863; she was launched on January 23, 1864.

The second was a side-wheel steamer of 1,261 tons, carrying eight guns. She was purchased on August 1, 1861; sold on August 10, 1865.

NOTE.—There was a schooner of 80 tons carrying 10 guns, which was named *Alabama* prior to purchase on May 6, 1863. This vessel was renamed FOX on entering in the United States naval service.

Battleship No. 9—WISCONSIN—named for the State of Wisconsin—the first vessel so called.

Battleship No. 10—MAINE—named for the State of Maine and the old battleship *Maine*—the second vessel so called.

The first was an armored cruiser, later called a battleship. She was built in 1888, was of 6,682 tons, and was blown up in the harbor of Habana on February 15, 1898.

Battleship No. 11—MISSOURI—named for the State of Missouri—the second vessel so called.

The first was a steamer of 1,700 tons carrying 10 guns, built in 1841, and burned at Gibraltar in 1843.

Battleship No. 12—OHIO—named for the State of Ohio—the third vessel so called.

The first was a schooner carrying one gun, captured on Lake Ontario August 12, 1814.

The second was a 74-gun ship of 2,757 tons built 1817-1820 in New York.

Battleship No. 13—VIRGINIA—named for the State of Virginia—the fourth vessel so called.

The first was a ship of 28 guns built in 1776. She was captured in Chesapeake Bay.

The second was a schooner of 187 tons taken over from the Revenue Service and turned back in 1801. She was built in 1798 at Norfolk, Va.

The third was a 74-gun ship of 2,633 tons started at Boston, Mass., but never finished.

Battleship No. 14—NEBRASKA—named for the State of Nebraska—the second vessel so called.

The first was a monitor, originally called *Shakamaxon*. Her name was changed to *HECLA* on June 15, 1869, and to *NEBRASKA* on August 10, 1869. She was broken up in 1874.

Battleship No. 15—GEORGIA—named for the State of Georgia—the first vessel so called.

Battleship No. 16—NEW JERSEY—named for the State of New Jersey—the first vessel so called.

Battleship No. 17—RHODE ISLAND—named for the State of Rhode Island—the second vessel so called.

The first vessel was a side-wheel steamer of 1,517 tons carrying four guns, purchased on July 8, 1861. Originally named *John P. King*, then named *Eagle*, and finally *RHODE ISLAND* on July 8, 1861.

Battleship No. 18—CONNECTICUT—named for the State of Connecticut—the sixth vessel so called.

The first was a gondola of 3 guns, 8 swivels, and 45 men, one of the vessels of Brig. Gen. Benedict Arnold's fleet on Lake Champlain in 1776. Destroyed to prevent capture by the enemy.

The second was a sloop-of-war of 24 guns, 492 tons, acquired from the district of Middleton, Conn., 1796. Sold at New York for \$19,300 in 1891.

The third was a side-wheel steamer of 1,725 tons, 10 guns, purchased at New York, July 18, 1861, as the *Mississippi*. Name changed to *CONNECTICUT*. Sold in Philadelphia, Pa., September 21, 1865, to D. B. Allen for \$137,000.

The fourth was a vessel built at the Boston Navy Yard, commenced about 1863; never completed. Original name *Pompanooc*; changed to *CONNECTICUT* May 15, 1869. Condemned and broken up at Boston in 1884. Never launched.

The fifth was a monitor, authorized by Act of Congress May 4, 1869; displacement 3,214 tons. Built at Bath Iron Works, Bath, Maine. While this vessel was still under construction, the name was changed to *NEVADA*, January 1901.

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 74-gun ship of 2,633 tons, commenced in 1817 at Portsmouth, N. H. Her name was changed to *New Hampshire* on October 28, 1863; she was launched on January 23, 1864. Her name was changed to *GRANITE STAR* on November 30, 1904.

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 243 tons, 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 *Pembroke*. In 1864 attached to the same squadron, actively engaged in search of Confederate cruisers. Sold May 16, 1892.

The second vessel named *WYOMING* was monitor No. 10, of 3,225 tons displacement; authorized by act of Congress dated March 4, 1898; built by the Union Iron Works, San Francisco, Calif.; launched September 8, 1900; commissioned December 8, 1902; name changed to *Cheyenne* January 1, 1909.

Battleship No. 33—*ARKANSAS*—named for the State of Arkansas—third vessel so called.

The first vessel named *ARKANSAS* was a screw steam vessel of 752 tons, carrying six guns; purchased June 27, 1863, at Philadelphia, Pa., as the *Tonawanda*; assigned to service in the West Gulf Squadron for blockade and dispatch duty; captured the schooner *Watchful*, which was loaded with arms; sold at Portsmouth July 29, 1865.

The second vessel named *ARKANSAS* was monitor No. 7, of 3,225 tons displacement; authorized by act of Congress dated May 4, 1898; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; launched November 10, 1900; commissioned October 28, 1902; name changed to *Ozark* March 2, 1909; sold January 26, 1922.

Battleship No. 34—*NEW YORK*—named for the State of New York—sixth vessel so called.

The first vessel named *NEW YORK* was a gondola, of 3 guns and 45 men; attached to the fleet of Gen. Benedict Arnold, on Lake Champlain. Burned near Crown Point, N. Y., October 13, 1776.

The second vessel named *NEW YORK* was a ship of 1,130 tons, 36 guns; built at New York, 1799; cruised in the West Indies; served as flagship of Capt. John Rodgers in the Mediterranean 1802-3; burned at Washington, D. C., in 1814.

The third vessel named *NEW YORK* was a ship of the line, of 2,633 tons; commenced at Norfolk, 1818; never launched; destroyed in 1861 at Norfolk Navy Yard.

The fourth vessel named *NEW YORK* was a screw sloop of 2,490 tons, 21 guns; commenced at navy yard, New York; name changed from *Ontario* May 15, 1869; broken up on the stocks and sold at New York May 31, 1888.

The fifth vessel named *NEW YORK* was armored cruiser No. 2, of 8,900 tons displacement; authorized by act of Congress dated September 7, 1888; built by Wm. Cramp & Sons Ship & Engine Building Co., Phila-

delphia, 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, 1866, 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. 38—PENNSYLVANIA—named for the State of Pennsylvania—fourth vessel so called.

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

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

The third vessel named PENNSYLVANIA was armored cruiser No. 4, of 13,680 tons displacement; authorized by act of Congress dated March 3, 1899; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; launched August 22, 1903; commissioned March 9, 1905; name changed to *Pittsburgh* August 27, 1912; 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 *Madavaaska*. 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 1863; launched under the name *Minnetonka*; made only two cruises, 1871-72, New York to Pacific via Cape Horn; sold May, 1875.

The second vessel named CALIFORNIA was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated March 3, 1899; built by Union Iron Works, San Francisco, Calif.; launched April 28, 1904; commissioned August 1, 1907; name changed to *San Diego* September 1, 1914; sunk July 19, 1918, by German mine off Fire Island, N. Y., while attached to cruiser and transport force, Atlantic Fleet.

Battleship No. 45—**COLORADO**—named for State of Colorado—third vessel so called.

The first vessel named **COLORADO** was a steam screw frigate of 3,400 tons, carrying 40 guns; named for the Colorado River; keel laid in May 1854, at the Gosport (Norfolk) Navy Yard, under act of Congress dated April 6, 1854; launched June 19, 1856. Civil War: 1861, flagship of Flag Officer Wm. Mervine, U. S. Navy; took part in operations at Pensacola and vicinity; destroyed Confederate privateer *Judah*; established the blockade from Key West, Fla., to the Rio Grande, Tex.; 1862, attached to the West Gulf Squadron, commanded by Capt. 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 13-16, 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 *Frederick*, 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. See battleship No. 56.

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, 1906; 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, 1906; attached to cruiser and transport force during World War; name changed to *Misoula*, for a city of Montana, June 7, 1920; sold September 29, 1930.

Battleship No. 52—**NORTH CAROLINA**—named for State of North Carolina. See battleship No. 55.

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 18, 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 1856-57 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.

Battleship No. 55—NORTH CAROLINA—named for State of North Carolina—fourth vessel so called. 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 1825-27; last cruise was in the Pacific as flagship of Commodore H. E. Ballard; 1839-66, 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 April 27, 1904, and built by the Newport News Shipbuilding Co. The keel was laid March 21, 1905, the ship was launched October 6, 1906, and first placed in commission May 7, 1908. After a cruise to Venezuela, the NORTH CAROLINA was ordered to Turkish waters to protect American interests, returning in August 1909. In 1910 and 1911 visits were made to Argentina in connection with the Argentine centennial celebration and to Venezuela to attend the Centenary of Independence of Venezuela. In 1914, the NORTH CAROLINA was detached to European waters to provide relief for American citizens in Europe. After the United States entered the World War this vessel was assigned to escort duty with the Cruiser Force. While acting as ocean escort to troop transports out of New York and Hampton Roads, this vessel made contact with the enemy only once. On August 26, 1918, an attack was made on the convoy which the NORTH CAROLINA was escorting. She sighted a periscope about 500 yards distant. The submarine immediately submerged and came up on the NORTH CAROLINA's starboard quarter. This vessel fired five shots but there was no evidence that the submarine had been damaged. From December 1918 to July 1919, the NORTH CAROLINA made six round trips to Europe returning troops, during which 8,963 passengers were transported. On June 7, 1920, the name was changed to CHARLOTTE and she was placed out of commission February 18, 1921, and sold September 29, 1930.

The third vessel named NORTH CAROLINA was BATTLESHIP No. 52 which was never completed. 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.

BATTLESHIP No. 56—WASHINGTON—named for State of Washington—sixth vessel so called. The first 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 second vessel named WASHINGTON was a galley; 8 guns; 80 men. Built at Skenesboro and joined Arnold's fleet October 6, 1776. In a running fight to the southward October 13, 1776, on Lake Champlain she was captured off Split Rock by the British, after severe losses. Although defeated in this action the Americans gained time necessary to save Washington's hard pressed army and thus won a strategic victory of great consequence.

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.

The fifth vessel named WASHINGTON was BATTLESHIP No. 47 which was never commissioned. 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.

BATTLE CRUISERS

Battle Cruiser No. 1—LEXINGTON—fourth vessel so called. See aircraft carrier No. 2.

Battle Cruiser No. 2—CONSTELLATION—the second vessel so called. Work was ordered suspended on the construction of this vessel February 8, 1922, upon signing of the treaty limiting naval armaments, in view of the probable scrapping of certain capital ships. The said treaty was duly ratified, effective on August 17, 1923, on which date the contract was definitely canceled. The vessel was broken up and scrapped in accordance with the terms of the treaty.

The first vessel named CONSTELLATION was a sailing frigate of 1,970 tons displacement carrying 36 guns, authorized by act of Congress dated March 27, 1794; built by the United States Government under supervision of Naval Constructor David Stoddard and Commodore Thomas Truxtun, U. S. Navy, at Baltimore, Md.; keel laid 1795; launched, September 7, 1797; celebrated for her fine sailing qualities; flagship of Commodore Truxtun's squadron in West Indies during war with France, 1798-1800; took many prizes; February 9, 1799, off St. Kitts, engaged and captured French frigate *L'Insurgente*; February 2, 1800, received the surrender of French frigate *La Vengeance* after a running fight of five hours; prize escaped in the darkness; War of 1812, blockaded at Norfolk by British fleet; June 20-23, 1813, her boats assisted in capture, off Craney Island, Va., of boats of British squadron; in the engagement 90 British were killed or wounded and 43 taken prisoners; Civil War, 1862-1865, cruised in search of Confederate vessels; 1873-1892, practice ship for midshipmen, Naval Academy, Annapolis, Md.; 1893-1920, training ship for apprentices, Newport, R. I.; name changed to *Old Constellation*, October 30, 1917; renamed *Constellation*, July 24, 1925; now in unclassified section of Navy List.

Battle Cruiser No. 3—SARATOGA—fourth vessel so called. See aircraft carrier No. 3.

Battle Cruiser No. 4—RANGER—fifth vessel so called. See aircraft carrier No. 4.

Battle Cruiser No. 5—CONSTITUTION—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 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. *Jawa*; 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 *Towawanda*. 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. 56.

Armored Cruiser No. 12—NORTH CAROLINA. See Battleship No. 55.

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. 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., 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. See Light Cruiser No. 49.

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, Com. mander 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 13, 1917; 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 26,

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. Truxton 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. P. 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 *Mendota*, and to *MUSCORAN*, January 30, 1932 (Harbor Tug YT33); sold April 30, 1937.

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. Watumough; 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 14,500 tons' displacement, authorized by act of Congress, dated July 1, 1902; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; originally named *Tennessee*, for the State of Tennessee; keel laid June 20, 1903; launched December 3, 1904; commissioned July 17, 1906; 1916, flagship of cruiser force in West Indies; August 29, 1916, while lying off the city of San Domingo, was driven ashore by tidal wave and completely wrecked; stricken from Navy List December 17, 1917; sold in wrecked condition, 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 53. 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 44-gun frigate of 1,726 tons whose keel was laid at New York Navy Yard in 1820. She launched 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, 1856, 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, 1883.

The second SAVANNAH was formerly the German S. S. *Saronia* 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, 1934, 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.
 Light Cruiser No. 49—**St. Louis**—named for the city of St. Louis, Mo.—the fourth 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.

The third **St. Louis** was a first-class cruiser which was authorized June 7, 1900, and was built by Neafie & Levy, Philadelphia, Pa. The keel was laid July 31, 1902; was launched May 6, 1905 and first placed in mission, August 18, 1906. She was of 10,500 tons displacement. On May 25, 1907, this vessel sailed from Hampton Roads, Va., for the east coast of South America, thence via the Straits of Magellan to San Francisco to join the Pacific Fleet. In 1909 a cruise was made to Hawaii, Fiji, and Samoa. At Honolulu on February 4, 1917, an armed party from this vessel boarded the German cruiser **GEIER** interned at that port, and prevented the destruction of that vessel by her crew. Although operating off Hawaii when we entered the World War, the **St. Louis** arrived on the east coast of the United States in time to join group 4, American Expeditionary Force, as escort to France, sailing June 17, 1917. During the remainder of the war this vessel did ocean escort duty with the Cruiser Force. Between December 1918 and July 1919 six round trips were made to Europe returning troops during which 8,437 passengers were transported. In 1920-21 the **St. Louis** was in Turkish waters doing relief work in connection with the evacuation of Southern Russia. This vessel was placed out of commission March 3, 1922, and sold August 13, 1930.

Light Cruiser No. 50—**HELENA**—named for the city of Helena, Mont.—second vessel so called.
 The first **HELENA** was a light-draft gunboat of 1,392 tons displacement built in 1894-96 at Newport News, Va. She was named for the city of Helena, Mont., and was the first vessel so called. She was commissioned at New York, July 8, 1897, and was attached to the North Atlantic Fleet. During the Spanish-American War this vessel operated in Cuban waters and was under fire at Port Tunas, July 2, 1898, and on July 18 was one of a squadron which made a vigorous attack on Manzanillo during which eight small vessels were sunk or destroyed, thus effectually closing the port. On November 3, 1898, the **HELENA** departed from Boston, Mass., for the Asiatic station and participated in the suppression of the Philippine Insurrection after arriving at Manila, February 19, 1899. On May 21 she was present at the evacuation of Jolo by the Spanish and the landing of American troops to replace them; during June she was among the vessels distributed along the shore of Manila Bay to assist the Army in its offensive south of Manila in Cavite Province; June 13 sent a party ashore to assist the Army in an assault which carried strong defenses along the Zapote River; November 7 assisted in bombardment of San Fabian, Lingayen Gulf, and the landing of 2,500 troops; in December went up Cagayan River in search of advanced battalion of Twenty-fourth Infantry which was found 80 miles above Asparri by a boat party. This vessel remained on the Asiatic Station, principally on river patrol duty until stricken from the Register May 27, 1932. Sold July 7, 1934.

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.—third vessel so called. The first was an ironclad of 468 tons, carrying 14 guns, built under contract in 1861-62. Sold.

The second was a troop transport serving in the World War from April 27, 1918, to September 11, 1919.

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 was 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. *Liebfels*, 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.—fourth 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.
 The third **AUGUSTA** was a motor patrol boat. Built by Nelson, Harrisburg, Tex. Commissioned August 11, 1917. Returned to owner December 12, 1918.

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 Sacketts 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 *Amezones*, which was built by Armstrong, Mitchell & Co., Newcastle on Tyne, England, and launched Decem-

ber 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 *Vogesen* which had refueled in the port of Pensacola, Fla., prior to the entrance of the United States into the World War. The *Vogesen* was built in 1909, by Wm. Doxford & Sons, Sunderland, England, and was owned by H. Vogesen. 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 *Vogesen* was seized, ordered to New Orleans where she was refitted and refurnished 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**. (See Seaplane Tender No. 3.)

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 storeship, 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 June 1861, transferred to the Navy, October 1862, 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* October 30, 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 (1937). 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 18, 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." (Paullin'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 1790, 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 Starrett, 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. *Boxer*, 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 Cudacao, 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.

Aircraft Carrier No. 7—*WASP*.—Sixth vessel so called.

The first *WASP* was a schooner, 8 guns, of the Continental Navy, obtained in Baltimore, was with the first American Squadron to put to sea during the Revolution. Participated in the attack on New Providence Colony, West Indies, February and March 1776, and in engagement captured the tender H. M. S. *Glasgow* off Block Island, April 6, 1776. Also captured the British brig *Betsy*, May 6, 1776, in Delaware Bay. Recaptured a French Schooner with cargo December 1776, off the northeastern coast of the United States. With four other ships engaged the British ships under Sir William Howe, November 1777, and was blown up by the Americans to avoid her falling into the hands of the enemy.

The second *WASP* was a ship of 18 guns, built at the Washington Navy Yard, 1806. Under command of Master Commandant Jacob Jones 1812, engaged the British brig *Frolic*, 22 guns, Capt. Thomas Whinyates. The *WASP* defeated and captured the *Frolic*, but shortly after the action H. M. S. *Poictiers*, Captain Beresford commanding, arrived on the scene, captured the *WASP*, and recaptured the *Frolic*.

The third *WASP* was built at Newburyport, Mass., 1813, 18-gun ship, under command of Master Commandant J. Blakeley. On June 28, 1814, captured H. M. S. *Reindeer*, 18 guns, Capt. William Manners, after a severe fight of 19 minutes. For this victory, Captain Blakeley received the thanks of Congress and a gold medal. On September 1, 1814, the *WASP*, Master Commandant Johnston Blakeley, defeated and received the surrender of H. M. S. *Aron*, Capt. James Arbuthnot, but was unable to take possession of her prize, owing to the appearance of a superior British force comprised of the *Castilian*, 18 guns, and the *Tartarus*, 20 guns, which arrived in time to save the survivors of the *Aron's* crew before that vessel sank. The *WASP* took as a prize on September 21, 1814, the British dispatch brig *Atalanta*, 8 guns, and sent her with a prize crew on board to a United States port. The *Atalanta* reached Savannah on November 4, 1814, bringing the last direct word from the *WASP*. The Swedish brig *Adonis* reported that the *WASP* spoke and boarded her on October 9, 1814, in latitude 18°35' N., longitude 30°10' W. and that the *WASP* was standing for the Spanish Main. No further word was ever received concerning the *WASP*.

The fourth *WASP* was formerly iron side-wheel steamer *EMMA HENRY*, purchased from the New York Prize Court, January 13, 1865, for \$83,361. Assigned to duty in the special squadron of Acting Rear Admiral Godon, ordered to search for the U. S. S. *STONEWALL* in the West Indies, May 16, 1865; left Hampton Roads with the squadron May 17, but was injured in a collision at Charleston, S. C., and unable to proceed. Name changed to *WASP* June 13, 1865. Attached to the South Atlantic Squadron, 1865-76; cruised coast of Uruguay, Paraguay, and Argentine Republic for protection of American interests, etc.; survey work, coast and La Plata River, 1873-75. Condemned at Montevideo, and sold June 5, 1876, to L. B. Schenier for \$2,548.47.

The fifth *WASP* was formerly the yacht *COLUMBIA*, was purchased during the Spanish-American War, converted for use by the Navy and used in the blockade of Spanish ports in the West Indies. She was placed out of commission at Norfolk, Va., December 1, 1919, and sold November 3, 1921.

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—*OGLAGALA*—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. 405.

Torpedo Boat No. 9—*DAHLGREN*. 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. 395.

Torpedo Boat No. 13—FOX. See Destroyer No. 234.
 Torpedo Boat No. 14—MORRIS. See Destroyer No. 417.
 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—STRINGHAM. See Destroyer No. 83.
 Torpedo Boat No. 20—GOLDSBOROUGH. See Destroyer No. 188.
 Torpedo Boat No. 21—BAILEY. See Destroyer No. 269.
 Torpedo Boat No. 22—SOMERS. See Destroyer No. 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. 415.
 Torpedo Boat No. 31—SHUBRICK. See Destroyer No. 268.
 Torpedo Boat No. 32—STOCKTON. See Destroyer No. 73.
 Torpedo Boat No. 33—THORNTON. See Destroyer No. 270.
 Torpedo Boat No. 34—TINGEY. See Destroyer No. 272.
 Torpedo Boat No. 35—WILKES. See Destroyer No. 67.

DESTROYERS

Destroyer No. 1—BAINBRIDGE. See Destroyer No. 246.
 Destroyer No. 2—BARRY. See Destroyer No. 248.
 Destroyer No. 3—CHAUNCEY. See Destroyer No. 296.
 Destroyer No. 4—DALE. See Destroyer No. 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. See Destroyer No. 418.
 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. See Destroyer No. 400.
 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. See Destroyer No. 402.
 Destroyer No. 32—MONAGHAN. See Destroyer No. 354.
 Destroyer No. 33—TRIPPE. See Destroyer No. 403.
 Destroyer No. 34—WALKE. See Destroyer No. 416.
 Destroyer No. 35—AMMEN—named in memory of Rear Admiral Daniel Ammen, U. S. Navy, who was born in Ohio in 1820. Appointed midshipman in 1836. In the Civil War he performed conspicuous blockading service as executive officer of the *Roanoke*, and in command of the *Seneca*. He commanded the *Seneca* at the Battle of Port Royal, November 7, 1861. He commanded the *Patapsco* in the attack on Fort McAlister and Fort Sumter, 1863. He commanded the *Mohican* in bombardment of Fort Fisher, 1864 and 1865.
 Destroyer No. 36—PATTERSON. 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**. See Destroyer No. 396.

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 *Oncida*, 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**. See Destroyer No. 397.

Destroyer No. 50—**BALCH**. See Destroyer No. 363.

Destroyer No. 51—**O'BRIEN**. See Destroyer No. 415.

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 (also 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 *Atabama*, June 19, 1864, in the famous fight off Cherbourg. For this action Captain Winslow was promoted to the rank of commodore.

Destroyer No. 54—**MCDUGGAL**. 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, Wermland, 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. *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 Scammell 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. *Hartford*. (See also Destroyer No. 419.)

Destroyer No. 63—**SAMPSON**. See Destroyer No. 394.

Destroyer No. 64—**ROWAN**. See Destroyer No. 405.

Destroyer No. 65—**DAVIS**. See Destroyer No. 395.

Destroyer No. 66—**ALLEN**—named in memory of Lieut. William Henry Allen and Lieut. William Howard Allen, U. S. Navy. Lieut. William Henry Allen was born in Providence, R. I., October 21, 1784; died Plymouth, England, August 18, 1813; buried St. Andrews Churchyard, Plymouth, England. He was on the *United States* in the engagement with the *Macedonian*, and was placed in command of the captured frigate. He received wounds which brought death in the engagement with the British ship *Pelican* while in command of the *Argus*. Lieut. William Howard Allen was born in Hudson, N. Y., July 8, 1790; died in action in West Indies, November 9, 1822; buried at Matanzas, but his remains were later removed to Hudson Cemetery, Hudson, N. Y. Appointed midshipman January 1, 1808. Served on the *Argus* during the engagement with the *Pelican*, and assumed command when William Henry Allen was wounded. He was killed while boarding a pirate vessel.

Destroyer No. 67 (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 commissioner July 10, 1841, to September 1, 1842; served on *Hornet* in chase of British ship *Belvidere* and on *Hornet* in action with British ship *Peacock* February 24, 1813, and action with British ship *Penguin* March 23, 1815, being wounded during the latter action. Commander of home squadron during War with Mexico, 1846-47.

Destroyer No. 73 (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 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 1735; lost at sea, off coast of Newfoundland, October, 1777. Appointed by Continental Congress December 22, 1775, and commissioned captain October 10, 1776; commanded *Reprisal* in 1776, taking Benjamin Franklin to France, capturing two brigs on the voyage; June to August, 1777, cruised around Ireland, capturing 15 vessels in five days; on return voyage to the United States the *Reprisal* foundered off the coast of Newfoundland.

Destroyer No. 76—**PHILIP**—named in memory of Rear Admiral John Woodward Philip, born in Kinderhook, Columbia County, N. Y., August 26, 1840; died in New York, June 30, 1900; buried in Naval Academy Cemetery, Annapolis, Md. Appointed midshipman September 20, 1856; commissioned rear admiral March 3, 1899; served in Civil War, was wounded in operations against Charleston S. C.; 1865-1867 distinguished in defense of Americans against attacks of Chinese and capture of the rebel Hon.; in war with Spain, commanded *Texas* at Battle of Santiago, and advanced five numbers for distinguished service.

Destroyer No. 77—**WOOLSEY**—named in memory of Capt. Melancthon Taylor Woolsey; born in New York, 1782; died at Utica, N. Y., May 18, 1838. Appointed midshipman April 9, 1800; commissioned captain April 27, 1816; superintended construction of vessels on Great Lakes in 1808; laid keel of *Oneida*, first naval vessel built on the Lakes; in 1809 made first display of American ensign in waters of Niagara River; served under Commodore Chauncey in War of 1812; July 19, 1812, landed part of his battery and repelled a British attack by five vessels; participated in attack on Kingston, November, 1813, and operations off False Rocks; captured, with assistance of Army, 3 gunboats, 2 barges, 1 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 *Iowa* during War with Spain, taking prominent part in battle of Santiago; commander in chief of Atlantic Fleet from east to west coast on trip around world in 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 15, 1808; commissioned rear admiral July 16, 1862; attached to bomb brig *Vesuvius* in 1810, and while in charge of one of the boats of that vessel captured a British slaver off Belize; 1811, in command of gunboat *No. 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. *Metacombet* 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. 380.

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—STRIBLING—named in memory of Rear Admiral Cornelius Kinchiloe 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—MURRAY—named in memory of Capt. Alexander Murray and Rear Admiral Alexander Murray. Capt. Alexander Murray was born in Chestertown, Md., July 12, 1755; commanded *Constellation* 1800-1802 in operations against the Barbary Powers; 1805 commanded the *John Adams*. Last duty was in command of the Philadelphia Navy Yard. Rear Admiral Alexander Murray was born in Pittsburgh, Pa., January 2, 1816; died in Washington, D. C., November 10, 1884; buried at Pittsburgh, Pa. Served with distinction in the Mexican War; prominently engaged in the North Atlantic Blockading Squadron 1861-1863; included in thanks of Congress for gallantry at Roanoke Island, 1862; special service to Russia 1866-67; member of Lighthouse Board 1873-1876.

Destroyer No. 98—**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—**LUCE**—named in memory of Rear Admiral Stephen B. Luce; born in New York March 25, 1827; died at Newport, R. I., July 23, 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 *Nantucket* 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**. See Destroyer No. 401.

Destroyer No. 101—**LANSDALE**. See Destroyer No. 426.

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 *Martin* 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 *Albatross*, June 11, 1863.

Destroyer No. 111—**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—**RATHBURNE**—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. Bartholomews Parish, Maryland, July 31, 1823. Appointed midshipman March 16, 1798; captain December 29, 1811. Served on board the *Constellation* when she captured the French frigate *Insurgente* February 1, 1799; commanded the schooners *Nautilus* and *Scourge* in Preble's squadron during the Tripolitan War, and took part in the attacks on the city of Tripoli in 1804.

Destroyer No. 117—**DORSEY**—named in memory of Midshipman John Dorsey, who was appointed a midshipman April 28, 1801, and was killed in the attack on the town of Tripoli when gunboat No. 9 was blown up by a shell from the enemy.

Destroyer No. 118—**LEA**—named in memory of Lieut. Commander Edward Lea. Appointed a midshipman October 5, 1851; lieutenant commander July 16, 1862; participated in the Civil War, and as executive officer of the *Harriet Lane* was killed in an action with the Confederate batteries at Galveston, Tex., January 1, 1863.

Destroyer No. 119 (now mobile target; auxiliary miscellaneous, AG 21)—**LAMBERTON**—named in memory of Rear Admiral Benjamin P. Lamberton; born in Pennsylvania February 25, 1844; died at Washington, D. C., June 9, 1912. Appointed a midshipman September 21, 1861; commissioned rear admiral September 11, 1903. Served, 1865-1898, on the Brazil, South Atlantic, Pacific, and North Atlantic stations, and held important positions on shore. In 1898 he commanded the U. S. S. *Boston*, Asiatic Station, and served as chief of staff to Admiral Dewey at the Battle of Manila Bay, May 1, 1898. Went ashore and took possession of the Cavite Arsenal. Later commanded the *Olympia*. He was advanced seven numbers for his conspicuous gallantry during the Battle of Manila Bay.

Destroyer No. 120—**RADFORD**—named in memory of Rear Admiral William Radford; born in Fincastle, Botetourt County, Va., March 1, 1808; died at Washington, D. C., January 8, 1890; buried in Oak Hill Cemetery. Appointed midshipman March 1, 1825; commissioned rear admiral July 25, 1866. During the Mexican War he commanded the party from the U. S. S. *Warren* that cut out and captured the Mexican man-of-war *Malek Adhel* at Mazatlan, and took part in the operations at Mazatlan and other places in Lower California, 1846-1847. Commanded the U. S. S. *Cumberland* at the time she was sunk by the C. S. S. *Virginia* (ex-*Merrimack*) 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 *Cowanoe* to bring home 250 survivors of Walker's filibustering expedition.

Destroyer No. 122 (now Light Mine Layer No. 18)—**BREES**—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 3, 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 Noosheehav, during the absence of the *Essex*. Despairing of the return of the *Essex*, he rigged up the prize vessels with the intention of quitting the Marquesas. During a fight with mutineers of his command, who took the *Seringapatam*, Lieutenant Gamble was badly wounded in the foot, and later in an engagement with the natives, one officer and three men of his command were killed and one other severely wounded. With but four men on board the *Sir Andrew Hammond* fit for duty Lieutenant Gamble put to sea, and, without a chart, made his way to the Sandwich Islands in 17 days, only to fall into the hands of the enemy, being later released.

Lieut. Peter Gamble, U. S. Navy, was appointed midshipman January 16, 1809; commissioned lieutenant March 17, 1814. Ordered to Lake Champlain May 4, 1814, and killed in action September 11, 1814.

Destroyer No. 124 (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*, *Merrimack*, 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 Harrisonburg, La., Ouachita River, 1864; Red River Expedition, March, April, May, 1864; expedition up the Black and Ouachita Rivers April, 1864; several engagements with guerrillas at Fort De Russy, La., May, 1864; commanded the third and fourth divisions, Mississippi Squadron, May to September, 1864; commanded the expeditions into the Atchafalaya River, June, 1864; commanded the gunboat, *Unadilla*, North Atlantic Squadron, 1864-65; engagements with Fort Fisher, N. C., December 24 and 25, 1864; engagement with Fort Fisher, January, 1865; several engagements with Fort Anderson and with other forts on the Cape Fear River, January, February, 1865.

Destroyer No. 125—**TATNALL**—named in memory of Capt. Josiah Tatnall; 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 *Epevier*, 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 islands on other occasions. 1859-1860 he was on the *Macdonald*, Mediterranean Squadron. Civil War: 1861-62 commanded the *Anacostia* and other vessels of the Potomac Flotilla in attacks off Cockpit Point battery and other points on the Potomac River, for which he was mentioned in dispatches from the commanding officer of the flotilla; took part also in the siege of Yorktown and defenses of Gloucester Point, Va., 1862-63; ordnance officer in charge of arming gunboats of the western rivers, 1863-64; attached to the South Atlantic Blockading Squadron, commanded the ironclad *Patapsco* in attacks on forts in Charleston Harbor; commanded the ironclad *Montauk* in a night attack on Fort Sumter, August 22, 1863; flag captain South Atlantic Blockading Squadron and was on the flagship *Wekaweken*, 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 Basse-Terre 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 *Venegas*, 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 Taubaya 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. 125 (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 *Merrimack* 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, atache 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 Senator; 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 *Truxtun*, 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 *Juniata*, and special duty New York 1864-1866; 1867-68, commanded the *De Soto* of the North Atlantic Squadron.

Destroyer No. 137—KILTY—named in memory of Rear Admiral Augustus H. Kilty; born in Maryland, died at Baltimore, Md., November 10, 1879. Appointed midshipman July 4, 1821; commissioned rear admiral July 13, 1870; served on the Pacific, Asiatic, Mediterranean, and African stations; took part in operations of the squadron under Commodore George Reid against Quallah Battoo, February 1832; in defense of American merchantmen. During the Civil War was conspicuous for his activity and bravery in the western waters, at Island No. 10 and Fort Pillow; commanded an expedition to White River, Ark., and during an action of June 17, 1862, was severely wounded, causing the loss of his left arm.

Destroyer No. 138—KENNISON—named in memory of Acting Volunteer Lieut. William W. Kennison; appointed acting master's mate August 28, 1861; acting volunteer lieutenant March 26, 1862; honorably discharged May 4, 1866; reappointed acting master August 20, 1866; mustered out November 16, 1868; promoted for gallant conduct in action between the C. S. S. *Merrimack* and the U. S. S. *Cumberland* March 8, 1862.

Destroyer No. 139—WARD—named in memory of Commander James Harman Ward; born 1806 in Hartford, Conn.; killed in action June 27, 1861, the first officer of the United States Navy killed during the Civil War. Appointed midshipman March 4, 1823; commander September 9, 1853; cruised on the *Constitution*, Mediterranean Squadron, 1824-1828, and from 1830 to 1845 served in the Mediterranean, Pacific, and West

India Squadrons. From 1845-1847 he was an instructor in the Naval Academy, Annapolis. In 1849-50 he commanded the *Vixen*, Home Squadron; 1856-57 commanded the *Jamestown*, African Squadron. On April 22, 1861, he proposed to the Navy Department the creation of a "flying flotilla" to operate in the opening of the Potomac River. He was appointed to fit out this flotilla and command it. On May 20, 1861, with the converted steamboat *Thomas Freeborn* and three other improvised gunboats, he attacked and silenced the Confederate batteries at Aquia Creek, Va., the first naval engagement of the Civil War. This engagement was followed by several others which cleared the bank of the river at that time. On June 27, 1861, he planned a landing expedition against Matthias Point, Va., and was killed during the bombardment while in the act of sighting one of the guns.

Destroyer No. 140—CLAXTON—named in memory of Midshipman Thomas Claxton; born in Baltimore Md. Appointed a midshipman December 17, 1810; died of wounds received on board the *Lawrence* early in the Battle of Lake Erie. Congress awarded a sword to his nearest male relative and expressed deep regret for his loss and commended his name "to the recollection and affection of a grateful country and his conduct as an example to future generations."

Destroyer No. 141—HAMILTON—named in memory of Lieut. Archibald Hamilton. Appointed a midshipman May 18, 1809, acting lieutenant December 21, 1812; lieutenant July 24, 1813. He was attached to the *United States* October 25, 1812, and served gallantly in the engagement and capture of H. B. M. S. *Macedonian* by that vessel. Was chosen to bear the flags captured on that occasion to the Navy Department. Killed January 15, 1815, on board the *President*, in the action between that vessel and the British ships of war *Endymion* and *Pomona*.

Destroyer No. 142—TARBELL—named in memory of Capt. Joseph Tarbell; born about 1780, and died at Norfolk, Va., November 24, 1815. He was appointed a midshipman December 5, 1798; captain July 24, 1813; served on the *Constitution* and other vessels of the Mediterranean Squadron 1800-1804, in the operations against Tripoli; June 19-23, 1813, commanded boat expedition against ships of the British squadrons off Craney Island and in the James River; commanded a flotilla of 15 boats which after an action of an hour and a half drove off the enemy, sunk three of his boats, and took 43 prisoners. In these engagements 90 of the British were killed or wounded. The barge *Centipede*, belonging to Admiral Warren's flagship, was captured. Captain Tarbell was highly commended by Commodore Cassin and the officers of the Army commanding forces ashore for his gallantry and assistance in the defense of Craney Island. He was included in the thanks of Congress to the officers and men of Commodore Preble's squadron before Tripoli, 1804, and presented with a sword in recognition of his services.

Destroyer No. 143—YARNALL—named in memory of Lieut. John Joliffe Yarnall, born in Wheeling, W. Va., in 1786. Appointed midshipman January 11, 1809; lieutenant July 24, 1813; cruised in the *Cheapeake* and *Revenge* 1809-1812. He was first lieutenant of the *Lawrence* in the engagement on Lake Erie, September 10, 1813; was wounded several times, but refused to leave the deck. Left in command of the *Lawrence* when Perry went on board the *Niagara*; after the victory he was ordered to take the *Lawrence* with the wounded of Perry's squadron to Erie; commended by Commodore Perry for his ability and bravery, he was included in the thanks of Congress and awarded a medal for his gallantry at the Battle of Lake Erie. He was on the *Guerriere* with Commodore 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 July 1815.

Destroyer No. 144—UPSHUR—named in memory of Rear Admiral John Henry Upshur, U. S. Navy; born in Northampton County, Va., December 5, 1823; died at Washington, D. C., May 30, 1917; buried in Arlington Cemetery. Appointed a midshipman November 4, 1841; commissioned a rear admiral October 1, 1864. 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 1862-1864 and actively employed until retired in 1865.

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 Mouth City, October and November, 1864; commanded the flagship *Black Hawk* until February, 1865; had charge of conveying Army transports up the Tennessee River February, 1865; 1866-67 commanded the *Mohongo*, North Pacific station; 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. Johnston Blakeley, U. S. Navy; born in October, 1781, in County Down, Ireland; lost at sea in 1814. Appointed midshipman February 5, 1800; served during the War of 1812 and captured many vessels, among them the *Reinder*, 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—**BERNADOU**—named in memory of the late Commander John Baptiste Bernadou, U. S. Navy, who was born in Philadelphia, Pa., November 14, 1858; died at the naval hospital at New York October 2, 1908. Appointed a cadet midshipman 1876 and graduated from the Naval Academy in 1880; commissioned a commander December 11, 1906; 1884-85 he was attached to the Asiatic Station and rendered most efficient service during the first uprising in Seoul, Korea, taking charge of the Japanese refugees and bringing them safely to the coast. For this service he received the thanks of the Japanese Government. He was promoted 10 numbers for his gallantry in action off Cardenas, Cuba, in 1898; in command of the torpedo boat *Winslow*, he ran in under the guns of Cardenas in one of the first engagements of the Spanish-American War. During this engagement the *Winslow's* steering gear was damaged by the enemy's fire. The boat became unmanageable and five of her crew, including Ensign Worth Bagley were killed. Bernadou, then lieutenant, was himself severely wounded. The torpedo boat was under the raking fire of the Spanish guns for an hour, and was finally rescued by the revenue cutter *Hudson*. Bernadou was an expert ordnance officer, especially in regard to explosives, and the discovery of the principles of smokeless powder is credited to him. He was also an accomplished linguist. His last sea duty was as executive officer of the *Kearsarge* and his last shore duty naval attaché at Rome and Vienna.

Destroyer No. 154—**ELLIS**—named in memory of Chief Yeoman George Henry Ellis, U. S. Navy, who was killed in the Battle of 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 Hillary Abner Herbert; born in Laurensville, S. C., March 12, 1834. Educated at the Universities of Alabama and Virginia; studied law and was admitted to the bar, and practiced in Greenville, Ala. Was elected to Congress in 1877 and reelected seven times. He was chairman of the Naval Committee in three Congresses. Appointed Secretary of the Navy on March 5, 1893, and held that office until 1897. Died March 9, 1919.

Destroyer No. 161—**PALMER**—named in memory of Rear Admiral James Shedden Palmer; born in New Jersey, 1810; died of yellow fever at St. Thomas, West Indies, December 7, 1867. Appointed a midshipman January 1, 1825; commissioned a rear admiral July 25, 1866; cruised on the various stations; took part in the attack on Quallah Battoo and Mushie, island of Sumatra, and commanded the *Flirt* in the blockade of the Mexican ports during the War with Mexico; 1861 commanded the U. 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 *Hartford* when he ran the batteries at Port Hudson, March 1863; 1864 commanded the naval station at New Orleans, from which he was ordered to command the West Gulf Squadron, after the Battle of Mobile Bay, until February 21, 1865, when relieved by Admiral Thatcher; 1866 appointed to command the West India Squadron. He was highly commended by Admiral Farragut.

Destroyer No. 162—**THATCHER**—named in memory of Rear Admiral Henry Knox Thatcher; born in Thomaston, Me., May 26, 1806; died at Boston, Mass., April 5, 1880. Appointed a midshipman March 4, 1823; commissioned a rear admiral July 25, 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 26, 1868.

Destroyer No. 163—**WALKER**—named in memory of Rear Admiral John Grimes Walker; born in Hillsborough, N. H., March 20, 1835; died at Ogunquit, Me., September 15, 1907; buried at Arlington Cemetery. Appointed acting midshipman October 5, 1850; commissioned rear admiral January 23, 1894. During the Civil War he served with distinction on board the U. S. *Connecticut*, *Winona*, *Baron De Kalb*, and *Saco*, which vessels were engaged in operations on the Mississippi River and along the Atlantic coast. During the summer of 1862 he was present at engagements with Forts Jackson and St. Philip and Chalmette batteries at the capture of New Orleans, and took part in the operations against Vicksburg, including the passage of the batteries both ways. During the winter of 1862-63 participated in the operations against Haines Bluff, Arkansas Post; took part in the Yazoo Pass expedition, the attack on Fort Pemberton, and the capture of Yazoo City. During the siege of Vicksburg was in command of naval battery with Fifteenth Army Corps.

Destroyer No. 164—**CROSBY**—named in memory of Rear Admiral 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 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 courageous antagonist, just as Sergeant Meredith, by a vicious bayonet thrust, pinned to the mast another sailor, 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 *Phaë* 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—**ANTHONY**—named in memory of Sergt. Maj. William Anthony, U. S. Marine Corps; born in Albany, N. Y. Enlisted in the Marine Corps February 1, 1875, and with short intervals between reenlistments served almost continuously therein until June 26, 1899. Capt. C. D. Sigbee, in a letter of April 8, 1898, called the attention of the Secretary of the Navy to the "soldierly conduct of Pvt. William Anthony on the occasion of the explosion of the *Maine*," and stated as follows: "At the time of the explosion I was in the captain's cabin of the *Maine*. The lights of the vessel were instantly obscured and the compartments were filled with smoke; there was immediate and intense darkness. On leaving my cabin through the usual passage forward, feeling my way along, I was met near the outer door of the superstructure by Private Anthony, who was coming into the cabin to fulfill, on that dangerous occasion, the precise duties of his position by notifying me of the explosion. He ran against me in the darkness, apologized hastily, and reported to me that the ship had been blown up and was sinking. The splendid feature in the case of this service performed by Private Anthony is that on an occasion when a man's instinct would lead him to seek safety outside the ship, he started into the superstructure and toward the cabin, irrespective of the danger. The action was a noble one, and I feel it an honor to call his conduct to the attention of the Navy Department with the recommendation that he be made a sergeant."

Destroyer No. 173—**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 Slidell Mackenzie, U. S. Navy. Appointed midshipman in 1855; was killed in Formosa June 13, 1867, while leading a party against the savages who had murdered the whole crew of the American bark *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. *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 *Java*, 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—**HOPWELL**—named in memory of Midshipman Pollard Hopewell. Appointed a midshipman June 4, 1812; served on the *Chesapeake* from August 21, 1812, until killed in action between that vessel and the British frigate *Shannon*, June 1, 1813.

Destroyer No. 182—**THOMAS**—named in memory of Lieut. C. C. Thomas, U. S. Navy, who was born at Grass Valley, Calif., December 26, 1886; died at sea April 23, 1917. Appointed midshipman in 1904; commissioned lieutenant August 29, 1916; lost life while in command of the armed guard crew of the steamer *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—**CLEMSON**—named in memory of Passed Midshipman Henry A. Clemson, U. S. Navy; born in New Jersey. Appointed midshipman June 9, 1836; passed midshipman July 1, 1846; ordered to the *St. Marys*, Home Squadron; transferred to the brig *Somers*, which capsized in a squall in the Gulf of Mexico off Vera Cruz. Midshipman Clemson insisted that the men should take the only available boat, and he clung to a spar, which he abandoned when he found it inadequate to support all who were hanging on it.

Destroyer No. 187 (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 aloft.

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 20, 1877. Warranted midshipman when only a little more than 7 years of age, June 18, 1812; was commissioned rear admiral July 16, 1862. In September 1827 while convoying a fleet of merchant vessels, one of the convoy, an English vessel named *Comet*, was attacked and carried off by Greek pirates. After a fierce fight, in which 90 of the pirates were killed, the *Comet* was rescued, and he received the thanks of the British Government. He was appointed flag officer at the outbreak of the Civil War, and September 1861, planned and took part in the joint Army and Navy expedition to the sounds of North Carolina, and participated in the capture of Roanoke Island, February 5, 1862.

Destroyer No. 189—**SEMME**s (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. Uphur; 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, 1878, 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, 1823; fired the first shot of the War of 1812 in the engagement between the *President* and the *Belvidere*, June 23, 1812; commanded the *Spiffire* 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 India 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. 206—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, 1862, 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 1864 was largely due to his personal efforts.

Destroyer No. 207—SOUTHARD—named in memory of the Hon. Samuel Lewis Southard, Secretary of the Navy, 1823-1829; born in Basking Ridge, N. J., June 9, 1787; died in Fredericksburg, Va., June 26, 1842. He was graduated at Princeton in 1804, taught in his native State, and then went to Virginia as tutor in the family of John Taliferro. 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, 1835; 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 28, 1915. Graduated from Harvard in 1857 and admitted to the bar in 1861. He was governor of Massachusetts in 1880-1882. In 1897 he became Secretary of the Navy. He ably administered the affairs of the Navy from 1897 to 1907, which included the period of the Spanish-American War.

Destroyer No. 210—BROOME—named in memory of Lieut. Col. John Lloyd Broome, U. S. Marine Corps; born in New York; died in Binghamton, N. Y., April 12, 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 3, 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 (now Light mine layer No. 19)—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 much important work in increasing the number of battleships and raising the standard of the service to a high level that he has been called the "Father of the Navy."

Destroyer No. 215—BORIE—named in memory of former Secretary of the Navy Adolph Edward Borie; born in Philadelphia, November 25, 1809; died there February 5, 1880. In 1826 he was graduated from the University of Pennsylvania and went to Paris to complete his education. After spending several years abroad he returned to the United States and entered into mercantile pursuits. He gave large sums toward the enlistment and care of soldiers during the Civil War. On March 5, 1869, he became Secretary of the Navy.

Destroyer No. 216—JOHN D. EDWARDS—named in memory of Lieut. John Davis Edwards, U. S. Navy, born in Isle of Wight County, Va., August 2, 1885; died at sea, October 9, 1918. Appointed warrant machinist, December 31, 1908; ensign, July 30, 1914; lieutenant, October 15, 1917; attached to U. S. S. *Shaw*, cruising in British waters; killed when the *Shaw* was rammed in collision with the British troopship *Aquitania*.

Destroyer No. 217 (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 *Hannah*. This was considered the first overt act of resistance against Great Britain by the Colonies. June 1775, Rhode Island sent out two vessels under Whipple, who captured and brought in the *Rose*. December 22, 1775, Congress appointed Captain Whipple third on the list of captains in the Continental Navy and gave him command of the *Columbus*. August of this same year, off the northeast coast of America, Captain Whipple captured the *Royal Exchange*, with a valuable cargo. The *Columbus* was chased ashore on Point Judith and burned April 1, 1778. Upon the rearrangement of the officers of the Continental Navy October 10, 1776, Whipple was placed No. 12 on the list and the *Providence* assigned to him. In her he made many prizes and was captured on her at Charleston, S. C., May 12, 1780, and kept a prisoner until the close of the war.

Destroyer No. 218—PARROTT—named in memory of Lieut. George Fountain Parrott, jr., U. S. Navy; born in North Carolina, December 23, 1887; died at sea, October 9, 1918. Appointed midshipman July 3, 1906; lieutenant (junior grade) March 7, 1915; attached to the U. S. S. *Shaw*. Lieutenant Parrott died in the performance of duty.

Destroyer No. 219—EDSALL—named in memory of N. E. Edsall, seaman, U. S. Navy; born in Columbus, Ky., June 3, 1873; killed by hostile natives near Apia, Samoa, April 1, 1899, while attached to the U. S. S. *Philadelphia*. Enlisted in the United States Navy as seaman June 27, 1898. On April 1, 1899, while attached to the U. S. S. *Philadelphia*, he went ashore with a party under command of Lieutenant Lansdale, U. S. Navy, to suppress the hostile natives near Apia, Samoa. The thicket was so dense that when the order to retreat was sounded it was not possible for the different parts of the expedition to render each other mutual support. Lieutenant Lansdale was wounded below the knee and was incapable of marching. Edsall was mortally wounded while assisting Lieutenant Lansdale to a place of safety, showing a spirit of bravery and self-sacrifice in keeping with the standards of the Navy.

Destroyer No. 220—MACLEISH—named in memory of Lieut. Kenneth MacLeish, U. S. Navy Reserve Force; born in 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 *Isonomia*, East Gulf Blockading Squadron; 1865 fleet captain West Gulf Blockading Squadron and engaged in operations against Mobile from March 27 to April 12, 1865, when the city capitulated; 1867-68 commanded the *Mohican*, North Pacific Squadron. He was sent on a special mission to Europe, and was later in charge of the torpedo station, Newport, R. I., and commandant at the naval station, New London. He was considered an authority on naval ordnance and wrote several books on the subject. He was president of the Naval Academy Graduates Association from its organization until his death.

Destroyer No. 222—BULMER—named in memory of Capt. Roscoe C. Bulmer, U. S. Navy; born in Virginia City, Nev., November 4, 1874; died August 5, 1919; at Kirkwall, Scotland, from injuries received in an automobile accident. Appointed naval cadet September 26, 1890; ensign July 1, 1896; lieutenant (junior grade) July 1, 1899; lieutenant February 9, 1902; lieutenant commander January 3, 1908; commander July 1, 1913; captain (T) July 1, 1918; in command of the U. S. S. *Black Hawk*, December 18, 1917; was United States naval representative at a conference at the British Admiralty in London, October 31, 1918, which met to consider clearing the seas of mines after the war. Assumed command of mining operations with title of commander, mine sweeping detachment, on January 5, 1919. His zeal and courage, combined with a sound knowledge of his profession, contributed greatly to the success of the mine force.

Destroyer No. 223—McCORMICK—named in memory of Lieut. (Junior Grade) Alexander A. McCormick, U. S. Naval Reserve Force; born in Chicago, Ill., December 15, 1897. Enrolled in the United States Naval Reserve Force as ensign, November 2, 1917; detached from duty at the naval air station, Pensacola, Fla., May 28, 1918, to duty with aviation forces in France; died September 24, 1918, at Calais, France, General Hospital No. 30, from injuries received in battle when acting as an aerial gunner on Handley-Page plane with a British squadron; he had been detailed to that squadron for training over the lines. Buried in Military Cemetery, Calais, France. Posthumously awarded the Navy cross.

Destroyer No. 224 (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 *Picou* and merchant vessels; February 20, 1815, captured H. B. M. S. *Cyane* and *Levant*, after spirited engagement; 1820-1824 commanded Pacific Squadron; successfully vindicated rights of American commerce; 1830-1832 Navy commissioner, included in thanks of Congress for gallant conduct in war with

Tripoli and awarded sword. Thanks of Congress and gold medal for service in War of 1812. By special act of Congress, in recognition of his distinguished service, he was commissioned senior flag officer of the United States Navy. He received the sobriquet of "Old Ironsides."

Destroyer No. 225—**POPE**—named in memory of Commodore John Pope, U. S. Navy; born in Sandwich Mass., December 17, 1798; died in Dorchester, Mass., January 14, 1876. Appointed midshipman, United States Navy, from Maine, May 30, 1816; commodore (retired) July 16, 1862; served in the Mediterranean, West Indian, Brazil, African, and East India Squadrons; Civil War—commanded the U. S. *Richmond*, Gulf Squadron, from July 1, 1861, to October 24, 1861, when relieved at his own request on account of ill health; took part in the search for the U. S. S. *Sumter* in the West Indies while on the way to join the Gulf Blockading Squadron; assisted in the blockade of the passes of the Mississippi; took part in the engagement with Confederate States' vessels at the Head of Passes, October 12, 1861; held position of prize commissioner, Boston, Mass., 1864-65, and lighthouse inspector 1866; detached from this duty in May, 1869, which terminated his active service at the age of 71, and in the service of his country, 53 years. As an executive officer he had few equals and no superiors. Faithful in every duty, he was known among his associates as "Honest John Pope."

Destroyer No. 226—**PEARY**—named in memory of Rear Admiral Robert Edwin Peary, U. S. N.; born in Cresson, Pa., May 6, 1856; died in Washington, D. C., February 20, 1920. Graduate of Bowdoin, Edinburgh, and Tufts Colleges; promoted to rear admiral and given the thanks of Congress by special act of March 30, 1911; assistant engineer of Nicaragua Ship Canal Co. under Government orders 1884-85; in charge of Nicaragua Canal survey 1887-88; invented rolling lock gates for the canal. His first Arctic expedition was in 1886; chief of the Arctic expedition sent by the Academy of Science, Philadelphia, Pa., 1891; commanded Arctic expedition, 1898-1902; named the most northerly land in the world Cape Morris Jessup; July, 1905, sailed on the U. S. S. *Roosevelt* for the Arctic regions; returned in October, 1906, having reached "highest north." July 1908, sailed on eighth Arctic expedition. In April, 1909, made his final dash of 130 miles to the North Pole in five days, reaching it April 6, 1909. He received honors from the scientific societies of Europe and America for his distinguished services in Arctic explorations and discoveries; was the author of numerous books on the North Pole and polar travel.

Destroyer No. 227—**PILLSBURY**—named in memory of Rear Admiral John E. Pillsbury, U. S. Navy; born in Lowell, Mass., December 15, 1846; died in Washington, D. C., December 30, 1919; buried at Arlington National Cemetery. Appointed midshipman September 22, 1862; ensign December 18, 1868; master March 21, 1870; lieutenant January 1, 1872; lieutenant commander July 14, 1892; commander August 10, 1898; captain November 21, 1902; rear admiral July 4, 1908, retired in 1909; served on various stations afloat and ashore. From 1884 to 1891 he commanded the coast steamer *Blake* and did excellent scientific work, using in some of his researches instruments of his own invention. In the Spanish-American War he commanded the dynamite cruiser *Vesuvius*, operating around the island of Cuba and in the vicinity of Morro Castle. In 1905 he served as chief of staff of the North Atlantic Fleet; 1908-9 was chief of the Bureau of Navigation. Although Admiral Pillsbury's attainments as a sailor and fighting man were noteworthy, he was perhaps best known as being one of the foremost geographers of the world. He was actively identified with the National Geographic Society for many years, and was president of this society at the time of his death. His best known work was in connection with the investigation of the Gulf Stream, and his writings on that subject are accepted as the most authoritative in the world.

Destroyer No. 228—**JOHN D. FORD**—named in memory of Rear Admiral John Donaldson Ford, U. S. Navy; born in Baltimore, Md., May 19, 1840; died in Baltimore April 8, 1918. Appointed third assistant engineer July 3, 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 recapture of Baton Rouge, passage of Port Hudson, and engagements at other points on the Mississippi River; second assistant engineer of the U. S. S. *Richmond* at the Battle of Mobile Bay, August 5, 1864; attached to the *Sacramento* when she was wrecked off the coast of India in June 1867; cruised on various stations and held important posts on shore. In 1894-1896 attached to the *Brooklyn*; 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 a surrender the French frigate *La Vengeance*, also of 50 guns, but she escaped in the darkness during a heavy squall. The mainmast of the *Constellation* having fallen overboard she could not pursue her prize. For his distinguished service he was awarded a gold medal and received the thanks of Congress.

Destroyer No. 230 (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 *Serapis* after his own ship was practically a wreck. He moved his men to the *Serapis* just before his own ship went down, saying, "I have not yet begun to fight." Commodore Jones was knighted by France and presented with a sword by the King. Congress gave him a vote of thanks and command of the *America*, then building.

Destroyer No. 231—**HATFIELD**—named in memory of Midshipman John Hatfield. Appointed a midshipman June 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 10, 1820; died in Havana, Cuba, February 16, 1857; buried in Philadelphia. Appointed assistant surgeon September 14, 1843; served in the East India, African, and Home Squadrons; saw active service with the Marines in the Mexican War and was wounded. On May 22, 1850, on the *Advance* he went on 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 forecastle; had the station at the wheel in every engagement in which the *Hartford* participated; displayed great coolness and intelligence and was commended by his commanding officers; was awarded the medal of honor for his gallant and meritorious service.

Destroyer No. 238—**JAMES K. PAULDING**—named in memory of former Secretary of the Navy James Kirke Paulding; born in Nine Partners, Dutchess County, N. Y., August 27, 1778; died at Hyde Park in the same county, April 5, 1860. From 1815 to 1823 he was secretary of the first Board of Navy Commissioners. After having filled the office of Navy agent at the port of New York for 12 years, he resigned to become Secretary of the Navy, July 1, 1838.

Destroyer No. 239—**OVERTON**—named in memory of Capt. Macon C. Overton, U. S. Marine Corps; born in Union Point, Ga., August 18, 1890; died in France November 1, 1918. On June 13, 1918, he was recommended for reward by his regimental commander for successfully carrying out an assault on a supposedly impregnable machine-gun nest in the Bois de Belleau. This assault was made under heavy fire of machine guns and grenades, and its success against tremendous odds gave the enemy the severest single blow that it suffered throughout the operations in the Bois de Belleau; awarded *croix de guerre* with palm for remarkable bravery and tenacity in an engagement, July 19, 1918, near Vierzy; awarded *croix de guerre* with silver star and palm for brilliantly leading his men on a machine-gun nest; awarded distinguished-service cross for extraordinary heroism in action near Blanc Mount, October 2-10, 1918, where his gallantry was an inspiration to his men; awarded oak-leaf cluster for displaying remarkable courage at St. George, November 1, 1918, where he was fatally wounded when guiding a tank forward against an enemy machine-gun position. He was an officer of distinguished ability, great tenacity, and fearless courage.

Destroyer No. 240—**STURTEVANT**—named in memory of Ensign Albert D. Sturtevant, U. S. Naval Reserve Force; born in Washington, D. C., May 2, 1894. Commissioned ensign in the United States Naval Reserve Force March 26, 1917; naval aviator May 1, 1917; detailed to duty in London, England, November 26, 1917; shot down by an enemy airplane February 20, 1918.

Destroyer No. 241—**CHILDS**—named in memory of Lieut. Earle W. F. Childs, U. S. Navy; born in Philadelphia, Pa., August 1, 1893. Appointed midshipman July 10, 1911; ensign September 6, 1915; lieutenant (junior grade) July 1, 1917; lieutenant October 15, 1917. While attached to the U. S. S. *L-2* he was selected from her officers for instructional patrol on board the H. M. S. *H-6*, which vessel was sunk in collision with the S. S. *Rutherford* and all on board were lost March 7, 1918.

Destroyer No. 242—**KING**—named in memory of Commander Frank R. King, U. S. Navy; born at Montevallo, Ala., October 15, 1884; died at sea July 12, 1919. Appointed midshipman on 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, Md., February 11, 1811; died in Washington, D. C., June 30, 1883. Appointed midshipman April 1, 1828; rear admiral April 27, 1871; 1830-1846 cruised in the Brazil, West India, and Mediterranean Squadrons; 1847 attached to the home squadron, took part in the Mexican War at Tobasco and Tuxpan; 1863 commanded the *Dacotah*, North Atlantic Blockading Squadron, and participated in the engagement with Fort Caswell; in command of Fort Jackson 1864-65 and took part in attacks on Fort Fisher December 24-25 and January 13-15, 1865; commanded division on the blockade of Texas from February to June 1865, and took formal possession of Galveston and hoisted the United States flag over that city; 1867-1873 superintendent of the Naval Observatory; retired 1874.

Rear Admiral James H. Sands was born in Washington, D. C., July 12, 1845; died there October 27, 1911. Appointed midshipman November 25, 1859; commissioned rear admiral April 11, 1902; cruised on European, Asiatic, and other stations. Civil War, served with North Atlantic Blockading Squadron on the U. S. S. *Tuscarora* and the U. S. S. *Shenandoah*; took part in both attacks on Fort Fisher, December 1864, and January 1865, and was recommended for distinguished gallantry. 1865-1868 he was attached to the *Hartford*, East India Squadron; commended for gallantry in skirmishes with savages at Formosa; 1869-1870 European Station; 1871-72 commanded *California*, Pacific Station; 1898 commanded the U. S. ships *Columbia* and *Minneapolis*. Superintendent of the Naval Academy July 1, 1905, to July 1907.

Destroyer No. 244—**WILLIAMSON**—named in memory of Lieut. Commander William Price Williamson, U. S. Navy; born in Norfolk, Va., August 10, 1884. Appointed midshipman June 29, 1903; ensign, September 13, 1908; lieutenant (junior grade), September 13, 1910; lieutenant, July 1, 1914; lieutenant commander, August 31, 1917. Served, 1907-1909, battleship *Kansas*, Atlantic Fleet; 1910-11, duty in the Bureau of Ordnance (instruction); 1912-1914, battleship *Utah*, flagship, Atlantic Fleet; 1915-16, inspection duty, Bureau of Ordnance; 1916-17, ordnance duty, Olongapo, P. I.; April 4, 1918, ordered to duty in connection with the fitting out of the *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 gunboats of the United States; saved the life of Captain Decatur when, in a hand-to-hand fight, he was knocked down by a Tripolitan and the scimitar of another was about to fall upon him. James interposed his own body and received the blow intended for his commander. He recovered from this and other wounds and followed Captain Decatur to other ships; took part in the battle with and capture of the *Macedonian*, was wounded on the *President* in her running fight of six hours with the British squadron, January 15, 1815; made prisoner until close of the war, then returned to the United States.

Destroyer No. 246 (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, 1843; died in Clarksburg, W. Va., April 23, 1920. Educated at the Northwestern Virginia Academy, Georgetown College, and the University of New York. In 1861 he enlisted in the National Army in the Third Regiment of Virginia Volunteer Infantry; served as lieutenant and then adjutant of this regiment, and 1863 was promoted to major of the Fourth Virginia Cavalry. In 1865 he was admitted to the bar and elected to the West Virginia Legislature. In 1868 he was appointed district attorney, which office he resigned in 1880 to accept the Secretaryship of the Navy under President Hayes to fill out the unexpired term of Richard W. Thompson, who had vacated it. In March 1881, he was reappointed district attorney of West Virginia, which office he again resigned July 1, 1882. He was elected to Congress in 1884 and reelected in 1886.

Destroyer No. 248 (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 *Trepassey*, although he was severely wounded. He held many important commands and was one of the bravest and most daring of officers. He was the third commander in chief of the Navy.

Destroyer No. 249 (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 post-master 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 *Caledonia* in the Battle of Lake Erie, September 10, 1813, and was commended for the good management of his vessel; in 1815 was with Commodore Perry in the Mediterranean; held various important positions ashore; was included in the thanks of Congress to Commodore Perry, and was awarded a silver medal for distinguished service on the Lakes.

Destroyer No. 260—GILLIS—named in memory of Commodore John P. Gillis, U. S. Navy, and Rear Admiral James H. Gillis, U. S. Navy. Commodore John P. Gillis was born in Wilmington, Del., September 6, 1803; died in Wilmington, Del., February 25, 1873. Appointed midshipman December 12, 1825; commodore, retired list, September 28, 1866; served with distinction during the Mexican War; in 1853-54 was on the Japan expedition under Commodore Perry; commanded the U. S. S. *Monticello* and the U. S. S. *Seminole* during the Civil War and took part in many attacks; held positions of importance on shore.

Rear Admiral Gillis was born at Ridgeway, Pa., May 14, 1831; died at Melbourne Beach, Fla., December 6, 1910. Appointed midshipman October 12, 1848; rear admiral (acting) 1888-1890. While attached to the storeship *Supply*, lying in the harbor of Montevideo, he rescued the crew of a foundered vessel and received the thanks of the Argentine minister and a valuable medal. He held a brilliant record during the Civil War. Served in the Pacific Squadron, 1866. He received thanks of the British subjects for services rendered at the time of the tidal wave at Arica. Subsequently he served on various stations ashore and afloat until retired in 1893.

Destroyer No. 261—DELPHY—named in memory of Midshipman Richard Delphy. Appointed a midshipman May 18, 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 Tenent 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 *Merrimac* 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)—SHURBRICK—named in memory of Rear Admiral William Bradford 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—MORRIS—See Destroyer No. 417.

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 1883; commanded marine barracks, navy yard, Washington, 1891-1892; commissioned major September 6, 1892; commissioned colonel March 3, 1899; retired December 26, 1905; 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 Newbury, 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—HENSRAW—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 organiza-

tion 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, 1835. Appointed ensign (T) March 15, 1918; detailed to the U. S. S. *O-6*; appointed lieutenant (junior grade) (T) September 21, 1918; killed by an explosion on the U. S. S. *O-6* October 5, 1918. He was promoted from the ranks, and at the time of the explosion was assisting his commanding officer in averting the danger of an explosion, the imminence of which had been discovered.

Destroyer No. 282—TOUCEY—named in memory of former Secretary of the Navy Isaac Toucey; born in Newton, Fairfield County, Conn., November 5, 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 1830; died in San Francisco, Calif., July 26, 1865. Appointed acting ensign February 27, 1863; promoted acting master August 8, 1863; acting lieutenant November 16, 1863; acting volunteer lieutenant commander November 25, 1864; ordered to the U. S. S. *Nippon* for duty in the North Atlantic Blockading Squadron and took part in the capture of six of the largest blockade runners off the New Inlet and Masonboro Inlet, N. C. He was considered an officer of pluck and resource and won a brilliant name for himself by his successes on the Wilmington blockade, although his health was much impaired by his devotion to duty. He died in 1865, a short time after his arrival in California, where he had been taken for his recovery.

Destroyer No. 284—ISHERWOOD—named in memory of Rear Admiral Benjamin Franklin Isherwood, U. S. Navy; born October 6, 1822, New York; died in New York City June 19, 1915. He was appointed a first assistant engineer in the Navy, May 23, 1844; served during the Mexican War on the U. S. S. *Princeton*, and afterwards as senior engineer of the *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 1821-24, Pacific Squadron; 1825-26, Mediterranean Squadron; joined this squadron after escorting General Lafayette in the *Brandywine* back to France after his last visit to the United States; cruised in the various squadrons and held important positions on shore until 1860; Civil War—September 1861 ordered to command the frigate *Susquehanna*; took prominent part in the battle of Port Royal and capture of Forts Walker and Beauregard; commended for gallantry in action by Rear Admiral Du Pont and his name sent to Congress for a vote of thanks by President Lincoln; May 1862 assumed command of the East Gulf Blockading Squadron, with rank of acting rear admiral; May 1863 to October 1864 commanded the West India Squadron. After his retirement, on special duty in connection with various boards until 1869, when assigned to position as governor of the Naval Asylum, Philadelphia; held this until 1871.

Destroyer No. 287—PUTNAM—named in memory of Master Charles Flint Putnam, U. S. Navy; born in Illinois; died in the Arctic region January 1, 1883. Appointed cadet midshipman June 24, 1869; graduated midshipman May 31, 1873; master March 12, 1880; served, 1874-75, U. S. S. *Kearsarge*, Asiatic Squadron; 1876, stationed at San Francisco, Calif.; 1877-78, U. S. S. schoolship *Jamestown*; 1879-80, U. S. S. *Haasler*, 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 out 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 Hertschoffs; was Chief of Bureau 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 AUBURN—named in memory of Charles L. Auburn, electrician, first class, U. S. Navy; born July 20, 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-o-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 *Epervier*, 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 conveying a merchant fleet through the danger zone.

Destroyer No. 304—FARQUHAR—named in memory of Rear Admiral Norman H. Farquhar, U. S. Navy; born at Pottsville, Pa., April 11, 1840; died at Jamestown, N. Y., July 3, 1907. Appointed a midshipman June 9, 1859; commissioned rear admiral March 3, 1899. First cruise on the coast of Africa for the suppression of the slave trade, and brought to the United States (while still a midshipman) the captured slaver *Triton*. During the Civil War he served on the *Mahaska* and other vessels of the North Atlantic Blockading Squadron, and was executive officer of the *Santiago de Cuba* in both attacks on Fort Fisher, December 1864, and January 1865. He commanded the *Trenton*, Pacific station, and received commendation for the manner in which he handled his ship during the memorable hurricane at Apia, Samoa, 1889. Served as Chief of the Bureau of Yards and Docks from 1890 to 1894. He held various important shore stations and commanded the North Atlantic Squadron, 1899-1901. He was chairman of the Lighthouse Board, 1901, until he was retired April 11, 1902.

Destroyer No. 305—THOMPSON—named in memory of the Hon. Richard Wigginton Thompson, Secretary of the Navy, 1877-1881; born in Culpeper County, Va., June 9, 1809. He was admitted to the bar in 1834, began to practice in Bedford, Ind., and served in the lower house of the legislature in 1834-1836 and in the upper house 1836-1838. He was for a short time president pro tempore of the State senate, and acting lieutenant governor. He was a presidential elector on the Harrison ticket in 1840, zealously supporting General Harrison in public speeches and by his pen; served in Congress from 1841-1843 and 1847-1849. In 1867-1869 he was judge of the Eighteenth Circuit Court of the State. On March 12, 1877, he became Secretary of the Navy, resigning in 1881 to become chairman of the American committee of the Panama Canal Co.

Destroyer No. 306—KENNEDY—named in memory of the Hon. John Pendleton Kennedy, who was Secretary of the Navy 1852-53; born in Baltimore, Md., October 25, 1795; died in Newport, R. I., August

18, 1870. He was graduated at Baltimore College (now the University of Maryland) in 1812. He studied law and was admitted to the bar in 1816. In 1820 and for two successive years he was elected to the Maryland House of Delegates. In 1838 he was elected to Congress and was a Member of that body during practically all the succeeding years until he was appointed Secretary of the Navy in 1852. It was under his administration that Captain Perry's expedition visited Japan and that Doctor Kane's second Arctic voyage was made.

Destroyer No. 307—PAUL HAMILTON—named in memory of the Hon. Paul Hamilton, who was Secretary of the Navy during the years 1809-1813; born in St. Paul's Parish, S. C., October 16, 1762; died in Beaufort, S. C., June 30, 1816. He rendered important services during the Revolution; was comptroller of South Carolina from 1799 to 1804, improving the financial system of the State; was Governor of South Carolina 1804-1806; Secretary of the Navy 1809-1813.

Destroyer No. 308.—WILLIAM JONES—named in memory of the Hon. William Jones, who was Secretary of the Navy during the years 1813-14; born in Philadelphia, Pa., in 1760; died in Bethlehem, Pa., September 5, 1831. He joined a volunteer company at the age of 16 and was present at the Battles of Trenton and Princeton. Afterwards he entered the Continental naval service and served gallantly under Commodore Truxton 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 Francestown, 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 *Oneida* 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 Vallette, U. S. Navy; born in Alexandria, Va., May 3, 1790; died in Philadelphia, Pa., November 13, 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 *Tuscumbia* 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—**SELFRIDGE**. 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 *Bienville* in the North Atlantic and West Gulf Blockading Squadrons; volunteered for service in Mobile Bay; was assigned to the *Onedia*; 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*; 1865-1867 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, Port Royal, and Fort Pulaski, 1861-62. Discharged and reenlisted February 1863; assigned to the monitor *Catskill* and participated in engagements with the defenses of Charleston Harbor and storming of Fort Sumter, 1863-64; appointed acting ensign August 19, 1864; took part in operations of the North Atlantic Blockading Squadron until after the surrender of Fort Fisher, January 15, 1865; March 12, 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 Vercy he accompanied one of his platoons to the front, keeping all his men under cover while he alone watched for signals for the advance. In so doing he saved the lives of many of his men without regard for his own safety.

Destroyer No. 334—**CORRY**—named in memory of Lieut. Commander William Merrill Corry, U. S. Navy; born in Quincy, Fla., October 5, 1889; died in Hartford, Conn., October 7, 1920. Appointed midshipman June 20, 1906; commissioned lieutenant commander July 1, 1918; served on U. S. S. *Kanawha*, 1911-1915; March 6, 1916, designated naval aviator for duty in flying craft with the *North Carolina* and *Washington*; August 22, 1917, assigned to duty in Europe with United States Naval Aviation Forces; later ordered to command United States naval air station at Le Croisic, Loire, France, first operating unit from United States during the World War; November 7, 1917, assumed the duty; his success and skill as air pilot on this station won for him the cross of a chevalier of the Legion of Honor from France; June 7, 1918, ordered to command naval air station at Brest, Finisterre; remained there until end of the demobilization; June 5, 1919, assigned to the United States Aeronautical Mission to Europe and represented the United States in Aeronautic Interallied Commission of Control; June 1, 1920, ordered to the United States as aide for aviation staff of Admiral H. B. Wilson, commander in chief of the Atlantic Fleet; held this position at the time of his death, which was occasioned by inhaling flame from a burning airplane after its crash; though badly wounded he was endeavoring to rescue his companion from the burning plane.

Destroyer No. 335—**MELVIN**—named in memory of Lieut. (Junior Grade) John T. Melvin, U. S. Naval Reserve Force; born in Selma, Ala., October 16, 1887; died at sea November 5, 1917. Appointed midshipman, United States Naval Academy, July 6, 1907; graduated June 2, 1911; ensign July 7, 1911; promoted to lieutenant (junior grade) March 22, 1915; resigned August 20, 1915. Appointed lieutenant (junior grade), United States Naval Reserve Force, February 9, 1917, and assigned to duty at New Haven, Conn.; attached to the patrol boat *Alcedo* and lost his life when that vessel was sunk by a German submarine in the war zone. The *Alcedo* was the first American war vessel to go down in the World War.

Destroyer No. 336—**LITCHFIELD**—named in memory of John R. Litchfield, pharmacists' mate, third class, U. S. Navy, who gave his life while serving as a member of the Hospital Corps of the Sixth Regiment, United States Marine Corps, in France; born in Flanagan, Ill., March 7, 1899; died September 15, 1918. He was awarded the distinguished-service cross posthumously for extraordinary heroism in action. He displayed exceptional bravery in giving first aid to the wounded under shellfire near Thiaccourt, 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 Boursches, June 7, 1918, where he successfully resisted a heavy attack by machine guns and infantry. He died later from wounds received in this engagement.

Destroyer No. 338—**WASMUTH**—named in memory of Henry Wasmuth, U. S. Marine Corps, who saved the life of "Fighting Bob" Evans at the attack on Fort Fisher at the risk of his own and was killed during the engagement.

Destroyer No. 339—**TREVER**—named in memory of Lieut. Commander (T) George A. Trever, U. S. Navy; born in Waupun, Wis., June 11, 1885. Appointed midshipman May 3, 1905; ensign June 5, 1911; lieutenant (junior grade) June 5, 1914; lieutenant June 5, 1917; lieutenant commander (T) July 1, 1918, in command of the U. S. S. *O-5*; died October 5, 1918, while engaged in preventive measures to avert an explosion.

Destroyer No. 340 (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—**DECATER**—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 *Mariveles*. On October 26, 1901, Midshipman Noa, with an armed crew of six men, put off in a small boat from the *Mariveles* to watch for boats engaged in smuggling contraband of war from the island of Leyte to Samar Island. The wind turning against them, they were obliged to land in a small cove on the island of Samar, and while scouting the near-by woods Midshipman Noa was stabbed by Filipino insurgents and died before aid could reach him.

Destroyer No. 344—**WILLIAM B. PRESTON**—named in memory of former Secretary of the Navy William B. Preston; born in Smithfield, Montgomery County, Va., November 25, 1805; died there November 16, 1862. He was educated at the University of Virginia; adopted law as a profession and achieved signal success in its practice; served several times in the Virginia House of Delegates and Senate; appointed Secretary of the Navy in 1849; was subsequently sent by the Government on a mission to France, 1858-59, the object of which was to establish a line of steamers between that country and Virginia and a more extended commercial relation between the two countries.

Destroyer No. 345 (now Light Mine Layer No. 20) (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 1806 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 (now Light Mine Layer No. 21)—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 *Oneida* 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 (now Light Mine Layer No. 22)—PRUITT—named in memory of Corp'l 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. 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. *Guerrriere* 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, 1783; 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. 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. 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; 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 *Guerrriere*. 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 *Java*, 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 1866 he was made vice admiral and 1870 Admiral.

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 1823; commanded the U. S. S. *Columbus*, flagship of the East India Squadron. Early in 1847, the authorities of Nulje 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. 64)—McDOWGAL—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, and Rear Admiral Cameron M. Winslow, U. S. N.

Rear Admiral John A. Winslow, U. S. N. Born in North Carolina, November 9, 1811. Died at Boston, Mass., September 29, 1873. Appointed midshipman February 1, 1827. Prior to the Mexican War he served in West India, Brazil, and Home Squadrons. While attached to the *Cumberland*, Lieutenant Winslow was commended by Captain Perry for his energy and zeal during an expedition up the Tobasco River October 16 to November 3, 1846, which resulted in the capture of Frontera and Tobacco and the capture or destruction of 13 prizes. During 1861-62 he served in the Mississippi Flotilla and in command of the naval station and ships at Mount City, Ill.; present during attack on Fort Pillow, June 3-5, 1862; engaged in various attacks and skirmishes with guerrillas; in command of an expedition up White River for the relief of the Army in June 1862. Winslow was in command of the *Kearsarge* when she sank the *Atabama* June 19, 1864, in the famous fight off Cherbourg, France. For this gallant action he received the thanks of Congress and was promoted to the rank of commodore, his commission dating from June 19, 1864.

Rear Admiral Cameron McKae Winslow, U. S. N. Born July 29, 1854, in Washington, D. C. Died January 2, 1932, at Boston, Mass. Appointed to the U. S. Navy in 1879. Retired with rank of rear admiral July 29, 1916. Lieutenant on the U. S. S. *Nashville* during the Spanish-American War. On May 11, 1898, was in command of a boat expedition from the *Nashville* and *Marblehead* which cut two submarine cables off Cienfuegos, Cuba. In spite of a very heavy fire at point blank range from the enemy on shore, a length of nearly 200 feet was cut out of each of two cables, using hacksaws. Lieutenant Winslow retained command of the party although wounded in the hand by a bullet. His superior officer reported "the work performed by the people in the boats was both hazardous and difficult, and too much credit cannot be given to Lieutenant Winslow for his excellent judgment and consummate coolness, under most trying conditions of heavy sea and destructive fire of the enemy." Winslow was advanced five numbers for extraordinary heroism during this operation.

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 F. 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 Beal 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 *Paunee* 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 Fringle. 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)—**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 3, 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 First Peace Conference at The Hague in 1899. 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 Port 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 Navigation, 1865. He commanded the *Porpoise* 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 6, 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 Nansmond 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, Ore., August 14, 1903.

Destroyer No. 368 (also Destroyer No. 288 and Destroyer No. 20)—**FLUSSER**—named in memory of Lieut. Commander Charles W. Flusser, U. S. Navy; born Annapolis, Md., September 27, 1832; died near Plymouth, N. C., April 19, 1864. Appointed midshipman July 19, 1847; lieutenant commander July 16, 1862; cruised on various stations; at the commencement of the Civil War was assigned to the command of the U. S. S. *Commodore Perry*, and took part in the attack on Roanoke Island, February 7, 1862, and other operations in North Carolina waters; served in the North Atlantic Blockading Squadron during 1862, 1863, and 1864. He commanded the U. S. S. *Miami*, operating in the sounds of North Carolina, and was killed in the battle with the Confederate States ironclad *Albatross*, Plymouth, N. C.

Destroyer No. 369 (also Destroyer No. 292 and Destroyer No. 21)—**REID**—named in memory of Capt. Samuel Chester Reid, U. S. Navy; born in Norwich, Conn., August 25, 1783; the second son of Lieut. John Reid, of the British Navy, who, while a prisoner, resigned from the Navy and espoused the American cause. Samuel Chester Reid entered the United States Navy in 1794; served on the *Baltimore* with Commodore Truxtun 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 *Iroquois* in search of the C. S. S. *Alabama*; 1863, in charge of the blockade of New Inlet, N. C., and took part in the cutting out of the steamer *Kate* from under the batteries of Fort Fisher and New Inlet; 1864-65, special duty Washington, D. C., and New York Navy Yard; 1865-66, fleet captain European Squadron; 1866-1873, 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 Conyngham, U. S. Navy, who was born in 1747, Donegal, Ireland; died November 27, 1819, Philadelphia, Pa. Commanded the U. S. S. *Charming Peggy*, privateer, 1775; was commissioned captain in the Continental Navy, March 1, 1777; commanded U. S. S. *Surprise* 1777, U. S. S. *Revenge* 1777, U. S. S. *Experiment* 1779; made many captures of the enemy's vessels in English waters and elsewhere and was twice captured; commanded *Maria* (privateer) in naval war with France.

Destroyer No. 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. *Franklin*, *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. *Eperrier* 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 *Albatross*. 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 balks 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 Sorley* 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 ram *Merrimack* at Hampton Roads, March 8, 1862; he was killed in the engagement. Lieutenant Smith's father was at that time Chief of the Bureau of Yards and Docks at the Navy Department; while at church the morning after the battle he was called out by the Secretary of the Navy, Gideon Welles, and told that the *Cumberland* had been sunk and that the *Congress* had surrendered to the enemy. The father's reply was: "If that be so, then Joe is dead—he would never have struck his flag."

Destroyer No. 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-hilted sword. The Secretary of the Navy in announcing his death in general orders, said: "Commodore Warrington stood conspicuous among the distinguished men who have done honor to our country; his devoted patriotism, his great skill and indomitable courage, have won for him its lasting gratitude."

Destroyer No. 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 LaFarinier, 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 services 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 Truxton commended his devotion to duty in his report to Congress and his heroism was approved by "A solemn resolution" of that body and his loss mentioned as a "subject of national regret."

Destroyer No. 394 (also Destroyer No. 63)—**SAMPSON**—named in memory of Rear Admiral William T. Sampson, U. S. Navy, 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. 395 (also Destroyer No. 65 and Torpedo Boat No. 12)—**DAVIS**—named in memory of Rear Admiral Charles H. Davis, U. S. Navy. In the Civil War he was fleet captain in Du Pont's expedition against Port Royal, S. C., flag officer at naval engagements at Fort Pillow and Memphis in 1862; with Farragut at Vicksburg and successfully cooperated with General Curtis in the Yazoo in 1862.

Destroyer No. 396 (also Destroyer No. 41)—**JOUETT**—named in memory of Rear Admiral James E. Jouett, U. S. Navy. Served in the Mexican War and Civil War. In 1864, commanded the *Metacomet* at battle of Mobile Bay. After the battle he pursued and engaged the gunboats *Gaines*, *Morgan*, and *Selma*. The *Gaines* was crippled and the *Selma* surrendered.

Destroyer No. 397 (also Destroyer No. 49)—**BENHAM**—named in memory of Rear Admiral Andrew Ellicott Kennedy Benham, U. S. Navy. Served in the India Squadron, Brazil Squadron, and Paraguay expeditions; 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 1863-65; in command of the North Atlantic Station 1892-93.

Destroyer No. 398—**ELLET**—named in memory of Col. Charles Ellet, Jr., U. S. V., Brig. Gen. Alfred Washington Ellet, U. S. V., Lt. Col. John A. Ellet, U. S. V., Edward C. Ellet, Col. Charles Rivers Ellet, U. S. V.

Col. Charles Ellet, Jr., U. S. V. Born January 1, 1810, in Pennsylvania. Died June 21, 1862, as a result of wound received in action June 6, 1862. Organized the Ellet Ram Fleet under orders from the Secretary of War. Was appointed first in command with the rank of colonel, April 28, 1862. Secured nine steamers and two floating batteries within 6 weeks after his departure from Washington. In the ram *Queen of the West*, with the ram *Monarch* also under his command, he assisted the gunboat flotilla in the attack on Memphis June 6, 1862, which resulted in the surrender of the city and the capture or destruction of seven out of eight of the enemy's vessels.

Brig. Gen. Alfred Washington Ellet, U. S. V. Brother of Charles Ellet, Jr. Born in Pennsylvania. Died January 9, 1895. Mustered in as captain, fifty-nine Illinois Infantry August 20, 1861, at the age of 41 years. Promoted to lieutenant colonel April 28, 1862, and named second in command of the newly organized ram fleet. Succeeded to the command June 20, 1862, and in command of the Mississippi Marine Brigade when it was organized and placed under the Navy Department in November 1862. On June 6, 1862, in command of the ram *Monarch*, he assisted in the attack on Memphis. On July 22, 1862, the U. S. S. *Essex*, Commodore Porter, and the *Queen of the West*, Lt. Col. A. W. Ellet, attacked the C. S. ram *Arkansas* under the batteries of Vicksburg. The *Queen* succeeded in ramming her but without inflicting serious injury. For gallantry in this action Ellet was made a brigadier general on November 1, 1862. He resigned from the Service December 31, 1864.

Lt. Col. John A. Ellet, U. S. V. Son of John Ellet who was a brother of Charles Ellet Jr. and Brig. Gen. Alfred W. Ellet. Appointed lieutenant colonel in Army February 10, 1863. Tended resignation and honorably discharged October 1, 1864. In command of the ram *Lancaster* when she attempted to run past Vicksburg batteries March 25, 1863. She was sunk by the enemy. Colonel Ellet, after saving his own crew from the sunken *Lancaster*, was pulled in an open yawl by two negroes through a terrible fire of shell and grape for a distance of nearly 2 miles to offer assistance to the crew of the disabled *Switzerland*.

Edward C. Ellet, Son of Lt. Col. A. W. Ellet. Enrolled July 16, 1861, in Company F. Seventh Illinois Volunteer Infantry. Transferred to Mississippi Marine Brigade on September 23, 1863, and mustered in as second lieutenant of Infantry in that brigade on November 18, 1862. Mustered out and honorably discharged January 18, 1865, at age of 49. One of party of four, commanded by Medical Cadet Charles R. Ellet, who volunteered to carry dispatches from Lt. Col. A. W. Ellet on the ram *Monarch* above Vicksburg, June 25, 1863, to Commodore Farragut below. After a most arduous and dangerous march through sloughs and swamps, in some cases waist deep, and passing many of the enemy's pickets, they succeeded in reaching the fleet and delivering Colonel Ellet's letter to Farragut and returning to the *Monarch* with a reply. He also participated in the attack on the C. S. ram *Arkansas* July 22, 1862.

Col. Charles Rivers Ellet, U. S. V. Son of Charles Ellet, Jr. Born in Philadelphia, Pa., in 1841. Died at Bunker Hill, Ill. October 29, 1863. Medical Cadet, Mississippi Marine Brigade from September 30, 1862, to November 20, 1862. Accepted appointment as colonel in Infantry Mississippi Marine Brigade November 20, 1862. Participated in the attack on Memphis, June 6, 1862. On February 2, 1863, in command of the ram *Queen of the West*, he ran past the batteries at Vicksburg, to ram the steamer *Vicksburg* and set fire to her with turpentine balls. Both of these accomplished he escaped down the river only with trifling damage to his ship in spite of the heavy fire he had undergone. Proceeding to the mouth of the Red River he captured three Confederate supply ships on February 3, but while on a raid on the 14th, the *Queen* was run aground under the fire of the enemy and had to be abandoned. Ellet and his men escaped. On March 25, 1863, he was in command of the ram *Switzerland* when she ran past the Vicksburg batteries to join the forces below. She was hulled repeatedly and received two shots in her boilers but reached her destination. On June 25, 1863, commanded a party of four who volunteered for and succeeded in carrying dispatches between Lt. Col. A. W. Ellet on the ram *Monarch* above Vicksburg to Commodore Farragut below.

Destroyer No. 399—LANG—named in memory of John Lang, U. S. Navy. John (or Jack) Lang, a native of New Brunswick, N. J., was a seaman on board the U. S. S. *Wasp*, commanded by Master Commandant Jacob Jones, at the time of the engagement between the *Wasp* and H. B. M. S. *Frolic*, October 18, 1812. Captain Jones had not wished to board the *Frolic* on account of the roughness of the sea, but decided to do so when every brace of the *Wasp* was shot away and her rigging so torn that he feared his masts would fall and the *Frolic* be able to escape. In wearing ship for that purpose the vessels came together in such a position that the *Frolic* lay fair for raking, and it was decided not to board until she was given a final broadside. While the guns were being loaded for this, Lang, who had once been impressed by a British man-of-war, jumped on a gun with his cutlass, and was springing on board the *Frolic*. Captain Jones, wishing to fire before boarding, called him down, but his impetuosity could not be restrained, and he was already on the bowsprit of the *Frolic* when Lieutenant Biddle, seeing the ardor and enthusiasm of the *Wasp's* crew, mounted on the hammock cloth to board, at which signal the crew followed.

Destroyer No. 400 (also Destroyer No. 28)—MCCALL—named in memory of Lieutenant Edward R. McCall, U. S. Navy on the *Enterprise* in her engagement with the *Bazer*, took command after her captain had been killed and gained a victory for which he received a gold medal from Congress.

Destroyer No. 401 (also Destroyer No. 100)—MAURY—named in memory of Commander Matthew F. Maury, U. S. Navy, 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. Published some of the best known scientific works, and his Wind and Current Charts, Sailing Directions, and Physical Geography of the Sea, were the standard works on those subjects for a long period of time.

Destroyer No. 402 (also Destroyer No. 31)—MAYRANT—named in memory of Captain John Mayrant, U. S. Navy, while a midshipman, led the boarders in the fight between the *Bon Homme Richard* and the *Serapis*, September 23, 1779.

Destroyer No. 403 (also Destroyer No. 33)—TRIPPE—named in memory of Lieutenant John Trippe, U. S. Navy, received thanks of Congress and a sword for distinguished services performed with Preble's squadron in engagement before Tripoli in 1804.

Destroyer No. 404—RHIND—named in memory of Alexander Colden Rhind, U. S. Navy. Born in New York City, October 31, 1821. Died in New York City, November 8, 1897. Midshipman, September 3, 1838. Ordered to command of U. S. S. *Crusader*, South Atlantic Blockading Squadron, December 1861, and while commanding her received the thanks of Congress for capture and destruction of works commanding the South Edisto, Dawho, and Pon-Pon Rivers in April 1862. During the attack on the defences of Charleston, S. C., April 7, 1863, the *Keokuk*, which he commanded, was struck 90 times in 30 minutes, 19 shots piercing her through at and near the water line. He managed to keep her afloat until the next morning when she went down; officers and crew were saved. From October 23, 1863, to June 6, 1865, commanded the steam gunboat *Agawam*, North Atlantic Blockading Squadron, in an engagement with three batteries at Deep Bottom, August 13, 1864. Concerning this engagement Rear Admiral Lee reported: "I take great pleasure in calling the attention of the Department to the gallantry and endurance displayed by Commander Rhind of the *Agawam*, and the officers and men under his command." He received the thanks of the Department in a letter dated September 7, 1864. In December 1864, he was detailed by Admiral Porter to command the powder-boat *Louisiana*, and on the night of December 23 that vessel was exploded within 350 yards of Fort Fisher, the officers and men being taken off by the steamer *Wilderness*. For this feat Admiral Porter recommended him for promotion, designating it as "the most perilous adven-

ture that was perhaps ever undertaken." On December 25, 1864, during the bombardment of Fort Fisher, under orders from Admiral Porter to plant a buoy as near the fort as practicable in order that the fleet might bombard it at close range, he advanced the buoy from 150 to 200 yards nearer the fort.

Destroyer No. 405 (also Destroyer 64 and Torpedo Boat No. 8)—**ROWAN**—named in memory of Vice Admiral Stephan C. Rowan, U. S. Navy, took active part in the War with Mexico and in the acquisition of California. 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. In 1870 he was made Vice Admiral of the Navy in recognition of his distinguished service.

Destroyer No. 406—**STACK**—named in memory of Edward Stack, Lieutenant of Marines on the *Bon Homme Richard*. Born in Ireland, April 28, 1756. Died at Calais, France, in December 1833. In February 1779, while serving as Lieutenant in the French Army, he was recommended to Captain John Paul Jones for appointment as one of the officers of the *Bon Homme Richard*. Stack, himself, desired to serve under Jones. With the consent of Benjamin Franklin, Jones appointed him Lieutenant of Marines on the *Bon Homme Richard* and he was in command of the division in the main top during the desperate fight with the *Serapis* September 23, 1779. On October 3, 1779, Jones wrote to Benjamin Franklin: "The purser, Mr. Mease, who commanded the guns on the quarter deck, being dangerously wounded in the head, I was obliged to fill his place, and with great difficulty rallied a few men, and shifted over one of the lee quarter-deck guns, so that we afterwards played three pieces of 9 pounders upon the enemy. The tops alone seconded the fire of this little battery, and held out bravely during the whole action; especially the main top where Lieut. Stack commanded." He went with Jones to the *Teredo* in the *Serapis* and on November 25, 1779, was relieved from duty with the Americans by order of King Louis XVI, and joined his regiment about to embark for the West Indies. For his distinguished service with Jones the King promoted him to Captain in the Army with annuity of 400 livres and the privilege to retain his lieutenancy in the Marine Corps.

Destroyer No. 407—**STERETT**—named in memory of Lieutenant Andrew Sterett, U. S. Navy, commanded the *Enterprise* and captured a Tripolitan cruiser in 1805, after 4 hours' fight, for which he received the thanks of Congress.

Destroyer No. 408—**WILSON**—named in memory of Charles Wilson, U. S. Navy. Born in Sweden. Enlisted at Chicago, Ill., October 15, 1861, age 45 years, as seaman. Stood on the deck of the U. S. S. *Carondelet*, Flotilla on Western Waters, exposed to a severe thunder storm and the enemy's fire, sometimes knee-deep in water, heaving the lead, on the night of April 4, 1862, as the ship ran the Confederate batteries between Island No. 10 and New Madrid, Mississippi River. Promoted to Boatswain. Recommended by Captain Henry Walke to Navy Department on January 24, 1862, for the distinguished notice of the Government as having served under his command on board the *Carondelet* in the following engagements: Capture of Fort Henry, February 6, 1862; Fort Donelson, February 13 and 14; Island No. 10, March 17; running the blockade, April 4; capture of rebel batteries opposite Point Pleasant, April 6, and below New Madrid, April 7; naval engagement above Fort Pillow, May 10; battle at Memphis, June 6; and action with the rebel ram *Arkansas*, July 15.

Destroyer No. 409—**SIMS**—named in memory of Admiral William Sowden Sims who was born in Port Hope, Ontario, Canada, in 1858 and died in Boston, Mass., September 28, 1936. Appointed to the Naval Academy, June 24, 1876, from Pennsylvania. Beginning in 1901, Sims was a strong advocate of drastic reforms in gunnery which were afterwards accomplished to a remarkable degree under his administration as inspector of target practice from 1902-09. From 1911-13 he was in attendance at the Naval War College as a member of the first class to graduate after the establishment of the regular curriculum. He was eminently successful as a pioneer in the practical application of the War College teachings afloat while in command of the torpedo flotilla, Atlantic Fleet, 1913-14. In April 1917, he was sent to Europe where he commanded the American naval forces operating in European waters until the end of the war with the rank of vice admiral. He was commissioned as admiral November 27, 1918. He retired from active duty in 1923 after serving as president of the Naval War College.

Destroyer No. 410—**HUGHES**—named in memory of Commander Edward Merritt Hughes, U. S. Navy; born January 28, 1850, in Ohio. Died September 28, 1903, at Yokohama, Japan. Appointed to the Naval Academy July 28, 1866. Commissioned commander March 3, 1901. Was executive officer of the U. S. *Petrel* while she participated in the Battle of Manila Bay during the Spanish-American War. Immediately after the action was over, he commanded a small boat which boarded and set fire to five Spanish ships lying in Cavite Harbor, despite reports that trains had been set to their magazines, and in the face of a large and excited armed force on shore but a short distance away. He was aware that he had the only boat of the *Petrel* which would then float. He was advanced five numbers in rank for eminent and conspicuous conduct on this occasion.

Destroyer No. 411—**ANDERSON**—named in memory of Rear Admiral Edwin Alexander Anderson, U. S. Navy; born in North Carolina, July 16, 1860. Died April 23, 1933, at Washington, D. C. Appointed midshipman June 28, 1878; rear admiral November 28, 1918. Retired with the rank of rear admiral, March 23, 1924. Was a lieutenant on the U. S. S. *Marblehead* during the first part of the Spanish-American War. On May 11, 1898, he was in command of the boats of the *Marblehead* which cooperated with boats from the *Nashville* in cutting the submarine cables off Cienfuegos, Cuba. In the face of a very heavy fire at point-blank range from the enemy on shore, a length of nearly 200 feet was cut out of a cable with hacksaws. Lieutenant Winslow in command of the expedition reported: "Lieut. E. A. Anderson commanded the sailing launch of the *Marblehead*, and did his work with coolness, bravery, and intelligence, continuing the work regardless of the hot fire to which he was exposed, until ordered by me to desist." For this service he was advanced five numbers in rank for extraordinary heroism. For gallantry in action and distinguished services during the landing operations at Vera Cruz in April 1914, he was awarded a medal of honor. During the World War he commanded Squadrons 3 and 1, Patrol Detachment, Atlantic Fleet, and in 1922-23 was Commander of the United States Naval Forces operating in European waters and Commander-in-Chief of the Asiatic Fleet with the rank of vice admiral.

Destroyer No. 412—**HAMMANN**—named in memory of Ensign Charles Hazeltine Hammann, U. S. Naval Reserve; born March 16, 1892, at Baltimore, Md. Killed while on active duty June 14, 1919, at Langley Field, Va. Appointed to the provisional rank of ensign in Naval Reserve Flying Corps October 14, 1918. Served overseas until January 21, 1919. Awarded the silver medal for military valor by the King of Italy and the Congressional Medal of Honor. Citation—"For extraordinary heroism as a pilot of a seaplane on August 21, 1918, when with three other planes he took part in a patrol for dropping propaganda on Pola. They encountered and attacked a superior force of enemy land planes and in the course of the engagement which followed, the plane of Ensign George H. Ludlow was shot down and fell in the water five miles off Pola. Ensign Hammann immediately dived down and landed on the water close alongside the disabled machine where he took Ludlow on board and, although his machine was not designed for the double load to which it was subjected, and although there was danger of attack by Austrian planes, made his way to Porto Corsini."

Destroyer No. 413—**MUSTIN**—named in memory of Henry C. Mustin, captain, U. S. Navy. Born in Pennsylvania, February 6, 1874. Died at Newport, R. I., August 23, 1923, with rank of captain. Appointed to the Naval Academy September 6, 1892. In connection with the capture of Vizian, Philippine Islands, November 26, 1899, Captain Wilde reported "the *Samar* (commanded by Ensign Mustin) towed the boats

of the *Oregon* containing the naval battalion from the ship to the shore, and afterwards covered the landing of the same by an incessant fire from the trenches, so that the battalion landed without a single casualty. After Vigan was captured, I ordered Ensign Mustin to proceed south and find General Young's column, and to communicate with him. He did so, but finding the surf too heavy to risk the lives of his crew in a boat, he sprang overboard, swam through the breakers, carried out his orders, and then swam back to his vessel. This he did twice. He commands his vessel with splendid judgment and is indefatigable in his attention to duties, working day and night without sleep. He is a most promising young officer, and it is with pleasure I commend him to the attention of the Navy Department." Mustin performed very eminent services connected with the early development of naval aviation. He was not only a very competent and fearless flyer and tactician, but also a notable designer of aircraft. In 1914 he commanded the battleship *Mississippi* while she was assigned the pioneer duty of adapting aviation to fleet uses. While at Vera Cruz during the Mexican intervention in 1914 Mustin operated the *Mississippi's* airplanes on daily reconnaissance flights for 43 consecutive days; this being the first instance of American planes operating in the face of hostile fire. One plane was struck by bullets. Mustin was the first to propose launching airplanes from ships by catapults, a leader in the early design of such an appliance and the first officer to be "shot" from a catapult in an airplane from a ship underway. He was further a pioneer advocate and developer of airplane spotting of fleet gunfire and was the first commander of the aircraft squadrons of the Battle Fleet.

Destroyer No. 414—RUSSELL—named in memory of John Henry Russell, rear admiral U. S. Navy, born in Maryland July 4, 1827. Died April 1, 1897, with rank of rear admiral. Appointed midshipman September 10, 1841. On September 14, 1861, Lieutenant Russell commanded a successful cutting-out expedition of 100 men sent into Pensacola Harbor to destroy the Confederate vessel *Judah*, for which he received the following special commendation from the Secretary of the Navy. "An expedition, executed in the face of an enemy so much superior in numbers, with such brilliancy and gallantry and success, cannot pass without the special recognition of the Department. To those who were engaged in it, not only the Department, but the whole country, is indebted for one of the brightest pages that has adorned our naval record during this rebellion. Indeed, it may be placed, without disparagement side by side with the fairest that adorn our early naval history." As a reward for this brilliant enterprise Lieutenant Russell was given command of the gunboat *Kennebec*, in which he rendered distinguished service on the Mississippi River, especially in the operations resulting in the passage of Farragut's fleet past Forts Jackson and St. Philip. Participated in the first engagements at Grand Gulf, Port Hudson, Baton Rouge, and Vicksburg. She was subsequently employed on blockade duty on the Gulf coast. He was in command of the U. S. S. *Ossipee* on the Pacific coast in 1870 and 1871. In September 1870, after riding out a hurricane herself, the *Ossipee* went in search of the boats of the steamer *Continental*, which had just foundered off the coast of Lower California. The lives of a number of the crew of the *Continental* were saved. He retired August 27, 1886.

Destroyer No. 415 (also Destroyer No. 51 and Torpedo Boat No. 30)—O'BRIEN—named in memory of Capt. Jeremiah O'Brien, U. S. Navy, and for his four brothers. The five O'Brien brothers were residents of Machias, Maine, when the Battle of Lexington, April 1775, was fought. When the news reached Machias the patriotic citizens erected a liberty pole. A British sloop of war, the *Margaretta*, arrived in Machias Harbor under the command of Lieutenant Moore, and the latter declared that unless the pole were cut down he would destroy the town. During the parley that followed, a lumber sloop left Machias and lazily drifted toward the sea as if about to pass near the warship. The sloop, apparently, badly handled fouled the warship, and instantly scores of Yankees boarded the foreign craft armed with pitchforks, axes, and muskets. A battle followed, in which the Americans were victorious after losing 6 men and killing 10 of the enemy, including Lieutenant Moore. This was the first naval engagement of the Revolution. The lumber sloop was under the command of Jeremiah O'Brien, and four of his brothers were in the crew. Joseph O'Brien, the youngest brother, was only 16 years old, and his request to form one of the party was refused. He smuggled himself aboard the craft and during the fight proved to be very much of a man. Lieutenant Moore's sword was given to Joseph O'Brien, the baby of the crew.

Destroyer No. 416 (also 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. 417 (also Destroyer No. 271 and Torpedo Boat No. 14)—MORRIS—named in memory of Commodore Charles Morris, U. S. Navy; born in Woodstock, Conn., July 26, 1784; died in Washington, D. C., January 27, 1856. Appointed midshipman July 1, 1799; captain March 5, 1813; as one of the officers of the *Intrepid* he took part in the recapture and destruction of the *Philadelphia* in the harbor of Tripoli, February 17, 1804; took prominent part in the engagement between the *Constitution* and *Guerriere*, being severely wounded while in the act of boarding the latter vessel; for his gallantry on this occasion he was advanced one grade by the President; in 1825 commanded the *Brandywine*, taking General Lafayette back to France after his last visit to the United States; 1851-1856 was Chief of Bureau of Ordnance.

Destroyer No. 418 (also 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 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. 419—WAINWRIGHT—named in memory of Jonathan Mayhew Wainwright, his son Jonathan Mayhew Wainwright, jr., Rear Admiral Richard Wainwright and Commander Richard Wainwright.

Jonathan Mayhew Wainwright was born in New York City, July 27, 1821. Midshipman, June 30, 1837. During the Civil War, commanded the U. S. S. *Harriet Lane*, Admiral Porter's flagship, in an engagement with Forts Jackson and St. Philip; took part in operations below Vicksburg; killed in an attack upon Confederate forts in Galveston Harbor, January 1, 1863. Buried with the honors of War, January 2, 1863, in cemetery at Galveston.

Jonathan Mayhew Wainwright, jr., son of the preceding, born in New York City, January 29, 1849; graduated from the U. S. Naval Academy in 1867; promoted to Master March 21, 1870; attached to the U. S. S. *Mohican*, Pacific Squadron; wounded while in command of a boat expedition against the piratical steamer *Forward*, lying in a lagoon at San Blas, Mexico. Died on the *Mohican* from the effects of wounds, June 19, 1870.

Rear Admiral Richard Wainwright U. S. Navy. Born December 17, 1849, in Washington, D. C. Died March 6, 1926. Midshipman, U. S. Navy, September 28, 1864. Was executive officer on the U. S. S. *Maine* when she was blown up and sunk in the harbor of Havana, February 15, 1898. He remained in Havana and as commander of the tender *Fern* was in charge of the recovery of bodies of the victims and assisted in collecting information for the Court of Inquiry. He commanded the wooden gunboat *Glooucester* (ex-yacht *Cor-*

sair) during the battle of Santiago, July 3, 1898. When Admiral Cervera's Squadron came out of the harbor of Santiago in an effort to escape, Wainwright maintained his advanced position and awaited the exit of the two torpedo boats *Furor* and *Pluton* which he attacked at close range, sinking the *Furor* and driving the *Pluton* on the beach. After saving the survivors from these two prizes, Wainwright proceeded to the *Infanta Maria Teresa* and *Oquendo* which were beached and burning fiercely. Despite the great danger from explosions, many persons were rescued from these vessels, also. Lieutenant Norman, in charge of one of the *Gloucester's* boats, formally received the surrender of the Spanish Commander in Chief and all his officers and men present and brought on board all the high ranking officers, including Admiral Cervera. For his valor in this engagement Admiral Wainwright was advanced 100 numbers in rank for "eminent and conspicuous conduct in battle with the enemy." During the fleet's cruise around the world in 1907-08, he commanded the Second Division of the U. S. Atlantic Fleet.

Wainwright, Richard, Commander, U. S. Navy, was born in Charlestown, Mass., 1817; died in New Orleans, La., August 10, 1862. Midshipman, May 11, 1831; lieutenant, September 8, 1841; commander, April 24, 1861. Served in the Coast Survey and on Home Station from 1841 to 1857. Cruised in the U. S. S. *Merrimack*, special service, 1857-60. In 1861 ordered to command the U. S. S. *Hartford*, Admiral Farragut's flagship, West Gulf Blockading Squadron. April 24, 25, 1862, during the passage of the forts below New Orleans rendered conspicuous gallant service in extinguishing the fire on the *Hartford*, caused by a Confederate fire raft, while continuing the bombardment of the forts. Wainwright participated in the operations of the fleet below Vicksburg until taken ill with fever. Highly commended by Admiral Farragut.

Destroyer No. 420—BUCK—named in memory of James Buck, U. S. Navy. James Buck was a native of Baltimore, Md. Enlisted in the Navy December 29, 1860. Died at Baltimore November 1, 1865. Quartermaster on board the U. S. S. *Brooklyn* during the engagements with Forts Jackson and St. Philip and the batteries below New Orleans, April 24 and 25, 1862. Captain Craven of the *Brooklyn* in his report of the engagements stated, "The conduct of Quartermaster James Buck, stationed at the wheel, merits particular mention. Early in the fight he received a severe and painful contusion by a heavy splinter, but for 7 hours afterward he stood bravely at his post and performed his duty, refusing to go below until ordered positively to do so, and on the morning of the 25th, without my knowledge, he again stole to his station and steered the ship from early daylight until 1:30 p. m., over 8 hours. I beg particularly that you will bring this man's conduct to the especial notice of the Navy Department." For his conduct on this occasion James Buck received a Medal of Honor, and on July 30, 1862, was promoted to acting Master's Mate.

Destroyer No. 421—BENSON—named in memory of Admiral Benson, U. S. Navy; born in Macon, Ga., on September 25, 1855. He graduated from the Naval Academy in 1877. Died at Washington, D. C., May 20, 1932. In 1893 he was attached to the U. S. S. *Yantic* when serving on the coast of Greenland as tender to the steamer *Proteus*, sent out to search for the exploring party under Lt. A. W. Greeley, U. S. Army. *Yantic* visited Disco, Upernavik, and Littleton Island but found no trace of the lost explorers. She returned to New York September 29 bringing with her Lieutenant Garlington and party and the officers and crew of the *Proteus* which vessel had been crushed in the ice. During the Spanish-American War he was at the Naval Academy. Commander Benson took command of the U. S. S. *Albaty* in October 1906, and was assigned to duty as chief of staff, Pacific Fleet, in July 1909. He attained the permanent rank of captain in July 1909, and commanded the battleship *Missouri* from May 1910 to October 1910, when he was ordered to command the U. S. S. *Utah*. In August 1913, he reported as commandant, Navy Yard, Philadelphia, Pa., and as supervisor of third, fourth, and fifth naval districts. He was appointed Chief of Naval Operations with the rank of rear admiral when that office was created by act of Congress in 1915 and was commissioned admiral when that accompanying rank for the Chief of Naval Operations was authorized by act of Congress, August 29, 1916. Admiral Benson held that office until he retired from active service on September 25, 1919, when he reached the statutory retirement age of 64. By reason of his office, he was the senior naval officer, afloat and ashore, and next in rank to the Assistant Secretary of the Navy during the World War. He was awarded the Distinguished Service Medal by the Navy Department and the Distinguished Service Medal by the War Department "for exceptionally meritorious service in a duty of great responsibility as Chief of Naval Operations." Admiral Benson was a member of the commission appointed by President Wilson to confer with the allied powers in Europe in 1917; member special mission abroad October 1918; naval representative in drawing up naval terms of armistice with Germany and Central Powers; naval advisor to American Commission to Negotiate Peace and returned to the United States on June 20, 1919. In addition to the Distinguished Service Medals, he received foreign decorations as follows: Grand Cross Legion of Honor (French); Grand Cross Order St. Michael and St. George (British); Order Rising Sun, First Class (Japanese); Order St. Gregory, the Great (Military Class, First Order) by Pope Benedict XV.

Destroyer No. 422—MAYO—named in memory of Admiral Henry Thomas Mayo, U. S. Navy; born in Burlington, Vt., December 8, 1856 and graduated from the Naval Academy in 1876. He died in Portsmouth, N. H., February 23, 1937. During the Spanish-American War, he served on the U. S. S. *Bennington* which was on duty on the Pacific Coast. In 1913, he was promoted to rear admiral and placed in command of the Fourth Division, Atlantic Fleet. While in command of the United States naval vessels at Tampico, Mexico, he demanded an apology from the Mexican commander and the firing of a salute of 21 guns to the United States flag to make amends for the unwarranted arrest of the officer and crew of a boat from the U. S. S. *Dolphin* while on duty at a wharf in Tampico on April 9, 1914. On June 16, 1915, he was designated as vice admiral, second in command of the Atlantic Fleet. He was appointed commander in chief of the Atlantic Fleet with the accompanying rank of admiral on June 19, 1916, and continued in command of all United States vessels in the Atlantic and European waters during the World War. He represented the United States at a naval conference of allied nations in London in September 1917, and made an inspection trip to all United States naval activities in Great Britain, France, and Italy in 1918. He was awarded the Distinguished Service Medal with the citation: "For exceptionally meritorious service in a duty of great responsibility as commander in chief of the Atlantic Fleet in connection with the organization, training and maintaining of the fleet in a condition for war." He was also awarded: Grand Officer of the Legion of Honor, by the Government of France (exceptional services in the conduct of the war against the Central Powers), and Grand Cordon of the Rising Sun, by the Government of Japan. Admiral Mayo reached the statutory retirement age of 64 years on December 8, 1920, but was continued on active duty as a senior member of the General Board until February 28, 1921, when he was released from further active duty at his own request. Upon Admiral Mayo's retirement, Secretary Daniels wrote "In your well earned retirement, after a long and distinguished career in the Navy, you have gained the wealth of the confidence of your countrymen and the esteem of your associates and the lasting regard of those of us who have had the opportunity of properly appraising your great service in the years of the Navy's greatest usefulness." Admiral Mayo was appointed Governor of the Naval Home, Philadelphia, from August 11, 1924, and served until August 1928. He was commissioned admiral on the Retired List of the Navy in accordance with the provisions of act of Congress June 21, 1930. Medals: Spanish Campaign Medal, 1898; Mexican Service Medal 1914, U. S. S. *Connecticut*; Victory Medal, Atlantic Fleet Class, commander in chief, Atlantic Fleet.

Destroyer No. 423—GLEAVES—named in memory of Admiral Albert Gleaves, U. S. Navy, born in Nashville, Tenn., January 1, 1858, and graduated from the Naval Academy in the class of 1877. He died in Haverford, Pa., January 6, 1937. During the Spanish-American War he was in command of the torpedo

boat *Cushing*, which operated in Cuban waters. He was promoted to the rank of captain in 1909 and was given command of the U. S. S. *North Dakota*, the first dreadnaught in the U. S. Navy. In May 1917, he became commander of cruiser and transport force, Atlantic Fleet, charged with convoy operation between the United States and Europe. Secretary of the Navy Daniels in describing Admiral Gleaves' work said, "From a small beginning at the outbreak of the war this force expanded into a great fleet of 24 cruisers and 42 transports, manned by 3,000 offcers and 41,000 men. These were augmented by 4 French men-of-war and 13 foreign merchant vessels, a grand total of 83 vessels. * * * Admiral Gleaves, whose ability and resources have been tested and established in this great service in cooperation with the destroyer flotilla operating abroad, has developed an antisubmarine convoy and escort system the results of which have surpassed even the most sanguine expectations." He was appointed commander in chief of the Asiatic Fleet as admiral in 1919, and retired from active duty January 1, 1922, on reaching the statutory retirement age of 64 years. He was commissioned as admiral on the Retired List on June 21, 1930. He was awarded the Distinguished Service Medal "For exceptionally meritorious service in a duty of great responsibility as commander of the cruiser and transport force, in connection with the organization and operation of the cruisers and transports in convoy work and transportation of troops." He also was awarded the Distinguished Service Medal by the War Department. In addition Admiral Gleaves has received the following decorations: War Cross with Lime Tree Leaves, awarded by President, Republic Czechoslovak; Order of the Striped Tiger (Wen Hu), First Class, by the President of China; Grand Cordon of the Sacred Treasury by the Japanese Government; Commander of the Legion of Honor by the French Government

Destroyer No. 424—**NIBLACK**—named in memory of Vice Admiral Albert Parker Niblack, U. S. Navy; born in Vincennes, Ind., July 25, 1859, and graduated from the Naval Academy in the class of 1880. He died at Monte Carlo, Monaco, August 20, 1929. From 1884 until 1888, he served with surveying and exploring expeditions in Alaska. In May 1887, he saved the crew of the Steamship *Ocean King* which had foundered on the northwest coast and for that service received a letter of commendation. During the Spanish-American War, while on board the U. S. S. *Topeka*, he took part in the capture of Nipe Bay, July 21, 1898. While serving on the U. S. S. *Boston*, Admiral Niblack participated in operations at Manila, February 4, 1899, at outbreak of the Philippine Insurrection, and commanded the naval landing force at the capture of Iloilo, February 12, 1899. On board the U. S. S. *Oregon* he participated in the operations in Lingsayen Gulf in November 1899, and the subsequent capture of Vigan and the occupation of Subig. In the U. S. S. *Castine* he took part in the North China Expeditionary Force during the Boxer trouble; and in the punitive expedition of Marinduque Islands, P. I., in October 1900. In April 1914, while in command of the battleship *Michigan*, he took part in the occupation of Vera Cruz. During the World War he was in command of the second squadron, patrol force, Atlantic Fleet, based at Gibraltar, from November 1917, to the end of the war. This force aggregated 41 ships and 314 officers and 4,660 men. American ships from this base provided approximately 70 percent of the convoy escorts between Gibraltar and the United Kingdom as well as 25 percent of those required for allied forces in the Mediterranean. He was Director of Naval Intelligence during 1919 and 1920 and on January 1921 he assumed duties of command of United States naval forces in Europe with the accompanying rank of vice admiral. He retired from active duty in the Navy with his permanent rank of rear admiral on July 25, 1923, upon reaching the statutory retirement age of 64 years. In 1924, he was appointed a member of the directing committee of the International Hydrographic Bureau, Monaco, and was in charge of the Bureau of Charts and Publications. In 1926, he was elected president of the board of directors of that bureau and held that office until his death in 1929. He was posthumously commissioned vice admiral on the Retired List of the Navy in 1930. Vice Admiral Niblack received the following decorations: Distinguished Service Medal "For exceptionally meritorious service in a duty of great responsibility as commander of the United States naval base at Gibraltar and of the United States naval forces in the western Mediterranean"; Order of the White Eagle, First Class, by the Kingdom of the Serbs, Croats, and Slovenes; Diploma Grand Officer of the Order of St. Charles by Louis II of Monaco; Commander, First Class, of the "Order of Dannebrog", conferred by his Majesty the King of Denmark; Grand Officer of the Order of the Aviz, awarded by the Portuguese Government; Second Order of the Sacred Treasury, awarded by the Japanese Government; Legion of Honor, with rank of commander by the President of the French Republic; Grand Officer on Nichan Iftikhar by the Bey of Tunisia; First Order Wen Hu, awarded by the Chinese Ministry; Companion of the Order of St. Michael and St. George by the British Government; Commander of St. Maurice and Lazarus by the King of Italy; Grand Officer of the Shereffian Order of the Ouissam Alaouite by the Sultan of Morocco; Commander of the Victorian Order by the Prince of Wales.

Destroyer No. 425—**MADISON**—named in memory of Commander James Madison, U. S. Naval Reserve; born in Jersey City, N. J., May 20, 1888. Died in U. S. naval hospital, Brooklyn, N. Y., December 25, 1922. He was appointed a lieutenant in the U. S. Naval Reserve Force May 8, 1917; lieutenant commander, December 27, 1917; commander, May 13, 1919. He was in command of the U. S. S. *Ticonderoga* from December 31, 1917, to September 30, 1918, when she was torpedoed and sunk. During this action he received a wound in the knee which resulted in the amputation of his leg and his retirement from service August 20, 1920. He was awarded the Medal of Honor with the citation, "For exceptionally heroic service in a position of great responsibility as commanding officer of the U. S. S. *Ticonderoga*, when * * * that vessel was attacked by an enemy submarine and sunk after a prolonged and gallant resistance. The submarine opened fire at a range of 500 yards, the first shots taking effect on the bridge and forecabin, one of the two forward guns of the *Ticonderoga* being disabled by the second shot. The fire was returned and the fight continued for nearly 2 hours. Lieutenant Commander Madison was seriously wounded early in the fight, but caused himself to be placed in a chair on the bridge and continued to direct the fire and to maneuver the ship. When the order was finally given to abandon the sinking ship, he became unconscious from loss of blood, but was lowered into a lifeboat and was saved, with 31 others, out of a total number of 236 on board."

Destroyer No. 426 (also Destroyer No. 101)—**LANSDALE**—named in memory of Lt. Philip Van Horne Lansdale, U. S. Navy; born in Washington, D. C., February 15, 1858; killed at Apia, Samoan Island, April 1, 1899; buried in Cypress Lawn Cemetery, San Francisco, Calif. He was appointed cadet midshipman June 6, 1873, and graduated from the Naval Academy in the class of 1877. He was promoted to the rank of lieutenant May 15, 1893. He served on the Asiatic, Mediterranean, North Atlantic, and Pacific stations, and held important positions on shore from 1879 to 1898, and was ordered to the U. S. S. *Philadelphia*, flagship of the Pacific station, on June 29, 1898. He commanded the American detachment of the joint American and British expeditions against hostile Samoans near Apia in April 1899, and was killed in action while covering the retreat of the main body with a machine gun.

Destroyer No. 427—**HILARY P. JONES**—named in memory of Admiral Hilary P. Jones, U. S. Navy, retired, was born in Hanover County, Va., November 14, 1863, and in 1880 was appointed to the Naval Academy from the third district of Virginia by Hon. J. E. Johnston. He was graduated from the Naval Academy in 1884. In 1887 he was ordered to the *Nipsic* which on March 16, 1889, escaped destruction in the Samoan disaster. The *Trenton*, *Vandalia*, and *Nipsic*, with four vessels of the British Navy and three German warships, were in the harbor in Apia, Samoa, where a hurricane of such violence arose that most of the shipping at anchor was wrecked. The *Trenton* and *Vandalia* were lost despite the gallant efforts of the officers and crew of the *Trenton*, who climbed up into the rigging and formed a human sail in an attempt to save their ship. The *Nipsic* was successfully beached, and, though badly damaged, was able to proceed

after the storm had abated. In the official report of the disaster the commanding officer of the *Nipsic*, Commander D. W. Müllin said: "I beg to call your attention particularly to the valuable services of Ensign H. P. Jones, Jr., who was officer of the deck of the morning watch and who superintended the steering of the ship properly and carefully for 2 long hours to prevent the *Oliga* from cutting us down. He bravely stood at his post by my side on the poop through all the storm, rain and volumes of smoke when at times we could see but a few feet ahead, as the blinding smoke and heat were simply terrible. Mr. Jones is a young officer of great promise and bids fair to be of value to the service and his country." During the Spanish-American War, Admiral Jones served on the *Dorothea*, a converted yacht, which was with Admiral Sampson's fleet on patrol duty. He spent a number of years in South America and on the U. S. S. *Scorpion* in Dominican and West Indian waters. In 1909 he served as executive officer of the *Idaho*, and in 1911 commanded the *Tennessee*. In 1912 he was appointed commandant of the Washington Navy Yard and superintendent of the Naval Gun Factory. In 1916 Admiral Jones attended the Naval War College. At the beginning of the World War Admiral Jones was in command of squadron 1, patrol force, Atlantic Fleet, and in July 1917 assumed command of division 1, squadron 1, Cruiser Force. As commander of the Newport News Division of the cruiser and transport forces from April 1918, to January 1919, Admiral Jones had control of the transports sailing from Hampton Roads. More than 250,000 troops were embarked from the district under the direct supervision of the division commander; local convoys were organized and escort cruisers sailed under his direction through mined waters and waters where enemy submarines were known to be operating. There were attached to the Newport News division of the transport force 16 transports, for the turn around of which the division commander was directly responsible. During the time from April 1 until the signing of the armistice only one transport missed the sailing date set by the Department and the force commander, and that was due to the nonarrival of absolutely necessary material. In addition to the transport division, on August 20, 1918, all floating equipment belonging to the Army, Navy, and Shipping Board in the Hampton Roads district was pooled for operation under Admiral Jones as administrator. For his services during the war he received the Distinguished Service Medal from the War Department and the Navy's Distinguished Service Medal. He was a commander of the Legion of Honor of France and had been decorated by the Brazilian Government. The citation for the Navy's Distinguished Service Medal reads: "For exceptionally meritorious service in a duty of great responsibility, first, in the command of the First Squadron patrol force, Atlantic Fleet; second, in command of the First Division cruiser force; third, commander, Newport News division, cruiser and transport force, and fourth, as administrator of harbor floating equipment in Hampton Roads district." In July 1919, Admiral Jones was given the rank of vice admiral in command of Battleship Squadron 2, Division 3, Atlantic Fleet, and in August 1920, command the battleship force Atlantic Fleet. In 1921, he became commander in chief of the Atlantic Fleet with rank of admiral. When the organization of the fleet became effective in December 1922, Admiral Jones' title was changed to commander in chief of the United States Fleet. After serving 2 years as commander in chief, Admiral Jones was ordered to duty with the General Board. On November 14, 1927, having attained the statutory retirement age of 64 years, he was transferred to the Retired List. Before and subsequent to his retirement, he was designated naval member of the American representation on the Geneva Preparatory Commission in 1926 and 1927. In 1927 he was, with Ambassador Hugh S. Gibson, a delegate to the three-power conference for limitation of naval armament at Geneva, and in 1929 was designated naval adviser to the American delegation to the sixth meeting of the Preparatory Commission for Disarmament Conference at Geneva. In January 1930, he was appointed naval adviser to the American Representative on the London Naval Conference. Admiral Jones died at his home in Washington, D. C., on January 1, 1938.

Destroyer No. 428—CHARLES F. HUGHES—named in memory of Rear Admiral Charles F. Hughes, U. S. Navy, retired, former commander in chief, United States Fleet, and former Chief of Naval Operations, died May 28, 1934 at his home at 107 Hesketh Street, Chevy Chase, Md. Admiral Hughes was born in Bath, Maine, October 14, 1856, and was appointed naval cadet from the second district of Maine by Hon. J. Dingley, Jr., in 1884. With his classmates which included former Secretary of the Navy Curtis D. Wilbur, Rear Admiral S. S. Robinson, U. S. Navy, Rear Admiral Henry A. Wiley, U. S. Navy, retired, Maj. Gen. John A. Lejeune, U. S. Marine Corps, retired, Maj. Gen. Eli K. Cole, U. S. Marine Corps, Rear Admiral Ashley H. Robertson, U. S. Navy, and Brig. Gen. Theodore P. Kane, U. S. Marine Corps, retired, he made his midshipman practice cruises at sea on the old frigate *Constellation* and graduated from the Naval Academy in 1888. He was commissioned ensign June 1, 1890, and promoted to Lieutenant (j. g.) April 27, 1898. During the Spanish-American War, he was on duty on the monitor *Monterey* which was dispatched June 11, 1898, from the west coast to the Philippines in response to a cable from Admiral Dewey and with the *Monadnock* arrived August 4 and took part in the bombardment of Manila. From December 1899 to November 1900, he was in charge of the branch Hydrographic Office, Philadelphia, and also inspector equipment and ordnance, Philadelphia. From December 1, 1900, until August 16, 1904, Admiral Hughes served on the U. S. S. *Massachusetts*. In 1902, he had been under instruction in torpedoes at the torpedo station. From 1904 until 1906 he was on duty in the Bureau of Equipment and in September 1906 until 1909 he was on the armored cruiser *Washington*, which was later renamed the *Seattle*. This ship had just been commissioned and was one of the vessels to escort President Roosevelt on his visit to Panama. After a cruise to France, the *Washington* sailed around Cape Horn to take her station with the Pacific Fleet.

On October 4, 1909, Admiral Hughes took up his duties as recorder of the Board of Inspection and Survey. On December 4, 1911, Admiral Hughes took command of his first ship, the *Birmingham*, and the following spring participated in the ceremonies of the sinking of the wreck of the battleship *Maine* which had been raised from Havana Harbor and after being towed out to sea was sunk with full naval honors. After the *Titanic* disaster in April 1912, the Hydrographic Office, Navy Department, recommended the institution of a patrol to report ice conditions in the North Atlantic. The *Birmingham* was assigned to this duty, the first ice patrol ever conducted by any nation, and cruised until July 8, 1912. When the International Convention for the Safety of Life at Sea convened in London in 1913, the 14 nations that attended requested that the ice patrol be made permanent and allotted the task to the United States. His next command was the *Des Moines* which was sent on special service to Vera Cruz, Mexico, at the time of the Diaz revolution. Admiral Hughes was appointed Chief of Staff of the Atlantic Fleet January 4, 1913. He was on the *Wyoming*, flagship of the Atlantic Fleet, at Vera Cruz, May 18, 1914, until September 7, 1914. Promoted to the rank of captain, on July 10, 1914, he was a member of the General Board, Navy Department from September 20, 1914, until September 1916. Admiral Hughes took command of the battleship *New York* October 21, 1916. She was one of the six American battleships which in December 1917 sailed for England to cooperate with the British Fleet. Soon after joining the Grand Fleet, the American ships with the *New York*, Admiral Hugh Rodman's flagship, were designated as the Sixth Battle Squadron and assigned to one of the two places of honor and importance in the battle line—one of the two "fast wings" which would take station at the head or rear of the battleship force when going into action. On one occasion when the Grand Fleet came within a few miles of the German Fleet, the American division was in the van, and would have led the action, but the Germans took refuge behind their defenses before the British and Americans could run them down and force an engagement.

The *New York* had two narrow escapes from German submarines in the North Sea. On one occasion a submarine rammed the *New York*, dented the bottom and demolished the starboard propeller. According to Admiral Rodman's report there was every reason to believe that the blows from the propeller

sank the submarine. Enroute to drydock to make repairs and install a new propeller, three torpedoes in rapid succession were fired at her by hostile submarines. But again she avoided them by clever maneuvering and escaped. For his services during the World War, Admiral Hughes was awarded the Navy's Distinguished Service Medal with the citation: "For exceptionally meritorious service in a duty of great responsibility in command of the U. S. S. *New York* in the War Zone in association and cooperation with the British Grand Fleet." He was also awarded the decoration of Commander of the Order of Leopold (Military) by the King of the Belgians for his World War service. In October 1918, he was appointed commandant of the Philadelphia Navy Yard, and at this time was given a temporary commission as rear admiral. On March 7, 1919, he became commandant of the fourth naval district in addition to his duties as commandant of the navy yard. September 27, 1920, he assumed command of Battleship Division 4, Atlantic Fleet, and in December 1920, commanded Battleship Division 3. He was commissioned rear admiral February 11, 1921. On March 17, Admiral Hughes was given command of Squadron 2, Battleship Force, Atlantic Fleet, as additional duty. On September 14, 1921, he was given command of Battleship Division 7, Pacific Fleet. On January 6, 1923, his title was changed to commander Division 4, Battleship Divisions, Battle Fleet, when the fleets were reorganized. July 1, 1923, he was a member of the class at the Naval War College, Newport, R. I. Upon the completion of that course in June 1924 he was appointed director of fleet training, Navy Department. When the experiments on the battleship *Washington* which was sunk under the terms of the Limitation of Armaments Conference were carried out, Admiral Hughes was a member of the board which witnessed the tests. On October 14, 1925, Admiral Hughes raised his flag as commander in chief of the Battle Fleet with the rank of admiral. The following September he was given command of the United States Fleet, and on November 14, 1927, succeeded Admiral E. W. Eberle, U. S. Navy, as Chief of Naval Operations. He was detached from that duty on September 17, 1930 and retired from active duty on November 1, 1930, upon reaching the statutory retirement age. The Government of Venezuela conferred upon Admiral Hughes the decoration of Liberator in recognition of the official visit of the United States Fleet under his command to Caracas, Venezuela, in 1927.

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-5*. 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 *Hero* 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-5*.

Submarine No. 13—**STINGRAY**—the first vessel so called. Renamed *C-2*. See Submarine No. 186.

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*. See Submarine No. 185.

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*. See Submarine No. 182.

Submarine No. 19½—**SEAL**—the first vessel so called. Renamed *G-1*. See Submarine No. 183.

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-5*. See Submarine No. 177.

Submarine No. 23—**SKATE**—the first vessel so called. Renamed *F-4*.

Submarine No. 24—**SKIPJACK**—the first vessel so called. Renamed *E-1*. See Submarine No. 184.

Submarine No. 25—**STURGEON**—the first vessel so called. Renamed *E-2*. See Submarine No. 187.

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*. See Submarine No. 197.

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-5*.

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-5*.

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 1833 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—*TARPOON*—second vessel so called.

The first *TARPOON* was submarine No. 14, 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 No. 176—*PERCH*—first vessel so called.

Submarine No. 177—*PICKEREL*—second vessel so called. The first was Submarine No. 22 which was authorized by act of May 13, 1908, built under contract with the Electric Boat Co., and completed August 5, 1912. Renamed *F-3*.

Submarine No. 178—*PERMIT (EX-PINNA)*—first vessel so called.

Submarine No. 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 No. 180—*POLLACK*—first vessel so called.

Submarine No. 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.

Submarine No. 182—*SALMON*—Second vessel so called. The first *SALMON* was authorized June 29, 1906 the keel was laid April 16, 1908; she was launched March 12, 1910, and first placed in commission September 8, 1910. Her name was changed from *SALMON* to *D-5*, November 17, 1911. After being placed in commission, she was attached to the Submarine Force, Atlantic Fleet. During the World War the *D-5* operated with submarine division 2 out of New London, Conn., conducting experimental work and training. The *D-5* was placed out of commission March 2, 1922, and later sold as a hulk.

Submarine No. 183—*SEAL*—Second vessel so called. The first *SEAL* was authorized June 29, 1906, and was launched February 8, 1911. She was first placed in commission October 28, 1912, and was attached to the submarine flotilla, Atlantic Fleet. However, before starting active service her name was changed to *G-1*, November 17, 1911. During the World War the *G-1* was attached to the submarine force based in New London, Conn., engaged in experimental and instruction work, and did patrol duty. This vessel was placed out of commission March 6, 1920, and was used as a target for depth charge experiments during which she was sunk. She was stricken from the Register September 3, 1921.

Submarine No. 184—*SKIPJACK*—Second vessel so called. The first *SKIPJACK* was authorized May 13, 1908, was launched May 27, 1911, and her name was changed to *E-1* November 17, 1911. After being placed in commission February 14, 1912, at the navy yard, Boston, Mass., she operated with the submarine flotilla, Atlantic Fleet. During the World War this vessel was attached to the submarine force based in New London, Conn., until December 1917, when she sailed for Ponta del Gada, Azores, with submarine division 4. There she patrolled the waters around island until September 4, 1918, when due to battery trouble she sailed for New London, Conn. The *E-1* was placed out of commission October 20, 1921, and was sold in June 1922.

Submarine No. 185—*SNAPPER*—Second vessel so called. The first *SNAPPER*, which was later named the *C-5*, was authorized June 29, 1906, and was launched, June 16, 1909. After being placed in commission, February 2, 1910, this vessel was attached to the Submarine Flotilla, Atlantic Fleet, which in 1916, was stationed in the Panama Canal Zone, conducting routine exercises. On October 14, 1916, an explosion occurred on board the *C-5* in the gasoline tank as the result of which one man was killed. During the entire period of the World War the *C-5* was attached to the submarine flotilla based at Coco Solo, Canal Zone, where harbor defense duty was performed. This vessel was placed out of commission in 1919, and sold April 12, 1920.

Submarine No. 186—**STINGRAY**—Second vessel so called. The first **STINGRAY** was authorized June 29, 1906, the keel was laid March 4, 1908, and the ship was launched April 8, 1909. After being placed in commission November 23, 1909, she was attached to the Atlantic Submarine Flotilla. The name of the **STINGRAY** was changed to *C-2* November 17, 1911. She was later stationed in the Panama Canal Zone carrying out routine submarine operations. During the World War the *C-2* did harbor defense duty in the Panama Canal Zone and patrol duty in the Gulf of Mexico off the Florida coast. This vessel was placed in ordinary, August 22, 1919, and sold, April 12, 1920.

Submarine No. 187—**STURGEON**—Second vessel so called.

The first **STURGEON** was authorized May 13, 1908, the keel was laid December 22, 1909, and the vessel was launched June 11, 1911. Her name was changed to *E-2* November 17, 1911, and after being placed in commission February 14, 1912, was attached to the Atlantic Submarine Flotilla. On January 15, 1916, an explosion occurred on board the *E-2*, as the result of which four men were killed and seven wounded. This vessel was placed out of commission March 13, 1916, and remained out until March 25, 1918. Her World War duty comprised submarine patrol operations off the entrance to the Chesapeake Bay.

After routine operations in the vicinity of Hampton Roads, Virginia, the *E-2* was placed out of commission at Philadelphia October 20, 1921, and was sold in June 1922.

Submarine No. 188—**SARGO**—First vessel so called.

Submarine No. 189—**SAURY**—First vessel so called.

Submarine No. 190—**SPEARFISH**—First vessel so called.

Submarine No. 191—**SCULPIN**—First vessel so called.

Submarine No. 192—**SQUALUS**—First vessel so called.

Submarine No. 193—**WORDFISH**—First vessel so called.

Submarine No. 194—**SEADRAGON**—First vessel so called.

Submarine No. 195—**SEALION**—First vessel so called.

Submarine No. 196—**SEARAVEN**—First vessel so called.

Submarine No. 197—**SEAWOLF**—Second vessel so called.

The first **SEAWOLF** was authorized March 3, 1909. Her name was changed to *H-1*, November 17, 1911. She was launched May 6, 1913, and was first placed in commission December 1, 1913, at the Navy Yard, Mare Island, Calif. She was attached to the torpedo flotilla, Pacific Fleet and was later assigned to the submarine force, Pacific Fleet and conducted routine exercises off San Pedro. During the World War this vessel continued to operate on the west coast until October 1917, when she sailed from San Pedro to join the submarine force, Atlantic Fleet. Enroute to the east coast she was detained at Key West, Fla., and operated off that port from November 1917 to May 1918, when she entered the Philadelphia Navy Yard. After a period of overhaul, the *H-1* arrived at New London, Conn., October 29, 1918, and operated off that base during the remainder of the war. During 1919, she continued operations in the vicinity of New London and in January 1920, sailed from there for the west coast. Soon after her arrival, she grounded off Santa Margarita Island, Lower California, March 12, 1920. During salvage operations she sank March 24, with the loss of one officer and three men.

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**. See Light cruiser No. 50.

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. *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-Rockport*, *ex-Ranger*)—named for the island of Nantucket, Mass.—the second vessel so called.

The first was a monitor of 844 tons carrying two guns. She was built in 1861-62.

Gunboat No. 24—**DOLPHIN**—the fourth vessel so called.

The first was a cutter carrying 10 guns. She was built in 1776 and was seized in France in 1777.

The second was a vessel of 198 tons carrying 12 guns. She was built in 1821 and was sold in the Pacific in 1835.

- The third was a brig of 224 tons carrying 10 guns. She was built 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—**QUIROS**—the first vessel so called. She was purchased by the United States Army and transferred to the United States Navy.
- Gunboat No. 41—**SAMAR**—the first vessel so called. She was captured by the United States in the war of 1898.
- Gunboat No. 42—**VILLALOBOS**—the first vessel so called. She was purchased by the War Department and later transferred to the Navy Department.
- 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—**MAYFLOWER**—the second vessel so called.

The first was a tug of 350 tons carrying two guns. She was built in 1863-64 and was sold on September 23, 1892.

Converted Yacht No. 2—**HAWK** (ex-*Hermione*)—the first vessel so called.

Converted Yacht No. 3—**SCORPION** (ex-*Sovereign*)—the third vessel so called.

The first was a schooner carrying two guns. She was purchased in 1812 and was captured on Lake Huron on September 5, 1814.

The second was a steamer of 339 tons carrying three guns. She was purchased in New York in 1846 and was sold there in 1848.

Converted Yacht No. 4—**VIXEN** (ex-*Josephine*)—the fifth vessel so called. She was sold on June 22, 1923, the first was a vessel of 185 tons, carrying 12 guns. She was built in 1803 and was captured at sea in 1812.

The second was a vessel carrying 14 guns. She was purchased in 1813 and was captured at sea in 1813.

The third was a side-wheel steamer of 300 tons carrying two guns. She was transferred from the Coast Survey on August 28, 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 *Osteoza*.

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. (See Destroyer Tender No. 14).

Destroyer Tender No. 2—**MELVILLE**—named in memory of Rear Admiral George Wallace Melville, U. S. Navy; born in New York City January 10, 1811; 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, 1897-1903; served throughout the Civil War, 1861-1865, in different squadrons and commended for his ability and zeal; cruised on various stations from 1866 to 1879, when he was selected as one of the officers to accompany the Jeannette Arctic Expedition; advanced 15 numbers for his heroism in endeavoring to rescue Lieutenant Commander De Long and his party, who were lost in the ice in the Lena Delta, Siberia; commanded the party which finally discovered the remains of the unfortunate men; highly honored by scientific societies at home and abroad.

Destroyer Tender No. 3—**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-*Nitcheroy*)—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-*Santa 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.

Destroyer Tender No. 14—*DIXIE*—the second vessel so called. The first *Dixie* (ex-*El Rio*) was purchased April 15, 1898; converted from an auxiliary cruiser to a destroyer tender September 30, 1914. During the World War the *Dixie* served as a destroyer tender in the Caribbean area; also at Queenstown, Ireland, where she flew the flag of Vice Admiral Sims. Sold September 25, 1922.

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 a study of submarine warfare; constructed a diving boat, calling it the *American Turtle*; made a number of unsuccessful attempts to blow up the enemy's ships of war, one, the *Eagle*, in New York Harbor, in 1776; another, the *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 1842; died August 12, 1914. Educated in Limerick, Ireland; taught school for 15 years, part of this period being after his arrival in America; laid his first plans for a submarine before the United States Navy Department in 1875; received the first contract from the United States for a submarine torpedo boat in 1895, but this vessel, the original *Plunger*, was never finished, and amounts paid toward its construction were credited to a new contract made in 1900, covering the purchase of two submarines built at the Crescent Shipyard, Elizabethport, N. J., and operated with success prior to acceptance. These vessels, known as the *Holl* 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 1820.

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.

SEAPLANE TENDERS

Seaplane 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 a member of the Aero Club of America.

Seaplane 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.

Seaplane Tender No. 3—*LANGLEY*—formerly aircraft carrier No. 1—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; 1866 assistant professor of railway time service from observatories; devised the heliometer 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.

Seaplane Tender No. 4—*CURTISS*—named in memory of Glenn Hammond Curtiss, inventor-aviator; born at Hammondsport, N. Y., May 21, 1878, and died July 23, 1930. He began life as a newsboy but was early interested in mechanics. In 1906 at Ormond Beach, Fla., he established the world's record for the fastest mile ever traveled on a motorcycle, making the mile in 28½ seconds. From 1907-9 he was the director of the Aerial Experiment Association of America; he won the scientific American cup in an aeroplane competition at Hammondsport, N. Y. (1908), obtained the international cup in the aeroplane contest at Rheims (1909), and won a \$10,000 prize offered by the New York World in a record-breaking flight from Albany to New York (1910). In 1913 he was awarded a medal by the Smithsonian Institution. Besides making the large number of flights in America and in Europe, Curtiss became actively engaged in the commercial side of aviation, being secretary and treasurer of the Curtiss Exhibition Co. of New York and president of the Curtiss Aeroplane Co. at Hammondsport, N. Y. Established flying schools at Hammondsport, San Diego, Buffalo, Newport News, Miami, Atlantic City, 1909-19; introduced flying boat to Brazil, Russia, Austria, Italy and Germany, 1913-14; designed and built for Rodman Wanamaker the *America*, the first multimotored flying boat, and first heavier-than-air flying craft designed for trans-Atlantic flight, 1914. With J. N. Willys expanded Curtiss factories to meet war demands of Great Britain, Russia, and United States, 1917. With the exception of the Wright brothers, none other has done as much as he for aviation in America.

REPAIR SHIPS

Repair Ship No. 1—*MEDUSA*—from Greek mythology (one of the Gorgons)—the second vessel so called. The first was a monitor of 844 tons carrying two guns. She was built in 1861-62 and was originally named *Nantucket*. Her name was changed to *MEDUSA* on June 15, 1869, and she was renamed *Nantucket* on August 10, 1869, and was stricken from the Navy on March 30, 1900.

Repair Ship No. 2—**BRIDGEPORT** (now a destroyer tender)—the first so called.

Repair Ship No. 3—**PROMETHEUS**—from the Greek mythology (a Titan)—the second vessel so called.

The first was a brig of 290 tons carrying 12 guns. She was purchased in Philadelphia, Pa., in 1814 and was sold at New Orleans in 1819.

Repair Ship No. 4—**VESTAL**—from the Roman religion (a virgin consecrated to Vesta, goddess of the hearth)—the first vessel so called.

STORESHIPS

Storeship No. 1—**BRIDGE**—named in memory of Horatio Bridge, who was Chief of the Bureau of Provisions and Clothing (now Supplies and Accounts) of the Navy Department from 1854 to 1869, which included the whole period of the Civil War. He was born April 8, 1806, and appointed paymaster in 1838. He first employed in the Navy the idea of comprehensive fleet supply, and under his direction the systematic supply of the vessels of the Navy on the Atlantic and Gulf coasts during the Civil War was established and carried out with conspicuous success.

Storeship No. 2—**CELTIC**—pertaining to the Celts, who lived in western Europe—the first vessel so called. She was originally named *Celtic King*.

Storeship No. 3—**CULGOA**—the first vessel so named. Her name was *CULGOA* before purchase by the Government.

Storeship No. 4—**GLACIER**—the first vessel so called. She was originally named *Port Chalmers*, and was purchased in July 1898.

Storeship No. 5—**POMPEY**—named after the great Roman general—the first vessel so called. She was built in 1897 and was originally named *Harlech*. She was purchased on April 19, 1898.

Storeship No. 6—**RAPPAHANNOCK**—the first vessel so called.

Storeship No. 7—**ARCTIC**—the third vessel so called.

The first was a screw vessel of 255 tons. She was purchased in 1855 and was later sold.

The second was a screw vessel of 1,358 tons, and was used as an ice boat. She was built in 1873. She was leased in 1898 and was returned to the city of Philadelphia, Pa.

Storeship No. 8—**BORNEAS**—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 Seaplane Tender *Langley*.

Collier No. 4—**CYCLOPS**—a mythological race of giants with one eye in the center of the forehead—the second vessel so called. She disappeared at sea March 3, 1918.

The first was an ironclad vessel of 970 tons carrying four guns. She was built in 1861-62 at St. Louis, Mo., and was sold on September 12, 1874, at New Orleans.

Collier No. 5—**VULCAN**—from the Roman god of the fiery element—the second vessel so called. The first was a vessel purchased May 2, 1898 and was named *Chatham*. 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 second vessel so called. The first was built in 1883 and was originally named *Pedro*. She was taken as a prize in the war of 1898 and was sold on October 10, 1899.

Collier No. 8—**NEPTUNE**—named after Neptune, the god of the waters—the third vessel so called.

The first was a screw steamer of 1,243 tons carrying 11 guns. She was built in 1863-64 and was sold on July 12, 1865.

The second was a monitor of 1,034 tons carrying two guns. Her original name was *Manhattan*, which was changed to **NEPTUNE** on June 15, 1869, and she was renamed *Manhattan* on August 10, 1869. She was built in 1863 and was sold on March 24, 1902.

Collier No. 9—**PROTEUS**—named after Proteus, a sea god in the service of Neptune—the second vessel so called.

The first was a screw steamer of 1,254 tons carrying 11 guns. She was purchased on October 5, 1863, and was sold on July 12, 1865.

Collier No. 10—**NEREUS**—named after Nereus, a sea god—the second vessel so called.

The first was a screw steamer of 1,244 tons carrying 11 guns. She was purchased on October 5, 1863, and was sold on July 12, 1865.

Collier No. 11—**ORION**—named after the constellation of the same name—the third vessel so called.

The first was a schooner purchased on August 13, 1861, to be filled with stone and sunk as an obstruction to enemy ships.

The second was a monitor of 614 tons carrying one gun. She was built in 1864 and was broken up in 1874. Her original name was *Chimo* and was named **ORION** on June 15, 1869. On August 10, 1869, she was named *Piscataqua*.

Collier No. 12—**JASON**—see Seaplane 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, 1866.

The second was an auxiliary gunboat of 175 tons carrying six guns. She was purchased on June 7, 1868, and was later transferred to the War Department.

Oiler No. 2—**MAUMEE**—named for the Maumee River—the second vessel so called.

The first was a gunboat of 593 tons carrying seven guns. She was built in 1863 and was sold on December 15, 1869.

Oiler No. 3—**CUYAMA**—the first vessel so called

Oiler No. 4—**BRAZOS**—named for the Brazos River in Texas—the first vessel so called.

Oiler No. 5—**NECHES**—named for the Neches River in Texas—the first vessel so called.

Oiler No. 6—**PECOS**—named for the Pecos River in Texas—the first vessel so called.

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—**SEPULGA**—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—**KITTERY**—the first vessel so called. Taken over during the war, 1917.
 Cargo Ship No. 3—**NEWPORT NEWS**—the first vessel so called. Taken over during the war, 1917.
 Cargo Ship No. 4—**BATH**—the first vessel so called. Taken over during the war, 1917.
 Cargo Ship No. 5—**GULFPORT**—the first vessel so called. Taken over during the war, 1917.
 Cargo Ship No. 6—**BEAUFORT**—the second vessel so called. Taken over during the war, 1917.
 The first was a tug captured at Richmond, Va., in May, 1865, and sold on September 15, 1865.
 Cargo Ship No. 7—**PENSACOLA**. 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—**CAPRELLA**—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 *Jana* December 29, 1812, and with the *Cyane* and *Lerant* 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 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 3, 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 *Create* and was purchased by the Government on April 7, 1898.
 Hospital Ship No. 3—**COMFORT**—the first vessel so called. Built by Wm. Cramp & Sons, Philadelphia, Pa., in 1906. She was originally named *Havana* and was purchased by the Government on July 19, 1917.
 Hospital Ship No. 4—**MERCY**—the first vessel so called. Built by Wm. Cramp & Sons, Philadelphia, Pa., in 1907. She was originally named *Saratoga* and was purchased by the Government on September 27, 1917.

AUXILIARIES—MISCELLANEOUS

Auxiliary No. 1—**HANNIBAL**—the first vessel so called. She was originally named *Joseph Holland* and was purchased in 1898.

Auxiliary No. 2—**LEBANON**—the first vessel so called. She was purchased in 1898.

Auxiliary No. 3—**NANSHAN**—the first vessel so called. She was purchased in 1898.

Auxiliary No. 4—**SATURN**—the first vessel so called. She was purchased in 1898.

Auxiliary No. 5—**GENERAL ALAVA**—the first vessel so called. She was formerly a gunboat and was transferred from the War Department on February 21, 1900.

Auxiliary No. 6—**DUBUQUE**—named for the city of Dubuque, Iowa—the first vessel so called. Formerly gunboat **DUBUQUE**.

Auxiliary No. 7—**PADUCAH**—named for the city of Paducah, Ky.—the first vessel so called. Formerly gunboat **PADUCAH**.

Auxiliary No. 8—**MAHANNA**—the first vessel so called. Loaned by the Shipping Board and returned December 2, 1921.

Auxiliary No. 9—**GREAT NORTHERN** (name changed to *Columbia*)—the first vessel so called. Transferred from the War Department; delivered to the Shipping Board March 4, 1922.

Auxiliary No. 10—**ANTARES**—the first vessel so called. Transferred from the Shipping Board November 14, 1921.

Auxiliary No. 11—**PROCYON**—the first vessel so called. Transferred from the Shipping Board November 8, 1921. 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—**SEMES**—former destroyer; see destroyer No. 189.

Auxiliary No. 25—**POTOMAC**—the fourth vessel so called. The first was a 44-gun frigate of 1,708 tons, built at the Washington Navy Yard, 1819-22. Circumnavigated the globe on her first cruise 1831-34 under Commodore John Downes. Sailed from Washington June 15, 1831. Went first to Rio de Janeiro, thence to the East Indies, via Cape of Good Hope. Destroyed the forts and town of Quallah Battoo, Island of Sumatra, February 6, 1832, in retaliation for the piratical capture of the American merchant ship *Friendship* and massacre of the crew in February 1831. Flagship of Commodore Downes in the Pacific. Not the first United States vessel to circle the globe; that honor belongs to the U. S. S. *Vincennes*, 1829-30. Second cruise was to the Mediterranean as the flagship of Commodore Daniel T. Patterson. Attached to the home squadron 1844-47, cruising in the West Indies, previous to and during a part of the Mexican War in the squadron of Commodore Daniel Conner. Flagship of the home squadron, 1855-56. During the Civil War attached to the Gulf and West Gulf blockading squadrons. Protected American interests at Vera Cruz early part of 1862; later store ship West Gulf blockading squadron, 1862-65. Receiving ship at Pensacola 1866-67. Out of commission at League Island Navy Yard 1868-77. Sold at Philadelphia May 24, 1877. The second vessel was a ship of 356 tons, purchased November 1, 1861, at Nantucket, R. I., by G. D. Morgan and R. H. Chappell for the stone fleet to sink. The third vessel was a tug (former name *Wilmot*) purchased April 14, 1898, for service in the Spanish-American War from the Ocean Towing & Wrecking Co. Served in the West Indies during the war and 1900-1909; Atlantic Fleet and West Indies 1900-1913. January 28, 1914, left Newport for the coast of Newfoundland to rescue certain vessels which were icebound off that course. On account of the severe weather conditions unable to accomplish her mission, became icebound, and was abandoned February 14, 1914. Remained in an abandoned condition until late spring, when she was salvaged and taken to New York Navy Yard, where she arrived June 9, 1914. Tender to Atlantic Fleet 1915; tender to submarines, Canal Zone, 1916, later proceeding to West Indian waters and to operate off Santo Domingo, doing transport duty and rendering assistance when required to disabled ships. Joined the Atlantic Fleet at Yorktown, Va., June 9, 1917, for train service. After a short period of overhaul she sailed for Haitian waters in October 1917 for transport duty and to carry mail and stores. She remained on this duty continuously until 1920, when she operated off Santo Domingo doing transport duty. She returned to the Norfolk Navy Yard in May 1922, and was placed out of commission there June 26, 1922; was sold December 1, 1922.

Auxiliary No. 26—**CUYAHOGA**—The first vessel so called.

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
		Tons		Tons		Tons		Tons		Tons		<i>Tons</i>
First-class battleships.....	16	198,250	22	292,146	25	334,146	25	334,146	29	406,146	29	406,146
Second-class battleships.....	1	6,315	1	6,315	1	6,315	1	6,315	1	6,315		
Armored cruisers.....	4	54,720	6	83,720	9	125,580	10	140,080	10	140,080	10	140,080
First-class cruisers.....	3	27,065	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Armored ram.....	1	2,183	1	2,183	1	2,183	1	2,183				
Single-turret monitors.....	4	12,900	4	12,900	4	12,900	4	12,900	4	12,900	4	12,900
Double-turret monitors.....	6	26,104	6	26,104	6	26,104	6	26,104	6	26,104	6	26,104
Protected cruisers.....	19	76,070	19	76,070	19	76,070	18	71,987	18	71,987	17	67,574
Unprotected cruisers.....	3	6,216	3	6,216	3	6,216	3	6,216	3	6,216	2	4,144
Scout cruisers.....					2	7,600	3	11,250	3	11,250	3	11,250
Gunboats.....	9	11,564	9	11,564	9	11,564	9	11,564	8	10,387	7	8,677
Light-draft gunboats.....	3	4,155	3	4,155	3	4,155	3	4,155	3	4,155	3	4,155
Composite gunboats.....	8	8,190	8	8,190	8	8,190	8	8,190	8	8,190	8	8,190
Training ship, sheathed.....	1	1,175	1	1,175	1	1,175	1	1,175				
Training ships, steel.....			2	3,600	2	3,600	2	3,600	2	3,600	2	3,600
Training 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		
Submarine torpedo boats.....	8	935	8	935	12	1,719	12	1,719	18	3,485	18	3,749
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
Collars.....	15	79,504	15	79,504	15	79,504	15	79,504	20	140,067	20	155,112
Submarine tenders.....				357	2	807	2	807	4	4,702	5	6,771
Mine-laying ship.....							1	4,083	1	4,083	1	4,083
Repair ship.....					1	3,380	1	3,380	1	3,380	1	3,380
Transports and supply ships.....	11	53,247	10	50,571	9	50,084	8	44,384	8	44,384	8	44,384
Hospital ships.....	1	3,300	1	3,300	1	3,300	2	9,000	2	9,000	2	9,000
Receiving ships.....	4	18,995	5	21,250	5	21,250	4	18,995	4	18,995	5	23,408
Prison ships.....	2	4,850	2	4,850	2	4,850	3	7,105	3	7,105	3	7,105
Total.....	276	692,592	285	835,465	292	923,483	292	941,753	308	1,075,407	311	1,090,826

¹ Taken from the 1911 edition; classification changes in the 1912 edition.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY, JULY 1, 1906 TO 1911
Continued

Under Construction

Type	1906		1907		1908		1909		1910		1911	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
First-class battleships.....	9	<i>Tons</i> 135,896	5	<i>Tons</i> 74,000	4	<i>Tons</i> 72,000	6	<i>Tons</i> 115,650	4	<i>Tons</i> 95,650	6	<i>Tons</i> 149,650
Armored cruisers.....	6	85,360	4	56,360	1	14,500	-----	-----	-----	-----	-----	-----
First-class cruisers.....	2	19,400	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Scout cruisers.....	3	11,250	3	11,250	1	3,750	-----	-----	-----	-----	-----	-----
Training ships, steel.....	2	3,600	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Torpedo-boat destroyers.....	-----	-----	-----	-----	5	3,500	20	14,630	15	11,130	9	6,678
Submarine torpedo boats.....	4	784	4	784	7	2,103	16	5,890	10	4,124	17	7,732
Tugs.....	-----	-----	2	1,510	2	1,510	1	755	-----	-----	-----	-----
Colliers.....	-----	-----	2	25,170	2	25,170	6	78,220	2	38,735	2	38,735
Total.....	26	256,290	20	169,074	22	122,533	49	215,145	31	149,639	34	202,795

¹Taken from the 1911 edition; classification changes in the 1912 edition.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY JULY 1, 1912 TO 1916¹

Fit for Service, Including Those Under Repair

Type	1912		1913		1914		1915		1916	
	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement	Number	Displacement
		Tons		Tons		Tons		Tons		<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.....	10	140,080	10	140,080	10	140,080	10	140,080	10	140,080
Cruisers, first class.....	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Cruisers, second class.....	6	33,561	4	25,065	4	25,065	4	25,065	4	25,065
Cruisers, third class.....	15	48,748	15	48,748	15	48,748	15	48,748	16	50,820
Monitors.....	10	39,004	9	32,944	9	32,944	9	32,944	7	24,964
Destroyers.....	23	16,856	26	19,082	34	27,300	37	30,472	47	41,403
Coast torpedo vessels.....	16	6,695	16	6,695	16	6,695	16	6,695	16	6,695
Torpedo boats.....	28	4,821	26	4,446	19	3,365	19	3,365	18	3,300
Submarines.....	22	5,229	24	6,421	30	9,322	36	12,338	38	13,580
Tenders to torpedo vessels.....	7	20,661	7	20,661	6	19,484	7	20,892	8	31,927
Gunboats.....	27	25,078	27	25,078	30	27,890	30	27,890	28	25,937
Transports.....	5	26,595	5	26,595	5	26,595	5	26,595	4	22,235
Supply ships.....	4	25,400	4	25,400	4	25,400	4	25,400	4	25,400
Hospital ships.....	2	9,000	2	9,000	2	9,000	2	9,000	1	5,700
Fuel ships.....	19	160,313	21	205,352	22	237,051	23	251,581	20	239,430
Converted yachts.....	17	9,634	17	9,634	16	9,476	16	9,476	14	8,957
Tugs.....	44	15,884	45	18,024	45	18,024	45	18,024	47	19,431
Special type.....	6	26,335	8	48,333	8	43,333	8	43,333	8	45,904
Unserviceable for war purposes.....	26	59,421	22	50,771	21	47,501	19	43,976	21	46,291
Total.....	323	1,169,576	328	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	12,063
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 ⁴
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	896,905	59	917,225	14	467,500	12	403,500	16	628,800
Cruisers, second class.....	4	25,065	4	25,065	4	25,065	1	7,100	4	28,400	10	71,000
Cruisers, third class.....	15	47,820	15	47,820	15	47,820	.....	.....	.....	.....	.....	.....
Destroyers.....	52	46,886	65	61,528	159	172,986	62	73,128	263	316,086	166	201,600
Coast torpedo vessels.....	16	6,695	15	6,275	15	6,275	.....	.....	.....	.....	.....	.....
Torpedo boats.....	17	3,146	17	3,146	12	2,041	.....	.....	.....	.....	.....	.....
Submarines.....	44	13,602	57	19,231	93	40,554	71	42,041	91	61,340	65	52,476
Gunboats.....	37	34,410	37	34,410	37	34,410	1	1,575	2	3,150	2	3,150
Patrol vessels.....	.....	.....	.....	.....	15	7,500	.....	.....	100	50,000	45	22,500
Submarine chasers.....	.....	.....	304	23,408	321	24,717	305	23,485	42	3,234	.....	.....
Subtotal, unarmored fighting ships.....	185	177,624	514	220,883	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 ¹	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	22,672	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	435,750	16	435,750	11	421,900	11	421,900	27	857,650	27	857,650
Battleships, 2d line.....	21	296,704	16	238,312	.....	.....	.....	.....	21	296,704	16	238,312
Monitors, 2d line.....	6	20,974	.....	.....	.....	.....	.....	.....	6	20,974	.....	.....
Subtotal.....	43	753,428	32	674,062	11	421,900	11	421,900	54	1,175,328	43	1,095,962
Cruisers												
Battle cruisers, 1st line.....	.....	.....	.....	.....	6	261,000	6	261,000	6	261,000	6	261,000
Cruisers, 2d line.....	16	173,730	11	139,450	.....	.....	.....	.....	16	173,730	11	139,450
Light cruisers, 1st line.....	.....	.....	.....	.....	10	71,000	10	75,000	10	71,000	10	75,000
Light cruisers, 2d line.....	3	11,250	12	43,175	.....	.....	.....	.....	3	11,250	12	43,175
Aircraft carrier, 2d line.....	.....	.....	.....	.....	1	19,360	1	19,360	1	19,360	1	19,360
Mine layers, 2d line.....	4	16,096	4	16,096	.....	.....	.....	.....	4	16,096	4	16,096
Subtotal.....	23	201,076	27	198,721	17	351,360	17	355,360	40	552,436	44	554,081
Destroyers												
Destroyers, 1st line.....	214	252,578	279	331,483	70	85,009	4	4,860	284	337,587	283	336,343
Destroyers, 2d line.....	21	15,582	21	15,582	.....	.....	.....	.....	21	15,582	21	15,582
Light mine layers.....	14	16,674	14	16,674	.....	.....	.....	.....	14	16,674	14	16,674
Subtotal.....	249	284,834	314	363,739	70	85,009	4	4,860	319	369,843	318	368,599
Submarines												
Submarines, 1st line.....	49	22,961	57	35,017	45	.....	37	32,554	94	22,961	94	67,571
Submarines, 2d line.....	48	17,202	46	16,409	.....	.....	.....	.....	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	325,266	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>								
Battleships, 1st line.....	18	<i>Tons</i> 500, 650	9	<i>Tons</i> 357, 000	-----	<i>Tons</i>	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
Colliers.....	10	140, 560	-----	-----	-----	-----	10	140, 560
Oilers.....	20	283, 026	-----	-----	-----	-----	20	283, 026
Ammunition ships.....	2	21, 200	-----	-----	-----	-----	2	21, 200
Cargo ships.....	9	80, 670	-----	-----	-----	-----	9	80, 670
Transports.....	3	36, 800	-----	-----	1	10, 000	4	46, 800
Hospital ships.....	4	35, 917	-----	-----	-----	-----	4	35, 917
Fleet tugs.....	40	34, 211	-----	-----	-----	-----	40	34, 211
Mine sweepers.....	47	44, 650	-----	-----	-----	-----	47	44, 650
Miscellaneous.....	6	48, 386	-----	-----	-----	-----	6	48, 386
Subtotal.....	165	959, 738	4	41, 200	1	10, 000	170	1, 010, 938
Unclassified.....	32	1 101, 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	<i>Tons</i> 500,650	9	<i>Tons</i> 357,000	-----	<i>Tons</i> -----	27	<i>Tons</i> 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	¹ 100,533	-----	-----	-----	-----	32	100,533
Total, all types.....	774	2,353,610	51	644,543	20	10,000	845	¹ 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
		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.....	8	60, 000	2	15, 000			10	75, 000
Light cruisers, 2d line.....	11	39, 975					11	39, 975
Aircraft carriers, 1st line.....	1		2	(¹)			2	(¹)
Aircraft carriers, 2d line.....	4	12, 700					4	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
Battleships, 1st line.....	18	Tons 525, 850	-----	Tons	-----	Tons	18	Tons 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 carrier, 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.....	262	312,479			12		274	312,479
Destroyers, 2d line.....	8	5,936					8	5,936
Light mine layers.....	14	16,674					14	16,674
Subtotal.....	284	335,089			12		296	335,089
Submarines, 1st line.....	50	43,822			1		51	43,822
Submarines, 2d line.....	65	31,282					65	31,282
Fleet submarines, 1st line.....	6				3		9	
Fleet submarines (mine laying).....			1				1	
Fleet submarines (cruiser).....			2				2	
Subtotal.....	121	75,104	3		4		128	75,104
Eagles.....	53	26,500					53	26,500
Submarine chasers.....	33	2,541					33	2,541
Gunboats.....	9	7,580	6				15	7,580
Converted yachts.....	8	9,127					8	9,127
Subtotal.....	103	45,748	6				109	45,748
Total, fighting ships.....	563	1,265,012	11		24		598	1,265,012
Destroyer tenders.....	9	101,900					9	101,900
Submarine tenders.....	9	68,443					9	68,443
Aircraft tender.....	1	11,500					1	11,500
Repair ships.....	3	26,200					3	26,200
Store ships.....	5	61,500					5	61,500
Coilers.....	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	899,316			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
		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	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 359); 1 submarine (No. 108, Neff boat); 12 fleet submarines (T-1 to T-3 and V-1 to V-9); 6 gunboats (GUAM, TUTUILA, FANAY, 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
		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	180,000			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	180,000			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	2,680					1	2,680
Fleet submarines (cruiser type).....			2	5,520			2	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.....	12	8,780	3	1,270			15	10,050
Converted yachts.....	6	8,420					6	8,420
Subtotal.....	98	45,779	3	1,270			101	47,049
Total, fighting ships.....	561	1,343,404	13	186,790	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	186,790	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	(²)	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	(¹)	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	(³)	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	(⁴)	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	(⁵)	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							15	Tons 455,400
Battleships, "over-age".....										
Subtotal (battleships).....	15	455,400							15	455,400
Heavy cruisers, not "over-age".....	8	72,900	7	70,000			3		18	142,900
Heavy cruisers, "over-age".....	2	20,200							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	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".....	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".....										
Submarines, mine-laying, "over-age".....	1	2,710							1	2,710
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.....	3	3,120							3	3,120
Converted yachts.....	8	3,460							8	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 Tons	Number	Displacement Tons	Number	Displacement Tons	Number	Displacement Tons	Number	Displacement 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	43,080	2	2,280			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	2,280			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 "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
		<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.....	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	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
		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>		<i>Tons</i>
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" ²	14	132,450	3	30,000	1	(³)			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					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
Coillers	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
Battleships, not "over-age"	12	Tons 384,200		Tons		Tons		Tons	12	Tons 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	42,890	10	13,200	6				58	56,090
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.

SUMMARY OF VESSELS IN U. S. NAVY JULY 1, 1936

Type	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
Battleships, not "over age"	9	293, 100							9	293, 100
Battleships, "over age"	6	171, 200							6	171, 200
Subtotal (battleships)	15	464, 300							15	464, 300
Heavy cruisers, not "over age"	16	151, 800	2	20, 000					18	171, 800
Heavy cruisers, "over age"	1	7, 350							1	7, 350
Light cruisers, not "over age"	10	70, 500	9	90, 000					19	160, 500
Light cruisers, "over age"										
Subtotal (cruisers)	27	229, 650	11	110, 000					38	339, 650
Aircraft carriers, not "over age"	3	80, 500	3	54, 500					6	135, 000
Aircraft carriers, "over age"	1	11, 500							1	11, 500
Subtotal (aircraft carriers)	4	92, 000	3	54, 500					7	146, 500
Destroyers, not "over age"	10	14, 685	51	80, 350					61	95, 035
Destroyers, "over age"	172	194, 530							172	194, 530
Subtotal (destroyers)	182	209, 215	51	80, 350					233	289, 565
Submarines, not "over age"	33	37, 570	12	16, 665					45	54, 235
Submarines, "over age"	52	33, 670							52	33, 670
Submarines, mine laying, not "over age"	1	2, 710							1	2, 710
Subtotal (submarines)	86	73, 950	12	16, 665					98	90, 615
Mine layers	4	16, 050							4	16, 050
Light mine layers, "over age"	10	11, 600							10	11, 600
Mine sweepers	28	23, 520							28	23, 520
Subtotal (mine vessels)	42	51, 170							42	51, 170
Eagles	19	8, 170							19	8, 170
Submarine chasers	15	1, 125							15	1, 125
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)	47	17, 715	2	4, 000					49	21, 715
Total combatant vessels	403	1, 138, 000	79	265, 515					482	1, 403, 515

¹ Does not include such of the new construction authorized by act of Mar. 27, 1934, for which funds have not as yet been appropriated.

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 attacks.

SUMMARY OF VESSELS IN U. S. NAVY JULY 1, 1936—Continued

Type	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
Destroyer tenders.....	8	82,700							8	82,700
Submarine tenders.....	6	49,500							6	49,500
Seaplane tenders.....	1	11,500							1	11,500
Aircraft tenders (small type).....	9	17,560							9	17,560
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
Coasters.....	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.....	27	26,120							27	26,120
Submarine rescue vessels.....	6	7,290							6	7,290
Miscellaneous (auxiliaries).....	10	68,850							10	68,850
Total auxiliaries.....	107	773,595					1		108	773,595
Unclassified.....	25	106,869							25	106,869
Total all types.....	535	2,018,464	79	265,515			1		615	2,283,979

¹ Standard displacement.

² Includes U. S. S. *POROMAC* the displacement for which is estimated.

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; for other vessels, load displacement.

SUMMARY OF VESSELS—U. S. NAVY, JULY 1, 1937

Type	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
Battleships, not "over-age".....	8	260,500			2				10	260,500
Battleships, "over-age".....	7	203,800							7	203,800
Subtotal (battleships).....	15	464,300			2				17	464,300
Heavy cruisers, not "over-age".....	17	161,200	1	10,000					18	171,200
Heavy cruisers, "over-age".....	1	7,350							1	7,350
Light cruisers, "not over-age".....	10	70,500	9	90,000					19	160,500
Light cruisers, "over-age".....										
Subtotal (cruisers).....	28	239,050	10	100,000					38	339,050
Aircraft carriers, not "over-age".....	3	80,500	3	54,500					6	135,000
Aircraft carriers, "over-age".....										
Subtotal (aircraft carriers).....	3	80,500	3	54,500					6	135,000

¹ Does not include such of the new construction authorized by act of Mar. 27, 1934, for which funds have not as yet been appropriated.

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.

SUMMARY OF VESSELS—U. S. NAVY, JULY 1, 1937—Continued

Type	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
Destroyers, not "over-age".....	35	1 54, 010	38	59, 590	8	-----	-----	-----	81	113, 600
Destroyers, "over-age".....	161	182, 280	-----	-----	-----	-----	-----	-----	161	182, 280
Subtotal (destroyers).....	196	236, 290	38	59, 590	8	-----	-----	-----	242	295, 880
Submarines, not "over-age".....	24	2 33, 570	12	17, 385	4	-----	-----	-----	40	50, 955
Submarines, "over-age".....	60	2 40, 120	-----	-----	-----	-----	-----	-----	60	40, 120
Submarines, mine laying, not "over-age".....	1	2, 710	-----	-----	-----	-----	-----	-----	1	2, 710
Subtotal (submarines).....	85	76, 400	12	17, 385	4	-----	-----	-----	101	93, 785
Mine layers.....	3	12, 350	-----	-----	-----	-----	-----	-----	3	12, 350
Light mine layers, "over-age".....	8	9, 400	-----	-----	-----	-----	-----	-----	8	9, 400
Mine sweepers.....	25	23, 520	-----	-----	-----	-----	-----	-----	28	23, 520
Subtotal (mine vessels).....	39	45, 270	-----	-----	-----	-----	-----	-----	39	45, 270
Eagles.....	17	7, 310	-----	-----	-----	-----	-----	-----	17	7, 310
Submarine chasers.....	15	1, 125	-----	-----	-----	-----	-----	-----	15	1, 125
Gunboats.....	5	4 7, 680	-----	-----	-----	-----	-----	-----	5	7, 680
River gunboats.....	7	2, 940	-----	-----	-----	-----	-----	-----	7	2, 940
Converted yachts.....	2	1, 620	-----	-----	-----	-----	-----	-----	2	1, 620
Subtotal (patrol vessels).....	46	20, 675	-----	-----	-----	-----	-----	-----	46	20, 675
Total, combatant vessels.....	412	1, 162, 485	63	231, 475	14	-----	-----	-----	489	1, 393, 960
Destroyer tenders.....	8	82, 700	-----	-----	-----	-----	-----	-----	8	82, 700
Submarine tenders.....	6	49, 500	-----	-----	-----	-----	-----	-----	6	49, 500
Seaplane tenders.....	2	23, 000	-----	-----	-----	-----	-----	-----	2	23, 000
Seaplane tenders (small).....	9	7, 560	-----	-----	-----	-----	-----	-----	9	7, 560
Repair ships.....	3	26, 820	-----	-----	-----	-----	-----	-----	3	26, 820
Floating dry docks.....	1	2, 315	-----	-----	2	-----	-----	-----	3	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.....	27	26, 180	-----	-----	-----	-----	-----	-----	27	26, 180
Submarine rescue vessels.....	6	7, 290	-----	-----	-----	-----	-----	-----	6	7, 290
Miscellaneous (auxiliaries).....	10	7 68, 850	-----	-----	-----	-----	-----	-----	10	68, 850
Total, auxiliaries.....	108	785, 155	-----	-----	2	-----	1	-----	111	785, 155
Unclassified.....	24	104, 069	-----	-----	-----	-----	-----	-----	24	104, 069
Total, all types.....	540	2, 051, 709	63	231, 475	16	-----	1	-----	624	2, 283, 184

¹ Includes *Porter*, *Selfridge*, *McDougal*, *Winslow*, *Moffett*, and *Balch* which are in commission but have not been reported completed.

² Includes *Pompano* which is in commission but not yet reported completed.

³ Includes *O-1* which is on Navy list as an experimental vessel.

⁴ Includes the *Erie* and *Charleston* (gunboats) the displacements for which are given as estimated.

⁵ Includes U. S. S. *Langley* the displacement for which is given as standard estimated.

⁶ Standard displacement.

⁷ Includes the U. S. S. *Potomac* the displacement for which is estimated.

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—U. S. NAVY, DEC. 31, 1937

Type	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
Battleships, not "over-age"	15	464,300	2	70,000	-----	-----	-----	-----	17	534,300
Battleships, "over-age" ²	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Subtotal (battleships)	15	464,300	2	70,000	-----	-----	-----	-----	17	534,300
Heavy cruisers, not "over-age"	17	161,200	1	10,000	-----	-----	-----	-----	18	171,200
Heavy cruisers, "over-age" ²	1	7,350	-----	-----	-----	-----	-----	-----	1	7,350
Light cruisers, "not over-age"	12	³ 90,500	7	70,000	-----	-----	-----	-----	19	160,500
Light cruisers, "over-age" ²	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Subtotal (cruisers)	30	259,050	8	80,000	-----	-----	-----	-----	38	339,050
Aircraft carriers, not "over-age"	4	⁴ 100,400	2	34,600	-----	-----	-----	-----	6	135,000
Aircraft carriers, "over-age" ²	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Subtotal (aircraft carriers)	4	⁵ 100,400	2	34,600	-----	-----	-----	-----	6	135,000
Destroyers, not "over-age"	48	⁶ 72,880	36	57,200	-----	-----	-----	-----	84	130,080
Destroyers, "over-age" ²	158	178,710	-----	-----	-----	-----	-----	-----	158	178,710
Subtotal (destroyers)	206	251,590	36	57,200	-----	-----	-----	-----	242	308,790
Submarines not "over-age"	22	⁷ 31,315	15	21,740	-----	-----	-----	-----	37	53,055
Submarines, "over-age" ²	63	⁸ 43,820	-----	-----	-----	-----	-----	-----	63	43,820
Submarines, mine laying, not "over-age"	1	2,710	-----	-----	-----	-----	-----	-----	1	2,710
Subtotal (submarines)	86	77,845	15	21,740	-----	-----	-----	-----	101	99,585
Mine layers	2	8,400	-----	-----	-----	-----	-----	-----	2	8,400
Light mine layers, "over-age" ²	8	9,400	-----	-----	-----	-----	-----	-----	8	9,400
Mine sweepers	27	22,680	-----	-----	-----	-----	1	-----	28	22,680
Subtotal (mine vessels)	37	40,480	-----	-----	-----	-----	1	-----	38	40,480
Eagles	17	7,310	-----	-----	-----	-----	-----	-----	17	7,310
Submarine chasers	15	1,125	-----	-----	-----	-----	-----	-----	15	1,125
Gunboats	5	7,680	-----	-----	-----	-----	-----	-----	5	7,680
River gunboats	7	2,940	-----	-----	-----	-----	-----	-----	7	2,940
Converted yachts	2	1,620	-----	-----	-----	-----	-----	-----	2	1,620
Subtotal (patrol vessels)	46	20,675	-----	-----	-----	-----	-----	-----	46	20,675
Total, combatant vessels	424	1,214,340	63	263,540	-----	-----	1	-----	488	1,477,880

¹ Does not include such of the new construction authorized by act of Mar. 27, 1934, for which funds have not as yet been appropriated.

² Data for overage vessels is based upon provisions of 1936 London naval treaty.

³ Includes *Philadelphia* and *Brooklyn* which are in commission but have not been reported completed.

⁴ Includes *Yorktown* which is in commission but has not been reported completed.

⁵ 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.

⁶ Includes *Blue*, *Henley*, *Mugford*, *Gridley*, *Dunlap*, *Bagley*, *Craven*, *Patterson*, *Jarvis*, *Helm*, *Ralph Talbot*, *Somers*, and *Fanning* which are in commission but have not been reported completed.

⁷ Includes *Snapper* which is in commission but has not been reported completed.

⁸ Includes the *O-1* which is on the Navy list as an experimental vessel.

NOTE.—The displacements given do not include the displacement of vessels authorized but which are not yet under construction. Displacements of all vessels except as noted are given as standard displacement.

SUMMARY OF VESSELS—U. S. NAVY, DEC. 31, 1937—Continued

Type	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
Destroyer tenders.....	8	53,425	1	9,450					9	62,875
Submarine tenders.....	6	36,120					1		7	36,120
Seaplane tenders.....	2	19,725	1	8,625					3	28,350
Seaplane tenders (small).....	9	7,560							9	7,560
Repair ships.....	3	21,375							3	21,375
Floating dry docks.....	1	2,482					2		3	2,482
Store ships.....	4	19,940							4	19,940
Coasters.....	3	19,175							3	19,175
Oilers.....	18	89,030					1		19	89,030
Ammunition ships.....	2	14,050							2	14,050
Cargo ships.....	5	21,140							5	21,140
Transports.....	2	16,050					1		3	16,050
Hospital ships.....	2	13,800							2	13,800
Ocean-going tugs.....	25	20,020					1		26	20,020
Submarine rescue vessels.....	6	6,260							6	6,260
Miscellaneous (auxiliaries).....	11	155,570							11	55,570
Total, auxiliaries.....	107	415,722	2	18,075			6		115	433,797
Unclassified.....	24	190,796							24	90,796
Total, all types.....	555	1,720,858	65	281,615			7		627	2,002,473

¹ Displacements of following given as load displacement, *ARDI, America, Constellation, Constitution, Hartford, Oregon, Boston, Briarcliff, Cumberland, Illinois, Reina Mercedes, and Sequoia.*

NOTE.—The displacements given do not include the displacement of vessels authorized but which are not yet under construction. Displacements of all vessels, except as noted, are given as standard displacement.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, JAN. 1, 1938

No.	Name	Builder
<i>Battleships</i>		
BB55	North Carolina.....	New York Navy Yard.
BB56	Washington.....	Philadelphia Navy Yard.
<i>Aircraft carriers</i>		
CV6	Enterprise.....	Newport News Shipbuilding & Dry Dock Co.
CV7	Wasp.....	Bethlehem Shipbuilding Corporation (Fore River).
<i>Heavy cruiser</i>		
CA45	Wichita.....	Philadelphia Navy Yard.
<i>Light cruisers</i>		
CL40	Brooklyn.....	New York Navy Yard.
CL42	Savannah.....	New York Shipbuilding Corporation. ¹
CL43	Nashville.....	Do. ¹
CL46	Phoenix.....	Do.
CL47	Boise.....	Newport News Shipbuilding & Dry Dock Co.
CL48	Honolulu.....	New York Navy Yard.
CL49	St. Louis.....	Newport News Shipbuilding & Dry Dock Co.
CL50	Helena.....	New York Navy Yard.
<i>Submarines</i>		
SS182	Salmon.....	Electric Boat Co.
SS183	Seal.....	Do.
SS184	Skipjack.....	Do.
SS185	Snapper.....	Portsmouth Navy Yard.
SS186	Stingray.....	Do.
SS187	Sturgeon.....	Mare Island Navy Yard.
SS188	Sargo.....	Electric Boat Co.
SS189	Saury.....	Do.
SS190	Spearfish.....	Do.
SS191	Sculpin.....	Portsmouth Navy Yard.
SS192	Squalus.....	Do.
SS193	Swordfish.....	Mare Island Navy Yard.
SS194	Seadragon.....	Electric Boat Co.
SS195	Sealion.....	Do.
SS196	Searaven.....	Portsmouth Navy Yard.
SS197	Seawolf.....	Do.
<i>Destroyers (1,850-ton)</i>		
DD383	Warrington.....	Federal Shipbuilding & Dry Dock Co.
DD394	Sampson.....	Bath Iron Works Corporation.
DD395	Davis.....	Do.
DD396	Jouett.....	Do.
<i>Destroyers (1,500-ton)</i>		
DD389	Mugford.....	Boston Navy Yard.
DD390	Ralph Talbot.....	Do.
DD397	Benham.....	Federal Shipbuilding & Dry Dock Co.
DD398	Ellet.....	Do.
DD399	Lang.....	Do.
DD400	McCall.....	Bethlehem Shipbuilding Corporation (Union).
DD401	Maury.....	Do.
DD402	Mayrant.....	Boston Navy Yard.
DD403	Trippe.....	Do.
DD404	Rhind.....	Philadelphia Navy Yard.
DD405	Rowan.....	Norfolk Navy Yard.
DD406	Stack.....	Do.
DD407	Sterett.....	Charleston Navy Yard.
DD408	Wilson.....	Puget Sound Navy Yard.
DD409	Sims.....	Bath Iron Works Corporation.
DD410	Hughes.....	Do.
DD411	Anderson.....	Federal Shipbuilding & Dry Dock Co.
DD412	Hammann.....	Do.
DD413	Mustin.....	Newport News Shipbuilding & Dry Stock Co.
DD414	Russell.....	Do.
DD415	O'Brien.....	Boston Navy Yard.
DD416	Walke.....	Do.
DD417	Morris.....	Norfolk Navy Yard.
DD418	Roe.....	Charleston Navy Yard.
DD419	Wainwright.....	Norfolk Navy Yard.
DD420	Buck.....	Philadelphia Navy Yard.

¹ Ship being constructed under appropriation N. I. R. A.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, JAN. 1,
1938—Continued

No.	Name	Builder
<i>Destroyers (1,900-ton)—Continued</i>		
DD421	Benson.....	Bethlehem Shipbuilding Corporation (Fore River).
DD422	Mayo.....	Do.
DD423	Gleaves.....	Bath Iron Works Corporation.
DD424	Niblack.....	Do.
DD425	Madison.....	Boston Navy Yard.
DD426	Lansdale.....	Do.
DD427	Hilary P. Jones.....	Charleston Navy Yard.
DD428	Charles F. Hughes.....	Puget Sound Navy Yard.
<i>Seaplane tender</i>		
AV4	Curtiss.....	New York Shipbuilding Corporation.
<i>Destroyer tender</i>		
AD14	Dixie.....	Do.

NOTE.—The Vinson Bill (Public No. 135, 73d Cong.) was approved Mar. 27, 1934. This bill authorized construction and replacement of vessels within limits established by the Washington and London treaties.

Authorized by act of Aug. 25, 1916: 1 transport No. 2—no funds for construction.

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]

<p>Battleships:</p> <ol style="list-style-type: none"> (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. (55) North Carolina. (56) Washington. <p>Battle cruisers:</p> <ol style="list-style-type: none"> (1) Constitution. (2) Constellation. (3) Saratoga. (4) Lexington. (5) Ranger. (6) United States. <p>Monitors:</p> <ol style="list-style-type: none"> (1) Puritan. (2) Amphitrite. (3) Monadnock. (4) Terror. (5) Miantonomoh. (6) Monterey. (7) Arkansas. (8) Nevada. (9) Florida. (10) Wyoming. <p>Armored cruisers:</p> <ol style="list-style-type: none"> (1) Maine (old). (2) New York. (3) Brooklyn. (4) Pennsylvania. (5) West Virginia. (6) California. 	<p>Armored cruisers—Con.</p> <ol style="list-style-type: none"> (7) Colorado. (8) Maryland. (9) South Dakota. (10) Tennessee. (11) Washington. (12) North Carolina. (13) Montana. <p>Cruisers:</p> <ol style="list-style-type: none"> (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 (<i>ex-gunboat Denver</i>). (15) Des Moines (<i>ex-gunboat Des Moines</i>). (16) Chattanooga. (17) Galveston. (18) Tacoma. (19) Cleveland. (20) St. Louis. (21) Milwaukee (old). (22) Charleston. <p>Heavy cruisers:</p> <ol style="list-style-type: none"> (24) Pensacola. (25) Salt Lake City. (26) Northampton. (27) Chester. (28) Louisville. (29) Chicago. (30) Houston. (31) Augusta. (32) New Orleans. (33) Portland. (34) Astoria. (35) Indianapolis. (36) Minneapolis. (37) Tuscaloosa. (38) San Francisco. (39) Quincy. (40)–(43) see Light Cruisers. <p>Light cruisers:</p> <ol style="list-style-type: none"> (1) York (<i>ex-Chester</i>). (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. (49) St. Louis. (50) Helena. 	<p>Aircraft carriers:</p> <ol style="list-style-type: none"> (1) Langley (<i>ex-collier Jupiter</i>). (2) Lexington (<i>ex-battle cruiser Constitution</i>). (3) Saratoga (<i>ex-battle cruiser Saratoga</i>). (4) Ranger. (5) Yorktown. (6) Enterprise. (7) Wasp. <p>Mine layers:</p> <ol style="list-style-type: none"> (1) Baltimore (<i>ex-cruiser Baltimore</i>). (2) Yosemite (<i>ex-cruiser San Francisco</i>). (3) Aroostook. (4) Oglala (<i>ex-Shawmut</i>). <p>Destroyers:</p> <ol style="list-style-type: none"> (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 (old). (25) Terry. (26) Perkins (old). (27) Sterett (old). (28) McCall. (29) Burrows. (30) Warrington (old). (31) Mayrant. (32) Monaghan (old). (33) Trippe (old). (34) Walke. (35) Ammen. (36) Patterson (old). (37) Fanning (old). (38) Jarvis (old). (39) Henley (old). (40) Beale. (41) Jouett (old). (42) Jenkins. (43) Cassin (old). (44) Cummings (old). (45) Downes (old). (46) Duncan. (47) Aylwin. (48) Parker. (49) Benham (old). (50) Balch. (51) O'Brien. (52) Nicholson. (53) Winslow (old). (54) McDougal (old). (55) Cushing (old). (56) Ericsson. (57) Tucker. 	<p>Destroyers—Continued.</p> <ol style="list-style-type: none"> (58) Conyngham (old). (59) Porter (old). (60) Wadsworth. (61) Jacob Jones (old). (62) Wainwright (old). (63) Sampson (old). (64) Rowan (old). (65) Davis (old). (66) Allen. (67) Wilkes. (68) Shaw. (69) Caldwell. (70) Craven (old). (71) Gwin. (72) Conner. (73) Stockton. (74) Manley. (75) Wickes. (76) Philip. (77) Woolsey. (78) Evans. (79) Little. (80) Kimberly. (81) Sigourney. (82) Gregory. (83) Stringham. (84) Dyer. (85) Colhoun. (86) Stevens. (87) McKee. (88) Robinson. (89) Ringgold. (90) McKean. (91) Harding. (92) Gridley (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) Breece. (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.
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NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER— Continued

[Destroyers whose names appear in italics are now classed as light mine layers]

Destroyers—Continued. (137) Kilty. (138) Kennison. (139) Ward. (140) Claxton. (141) Hamilton. (142) Tarbell. (143) Yarnall. (144) Upshur. (145) Greer. (146) Elliot. (147) Roper. (148) Breckinridge. (149) Barney. (150) Blakeley. (151) Biddle. (152) Du Pont. (153) Bernadou. (154) Ellis. (155) Cole. (156) J. Fred Talbott. (157) Dickerson. (158) Leary. (159) Schenck. (160) Herbert. (161) Palmer. (162) Thatcher. (163) Walker. (164) Crosby. (165) Meredith. (166) Bush. (167) Cowell. (168) Maddox. (169) Foote. (170) Kalk. (171) Burns. (172) Anthony. (173) Sproston. (174) Rizal. (175) Mackenzie. (176) Renshaw. (177) O'Bannon. (178) Hogan. (179) Howard. (180) Stansbury. (181) Hopewell. (182) Thomas. (183) Haraden. (184) Abbot. (185) Bagley (old). (186) Clemson. (187) Dahleran. (188) Goldsborough. (189) Semmes. (190) Satterlee. (191) Mason. (192) Graham. (193) Abel P. Upshur. (194) Hunt. (195) <i>W e l b o r n C .</i> Wood. (196) George E. Badger. (197) Branch. (198) Herndon. (199) Dallas. (200) (201) (202) (203) Canceled. (204) (205) (206) Chandler. (207) Southard. (208) Hovey. (209) Long. (210) Broome. (211) Alden. (212) Smith Thomp- son. (213) Barker. (214) Tracy. (215) Borie. (216) John D. Ed- wards.	Destroyers—Continued. (217) Whipple. (218) Parrott. (219) Edsall. (220) MacLeish. (221) Simpson. (222) Bulmer. (223) McCormick. (224) Stewart. (225) Pope. (226) Peary. (227) Pillsbury. (228) John D. Ford. (229) Truxtun. (230) Paul Jones. (231) Hatfield. (232) Brooks. (233) Gilmer. (234) Fox. (235) Kane. (236) Humphreys. (237) McFarland. (238) James K. Paul- ding. (239) Overton. (240) Sturtevant. (241) Childs. (242) King. (243) Sands. (244) Williamson. (245) Reuben James. (246) Bainbridge. (247) Goff. (248) Barry. (249) Hopkins. (250) Lawrence. (251) Belknap. (252) McCook. (253) McCalla. (254) Rodgers. (255) Osmond Ingram. (256) Bancroft. (257) Welles. (258) Aulick. (259) Turner. (260) Gillis. (261) Delphy. (262) McDermut. (263) Laub. (264) McLanahan. (265) Edwards. (266) Greene. (267) Ballard. (268) Shubrick. (269) Bailey. (270) Thornton. (271) Morris. (272) Tinney. (273) Swasey. (274) Meade. (275) Sinclair. (276) McCawley. (277) Moody. (278) Henshaw. (279) Meyer. (280) Doyen. (281) Sharkey. (282) Toucey. (283) Breck. (284) Isherwood. (285) Case (old). (286) Lardner. (287) Putnam. (288) Worden (old). (289) Flusser (old). (290) Dale (old). (291) Converse. (292) Reid (old). (293) Billingsley. (294) Charles Ausburn. (295) Osborne. (296) Chauncey. (297) Fuller. (298) Percival.	Destroyers—Continued. (299) John Francis Burnes. (300) Farragut (old). (301) Somers (old). (302) Stoddard. (303) Reno. (304) Farquhar. (305) Thompson. (306) Kennedy. (307) Paul Hamilton. (308) William Jones. (309) Woodbury. (310) S. P. Lee. (311) Nicholas. (312) Young. (313) Zeilin. (314) Yarborough. (315) LaVallette. (316) Sloat. (317) Wood. (318) Shirk. (319) Kidder. (320) Selfridge (old). (321) Marcus. (322) Mervine. (323) Chase. (324) Robert Smith. (325) Mullany. (326) Coghlan. (327) Preston (old). (328) Lamson (old). (329) Bruce. (330) Hull (old). (331) <i>M a c d o n o u g h</i> (old). (332) Farenholt. (333) Sumner. (334) Corry. (335) Melvin. (336) Litchfield. (337) Zane. (338) Wasmuth. (339) Trever. (340) Perry. (341) Decatur. (342) Hulbert. (343) Noa. (344) William B. Pre- ston. (345) <i>Preble.</i> (346) <i>Sicard.</i> (347) <i>Pruitt.</i> (348) Farragut. (349) Dewey. (350) Hull. (351) Macdonough. (352) Worden. (353) Dale. (354) Monaghan. (355) Aylwin. (356) Porter. (357) Selfridge. (358) McDougal. (359) Winslow. (360) Phelps. (361) Clark. (362) Moffett. (363) Balch. (364) Mahan. (365) Cummings. (366) Drayton. (367) Lamson. (368) Flusser. (369) Reid. (370) Case. (371) Conyngham. (372) Cassin. (373) Shaw. (374) Tucker. (375) Downes. (376) Cushing. (377) Perkins. (378) Smith. (379) Preston.	Destroyers—Continued. (380) Gridley. (381) Somers. (382) Craven. (383) Warrington. (384) Dunlap. (385) Fanning. (386) Bagley. (387) Blue. (388) Helm. (389) Mugford. (390) Ralph Talbot. (391) Henley. (392) Patterson. (393) Jarvis. (394) Sampson. (395) Davis. (396) Jonett. (397) Benham. (398) Ellet. (399) Lang. (400) McCall. (401) Maury. (402) Mayrant. (403) Trippe. (404) Rhind. (405) Rowan. (406) Stack. (407) Sterett. (408) Wilson. (409) Sims. (410) Hughes. (411) Anderson. (412) Hammann. (413) Mustin. (414) Russell. (415) O'Brien. (416) Walke. (417) Morris. (418) Roe. (419) Wainwright. (420) Buck. (421) Benson. (422) Mayo. (423) Gleaves. (424) Niblack. (425) Madison. (426) Lansdale. (427) Hilary P. Jones. (428) <i>C h a r l e s F .</i> Hughes. (184) Abbott. (211) Alden. (66) Allen. (35) Ammen. (411) Anderson. (172) Anthony. (258) Aulick. (294) Ausburn, Charles. (47) Aylwin. (355) Aylwin. (128) Babbitt. (126) Badger. (196) Badger, George E. (185) Bagley (old). (385) Bagley. (269) Bailey. (246) Bainbridge. (1) Bainbridge (old). (50) Balch (old). (363) Balch. (267) Ballard. (256) Bancroft. (213) Barker. (149) Barney. (248) Barry. (2) Barry (old). (40) Beale. (251) Belknap. (95) Bell. (49) Benham (old). (397) Benham. (421) Benson.
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**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.
(153) Bernadou.	(396) Elliot.	(137) Killy.	(392) Patterson.
(151) Biddle.	(146) Elliot.	(80) Kimberly.	(36) Patterson (old).
(293) Billingsley.	(154) Ellis.	(242) King.	(22) Paulding.
(150) Blakely.	(56) Ericsson.	(119) Lambertson.	(238) Paulding, James K.
(386) Blue.	(78) Evans.	(367) Lamson.	(226) Peary.
(136) Boggs.	(93) Fairfax.	(328) Lamson (old).	(298) Percival.
(215) Borie.	(385) Fanning.	(18) Lamson (old).	(377) Perkins.
(197) Branch.	(37) Fanning (old).	(399) Lang.	(26) Perkins (old.).
(283) Breck.	(332) Farenholt.	(101) Lansdale.	(340) Perry.
(148) Breckenridge.	(304) Farquhar.	(426) Lansdale.	(11) Perry (old).
(188) <i>Breeze</i> .	(348) Farragut.	(286) Lardner.	(360) Phelps.
(232) Brooks.	(300) Farragut (old).	(263) Laub.	(76) Philip.
(210) Broome.	(398) Flusser.	(315) La Vallette.	(227) Pillsbury.
(329) Bruce.	(289) Flusser (old).	(250) Lawrence.	(225) Pope.
(131) Buchanan.	(20) Flusser (old).	(8) Lawrence (old).	(356) Porter.
(420) Buck.	(169) Foote.	(118) Lea.	(99) Porter (old).
(222) Bulmer.	(228) Ford, John D.	(158) Leary.	(545) <i>Preble</i> .
(299) <i>Burnes</i> , John Francis.	(234) Fox.	(310) Lee, S. P.	(12) Preble (old).
(171) Burns.	(237) Fuller.	(396) Litchfield.	(379) Preston.
(29) Burrows.	(185) <i>Gamble</i> .	(79) Little.	(327) Preston (old).
(166) Bush.	(260) Gillis.	(209) Long.	(19) Preston (old).
(69) Caldwell.	(223) Gilmer.	(99) Lucie.	(344) Preston, William I.
(370) Case.	(423) Gleaves.	(112) Ludlow.	(351) Macdonough.
(285) Case (old).	(247) Goff.	(331) <i>Macdonough</i> (old).	(9) <i>Macdonough</i> (old).
(372) Cassin.	(182) Goldsborough.	(175) Mackenzie.	(113) MacKenzie.
(43) Cassin (old).	(296) Graham.	(220) MacLish.	(168) Macdiox.
(104) Champlain.	(262) Greene.	(425) Madison.	(363) Mahan.
(206) Chandler.	(145) Greer.	(364) Mahan.	(102) Mahan (old).
(323) Chase.	(82) Gregory.	(74) Manley.	(321) Marcus.
(296) Chauncey.	(300) Gridley.	(191) Mason.	(401) Maury.
(3) Chauncey (old).	(92) Gridley (old).	(100) Maury.	(422) Mayo.
(106) Chew.	(71) Gwin.	(31) Mayrant.	(402) Mayrant.
(241) Childs.	(133) Hale.	(28) McCall.	(25) McCalla.
(361) Clark.	(141) Hamilton.	(400) McCann.	(353) McCawley.
(140) Claxton.	(307) Hamilton, Paul.	(252) McCook.	(223) McCormick.
(186) Clemson.	(412) Hammann.	(262) McDermut.	(358) McDougall.
(326) Coghlan.	(183) Haraden.	(54) McDougal (old).	(237) McFarland.
(155) Cole.	(91) Harding.	(90) McKean.	(87) McKee.
(85) Colhoun.	(110) Hart.	(264) McLanahan.	(274) Meade.
(72) Conner.	(221) Hatfield.	(335) Melvin.	(165) Meredith.
(201) Converse.	(107) Hazlewood.	(322) Mervine.	(279) Meyer.
(371) Conyngham.	(388) Helm.	(362) Moffett.	(354) Monaghan.
(58) Conyngham (old).	(391) Henley.	(32) Monaghan (old).	(121) <i>Montgomery</i> .
(334) Corry.	(395) Henley (old).	(271) Moody.	(277) Moody.
(167) Cowell.	(278) Henshaw.	(211) Morris.	(417) Morris.
(109) Crane.	(160) Herbert.	(389) Mugford.	(105) Mugford (old).
(882) Craven.	(198) Herndon.	(325) Mullany.	(97) Murray.
(70) Craven (old).	(178) Hogan.	(413) Mustin.	(424) Niblack.
(164) Crosby.	(181) Hopewell.	(311) Nicholas.	(52) Nicholson.
(134) Crowninshield.	(269) Hopkins.	(343) Noa.	(177) O'Bannon.
(365) Cummings.	(6) Hopkins (old).	(51) O'Brien.	(415) O'Brien.
(44) Cummings (old).	(208) Hovey.	(295) Osborne.	(239) Overton.
(378) Cushing.	(179) Howard.	(161) Palmer.	(48) Parker.
(55) Cushing (old).	(410) Hughes.	(48) Parker.	(218) Parrott.
(187) Dahlgren.	(428) Hughes, Charles F.		
(353) Dale.	(342) Hulbert.		
(290) Dale (old).	(350) Hull.		
(4) Dale (old).	(330) Hull (old).		
(199) Dallas.	(7) Hull (old).		
(65) Davis (old).	(236) Humphreys.		
(395) Davis.	(194) Hunt.		
(841) Decatur.	(111) Ingraham.		
(5) Decatur (old).	(255) <i>Ingram</i> , Osmund.		
(129) De Long.	(284) Isherwood.		
(261) Delphy.	(98) Israel.		
(116) Dent.	(245) James, Reuben.		
(349) Dewey.	(393) Jarvis.		
(157) Dickerson.	(38) Jarvis (old).		
(117) Dorsey.	(42) Jenkins.		
(375) Downes.	(427) Jones, Hilary P.		
(45) Downes (old).	(130) Jones, Jacob.		
(280) Doyen.	(61) Jones, Jacob (old).		
(366) Drayton.	(230) Jones, Paul.		
(23) Drayton (old).	(10) Jones, Paul (old).		
(46) Duncan.	(308) Jones, William.		
(384) Dunlap.	(10) Joutet (old).		
(152) Du Pont.	(396) Joutet.		
(84) Dyer.	(170) Kalk.		
(219) Edsall.	(235) Kane.		
(265) Edwards.	(306) Kennedy.		
(216) Edwards, John D.	(138) Kannisson.		
	(319) Kidder.		

NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER— Continued

[Destroyers whose names appear in italics are now classed as light mine layers]

Destroyers—Continued.	Torpedo boats—Contd.	Submarines—Contd.	Submarines—Contd.
(333) Sumner.	(20) Goldsborough.	(44) L-5.	(127) S-22.
(273) Swasey.	(21) Bailey.	(45) L-6.	(128) S-23.
(114) Talbot.	(22) Somers.	(46) L-7.	(129) S-24.
(390) Talbot, Ralph.	(23) Manley.	(47) M-1.	(130) S-25.
(156) Talbot, J. Fred	(24) Bagley.	(48) L-8.	(131) S-26.
(142) Tarbell.	(25) Barney.	(49) L-9.	(132) S-27.
(125) Tattnell.	(26) Biddle.	(50) L-10.	(133) S-28.
(94) Taylor.	(27) Blakeley.	(51) L-11.	(134) S-29.
(25) Terry.	(28) De Long.	(52) (<i>Ex-Schley, ex-AA-1</i>) T-1.	(135) S-30.
(162) Thatcher.	(29) Nicholson.	(53) N-1.	(136) S-31.
(182) Thomas.	(30) O'Brien.	(54) N-2.	(137) S-32.
(305) Thompson.	(31) Shubrick.	(55) N-3.	(138) S-33.
(212) <i>Thompson</i>	(32) Stockton.	(56) N-4.	(139) S-34.
Smith.	(33) Thornton.	(57) N-5.	(140) S-35.
(270) Thornton.	(34) Tingey.	(58) N-6.	(141) S-36.
(135) Tillman.	(35) Wilkes.	(59) N-7.	(142) S-37.
(272) Tingey.	Submarines:	(60) (<i>Ex-AA-2</i>) T-2.	(143) S-38.
(282) Toucey.	(1) Holland.	(61) (<i>Ex-AA-3</i>) T-3.	(144) S-39.
(#11) <i>Tracy</i> .	(2) (<i>Ex-Plunger</i>) A-1.	(62) O-1.	(145) S-40.
(339) Trever.	1.	(63) O-2.	(146) S-41.
(33) Trippe (old).	(3) (<i>Ex-Adder</i>) A-2.	(64) O-3.	(147) H-4.
(403) Trippe.	(4) (<i>Ex-Grampus</i>) A-3.	(65) O-4.	(148) H-5.
(229) Truxtun.	(5) (<i>Ex-Moccasin</i>) A-4.	(66) O-5.	(149) H-6.
(14) Truxtun (old).	(6) (<i>Ex-Pike</i>) A-5.	(67) O-6.	(150) H-7.
(57) Tucker.	(7) (<i>Ex-Porpoise</i>) A-6.	(68) O-7.	(151) H-8.
(259) Turner.	(8) (<i>Ex-Shark</i>) A-7.	(69) O-8.	(152) H-9.
(127) Twiggs.	(9) (<i>Ex-Octopus</i>) C-1.	(70) O-9.	(153) S-42.
(144) Upshur.	1.	(71) O-10.	(154) S-43.
(193) Upshur, Abel P.	(10) (<i>Ex-Viper</i>) B-1.	(72) O-11.	(155) S-44.
(60) Wadsworth.	(11) (<i>Ex-Cuttlefish</i>) B-2.	(73) O-12.	(156) S-45.
(62) <i>Wainwright</i>	(12) (<i>Ex-Tarantula</i>) B-3.	(74) O-13.	(157) S-46.
(old).	(13) (<i>Ex-Stingray</i>) C-2.	(75) O-14.	(158) S-47.
(419) <i>Wainwright</i> .	(14) (<i>Ex-Tarpon</i>) C-3.	(76) O-15.	(159) S-48.
(34) <i>Walke</i> (old).	(15) (<i>Ex-Bonita</i>) C-4.	(77) O-16.	(160) S-49.
(416) <i>Walke</i> .	(16) (<i>Ex-Snapper</i>) C-5.	(78) R-1.	(161) S-50.
(163) <i>Walker</i> .	(17) (<i>Ex-Narwhal</i>) D-1.	(79) R-2.	(162) S-51.
(139) <i>Ward</i> .	(18) (<i>Ex-Grayling</i>) D-2.	(80) R-3.	(163) (<i>Ex-V-1</i>) Barra-
(132) <i>Ward, Aaron</i> .	(19) (<i>Ex-Salmon</i>) D-3.	(81) R-4.	cuda.
(383) <i>Warrington</i> .	(20) (<i>Ex-Seal</i>) G-1.	(82) R-5.	(164) (<i>Ex-V-2</i>) Bass.
(30) <i>Warrington</i> (old).	(21) (<i>Ex-Barracuda</i>) F-2.	(83) R-6.	(165) (<i>Ex-V-5</i>) Bonita.
(338) <i>Wasmuth</i> .	(22) (<i>Ex-Pickerel</i>) F-3.	(84) R-7.	(167) (<i>Ex-V-5</i>) Nar-
(115) <i>Waters</i> .	(23) (<i>Ex-Skate</i>) F-4.	(85) R-8.	whal.
(257) <i>Welles</i> .	(24) (<i>Ex-Skipjack</i>) E-1.	(86) R-9.	(168) (<i>Ex-V-6</i>) Nauti-
(217) <i>Whipple</i> .	(25) (<i>Ex-Sturgeon</i>) E-2.	(87) R-10.	lus.
(15) <i>Whipple</i> (old).	(26) (<i>Ex-Thrasher</i>) G-4.	(88) R-11.	(169) (<i>Ex-V-7</i>) Dol-
(75) <i>Wilkes</i> .	(27) (<i>Ex-Tuna</i>) G-2.	(89) R-12.	phin.
(67) <i>Wilkes</i> .	(28) (<i>Ex-Seawolf</i>) H-1.	(90) R-13.	(170) (<i>Ex-V-8</i>) Cach-
(108) <i>Williams</i> .	(29) (<i>Ex-Nautilus</i>) H-2.	(91) R-14.	alot.
(244) <i>Williamson</i> .	(30) (<i>Ex-Garfish</i>) H-3.	(92) R-15.	(171) (<i>Ex-V-9</i>) Cuttle-
(359) <i>Winslow</i> .	(31) (<i>Ex-Turbot</i>) G-3.	(93) R-16.	fish.
(53) <i>Winslow</i> (old).	(32) (<i>Ex-Haddock</i>) K-1.	(94) R-17.	(172) Porpoise.
(408) <i>Wilson</i> .	(33) (<i>Ex-Cachalot</i>) K-2.	(95) R-18.	(173) Pike.
(317) <i>Wood</i> .	(34) (<i>Ex-Orca</i>) K-3.	(96) R-19.	(174) Shark.
(195) <i>Wood, Welborn</i>	(35) (<i>Ex-Walrus</i>) K-4.	(97) R-20.	(175) Tarpon.
<i>C.</i>	(36) K-5.	(98) R-21.	(176) Perch.
(309) <i>Woodbury</i> .	(37) K-6.	(99) R-22.	(177) Pickerel.
(77) <i>Woolsey</i> .	(38) K-7.	(100) R-23.	(178) (<i>Ex-Pinna</i>) Per-
(352) <i>Worden</i> .	(39) K-8.	(101) R-24.	mit.
(288) <i>Worden</i> (old).	(40) L-1.	(102) R-25.	(179) <i>Plunger</i> .
(16) <i>Worden</i> (old).	(41) L-2.	(103) R-26.	(180) Pollack.
(314) <i>Yarborough</i> .	(42) L-3.	(104) R-27.	(181) Pompano.
(143) <i>Yarnall</i> .	(43) L-4.	(105) S-1.	(182) Salmon.
(312) <i>Young</i> .		(106) S-2.	(183) Seal.
(337) <i>Zane</i> .		(107) S-3.	(184) Skipjack.
(313) <i>Zeilin</i> .		(108) (<i>Neff propulsion</i>). (<i>Not built.</i>)	(185) Snapper.
Torpedo boats:		(109) S-4.	(186) <i>Stingray</i> .
(1) <i>Cushing</i> .		(110) S-5.	(187) <i>Sturgeon</i> .
(2) <i>Ericsson</i> .		(111) S-6.	(188) Sargo.
(3) <i>Foote</i> .		(112) S-7.	(189) Suary.
(4) <i>Rodgers</i> .		(113) S-8.	(190) Spearfish.
(5) <i>Winslow</i> .		(114) S-9.	(191) Sculpin.
(6) <i>Porter</i> .		(115) S-10.	(192) Squalus.
(7) <i>Du Pont</i> .		(116) S-11.	(193) Swordfish.
(8) <i>Rowan</i> .		(117) S-12.	(194) Seadragon.
(9) <i>Dahlgren</i> .		(118) S-13.	(195) Sealion.
(10) <i>Craven</i> .		(119) S-14.	(196) Searaven.
(11) <i>Farragut</i> .		(120) S-15.	(197) <i>Seawolf</i> .
(12) <i>Davis</i> .		(121) S-16.	Submarines, minelaying:
(13) <i>Fox</i> .		(122) S-17.	(166) (<i>Ex-V-1</i>) Argo-
(14) <i>Morris</i> .		(123) S-18.	naut.
(15) <i>Talbot</i> .		(124) S-19.	Gunboats:
(16) <i>Gwin</i> .		(125) S-20.	(1) Yorktown.
(17) <i>MacKenzie</i> .		(126) S-21.	(2) Petrel.
(18) <i>McKee</i> .			(3) Concord.
(19) <i>Stringham</i> .			(4) Bennington.

**NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER—
Continued**

Gunboats—Contd.	Destroyer tenders—Con.	Oilers—Continued.	Tugs—Continued.
(5) Machias.	(7) Leonidas (<i>ex-S. S. Elizabeth Holland</i>).	(3) Cuyama.	(21) Bagaducoc.
(6) Castine.	(8) Buffalo (<i>ex-S. S. Nicheroy</i>).	(4) Brazos.	(22) Tadousac.
(7) Nashville.	(9) Black Hawk (<i>ex-S. S. Santa Catalina</i>).	(5) Neches.	(23) Kalmia.
(8) Wilmington.	(10) Bridgeport (<i>ex-S. S. Breslau</i>).	(6) Peocos.	(24) Kawaydin.
(9) Helena.	(11) Altair.	(7) Arthusa.	(25) Umpqua.
(10) Annapolis.	(12) Denebola.	(8) Thompson, Sara (<i>ex-S. S. Gul-heil</i>).	(26) Wandank.
(11) Vicksburg.	(13) Rigel.	(9) Patoka.	(27) Tatnuck.
(12) Newport.	(14) Dixie.	(10) Alameda.	(28) Sunnadin.
(13) Princeton.	Submarine tenders:	(11) Sapelo.	(29) Mahopac.
(14) Wheeling.	(1) Fulton.	(12) Ramapo.	(30) Sciota.
(15) Marietta.	(2) Bushnell.	(13) Trinity.	(31) Koka.
(16) Palos (now river gunboat).	(3) Holland.	(14) Barnes, Robert L.	(32) Napa.
(17) Dubuque.	(4) Alert.	(15) Kaweah.	(33) Pinola.
(18) Paduch.	(5) Beaver.	(16) Laramie.	(34) Algoma.
(19) Sacramento.	(6) Camden (<i>ex-S. S. Kiel</i>).	(17) Mattole.	(35) Carrabasset.
(20) Monocacy (now river gunboat).	(7) Rainbow.	(18) Rappidan.	(36) Contocook.
(21) Asheville.	(8) Savannah (<i>ex-S. S. Sazonia</i>).	(19) Salinas.	(37) Iuka.
(22) Tulsa.	(9) Canopus.	(20) Sepulga.	(38) Keosauqua.
(23) Nantucket (<i>ex-Rockport, (ex-Ranger)</i>).	(10) Argonne.	(21) Tippecanoe.	(39) Montcalm.
(24) Dolphin.	Seaplane tenders:	(22) No. 22.	(40) to (45) (can-celed). ¹
(25)	(1) Wright.	Ammunition ships:	(46) Iroquois.
(26)	(2) Jason.	(1) Pyro.	(47) Osceola.
(27) Marblehead.	(3) Langley (<i>ex-CVT</i>).	(2) Nitro.	(48) Peoria.
(28) Denver.	(4) Curtiss.	Cargo ships:	(49) Piscataqua.
(29) Des Moines.	Seaplane tenders, small (formerly mine sweepers):	(1) Houston.	(50) Potomac.
(30) Chattanooga.	(1) Lapwing.	(2) Kitty (<i>ex-S. S. President</i>).	(51) Uncas.
(31) Galveston.	(2) Heron.	(3) Newport News.	(52) Navajo.
(32) Tacoma.	(3) Thrush.	(4) Bath.	(53) Delaware.
(33) Cleveland.	(4) Avocet.	(5) Gulfport.	(54) Conestoga.
(34) New Orleans.	(5) Teal.	(6) Beaufort.	(55) Genesee.
(35) Topeka.	(6) Pelican.	(7) Pensacola.	(56) Lykens.
(36) Albany.	(7) Swan.	(8) Astoria.	(57) Sea Rover.
(37) Callao.	(8) Gannet.	(9) Long Beach.	(58) Undaunted.
(38) Elcano.	(9) Sandpiper.	(10) Quincy.	(59) Challenge.
(39) Pampanga.	Repair ships:	(11) Barnes, Robert L. (now an oil-er).	(60) Bay Spring.
(40) Quiros.	(1) Medusa.	(12) Gold Star (<i>ex-Arcturus</i>).	(61) Cahokia.
(41) Samar.	(2) Bridgeport (now destroyer tender).	(13) Capella.	(62) Tamaros.
(42) Villalobos.	(3) Prometheus.	(14) Regulus.	(63) Acushnet.
(43)–(48) See River gunboats.	(4) Vestal.	(15) Sirius.	(64) No. 64.
(49) Fulton.	Storeships:	(16) Spica.	(65) No. 65.
(50) Erie.	(1) Bridge.	(17) Vega.	Mine sweepers:
(51) Charleston.	(2) Celtic.	Transports:	(1) Lapwing.
River gunboats:	(3) Culgoa.	(1) Henderson.	(2) Owl.
(1) Palos.	(4) Glacier.	(2) Heywood.	(3) Robin.
(2) Monocacy (2d).	(5) Pompey.	(3) Hancock.	(4) Swallow.
(3) Guam.	(6) Rappahannock.	(4) Argonne.	(5) Tanager.
(4) Tutuila.	(7) Arctic.	(5) Chaumont.	(6) Cardinal.
(5) Panay.	(8) Boreas.	Hospital ships:	(7) Oriole.
(6) Oahu.	(9) Yukon.	(1) Relief.	(8) Curlew.
(7) Luzon.	Colliers:	(2) Solace (<i>ex-S. S. Creole</i>).	(9) Finch.
(8) Mindanao.	(1) Vestal (now repair ship).	(3) Comfort.	(10) Heron.
Converted yachts:	(2) Prometheus (now repair ship).	(4) Mercy.	(11) Condor (can-celed).
(1) Mayflower.	(3) Jupiter.	Tugs:	(12) Plover (can-celed).
(2) Hawk (<i>ex-Hermione</i>).	(4) Cyclops.	(1) Wahneta.	(13) Turkey.
(3) Scorpion (<i>ex-Sovereign</i>).	(5) Vulcan.	(2) Iwana.	(14) Woodcock.
(4) Vixen (<i>ex-Josephine</i>).	(6) Mars.	(3) Narketta.	(15) Quail.
(5) Sylph.	(7) Hector.	(4) Unadilla.	(16) Partridge.
(6) Nokomis.	(8) Neptune.	(5) Samoset.	(17) Eider.
(7) Aramis.	(9) Proteus.	(6) Penacook.	(18) Thrush.
(8) Despatch.	(10) Nereus.	(7) Pawtucket.	(19) Avocet.
(9) Niagara.	(11) Orion.	(8) Pentucket.	(20) Bobolink.
(10) Isabel.	(12) Jason.	(9) Sotoyomo.	(21) Lark.
(11) Wenonah.	Oilers:	(10) Patapasco.	(22) Widgeon.
Destroyer tenders:	(1) Kanawha.	(11) Patuxent.	(23) Teal.
(1) Dixie (<i>ex-El Rio</i>).	(2) Maume.	(12) Sonoma.	(24) Brant.
(2) Melville.		(13) Ontario.	(25) Kingfisher.
(3) Dobbin.		(14) Arapaho.	(26) Rail.
(4) Whitney.		(15) Mohave.	(27) Pelican.
(5) Prairie (<i>ex-El Sol</i>).		(16) Tillamook.	(28) Falcon.
(6) Panther (<i>ex-S. S. Venezuela</i>).		(17) Wando.	(29) Osprey.
		(18) Chemung.	(30) Seagull.
		(19) Allegheny.	(31) Tern.
		(20) Sagamore.	(32) Flamingo.
			(33) Penguin.
			(34) Swan.
			(35) Whippoorwill.
			(36) Bittern.
			(37) Sanderling.

¹ Tugs No. 46 to No. 101, inclusive, are harbor and motor tugs (under district craft).

**NAMES OF SHIPS ARRANGED IN ORIGINAL NUMERICAL ORDER—
Continued**

Mine Sweepers—Contd.	Mine Sweepers—Contd.	Auxiliaries—Miscellaneous—Continued.	Auxiliaries—Miscellaneous—Continued.
(38) Auk.	(52) Vireo.	(4) Saturn.	(18) Stoddard (ex-destroyer).
(39) Chewink.	(53) Warbler.	(5) General Alava.	(19) Boggs (ex-destroyer).
(40) Cormorant.	(54) Willet.	(6) Dubuque.	(20) Kilty (ex-destroyer).
(41) Gannet.	Submarine rescue vessels (formerly mine sweepers):	(7) Paducah.	(21) Lamberton (ex-destroyer).
(42) Goshawk (canceled).	(1) Widgeon.	(8) Mahanna.	(22) Radford (ex-destroyer).
(43) Grebe.	(2) Falcon.	(9) Great Northern.	(23) Sequoia.
(44) Mallard.	(3) Chewink.	(10) Antares.	(24) Semmes (ex-destroyer).
(45) Ortolan.	(4) Mallard.	(11) Procyon.	(25) Potomac (ex-Electra).
(46) Peacock.	(5) Ortolan.	(12) Gold Star.	(26) Cuyahoga
(47) Pigeon.	(6) Pigeon.	(13) Pensacola.	
(48) Redwing.	Auxiliaries—Miscellaneous:	(14) Abarenda.	
(49) Raven (canceled).	(1) Hannibal.	(15) Ajax.	
(50) Shrike (canceled).	(2) Lebanon.	(16) Utah (ex-battleship).	
(51) Sandpiper.	(3) Nanshan.	(17) Wyoming (ex-battleship).	

NAVAL DRY DOCK FACILITIES

[Corrected to July 1, 1936]

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 keel blocks	Depth mean high water to keel blocks
Portsmouth	2	Graving	Granite and concrete	Cruisers and large auxiliaries	Ft. in. 740 10 ¹ / ₂	Ft. in. 718 10 ¹ / ₂	Ft. in. 10 0	Ft. in. 728 10 ¹ / ₂	Ft. in. 130 0 ³ / ₄	Ft. in. 196 8 ¹ / ₄	Ft. in. 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	256 2 ¹ / ₂	22 4 ¹ / ₂
Do.	2	do.	Granite and concrete	Cruisers and large auxiliaries	738 1	719 1	9 11	729 0	114 0	386 0	30 4 ¹ / ₂
South Boston	3	do.	do.	Battleships and carriers	1,175 11 ¹ / ₂	1,168 9 ¹ / ₂	12 0 ³ / ₄	1,170 10 ¹ / ₂	149 0	125 0	42 8
New York	1	do.	Granite	Submarines and destroyers	349 1 ¹ / ₂	318 1 ¹ / ₂	8 2 ¹ / ₂	326 3 ¹ / ₄	98 1 ¹ / ₄	56 1 ¹ / ₄	21 0 ³ / ₄
Do.	2	do.	Concrete	do.	465 6 ¹ / ₂	439 1 ¹ / ₂	9 4	468 5 ¹ / ₄	112 0	74 8	24 11 ¹ / ₄
Do.	3	do.	Wood and concrete	Cruisers and large auxiliaries	656 4	612 11 ¹ / ₂	11 10 ¹ / ₂	624 9 ¹ / ₂	150 10 ¹ / ₂	72 2	27 8
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 / ₂	450 10 ¹ / ₂	9 0	459 10 ¹ / ₂	131 8	58 7 ¹ / ₄	23 4 ¹ / ₂
Do.	2	do.	Concrete and granite	Cruisers and large auxiliaries	744 6 ¹ / ₂	715 10 ¹ / ₂	10 0	725 10 ¹ / ₂	140 0 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 / ₄
Norfolk	1	do.	Granite	Small submarines and destroyers	325 7 ¹ / ₂	296 0	6 11 ¹ / ₂	303 0	86 3 ¹ / ₂	56 1 ¹ / ₂	20 10
Do.	2	do.	Wood and concrete	Submarines and destroyers	492 9	473 10	7 3 ¹ / ₂	481 1 ¹ / ₂	106 10	74 10	24 10 ¹ / ₂
Do.	3	do.	Granite and concrete	Cruisers and large auxiliaries	722 11	722 11	9 1	732 0	136 0	98 1 ¹ / ₄	31 0 ³ / 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 ¹ / ₄	64 3 ¹ / ₂	18 10
Do.	7	do.	do.	do.	465 0	465 0	6 0	471 0	76 8 ¹ / ₄	64 3 ¹ / ₂	15 10

Charleston.....	1	Graving.....	Granite and concrete.....	622 0	612 0	9 0	621 0	134 0	96 2	31 1
San Diego.....	ARD 1	Floating.....	Steel.....	361 4	361 4	-----	350 8	42 0	37 0	20 0
Mare Island.....	1	Graving.....	Granite and concrete.....	507 11¼	450 1¼	9 0	459 1¼	122 0	45 0	27 11½
Do.....	2	do.....	do.....	740 4½	718 1½	11 9	729 10½	120 0	88 0	26 5¾
Puget Sound.....	1	do.....	Concrete, body, masonry en- trance.....	638 11	620 8½	11 1	631 9½	120 0	84 0	27 10¼
Do.....	2	do.....	Granite and concrete.....	867 0	867 0	10 6	877 6	145 0	113 0	35 6
Do.....	3	do.....	do. ⁴	927 3	927 3	7 9	935 0	130 0	132 0	18 0
Pearl Harbor.....	1	do.....	Granite, concrete, and steel.....	1,001 10	988 4	8 8	1,010 6	138 0	112 0	32 6
New Orleans ..	YFD 2	Floating.....	Steel.....	\$ 525 0	-----	-----	-----	\$100 0	-----	28 0
Olongapo (Dewey).....	YFD 1	do.....	do.....	500 0½	-----	-----	-----	\$99 10½	-----	30 0
Hunters Point ..	2	Graving.....	Concrete and granite.....	740 0	715 0	10 0	726 0	122 0	80 9	26 8
Do. ⁷	3	do.....	do.....	1,004 7	999 1	13 8	1,012 9	153 0	114 10½	37 7
Bahoa ⁸	1	do.....	do.....	101,044 0	1,086 8½	16 0	1,102 8½	143 0	114 6	41 6
Cristobal ⁹	-----	-----	-----	386 6	386 6	5 0	391 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 Maximum.

³ Minimum.

⁴ Shipbuilding dock.

⁵ Length over all on floor at center line.

⁶ Clear width.

⁷ Leased docks.

⁸ Old French dock.

⁹ While Navy ships are docked in these docks, they are not Navy docks.

¹⁰ Equipped with miter gates.

¹¹ Out of commission (laid up).

NAVAL DRY DOCK FACILITIES—Continued

Location	Dock No.	General dimensions—Entrance				History of construction				Channel from dockyard to sea			
		Width at coping	Gov-erning width 6 feet above sill	Depth mean high water to sill	Depth coping mean high water	Date of com- mence- ment	Date com- pleted	Cost to date of completion	Mean rise and fall of tide	Control- ling depth yard to sea mean low water	Control- ling width yard to sea	Maximum draft naval vessel for channel at mean low water, 12-inch clearance under keel	Maximum draft naval vessel for channel at mean high 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	1889	1906	\$1,134,985.39	<i>Feet</i> 8.0	<i>Feet</i> 36	500	Largest built.	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 5 $\frac{1}{2}$	4 9	1827	1833	972,717.29	9.7	35	1,200	Cruisers and smaller....	Maximum draft naval vessel for channel at mean low water, 12-inch clearance under keel
Do.....	2	101 8 $\frac{1}{2}$	91 4 $\frac{1}{2}$	30 4 $\frac{1}{2}$	4 9	1889	1905	1,100,000.00	9.7	35	1,200	do.....	do.
South Boston.....	3	133 0	121 9	44 8	6 4	1914	1919	114,550,000.00	9.4	35	1,200	do.....	do.
New York.....	1	67 1 $\frac{1}{2}$	47 6	25 6	4 8	1841	1851	2,003,498.05	4.2	36	660	BB 33, 34, 35, 40, 41, 43, and smaller.	do.
Do.....	2	89 4 $\frac{1}{2}$	75 4	24 11 $\frac{1}{2}$	5 1 $\frac{1}{2}$	1887	1901	131,191,821.76	4.2	36	660	do.....	do.
Do.....	3	105 4 $\frac{1}{2}$	77 0 $\frac{1}{2}$	29 8 $\frac{1}{2}$	4 0	1893	1897	14,534,707.08	4.2	36	660	do.....	do.
Do.....	4	120 3 $\frac{1}{2}$	112 0	35 5 $\frac{1}{2}$	5 1 $\frac{1}{2}$	1905	1913	15,274,545.29	4.2	36	660	do.....	do.
Philadelphia.....	1	86 0 $\frac{1}{2}$	58 11 $\frac{1}{2}$	25 6	6 2	1889	1891	16,923,700.00	5.6	35	800	All ships except BB43 to 48.	do.
Do.....	2	102 7 $\frac{1}{2}$	91 10	30 2 $\frac{1}{2}$	6 3 $\frac{1}{2}$	1899	1908	1,471,550.67	5.6	35	800	do.....	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	5.6	35	800	do.....	do.
Norfolk.....	1	60 0 $\frac{1}{2}$	46 7	25 3	4 9	1827	1834	943,676.00	2.8	38	450	Largest built.....	do.
Do, N.....	2	86 9 $\frac{1}{2}$	58 10 $\frac{1}{2}$	26 3	5 9	1887	1889	504,980.76	2.8	38	450	do.....	do.
Do.....	3	112 5 $\frac{1}{2}$	101 0	34 0 $\frac{1}{2}$	4 11 $\frac{1}{2}$	1903	1911	1,761,475.79	2.8	38	450	do.....	do.
Do.....	4	127 1 $\frac{1}{2}$	116 2 $\frac{1}{2}$	43 9	5 9	1917	1920	4,807,555.99	2.8	38	450	do.....	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.
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.....	do.
Charleston.....	1	113 0 $\frac{1}{2}$	98 10 $\frac{1}{2}$	34 1	6 5	1902	1908	101,250,000.00	5.3	30	600	BB 42 and smaller.....	BB 33 to 48 and smaller.
San Diego.....	ARD1	42 0	.....	.....	.....	1933	1934	369,892.45	3.9	19	800	DL and smaller.....	CL and smaller.

	1	80	8½	61	0	27	1¾	4	9%	1872	1891	2,772,332.08	4.8	30	500	Cruisers and smaller.....	BB 33 to 39 and smaller. Do.
Mare Island.....	2	101	11	92	3½	31	2%	4	9%	1899	1910	1,679,655.80	4.8	30	500	.....do.....	Do.
Do.....	1	92	8½	75	3	30	0	7	0	1892	1896	19,744,636.33	7.8	40	1,000	Largest built.....	Largest built.
Puget Sound.....	2	123	9	114	4	38	0	7	0	1908	1913	2,300,000.00	7.8	40	1,000	.....do.....	Do.
Do.....	3	130	0	110	6	23	6	7	0	1917	1918	514,129.66	7.8	40	1,000	.....do.....	Do.
Pearl Harbor.....	1	123	0	113	6	35	0	6	6	1909	1919	5,396,675.49	1.5	40	1,000	.....do.....	Do.
New Orleans.....	YFD 2									1899	1902	809,712.52		30, 35	400,600	Cruisers and smaller.....	Cruisers and smaller.
Olongapo (Dewey).....	YFD 1									1903	1905	1,170,792.68	3.1	55	2,500	Largest built.....	Largest built.
Hunters Point 7.....	2	103	2½	89	0	29	0	4	6	1901	1903		4.8	40	1,000	.....do.....	Do.
Do. 7.....	3	134	0	114	4	40	0	5	6	1916	1919	1,083,702.00	4.8	40	1,000	.....do.....	Do.
Balboa 8 9.....	1	110	0	108	6	46	0	10	0	1913	1916	2,700,000.00	12.6	35½	500	.....do.....	Do.
Cristobal 8.....	1	66	0	60	3	22	6¼	6	5¼	1886		(1)	0.9	35	135	34 0	34 10¼

7 Leased docks.

8 Length over-all on floor at center line.

9 Clear width.

10 Extended in 1929-30 at a cost of \$300,000.

11 Dry-dock and land.

12 Rebuilt in 1899-1901 at a cost of \$596,802.52, original cost \$935,019.24.

13 \$719,000 appropriated in 1931 for reconstruction.

14 \$749,000 appropriated in 1931 for reconstruction.

15 \$398,000 appropriated in 1924 for reconstruction.

16 \$250,000 appropriated in 1927 for major repairs.

17 \$375,000 appropriated in 1927 for reconstruction.

18 \$11,000 expended in 1931-34 for reconstruction.

19 36 feet via New York Harbor, 31 feet via Helligate and Long Island Sound.

20 \$100,000 appropriated in 1931 for reconstruction.

21 \$280,000 appropriated in 1930 for reconstruction.

22 Low-water string.

23 Enlarged in 1853 at a cost of \$668,033.44.

24 South Pass-southwest Pass.

NAVAL MARINE RAILWAY FACILITIES

[Railways under 50 tons capacity not included as of October 1, 1937]

Location	Capacity in gross tons	Controlling dimensions				Mean rise and fall of tide
		Length on blocks	Clear width	Draft over blocks in outboard position at M. H. W.		
				Fore	Aft	
		<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 10¼	8.9
Cape May ⁴ -----	500	160 0	26 0	13 10	15 6	4.4
Cavite, P. I.-----	400 150 50	133 0 121 0	23 0	8 1	14 5 1 1¼	2.48 2.48
Charleston, S. C.-----	2,000	332 0	42 0	14 7½	18 1	5.2
Guantanamo, Cuba-----	500	140 0	36 0	6 6	14 0	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.-----	200	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	140 0	38 0	7 6	14 9	2.9
St. Thomas, Virgin Islands ¹ -----	150	40 0	20 0	2 8	6 0	1.0

¹ Being operated under direction of Interior Department.² Survey recommended.³ Out of commission, cradle surveyed and sold.⁴ Being operated by U. S. Coast Guard.

NOTE.—More complete information on naval marine railways may be found in the Public Works of the Navy Data Book.

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