

## DESTROYERS (DD).

|    | Name and official number                | Length over all         | Length on water line    | Extreme beam           | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed          |
|----|---|-------------------------|-------------------------|------------------------|-----------------------|------------------------|-------------------------|----------------------|
|    |   | <i>Ft. In.</i><br>376 5 | <i>Ft. In.</i><br>369 1 | <i>Ft. In.</i><br>39 7 | <i>Tons</i><br>2,050  | <i>Tons</i><br>2,940   | <i>Tons</i><br>26       | <i>Knots</i><br>35.2 |
| 1  | ABBOTT.....DD629                        | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 2  | ABELE, MANNERT DD733<br>L. <sup>2</sup> | 376 6                   | 369 0                   | 40 10                  | 2,200                 | 3,315                  | 27                      | 34.2                 |
| 3  | ALDEN.....DD211                         | 314 5                   | 310 0                   | 31 8                   | 1,190                 | 1,730                  | 16                      | 32.5                 |
| 4  | ALLEN.....DD66                          | 315 3                   | 310 0                   | 30 6                   | 920                   | 1,330                  | 14                      | 31.0                 |
| 5  | AMMEN.....DD527                         | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 6  | ANDERSON.....DD411                      | 348 4                   | 341 0                   | 36 0                   | 1,720                 | 2,465                  | 22                      | 33.7                 |
| 7  | ANDERSON, RICH- DD786<br>ARD B.         | 390 6                   | 383 0                   | 40 10                  | 2,425                 | 3,479                  | 27                      | 34.6                 |
| 8  | ANTHONY.....DD515                       | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 9  | AULICK.....DD569                        | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 10 | AULT.....DD698                          | 376 6                   | 369 0                   | 40 10                  | 2,200                 | 3,315                  | 27                      | 34.2                 |
| 11 | AUSBURNE, DD570<br>CHARLES.             | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 12 | AYLWIN.....DD355                        | 341 3                   | 334 0                   | 34 3                   | 1,375                 | 2,255                  | 21                      | 37.0                 |
| 13 | BABBITT.....DD128                       | 314 5                   | 310 0                   | 31 4                   | 1,090                 | 1,600                  | 16                      | 32.5                 |
| 14 | BACHE.....DD470                         | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 15 | BADGER.....DD126                        | 314 5                   | 310 0                   | 31 4                   | 1,090                 | 1,600                  | 16                      | 32.5                 |
| 16 | BADGER, CHARLES DD657<br>J.             | 376 5                   | 369 1                   | 39 7                   | 2,050                 | 2,940                  | 26                      | 35.2                 |
| 17 | BAGLEY.....DD386                        | 341 4                   | 334 0                   | 35 6                   | 1,500                 | 2,325                  | 21                      | 35.9                 |
| 18 | BAILEY.....DD492                        | 347 9                   | 341 0                   | 36 1                   | 1,620                 | 2,475                  | 22                      | 37.6                 |
| 19 | BAILEY, KENNETH DD713<br>D.             | 390 6                   | 383 0                   | 40 10                  | 2,425                 | 3,479                  | 27                      | 34.6                 |
| 20 | BAINBRIDGE.....DD246                    | 314 5                   | 310 0                   | 31 8                   | 1,190                 | 1,730                  | 16                      | 30.9                 |
| 21 | BALCH.....DD363                         | 381 1                   | 372 0                   | 37 0                   | 1,825                 | 2,840                  | 25                      | 36.4                 |
| 22 | BALDWIN.....DD624                       | 348 3                   | 341 0                   | 36 1                   | 1,630                 | 2,500                  | 22                      | 37.4                 |
| 23 | BANCROFT.....DD598                      | 347 9                   | 341 0                   | 36 1                   | 1,620                 | 2,475                  | 22                      | 37.6                 |
| 24 | BARKER.....DD213                        | 314 5                   | 310 0                   | 31 8                   | 1,190                 | 1,730                  | 16                      | 32.5                 |
| 25 | BARNEY.....DD149                        | 314 5                   | 310 0                   | 31 4                   | 1,090                 | 1,600                  | 16                      | 32.5                 |

<sup>1</sup> As built.<sup>2</sup> DD733 stricken Apr. 28, 1945.

## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup>   |                         |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-------------------------|-------------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                    | 40-mm AA mounts         | Torpedo tubes (deck) |                 |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD629.. 1       |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 quad<br>2 twin.....} | 2 21" quin..         | DD733.. 2       |
| 1,600              | 12 1           | 14 1                                    | 11                   | 138      | 4 4", 50 cal. S. P..... | None.....               | 2 21" triple..       | DD211.. 3       |
| 1,065              | 10 9           | 12 9                                    | 11                   | 135      | 4 4", 50 cal. S. P..... | None.....               | 2 21" triple..       | DD66... 4       |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD527.. 5       |
| 1,951              | 13 4           | 17 4                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad..         | DD411.. 6       |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 quad<br>2 twin.....} | 2 21" quin..         | DD786.. 7       |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD515.. 8       |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD569.. 9       |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 quad<br>2 twin.....} | 2 21" quin..         | DD698.. 10      |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD570.. 11      |
| 1,594              | 12 4           | 16 4                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad..         | DD355.. 12      |
| 1,600              | 11 4           | 13 4                                    | 8                    | 128      | 6 3", 50 cal. D. P..... | None.....               | 2 21" triple..       | DD128.. 13      |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD470.. 14      |
| 1,600              | 11 4           | 13 4                                    | 11                   | 149      | 6 3", 50 cal. D. P..... | None.....               | 2 21" triple..       | DD126.. 15      |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD657.. 16      |
| 2,170              | 13 1           | 17 1                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 1 twin.....             | 4 21" quad..         | DD386.. 17      |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin..         | DD492.. 18      |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 quad<br>2 twin.....} | 2 21" quin..         | DD713.. 19      |
| 1,600              | 12 1           | 14 1                                    | 11                   | 146      | 6 3", 50 cal. D. P..... | None.....               | 2 21" triple..       | DD246.. 20      |
| 2,149              | 13 9           | 17 9                                    | 16                   | 278      | 5 5", 38 cal. D. P..... | {2 twin<br>1 quad.....} | 2 21" quad..         | DD363.. 21      |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin..         | DD624.. 22      |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin..         | DD598.. 23      |
| 1,600              | 12 1           | 14 1                                    | 11                   | 138      | 4 4", 50 cal. S. P..... | None.....               | 2 21" triple..       | DD213.. 24      |
| 1,600              | 11 4           | 13 4                                    | 11                   | 138      | 4 4", 50 cal. S. P..... | None.....               | 2 21" triple..       | DD149.. 25      |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|    | Name and official number      | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                     | Steam conditions for full power |             |
|----|-------------------------------|----------------------|----------------------------------|------------------|---------|---------------------|---------------------------------|-------------|
|    |                               |                      |                                  |                  | Number  | Type                | Pressure                        | Temperature |
| 1  | ABBOTT.....DD629              | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....         | p. s. i. 565                    | Deg. F. 850 |
| 2  | ABELE, MAN-<br>NERT L. DD733  | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 3  | ALDEN.....DD211               | 2                    | Parsons turb.....                | 26,000           | 3       | W. F.....           | 265                             | Sat.        |
| 4  | ALLEN.....DD66                | 2                    | do.....                          | 17,500           | 4       | Nor.....            | 260                             | Sat.        |
| 5  | AMMEN.....DD527               | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 6  | ANDERSON.....DD411            | 2                    | do.....                          | 50,000           | 3       | do.....             | 565                             | 715         |
| 7  | ANDERSON,<br>RICHARD B. DD786 | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W..... | 565                             | 850         |
| 8  | ANTHONY.....DD515             | 2                    | do.....                          | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 9  | AULICK.....DD569              | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 10 | AULT.....DD698                | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 11 | AUSBURNE,<br>CHARLES. DD570   | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 12 | AYLWIN.....DD355              | 2                    | Beth. turb.....                  | 42,800           | 4       | Yar.....            | 400                             | 648         |
| 13 | BABBITT.....DD128             | 2                    | Parsons turb.....                | 26,000           | 3       | Thorny.....         | 260                             | Sat.        |
| 14 | BACHE.....DD470               | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 15 | BADGER.....DD126              | 2                    | Parsons turb.....                | 26,000           | 3       | Thorny.....         | 260                             | Sat.        |
| 16 | BADGER,<br>CHARLES J. DD657   | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 17 | BAGLEY.....DD386              | 2                    | do.....                          | 49,000           | 4       | B. & W. & F. W..... | 400                             | 700         |
| 18 | BAILEY.....DD492              | 2                    | Beth. turb.....                  | 50,000           | 4       | B. & W.....         | 575                             | 750         |
| 19 | BAILEY,<br>KENNETH D. DD713   | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 20 | BAINBRIDGE.....DD246          | 2                    | Westgh. turb.....                | 26,000           | 4       | W. F.....           | 265                             | Sat.        |
| 21 | BALCH.....DD363               | 2                    | Beth. turb.....                  | 50,000           | 4       | B. & W.....         | 400                             | 648         |
| 22 | BALDWIN.....DD624             | 2                    | Westgh. turb.....                | 50,000           | 4       | do.....             | 580                             | 825         |
| 23 | BANCROFT.....DD598            | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....             | 575                             | 750         |
| 24 | BARKER.....DD213              | 2                    | Parsons turb.....                | 26,000           | 3       | W. F.....           | 265                             | Sat.        |
| 25 | BARNEY.....DD149              | 2                    | do.....                          | 26,000           | 3       | W. F.....           | 265                             | Sat.        |

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DESTROYERS (DD).

| Main reduction gears |                       | Ship's service generators |               |                 |                                     | Fuel capacities |            |          | Official number |
|----------------------|-----------------------|---------------------------|---------------|-----------------|-------------------------------------|-----------------|------------|----------|-----------------|
| Type                 | Manufacturer          | Number                    | Type of drive | Capacity each   | Voltage                             | Fuel oil        | Diesel oil | Gasoline |                 |
| Dbl. <sup>1</sup>    | Falk <sup>2</sup>     | { 2<br>2                  | Turbo         | Kw. 250<br>40   | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD629.. 1       |
| do. <sup>1</sup>     | do. <sup>2</sup>      | { 2<br>2                  | do            | 400<br>50       | 450 A. C.<br>120 D. C.              | { 3, 293<br>167 |            |          | DD733.. 2       |
| Sgl. <sup>3</sup>    | De Laval <sup>3</sup> | 2                         | do            | 60              | 120 D. C.                           | 3, 030          |            |          | DD211.. 3       |
| do. <sup>5</sup>     | Parsons               | 2                         | do            | 60              | 120 D. C.                           | 2, 210          |            |          | DD66.. 4        |
| Dbl. <sup>1</sup>    | Westgh. <sup>3</sup>  | { 2<br>2                  | do            | 250<br>40       | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD527.. 5       |
| do. <sup>7</sup>     | De Laval              | { 2<br>2                  | do            | 150<br>40       | 450 A. C.<br>120 D. C.              | { 2, 929<br>168 |            |          | DD411.. 6       |
| do. <sup>1</sup>     | do                    | { 2<br>2                  | do            | 400<br>50       | 450 A. C.<br>120 D. C.              | { 4, 647<br>167 |            |          | DD786.. 7       |
| do. <sup>1</sup>     | Falk <sup>2</sup>     | { 2<br>2                  | do            | 250<br>40       | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD515.. 8       |
| do. <sup>1</sup>     | do. <sup>2</sup>      | { 2<br>2                  | do            | 250<br>40       | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD569.. 9       |
| do. <sup>1</sup>     | do. <sup>2</sup>      | { 2<br>2                  | do            | 400<br>50       | 450 A. C.<br>120 D. C.              | { 3, 293<br>167 |            |          | DD698.. 10      |
| do. <sup>1</sup>     | do. <sup>2</sup>      | { 2<br>2                  | do            | 250<br>40       | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD570.. 11      |
| Sgl. <sup>5</sup>    | G. E. <sup>4</sup>    | { 92<br>92                | do            | 132<br>45<br>30 | 230 A. C.<br>120 A. C.<br>120 D. C. | { 4, 000        |            |          | DD355.. 12      |
| do. <sup>5</sup>     | De Laval <sup>3</sup> | 2                         | do            | 60              | 120 D. C.                           | 2, 590          |            |          | DD128.. 13      |
| Dbl. <sup>1</sup>    | do                    | { 2<br>2                  | do            | 250<br>40       | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD470.. 14      |
| Sgl. <sup>5</sup>    | do. <sup>3</sup>      | 2                         | do            | 60              | 120 D. C.                           | 2, 590          |            |          | DD126.. 15      |
| Dbl. <sup>1</sup>    | do                    | { 2<br>2                  | do            | 250<br>40       | 450 A. C.<br>120 D. C.              | { 3, 250<br>167 |            |          | DD657.. 16      |
| do. <sup>1</sup>     | do                    | { 2<br>2                  | do            | 132<br>40       | 450 A. C.<br>120 D. C.              | { 3, 452<br>110 |            |          | DD386.. 17      |
| S. & D.              | Falk                  | { 2<br>2                  | do            | 200<br>40       | 450 A. C.<br>120 D. C.              | { 2, 912<br>199 |            |          | DD492.. 18      |
| Dbl. <sup>1</sup>    | De Laval              | { 2<br>2                  | do            | 400<br>50       | 450 A. C.<br>120 D. C.              | { 4, 647<br>167 |            |          | DD713.. 19      |
| Sgl. <sup>5</sup>    | Westgh                | 2                         | do            | 60              | 120 D. C.                           | 2, 675          |            |          | DD246.. 20      |
| do. <sup>5</sup>     | Falk                  | 2                         | do            | 200             | 450 A. C.                           | 4, 297          | 128        |          | DD363.. 21      |
| Dbl. <sup>1</sup>    | Westgh. <sup>3</sup>  | { 2<br>2                  | do            | 200<br>40       | 450 A. C.<br>120 D. C.              | { 2, 928<br>177 |            |          | DD624.. 22      |
| do                   | Falk                  | { 2<br>2                  | do            | 200<br>40       | 450 A. C.<br>120 D. C.              | { 2, 912<br>199 |            |          | DD598.. 23      |
| Sgl. <sup>5</sup>    | De Laval <sup>3</sup> | 2                         | do            | 60              | 120 D. C.                           | 3, 030          |            |          | DD213.. 24      |
| do. <sup>5</sup>     | do. <sup>3</sup>      | 2                         | do            | 60              | 120 D. C.                           | 2, 590          |            |          | DD149.. 25      |

<sup>1</sup> Double reduction—locked train type.  
<sup>2</sup> Parsons design.  
<sup>3</sup> Falk design.  
<sup>4</sup> Single reduction—two pinion.  
<sup>5</sup> Double reduction—nested 3 turbine.  
<sup>6</sup> De Laval design.  
<sup>7</sup> Two 6-wire generators each delivering 132 kw. and 45 kw.

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## DESTROYERS (DD).

|    | 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  | ABBOTT..... DD629          | Bath Iron Works Corp., Bath, Maine.                       | 5,500,000                                      | July 19, 1940                        | Dec. 16, 1940  |
| 2  | ABELE, MANNERT L. DD733    | .....do.....  | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 3  | ALDEN..... DD211           | Wm. Cramp & Sons, Phila., Pa.                             | .....  | Oct. 6, 1917                         | Dec. 19, 1917  |
| 4  | ALLEN..... DD66            | Bath Iron Works Corp., Bath, Maine.                       | 800,000  | June 30, 1914                        | Jan. 30, 1915  |
| 5  | AMMEN..... DD527           | Bethlehem Steel Corp., San Francisco, Calif.              | 6,105,920                                      | July 19, 1940                        | Sept. 9, 1940  |
| 6  | ANDERSON..... DD411        | Federal S. B. & D. D. Co., Kearny, N. J.                  | 4,267,000                                      | Mar. 27, 1934                        | Oct. 12, 1936  |
| 7  | ANDERSON, RICHARD B. DD786 | Todd-Pacific Shipyards, Inc., Seattle, Wash. <sup>5</sup> | 7,169,000 <sup>6</sup>                         | July 9, 1942                         | Aug. 7, 1942   |
| 8  | ANTHONY..... DD515         | Bath Iron Works Corp., Bath, Maine.                       | 5,500,000                                      | July 19, 1940                        | Sept. 9, 1940  |
| 9  | AULICK..... DD569          | Consolidated Steel Co., Orange, Tex.                      | 7,315,000 <sup>6</sup>                         | .....do.....                         | .....do.....   |
| 10 | AULT..... DD698            | Federal S. B. & D. D. Co., Kearny, N. J.                  | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 11 | AUSBURNE, CHARLES DD570    | Consolidated Steel Co., Orange, Tex.                      | 7,315,000 <sup>6</sup>                         | July 19, 1940                        | Sept. 9, 1940  |
| 12 | AYLWIN..... DD355          | Philadelphia Navy Yard.....                               | 2,061,950                                      | July 11, 1919 <sup>2</sup>           | {Sept. 23, 1932 <sup>4</sup><br>Oct. 1, 1932             |
| 13 | BABBITT..... DD128         | New York S. B. Corp., Camden, N. J.                       | .....  | Mar. 4, 1917                         | July 11, 1917  |
| 14 | BACHE..... DD470           | Bethlehem Steel Co., Staten Island, N. Y.                 | 6,654,500                                      | Mar. 27, 1934                        | July 1, 1940   |
| 15 | BADGER..... DD126          | New York S. B. Corp., Camden, N. J.                       | .....  | Mar. 4, 1917                         | July 11, 1917  |
| 16 | BADGER, CHARLES J. DD657   | Bethlehem Steel Co., Staten Island, N. Y.                 | 5,842,500                                      | Dec. 23, 1941                        | Dec. 15, 1941  |
| 17 | BAGLEY..... DD386          | Norfolk Navy Yard.....                                    | 3,248,360                                      | Mar. 27, 1934                        | {Aug. 22, 1934 <sup>4</sup><br>Nov. 1, 1934 <sup>3</sup> |
| 18 | BAILEY..... DD492          | Bethlehem Steel Co., Staten Island, N. Y.                 | 5,977,000                                      | July 19, 1940                        | Sept. 9, 1940  |
| 19 | BAILEY, KENNETH D. DD713   | Federal S. B. & D. D. Co., Newark, N. J.                  | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 20 | BAINBRIDGE..... DD246      | New York S. B. Corp., Camden, N. J.                       | .....  | Oct. 6, 1917                         | {May 8, 1917 <sup>1</sup><br>Dec. 29, 1917               |
| 21 | BALCH..... DD363           | Bethlehem S. B. Corp., Quincy, Mass.                      | 3,783,500                                      | July 11, 1919                        | Aug. 3, 1933   |
| 22 | BALDWIN..... DD624         | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 7,751,000 <sup>6</sup>                         | July 19, 1940                        | Dec. 16, 1940  |
| 23 | BANCROFT..... DD598        | Bethlehem Steel Co., Fore River, Mass.                    | 5,133,500                                      | .....do.....                         | .....do.....   |
| 49 | BARKER..... DD213          | Wm. Cramp & Sons, Phila., Pa.                             | .....  | Oct. 6, 1917                         | Dec. 19, 1917  |
| 25 | BARNEY..... DD149          | .....do.....  | .....  | Mar. 4, 1917                         | Sept. 8, 1917  |

<sup>1</sup> Date of supplementary contract.<sup>2</sup> Together with Acts of Aug. 29, 1916 and July 1, 1918.<sup>3</sup> Beginning of construction period.<sup>4</sup> Date assigned to yard.<sup>5</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>6</sup> Cost plus fixed fee (see "Notes and Definitions").

## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                 |    |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|----------------------|----|
| Sept. 21, 1942 | Feb. 17, 1943  | Feb. 1, 1944                | Apr. 23, 1943                  | Apr. 23, 1943            | ABBOTT.....          | 1  |
| Dec. 9, 1943   | Apr. 23, 1944  | .....                       | July 4, 1944                   | July 4, 1944             | ABELE, MANNERT L.    | 2  |
| Oct. 24, 1918  | June 7, 1919   | .....                       | Nov. 24, 1919                  | Nov. 24, 1919            | ALDEN.....           | 3  |
| May 10, 1915   | Dec. 5, 1916   | Jan. 30, 1917               | Jan. 23, 1917                  | Jan. 24, 1917            | ALLEN.....           | 4  |
| Nov. 29, 1941  | Sept. 17, 1942 | July 15, 1943               | Mar. 12, 1943                  | Mar. 12, 1943            | AMMEN.....           | 5  |
| Nov. 15, 1937  | Feb. 4, 1939   | Apr. 12, 1939               | May 18, 1939                   | May 19, 1939             | ANDERSON.....        | 6  |
| Dec. 1, 1944   | .....          | Feb. 1, 1945                | .....                          | .....                    | ANDERSON, RICHARD B. | 7  |
| Aug. 17, 1942  | Dec. 20, 1942  | Dec. 31, 1943               | Feb. 26, 1943                  | Feb. 26, 1943            | ANTHONY.....         | 8  |
| May 14, 1941   | Mar. 2, 1942   | July 9, 1943                | Oct. 27, 1942                  | Oct. 27, 1942            | AULICK.....          | 9  |
| Nov. 15, 1943  | Mar. 26, 1944  | June 17, 1944               | May 30, 1944                   | May 31, 1944             | AULT.....            | 10 |
| May 14, 1941   | Mar. 16, 1942  | Aug. 24, 1943               | May 16, 1942                   | Nov. 24, 1942            | AUSBURNE, CHARLES    | 11 |
| Sept. 23, 1933 | July 10, 1934  | Jan. 1, 1935                | .....                          | Mar. 1, 1935             | AYLWIN.....          | 12 |
| Feb. 19, 1918  | Sept. 30, 1918 | .....                       | Oct. 24, 1919                  | Oct. 24, 1919            | BABBITT.....         | 13 |
| Nov. 19, 1941  | July 7, 1942   | Aug. 1, 1943                | Nov. 14, 1942                  | Nov. 14, 1942            | BACHE.....           | 14 |
| Jan. 9, 1918   | Aug. 24, 1918  | .....                       | May 29, 1919                   | May 29, 1919             | BADGER.....          | 15 |
| Sept. 24, 1942 | Apr. 3, 1943   | Feb. 15, 1944               | July 22, 1943                  | July 23, 1943            | BADGER, CHARLES J.   | 16 |
| July 31, 1935  | Sept. 3, 1936  | Nov. 1, 1936                | July 16, 1937                  | June 12, 1937            | BAGLEY.....          | 17 |
| Jan. 29, 1941  | Dec. 19, 1941  | .....                       | May 9, 1942                    | May 11, 1942             | BAILEY.....          | 18 |
| Sept. 21, 1944 | .....          | Feb. 20, 1945               | .....                          | .....                    | BAILEY, KENNETH D.   | 19 |
| May 27, 1919   | June 12, 1920  | .....                       | Feb. 9, 1921                   | Feb. 9, 1921             | BAINBRIDGE.....      | 20 |
| May 16, 1934   | Mar. 24, 1936  | June 6, 1936                | Oct. 20, 1936                  | Oct. 20, 1936            | BALCH.....           | 21 |
| July 19, 1941  | June 14, 1942  | Dec. 31, 1943               | Apr. 30, 1943                  | Apr. 30, 1943            | BALDWIN.....         | 22 |
| May 1, 1941    | Dec. 31, 1941  | Nov. 1, 1942                | Apr. 30, 1942                  | .....do.....             | BANCROFT.....        | 23 |
| Apr. 30, 1919  | Sept. 11, 1919 | .....                       | Dec. 27, 1919                  | Dec. 27, 1919            | BARKER.....          | 24 |
| Mar. 26, 1918  | Sept. 5, 1918  | .....                       | Mar. 14, 1919                  | Mar. 14, 1919            | BARNEY.....          | 25 |

## DESTROYERS (DD).

|    | Name and official number            | Length over all | Length on water line | Extreme beam   | Standard displacement | Full load displacement | Tons per inch immersion  | Trial speed  |
|----|-------------------------------------|-----------------|----------------------|----------------|-----------------------|------------------------|--------------------------|--------------|
|    |                                     | <i>Ft. In.</i>  | <i>Ft. In.</i>       | <i>Ft. In.</i> | <i>Tons</i>           | <i>Tons</i>            | <i>Tons</i> <sup>1</sup> | <i>Knots</i> |
| 26 | BARTON.....DD722                    | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                       | 34.2         |
| 27 | BASS, BRINKLEY <sup>2</sup> ..DD887 | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                       | 34.6         |
| 28 | BEALE.....DD471                     | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 29 | BEARSS.....DD654                    | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 30 | BEATTY.....DD756                    | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                       | 34.2         |
| 31 | BELL.....DD587                      | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 32 | BENHAM.....DD796                    | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 33 | BENNER.....DD807                    | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                       | 34.6         |
| 34 | BENNETT.....DD473                   | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 35 | BENNION.....DD662                   | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 36 | BENSON.....DD421                    | 347 10          | 341 0                | 36 1           | 1,620                 | 2,525                  | 22                       | 36.7         |
| 37 | BERNADOU.....DD153                  | 314 5           | 310 0                | 31 4           | 1,090                 | 1,600                  | 16                       | 32.5         |
| 38 | BERRY, FRED T....DD858              | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                       | 34.6         |
| 39 | BIDDLE.....DD151                    | 314 5           | 310 0                | 31 4           | 1,090                 | 1,600                  | 16                       | 32.5         |
| 40 | BLACK.....DD666                     | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 41 | BLAKELEY.....DD150                  | 314 5           | 310 0                | 31 4           | 1,090                 | 1,600                  | 16                       | 32.5         |
| 42 | BLUE.....DD744                      | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                       | 34.2         |
| 43 | BOLE, JOHN A....DD755               | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                       | 34.2         |
| 44 | BORDELON.....DD881                  | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                       | 34.6         |
| 45 | BORIE.....DD704                     | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                       | 34.2         |
| 46 | BOYD.....DD544                      | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 47 | BOYLE.....DD600                     | 347 9           | 341 0                | 36 1           | 1,620                 | 2,475                  | 22                       | 37.6         |
| 48 | BRADFORD.....DD545                  | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 49 | BRAINE.....DD630                    | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                       | 35.2         |
| 50 | BRECKINRIDGE...DD148                | 314 5           | 310 0                | 31 4           | 1,090                 | 1,600                  | 16                       | 32.5         |

<sup>1</sup> As built.<sup>2</sup> BRINKLEY BASS, formerly HARRY B. BASS.

## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup> |                    |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-----------------------|--------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                  | 40 mm AA mounts    | Torpedo tubes (deck) |                 |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD722... 26     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD887... 27     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD471... 28     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD654... 29     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD756... 30     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD587... 31     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD796... 32     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD807... 33     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD473... 34     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD662... 35     |
| 2,067              | 13 6           | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin             | 2 21" quin           | DD421... 36     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 149      | 6 3", 50 cal. D. P.   | None               | 2 21" triple         | DD153... 37     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD858... 38     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 138      | 4 4", 50 cal. S. P.   | None               | 2 21" triple         | DD151... 39     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD666... 40     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 138      | 4 4", 50 cal. S. P.   | None               | 2 21" triple         | DD150... 41     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD744... 42     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD755... 43     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD881... 44     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 quad<br>2 twin} | 2 21" quin           | DD704... 45     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD544... 46     |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin             | 1 21" quin           | DD600... 47     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD545... 48     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD630... 49     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 138      | 4 4", 50 cal. S. P.   | None               | 2 21" triple         | DD148... 50     |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|    | Name and official number    | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|----|-----------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|    |                             |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
| 26 | BARTON.....DD722            | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | p. s. i. 565                    | Dep. F. 850 |
| 27 | BASS, BRINKLEY DD887        | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850         |
| 28 | BEALE.....DD471             | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 29 | BEARSS.....DD654            | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 30 | BEATTY.....DD756            | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 31 | BELL.....DD587              | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 32 | BENHAM.....DD796            | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 33 | BENNER.....DD807            | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 34 | BENNETT.....DD473           | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 35 | BENNION.....DD662           | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 36 | BENSON.....DD421            | 2                    | Beth. turb.....                  | 47,000           | 4       | B. & W.....     | 575                             | 700         |
| 37 | BERNADOU.....DD153          | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....       | 265                             | Sat.        |
| 38 | { BERRY, FRED DD858 }<br>T. | 2                    | Westgh. turb....                 | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 39 | BIDDLE.....DD151            | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....       | 265                             | Sat.        |
| 40 | BLACK.....DD666             | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 41 | BLAKELEY.....DD150          | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....       | 265                             | Sat.        |
| 42 | BLUE.....DD744              | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 43 | BOLE, JOHN A. DD755         | 2                    | do.....                          | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 44 | BORDELON.....DD881          | 2                    | do.....                          | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 45 | BORIE.....DD704             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 46 | BOYD.....DD544              | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 47 | BOYLE.....DD600             | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 575                             | 750         |
| 48 | BRADFORD.....DD545          | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 49 | BRAINE.....DD630            | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 50 | BRECKINRIDGE DD148          | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....       | 265                             | Sat.        |

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DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |        |               |                        | Fuel capacities   |          |            | Official number |
|----------------------|---------------------------|--------------|--------|---------------|------------------------|-------------------|----------|------------|-----------------|
|                      | Type                      | Manufacturer | Number | Type of drive | Capacity each          | Voltage           | Fuel oil | Diesel oil |                 |
| Dbl. <sup>1</sup>    | Falk §                    | { 2 }<br>2   | Turbo  | Kw. 400<br>50 | 450 A. C.<br>120 D. C. | { 3, 293 }<br>167 |          |            | DD722.. 26      |
| do. <sup>1</sup>     | De Laval                  | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 4, 647 }<br>167 |          |            | DD887.. 27      |
| do. <sup>1</sup>     | do                        | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD471.. 28      |
| do. <sup>1</sup>     | Falk §                    | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD654.. 29      |
| do. <sup>1</sup>     | Westgh. §                 | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3, 293 }<br>167 |          |            | DD756.. 30      |
| do. <sup>1</sup>     | F. B. §                   | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD587.. 31      |
| do. <sup>1</sup>     | Falk §                    | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD796.. 32      |
| do. <sup>1</sup>     | De Laval                  | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 4, 647 }<br>167 |          |            | DD807.. 33      |
| do. <sup>1</sup>     | Falk §                    | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD473.. 34      |
| do. <sup>1</sup>     | do. §                     | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD662.. 35      |
| S. & D.              | do                        | { 2 }<br>2   | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2, 912 }<br>199 |          |            | DD421.. 36      |
| Sgl. <sup>5</sup>    | De Laval §                | 2            | do     | 60            | 120 D. C.              | 2, 590            |          |            | DD153.. 37      |
| Dbl. <sup>1</sup>    | do                        | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 4, 647 }<br>167 |          |            | DD858.. 38      |
| Sgl. <sup>5</sup>    | De Laval §                | 2            | do     | 60            | 120 D. C.              | 2, 590            |          |            | DD151.. 39      |
| Dbl. <sup>1</sup>    | do                        | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD666.. 40      |
| Sgl. <sup>5</sup>    | De Laval §                | 2            | do     | 60            | 120 D. C.              | 2, 590            |          |            | DD150.. 41      |
| Dbl. <sup>1</sup>    | do                        | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3, 293 }<br>167 |          |            | DD744.. 42      |
| do. <sup>1</sup>     | Westgh. §                 | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3, 293 }<br>167 |          |            | DD755.. 43      |
| do. <sup>1</sup>     | Falk §                    | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 4, 647 }<br>167 |          |            | DD881.. 44      |
| do. <sup>1</sup>     | De Laval                  | { 2 }<br>2   | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3, 293 }<br>167 |          |            | DD704.. 45      |
| do. <sup>1</sup>     | do                        | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD544.. 46      |
| S. & D.              | Falk                      | { 2 }<br>2   | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2, 912 }<br>199 |          |            | DD600.. 47      |
| Dbl. <sup>1</sup>    | Westgh. §                 | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD545.. 48      |
| do. <sup>1</sup>     | Falk §                    | { 2 }<br>2   | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3, 250 }<br>167 |          |            | DD630.. 49      |
| Sgl. <sup>5</sup>    | De Laval §                | 2            | do     | 60            | 120 D. C.              | 2, 590            |          |            | DD148.. 50      |

<sup>1</sup> Double reduction—locked train type.  
<sup>3</sup> Parsons design.

§ Single reduction—2 pinion.  
§ De Laval design.

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## DESTROYERS (DD).

|    | 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 |
|----|--------------------------|---|--|--------------------------------------|-----------------|
| 26 | BARTON.....DD722         | Bath Iron Works Corp., Bath, Maine.       | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942    |
| 27 | BASS, BRINKLEY..DD887    | Consolidated Steel Corp., Orange, Tex.    | <sup>1</sup> 6,313,000                         | July 19, 1940                        | June 14, 1943   |
| 28 | BEALE.....DD471          | Bethlehem Steel Co., Staten Island, N. Y. | 6,654,000                                      | Mar. 27, 1934                        | July 1, 1940    |
| 29 | BEARSS.....DD654         | Gulf Shipbuilding Corp., Chickasaw, Ala.  | <sup>1</sup> 6,106,000                         | Dec. 23, 1941                        | Dec. 15, 1941   |
| 30 | BEATTY.....DD756         | Bethlehem Steel Co., Staten Island, N. Y. | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942    |
| 31 | BELL.....DD587           | Charleston Navy Yard, Charleston, S. C.   | 6,256,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 32 | BENHAM.....DD796         | Bethlehem Steel Co., Staten Island, N. Y. | 5,830,400                                      | .....do.....                         | June 14, 1942   |
| 33 | BENNER.....DD807         | Bath Iron Works Corp., Bath, Maine.       | 5,100,000                                      | May 13, 1942                         | Aug. 7, 1942    |
| 34 | BENNETT.....DD473        | Boston Navy Yard, Boston, Mass.           | 5,741,360                                      | Mar. 27, 1934                        | June 28, 1940   |
| 35 | BENNION.....DD662        | .....do.....                              | 7,600,000                                      | Dec. 23, 1941                        | Dec. 18, 1941   |
| 36 | BENSON.....DD421         | Bethlehem S. B. Corp., Fore River, Mass.  | 5,232,500                                      | Mar. 27, 1934                        | Sept. 30, 1937  |
| 37 | BERNADOU.....DD153       | Wm. Cramp & Sons, Philadelphia, Pa.       | .....  | Mar. 4, 1917                         | Sept. 8, 1917   |
| 38 | BERRY, FRED T..DD858     | Bethlehem Steel Co., San Pedro, Calif.    | 6,761,000                                      | July 19, 1940                        | June 14, 1943   |
| 39 | BIDDLE.....DD151         | Wm. Cramp & Sons, Philadelphia, Pa.       | .....  | Mar. 4, 1917                         | Sept. 8, 1917   |
| 40 | BLACK.....DD666          | Federal S. B. & D. D. Co., Kearny, N. J.  | 5,700,000                                      | Mar. 27, 1934                        | June 14, 1942   |
| 41 | BLAKELEY.....DD150       | Wm. Cramp & Sons, Philadelphia, Pa.       | .....  | Mar. 4, 1917                         | Sept. 8, 1917   |
| 42 | BLUE.....DD744           | Bethlehem Steel Co., Staten Island, N. Y. | 6,197,000                                      | July 9, 1942                         | Aug. 7, 1942    |
| 43 | BOLE, JOHN A...DD755     | .....do.....                              | 6,197,060                                      | .....do.....                         | .....do.....    |
| 44 | BORDELON.....DD881       | Consolidated Steel Corp., Orange, Tex.    | <sup>1</sup> 6,313,000                         | July 19, 1940                        | June 14, 1943   |
| 45 | BORIE.....DD704          | Federal S. B. & D. D. Co., Kearny, N. J.  | 6,250,000                                      | .....do.....                         | Aug. 7, 1942    |
| 46 | BOYD.....DD544           | Bethlehem Steel Co., San Pedro, Calif.    | 6,726,780                                      | .....do.....                         | Sept. 9, 1940   |
| 47 | BOYLE.....DD600          | Bethlehem Steel Co., Fore River, Mass.    | 5,133,500                                      | .....do.....                         | Dec. 16, 1940   |
| 48 | BRADFORD.....DD545       | Bethlehem Steel Co., San Pedro, Calif.    | 6,726,780                                      | .....do.....                         | Sept. 9, 1940   |
| 49 | BRAINE.....DD630         | Bath Iron Works Corp., Bath, Maine.       | 5,500,000                                      | .....do.....                         | Dec. 16, 1940   |
| 50 | BRECKINRIDGE...DD148     | Wm. Cramp & Sons, Philadelphia, Pa.       | .....  | Mar. 4, 1917                         | Sept. 8, 1917   |

<sup>1</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid     | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name              |    |
|---------------|----------------|-----------------------------|--------------------------------|--------------------------|-------------------|----|
| May 24, 1943  | Oct. 10, 1943  | Dec. 30, 1943               | Dec. 30, 1943                  | Dec. 30, 1943            | BARTON.....       | 26 |
| Dec. 20, 1944 | .....          | Aug. 1, 1945                | .....                          | .....                    | BASS, BRINKLEY..  | 27 |
| Dec. 19, 1941 | Aug. 24, 1942  | Oct. 1, 1943                | Dec. 23, 1942                  | Dec. 23, 1942            | BEALE.....        | 28 |
| July 14, 1942 | July 25, 1943  | Mar. 1, 1944                | Apr. 12, 1944                  | Apr. 12, 1944            | BEARSS.....       | 29 |
| July 4, 1944  | Nov. 30, 1944  | May 1, 1945                 | Mar. 30, 1945                  | Mar. 31, 1945            | BEATTY.....       | 30 |
| Dec. 30, 1941 | June 24, 1942  | Aug. 1, 1943                | .....                          | Mar. 4, 1943             | BELL.....         | 31 |
| Apr. 3, 1943  | Aug. 30, 1943  | Feb. 1, 1944                | Dec. 18, 1943                  | Dec. 20, 1943            | BENHAM.....       | 32 |
| July 10, 1944 | Nov. 30, 1944  | Feb. 13, 1945               | Feb. 13, 1945                  | Feb. 13, 1945            | BENNER.....       | 33 |
| Dec. 10, 1941 | Apr. 16, 1942  | May 1, 1943                 | .....                          | Feb. 9, 1943             | BENNETT.....      | 34 |
| Mar. 19, 1943 | July 4, 1943   | .....                       | .....                          | Dec. 14, 1943            | BENNION.....      | 35 |
| May 16, 1938  | Nov. 15, 1939  | Mar. 30, 1940               | July 25, 1940                  | July 25, 1940            | BENSON.....       | 36 |
| June 4, 1918  | Nov. 7, 1918   | .....                       | May 19, 1919                   | May 19, 1919             | BERNADOU.....     | 37 |
| July 16, 1944 | Jan. 28, 1945  | May 18, 1945                | May 12, 1945                   | May 12, 1945             | BERRY, FRED T.... | 38 |
| Apr. 22, 1918 | Oct. 3, 1918   | .....                       | Apr. 22, 1919                  | Apr. 22, 1919            | BIDDLE.....       | 39 |
| Nov. 14, 1942 | Mar. 28, 1943  | June 1, 1943                | May 20, 1943                   | May 21, 1943             | BLACK.....        | 40 |
| Mar. 26, 1918 | Sept. 19, 1918 | .....                       | May 8, 1919                    | May 8, 1919              | BLAKELEY.....     | 41 |
| June 30, 1943 | Nov. 28, 1943  | May 1, 1944                 | Mar. 18, 1944                  | Mar. 20, 1944            | BLUE.....         | 42 |
| May 20, 1944  | Nov. 1, 1944   | Apr. 1, 1945                | Mar. 2, 1945                   | Mar. 3, 1945             | BOLE, JOHN A..... | 43 |
| Sept. 9, 1944 | Mar. 3, 1945   | May 1, 1945                 | .....                          | .....                    | BORDELON.....     | 44 |
| Feb. 29, 1944 | July 4, 1944   | Oct. 14, 1944               | Sept. 20, 1944                 | Sept. 21, 1944           | BORIE.....        | 45 |
| Apr. 2, 1942  | Oct. 29, 1942  | Apr. 1, 1944                | May 8, 1943                    | May 8, 1943              | BOYD.....         | 46 |
| Dec. 31, 1941 | June 15, 1942  | Dec. 1, 1943                | Aug. 15, 1942                  | Aug. 15, 1942            | BOYLE.....        | 47 |
| Apr. 28, 1942 | Dec. 12, 1942  | May 1, 1944                 | June 12, 1943                  | June 12, 1943            | BRADFORD.....     | 48 |
| Oct. 12, 1942 | Mar. 7, 1943   | Mar. 1, 1944                | May 11, 1943                   | May 11, 1943             | BRAINE.....       | 49 |
| Mar. 11, 1918 | Aug. 17, 1918  | .....                       | Feb. 27, 1919                  | Feb. 27, 1919            | BRECKINRIDGE..... | 50 |

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## DESTROYERS (DD).

|    | Name and official number        | Length<br>over all | Length<br>on water<br>line | Extreme<br>beam | Standard<br>displace-<br>ment | Full load<br>displace-<br>ment | Tons per<br>inch im-<br>mersion | Trial<br>speed |
|----|---------------------------------|--------------------|----------------------------|-----------------|-------------------------------|--------------------------------|---------------------------------|----------------|
|    |                                 |                    |                            |                 |                               |                                |                                 |                |
| 51 | BRISTOL.....DD857               | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 52 | BRONSON,<br>CLARENCE K. DD668   | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 53 | BROOME <sup>3</sup> .....DD210  | 314 5              | 310 0                      | 31 8            | 1,190                         | 1,730                          | 16                              | 32.5           |
| 54 | BROWN.....DD546                 | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 55 | BROWNSON.....DD868              | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 56 | BRUSH.....DD745                 | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 57 | BRYANT.....DD665                | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 58 | BUCHANAN.....DD484              | 348 3              | 341 0                      | 36 1            | 1,630                         | 2,500                          | 22                              | 37.4           |
| 59 | BUCK.....DD761                  | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 60 | {BUCKLEY,<br>DENNIS J. DD808}   | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 61 | BULLARD.....DD660               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 62 | BURNS.....DD588                 | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 63 | BUSH <sup>2</sup> .....DD529    | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 64 | CALDWELL.....DD605              | 347 9              | 341 0                      | 36 1            | 1,620                         | 2,475                          | 22                              | 37.6           |
| 65 | CALLAGHAN.....DD792             | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 66 | CAPERTON.....DD650              | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 67 | CAPPS.....DD550                 | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 68 | CARMICK <sup>3</sup> .....DD493 | 348 3              | 341 0                      | 36 1            | 1,630                         | 2,500                          | 22                              | 37.4           |
| 69 | CASE.....DD370                  | 341 4              | 334 0                      | 35 5            | 1,500                         | 2,345                          | 21                              | 39.2           |
| 70 | CASSIN.....DD372                | 341 4              | 334 0                      | 35 5            | 1,500                         | 2,345                          | 21                              | 39.2           |
| 71 | CASTLE.....DD720                | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 72 | CECIL, CHARLES P. DD835         | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 73 | CHAMPLIN.....DD601              | 347 9              | 341 0                      | 36 1            | 1,620                         | 2,475                          | 22                              | 37.6           |
| 74 | CHARRETTE.....DD581             | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 75 | CHAUNCEY.....DD667              | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |

<sup>1</sup> As built.<sup>2</sup> DD529 stricken Apr. 28, 1945.<sup>3</sup> DD210 and DD493 to be converted to AG96 and DMS32 respectively.

## DESTROYERS (DD).

| Trial dis-<br>place-<br>ment | Limit-<br>ing<br>draft | Maxi-<br>mum<br>naviga-<br>tional<br>draft <sup>1</sup> | Total ac-<br>commo-<br>dations |               | Armament <sup>2</sup> |                    |                         | Official<br>number |
|------------------------------|------------------------|---|--------------------------------|---------------|-----------------------|--------------------|-------------------------|--------------------|
|                              |                        |   | Offi-<br>cers                  | En-<br>listed | Main                  | 40-mm AA<br>mounts | Torpedo<br>tubes (deck) |                    |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD857.. 51         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD668.. 52         |
| 1,600                        | 12 1                   | 14 1  | 11                             | 149           | 6 3", 50 cal. D. P.   | None               | 2 21" triple            | DD210.. 53         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD546.. 54         |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD868.. 55         |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD745.. 56         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD665.. 57         |
| 2,081                        | 13 5                   | 17 5  | 16                             | 260           | 4 5", 38 cal.         | 2 twin             | 1 21" quin              | DD484.. 58         |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD761.. 59         |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD808.. 60         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD660.. 61         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD588.. 62         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD529.. 63         |
| 2,067                        | 13 4                   | 17 4  | 16                             | 260           | 4 5", 38 cal. D. P.   | 2 twin             | 1 21" quin              | DD605.. 64         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD792.. 65         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD650.. 66         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD550.. 67         |
| 2,081                        | 13 5                   | 17 5  | 16                             | 260           | 4 5", 38 cal.         | 2 twin             | 1 21" quin              | DD493.. 68         |
| 1,729                        | 13 2                   | 17 2  | 16                             | 235           | 4 5", 38 cal. D. P.   | 2 quad             | 1 21" quad              | DD370.. 69         |
| 1,729                        | 13 2                   | 17 2  | 16                             | 235           | 4 5", 38 cal. D. P.   | 2 twin             | 2 21" quad              | DD372.. 70         |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD720.. 71         |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad  | 2 21" quin              | DD835.. 72         |
| 2,067                        | 13 4                   | 17 4  | 16                             | 260           | 4 5", 38 cal. D. P.   | 2 twin             | 1 21" quin              | DD601.. 73         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD581.. 74         |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin              | DD667.. 75         |

<sup>1</sup> Includes projections below keel if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|    | Name and official number          | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|----|-----------------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|    |                                   |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
|    |                                   |                      |                                  |                  |         | <i>p. s. i.</i> | <i>Deg. F.</i>                  |             |
| 51 | BRISTOL.....DD857                 | 2                    | Westgh. turb....                 | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 52 | { BRONSON, DD668<br>CLARENCE K. } | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 53 | BROOME.....DD210                  | 2                    | Parsons turb....                 | 26,000           | 4       | W. F.....       | 265                             | Sat.        |
| 54 | BROWN.....DD546                   | 2                    | A. C. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 55 | BROWNSON....DD868                 | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 56 | BRUSH.....DD745                   | 2                    | do.....                          | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 57 | BRYANT.....DD665                  | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 58 | BUCHANAN....DD484                 | 2                    | Westgh. turb....                 | 50,000           | 4       | B. & W.....     | 580                             | 825         |
| 59 | BUCK.....DD761                    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 60 | { BUCKLEY, DD808<br>DENNIS J. }   | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 61 | BULLARD.....DD660                 | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 62 | BURNS.....DD588                   | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 63 | BUSH.....DD529                    | 2                    | Westgh. turb....                 | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 64 | CALDWELL....DD605                 | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 575                             | 750         |
| 65 | CALLAGHAN...DD792                 | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850         |
| 66 | CAPERTON....DD650                 | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 67 | CAPPS.....DD550                   | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 68 | CARMICK.....DD493                 | 2                    | G. E. turb.....                  | 50,000           | 4       | do.....         | 580                             | 825         |
| 69 | CASE.....DD370                    | 2                    | do.....                          | 49,000           | 4       | B. & W. & F. W. | 400                             | 700         |
| 70 | CASSIN.....DD372                  | 2                    | do.....                          | 49,000           | 4       | do.....         | 400                             | 700         |
| 71 | CASTLE.....DD720                  | 2                    | do.....                          | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 72 | { CEHL, DD835<br>CHARLES P. }     | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 73 | CHAMPLIN....DD601                 | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 575                             | 750         |
| 74 | CHARRETTE...DD581                 | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 75 | CHAUNCEY...DD667                  | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears |                      | Ship's service generators |               |                 |                        | Fuel capacities |                |                | Official number |
|----------------------|----------------------|---------------------------|---------------|-----------------|------------------------|-----------------|----------------|----------------|-----------------|
| Type                 | Manufacturer         | Number                    | Type of drive | Capacity (each) | Voltage                | Fuel oil        | Diesel oil     | Gasoline       |                 |
|                      |                      |                           |               | <i>Kw.</i>      |                        | <i>Barrels</i>  | <i>Barrels</i> | <i>Gallons</i> |                 |
| Dbl. <sup>1</sup>    | Falk <sup>2</sup>    | { 2<br>2                  | Turbo-<br>do  | 400<br>50       | 450 A. C.<br>120 D. C. | 3,293           | 167            |                | DD857... 51     |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD668... 52     |
| Sgl. <sup>3</sup>    | do. <sup>3</sup>     | 2                         | do            | 60              | 120 D. C.              | 2,635           |                |                | DD210... 53     |
| Dbl. <sup>1</sup>    | Westgh. <sup>4</sup> | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD546... 54     |
| do. <sup>1</sup>     | do. <sup>5</sup>     | { 2<br>2                  | do<br>do      | 400<br>50       | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD868... 55     |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 400<br>50       | 450 A. C.<br>120 D. C. | 3,293           | 167            |                | DD745... 56     |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD665... 57     |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 200<br>40       | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD484... 58     |
| do. <sup>1</sup>     | Westgh. <sup>4</sup> | { 2<br>2                  | do<br>do      | 400<br>50       | 450 A. C.<br>120 D. C. | 3,293           | 167            |                | DD761... 59     |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 400<br>50       | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD808... 60     |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD660... 61     |
| do. <sup>1</sup>     | F. B. <sup>3</sup>   | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD588... 62     |
| do. <sup>1</sup>     | Westgh. <sup>4</sup> | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD529... 63     |
| do                   | Falk                 | { 2<br>2                  | do<br>do      | 200<br>40       | 450 A. C.<br>120 D. C. | 2,912           | 199            |                | DD605... 64     |
| do. <sup>1</sup>     | do. <sup>5</sup>     | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD792... 65     |
| do. <sup>1</sup>     | do. <sup>5</sup>     | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD650... 66     |
| do. <sup>1</sup>     | do. <sup>5</sup>     | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD550... 67     |
| do. <sup>1</sup>     | F. B. <sup>3</sup>   | { 2<br>2                  | do<br>do      | 200<br>40       | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD493... 68     |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 132<br>40       | 450 A. C.<br>120 D. C. | 3,452           | 110            |                | DD370... 69     |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 200<br>40       | 450 A. C.<br>120 D. C. | 3,452           | 110            |                | DD372... 70     |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 400<br>50       | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD720... 71     |
| do. <sup>1</sup>     | Westgh. <sup>4</sup> | { 2<br>2                  | do<br>do      | 400<br>50       | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD835... 72     |
| do                   | Falk                 | { 2<br>2                  | do<br>do      | 200<br>40       | 450 A. C.<br>120 D. C. | 2,912           | 199            |                | DD601... 73     |
| do. <sup>1</sup>     | do. <sup>5</sup>     | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD581... 74     |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40       | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD667... 75     |

<sup>1</sup> Double reduction—locked train type.

<sup>3</sup> Parsons design.

<sup>2</sup> Falk design.

<sup>4</sup> Single reduction—2 pinion.

<sup>5</sup> De Laval design.

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## DESTROYERS (DD).

|    | 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   |
|----|----------------------------------|--|--|--------------------------------------|---|
| 51 | BRISTOL.....DD857                | Bethlehem Steel Co., San Pedro, Calif.     | 6,761,000                                      | July 19,1940                         | June 14,1943  |
| 52 | BRONSON, DD668<br>CLARENCE<br>K. | Federal S. B. & D. D. Co., Kearny, N. J.   | 5,700,000                                      | .....do.....                         | June 14,1942  |
| 53 | BROOME.....DD210                 | Wm. Cramp & Sons, Philadelphia, Pa.        | -----  | Oct. 6,1917                          | Dec. 19,1917  |
| 54 | BROWN.....DD546                  | Bethlehem Steel Co., San Pedro, Calif.     | 6,726,770                                      | July 19,1940                         | Sept. 9,1940  |
| 55 | BROWNSON.....DD868               | Bethlehem Steel Co., Staten Island, N. Y.  | 6,300,000                                      | .....do.....                         | June 14,1943  |
| 56 | BRUSH.....DD745                  | .....do.....                               | 6,197,060                                      | July 9,1942                          | Aug. 7,1942   |
| 57 | BRYANT.....DD665                 | Charleston Navy Yard, Charleston, S. C.    | 7,600,000                                      | Dec. 23,1941                         | Dec. 15,1941  |
| 58 | BUCHANAN.....DD484               | Federal S. B. & D. D. Co., Kearny, N. J.   | 5,329,000                                      | July 19,1940                         | Sept. 9,1940  |
| 59 | BUCK.....DD761                   | Bethlehem Steel Co., San Francisco, Calif. | 7,350,000                                      | July 9,1942                          | Aug. 7,1942   |
| 60 | BUCKLEY, DD808<br>DENNIS J.      | Bath Iron Works Corp., Bath, Maine.        | 5,100,000                                      | May 13,1942                          | .....do.....  |
| 61 | BULLARD.....DD660                | Federal S. B. & D. D. Co., Kearny, N. J.   | 6,015,800                                      | Dec. 23,1941                         | Dec. 15,1941  |
| 62 | BURNS.....DD588                  | Charleston Navy Yard, Charleston, S. C.    | -----  | July 19,1940                         | Sept. 9,1940  |
| 63 | BUSH.....DD529                   | Bethlehem Steel Co., San Francisco, Calif. | 7,584,000                                      | .....do.....                         | .....do.....  |
| 64 | CALDWELL.....DD605               | .....do.....                               | 5,977,000                                      | .....do.....                         | Dec. 16,1940  |
| 65 | CALLAGHAN.....DD792              | Bethlehem Steel Co., San Pedro, Calif.     | 6,015,770                                      | .....do.....                         | June 14,1942  |
| 66 | CAPERTON.....DD650               | Bath Iron Works Corp., Bath, Maine.        | 5,300,000                                      | Dec. 23,1941                         | Dec. 15,1941  |
| 67 | CAPPS.....DD550                  | Gulf Shipbuilding Corp., Chickasaw, Ala.   | 6,106,000 <sup>3</sup>                         | July 19,1940                         | Sept. 9,1940  |
| 68 | CARMICK.....DD493                | Seattle-Tacoma S. B. Corp., Seattle, Wash. | 7,751,000 <sup>3</sup>                         | .....do.....                         | Sept. 9,1940  |
| 69 | CASE.....DD370                   | Boston Navy Yard, Boston, Mass.            | -----  | June 16,1933                         | {June 22,1933 <sup>2</sup><br>{Nov. 1,1933 <sup>1</sup> |
| 70 | CASSIN.....DD372                 | Philadelphia Navy Yard, Philadelphia, Pa.  | -----  | .....do.....                         | {Aug. 3,1933 <sup>2</sup><br>{Nov. 1,1933 <sup>1</sup>  |
| 71 | CASTLE.....DD720                 | Federal S. B. & D. D. Co., Newark, N. J.   | 6,100,000                                      | July 9,1942                          | Aug. 7,1942   |
| 72 | CECIL, CHARLES DD835<br>P.       | Bath Iron Works Corp., Bath, Maine.        | 5,260,000                                      | July 19,1940                         | June 14,1943  |
| 73 | CHAMPLIN.....DD601               | Bethlehem Steel Co., Fore River, Mass.     | 5,133,500                                      | .....do.....                         | Dec. 16,1940  |
| 74 | CHARRETTE.....DD581              | Boston Navy Yard, Boston, Mass.            | 6,256,000                                      | .....do.....                         | Sept. 9,1940  |
| 75 | CHAUNCEY.....DD667               | Federal S. B. & D. D. Co., Kearny, N. J.   | 5,700,000                                      | .....do.....                         | June 14,1942  |

<sup>1</sup> Beginning of construction period.<sup>2</sup> Date assigned to yard.<sup>3</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

|  | Keel laid      | Ship launched | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                 |    |
|--|----------------|---------------|-----------------------------|--------------------------------|--------------------------|----------------------|----|
|  | May 5,1944     | Oct. 29,1944  | Feb. 18,1945                | Mar. 17,1945                   | Mar. 17,1945             | BRISTOL.....         | 51 |
|  | Dec. 9,1942    | Apr. 18,1943  | July 9,1943                 | June 10,1943                   | June 11,1943             | BRONSON, CLARENCE K. | 52 |
|  | Oct. 8,1918    | May 14,1919   | -----                       | Oct. 31,1919                   | Oct. 31,1919             | BROOME.....          | 53 |
|  | June 27,1942   | Feb. 21,1943  | Dec. 15,1943                | July 10,1943                   | July 10,1943             | BROWN.....           | 54 |
|  | Feb. 13,1945   | -----         | Oct. 27,1945                | -----                          | -----                    | BROWNSON.....        | 55 |
|  | July 30,1943   | Dec. 28,1943  | June 1,1944                 | Apr. 15,1944                   | Apr. 17,1944             | BRUSH.....           | 56 |
|  | Dec. 30,1942   | May 29,1943   | -----                       | -----                          | Dec. 4,1943              | BRYANT.....          | 57 |
|  | Feb. 11,1941   | Nov. 22,1941  | Aug. 9,1942                 | Mar. 20,1942                   | Mar. 21,1942             | BUCHANAN.....        | 58 |
|  | Feb. 1,1944    | Mar. 11,1945  | Dec. 1,1944                 | -----                          | -----                    | BUCK.....            | 59 |
|  | July 24,1944   | Dec. 20,1944  | Mar. 2,1945                 | Mar. 2,1945                    | Mar. 2,1945              | BUCKLEY, DENNIS J.   | 60 |
|  | Oct. 16,1942   | Feb. 28,1943  | Nov. 15,1943                | Apr. 8,1943                    | Apr. 9,1943              | BULLARD.....         | 61 |
|  | May 9,1942     | Aug. 8,1942   | Aug. 1,1943                 | -----                          | Apr. 3,1943              | BURNS.....           | 62 |
|  | Feb. 12,1942   | Oct. 27,1942  | Sept. 1,1943                | -----                          | May 10,1943              | BUSH.....            | 63 |
|  | Mar. 24,1941   | Jan. 15,1942  | Aug. 1,1942                 | June 10,1942                   | June 10,1942             | CALDWELL.....        | 64 |
|  | Feb. 21,1943   | Aug. 1,1943   | Jan. 31,1944                | Nov. 27,1943                   | Nov. 27,1943             | CALLAGHAN.....       | 65 |
|  | Jan. 11,1943   | May 22,1943   | Jan. 30,1944                | July 30,1943                   | July 30,1943             | CAPERTON.....        | 66 |
|  | June 12,1941   | May 31,1942   | July 9,1943                 | June 23,1943                   | June 23,1943             | CAPPS.....           | 67 |
|  | May 29,1941    | Mar. 8,1942   | Feb. 1,1943                 | Dec. 28,1942                   | Dec. 28,1942             | CARMICK.....         | 68 |
|  | }Sept. 19,1934 | Sept. 14,1935 | Feb. 1,1936                 | -----                          | Sept. 15,1936            | CASE.....            | 69 |
|  | }Oct. 1,1934   | Oct. 28,1935  | .....do.....                | -----                          | Aug. 21,1936             | CASSIN.....          | 70 |
|  | -----          | -----         | July 7,1945                 | -----                          | -----                    | CASTLE.....          | 71 |
|  | Dec. 2,1944    | Apr. 22,1945  | July 3,1945                 | -----                          | -----                    | CECIL, CHARLES P.    | 72 |
|  | Jan. 31,1942   | July 25,1942  | Dec. 31,1943                | Sept. 12,1942                  | Sept. 12,1942            | CHAMPLIN.....        | 73 |
|  | Feb. 20,1942   | June 3,1942   | -----                       | -----                          | May 18,1943              | CHARRETTE.....       | 74 |
|  | Nov. 14,1942   | Mar. 28,1943  | June 15,1943                | May 29,1943                    | May 31,1943              | CHAUNCEY.....        | 75 |

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## DESTROYERS (DD).

|     | Name and official number        | Length over all | Length on water line | Extreme beam   | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed  |
|-----|---------------------------------|-----------------|----------------------|----------------|-----------------------|------------------------|-------------------------|--------------|
|     |                                 | <i>Ft. In.</i>  | <i>Ft. In.</i>       | <i>Ft. In.</i> | <i>Tons</i>           | <i>Tons</i>            | <i>Tons</i>             | <i>Knots</i> |
| 76  | CHEVALIER.....DD805             | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 77  | CHEW.....DD106                  | 314 5           | 310 0                | 31 4           | 1,060                 | 1,600                  | 16                      | 31.3         |
| 78  | CLARK.....DD361                 | 381 1           | 372 0                | 37 0           | 1,805                 | 2,840                  | 25                      | 36.4         |
| 79  | CLAXTON.....DD571               | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 80  | COGHLAN.....DD606               | 347 9           | 341 0                | 36 1           | 1,620                 | 2,475                  | 22                      | 37.6         |
| 81  | COGSWELL.....DD651              | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 82  | COLAHAN.....DD658               | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 83  | COLE.....DD155                  | 314 5           | 310 0                | 31 4           | 1,090                 | 1,600                  | 16                      | 32.5         |
| 84  | COLHOUN <sup>2</sup> .....DD801 | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 85  | COLLETT.....DD730               | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 86  | COMPTON.....DD705               | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 87  | CONE.....DD866                  | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 88  | CONNER.....DD582                | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 89  | CONVERSE.....DD509              | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 90  | CONWAY.....DD507                | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 91  | CONY.....DD508                  | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 92  | CONYNGHAM.....DD371             | 341 4           | 334 0                | 35 5           | 1,500                 | 2,345                  | 21                      | 39.2         |
| 93  | COTTEN.....DD669                | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 94  | COWELL.....DD547                | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 95  | COWIE <sup>3</sup> .....DD632   | 348 3           | 341 0                | 36 1           | 1,630                 | 2,500                  | 22                      | 37.4         |
| 96  | CRAIG, JOHN R.....DD885         | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 97  | CRANE.....DD109                 | 314 5           | 310 0                | 31 4           | 1,060                 | 1,600                  | 16                      | 31.3         |
| 98  | CRAVEN.....DD382                | 340 10          | 334 0                | 35 10          | 1,500                 | 2,350                  | 21                      | 40.0         |
| 99  | CUMMINGS.....DD365              | 341 4           | 334 0                | 35 5           | 1,465                 | 2,345                  | 21                      | 39.2         |
| 100 | CUNNINGHAM, AL-FRED A. DD752    | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |

<sup>1</sup> As built.<sup>2</sup> DD801 stricken Apr. 28, 1945.<sup>3</sup> DD632 to be converted to DMS39.

## DESTROYERS (DD):

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |           | Armament <sup>2</sup> |                    |                      | Official number |
|--------------------|----------------|---|----------------------|-----------|-----------------------|--------------------|----------------------|-----------------|
|                    |                |   | Officers             | En-listed | Main                  | 40-mm AA mounts    | Torpedo tubes (deck) |                 |
| Tons               | <i>Ft. In.</i> | <i>Ft. In.</i>                          |                      |           |                       |                    |                      |                 |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325       | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad | } 2 21" quin         | DD805... 76     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 135       | 4 4", 50 cal. S. P.   | None               | 2 21" triple         | DD106... 77     |
| 2,149              | 13 9           | 17 9                                    | 16                   | 278       | 5 5", 38 cal. D. P.   | { 1 quad<br>2 twin | } 2 21" quad         | DD361... 78     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD571... 79     |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260       | 4 5", 38 cal. D. P.   | 2 twin             | 1 21" quin           | DD606... 80     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD651... 81     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD658... 82     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 149       | 6 3", 50 cal. D. P.   | None               | 2 21" triple         | DD155... 83     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD801... 84     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325       | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad | } 2 21" quin         | DD730... 85     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325       | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad | } 2 21" quin         | DD705... 86     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325       | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad | } 2 21" quin         | DD866... 87     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD582... 88     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD509... 89     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD507... 90     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD508... 91     |
| 1,729              | 13 2           | 17 2                                    | 16                   | 235       | 4 5", 38 cal. D. P.   | 2 quad             | 1 21" quad           | DD371... 92     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD669... 93     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309       | 5 5", 38 cal. D. P.   | 5 twin             | 2 21" quin           | DD547... 94     |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260       | 4 5", 38 cal. D. P.   | 2 twin             | 1 21" quin           | DD632... 95     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325       | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad | } 2 21" quin         | DD885... 96     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 135       | 2 4", 50 cal. S. P.   | None               | None                 | DD109... 97     |
| 1,767              | 13 3           | 17 3                                    | 16                   | 235       | 4 5", 38 cal. D. P.   | None               | 4 21" quad           | DD382... 98     |
| 1,729              | 13 2           | 17 2                                    | 16                   | 235       | 4 5", 38 cal. D. P.   | 2 quad             | 1 21" quad           | DD365... 99     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325       | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad | } 2 21" quin         | DD752... 100    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number              | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                     | Steam conditions for full power |                    |
|-----|---------------------------------------|----------------------|----------------------------------|------------------|---------|---------------------|---------------------------------|--------------------|
|     |                                       |                      |                                  |                  | Number  | Type                | Pressure                        | Temperature        |
| 76  | CHEVALIER...DD805                     | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....         | <i>p. s. i.</i> 565             | <i>Deg. F.</i> 850 |
| 77  | CHEW.....DD106                        | 2                    | do.....                          | 27,000           | 3       | Yar.....            | 265                             | Sat.               |
| 78  | CLARK.....DD361                       | 2                    | Beth. turb.....                  | 50,000           | 4       | B. & W.....         | 400                             | 648                |
| 79  | CLAXTON.....DD571                     | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850                |
| 80  | COGHLAN.....DD606                     | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....             | 575                             | 750                |
| 81  | COGSWELL.....DD651                    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850                |
| 82  | COLAHAN.....DD658                     | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850                |
| 83  | COLE.....DD155                        | 2                    | Parsons turb.....                | 26,000           | 3       | W. F.....           | 265                             | Sat.               |
| 84  | COLHOUN.....DD801                     | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....         | 565                             | 850                |
| 85  | COLLETT.....DD730                     | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850                |
| 86  | COMPTON.....DD705                     | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850                |
| 87  | CONE.....DD866                        | 2                    | do.....                          | 60,000           | 4       | F. W. & B. & W..... | 565                             | 850                |
| 88  | CONNER.....DD582                      | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....           | 565                             | 850                |
| 89  | CONVERSE.....DD509                    | 2                    | do.....                          | 60,000           | 4       | B. & W.....         | 565                             | 850                |
| 90  | CONWAY.....DD507                      | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....             | 565                             | 850                |
| 91  | CONY.....DD508                        | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850                |
| 92  | CONYNCHAM...DD371                     | 2                    | G. E. turb.....                  | 49,000           | 4       | B. & W. & F. W..... | 400                             | 700                |
| 93  | COTTEN.....DD669                      | 2                    | do.....                          | 60,000           | 4       | B. & W.....         | 565                             | 850                |
| 94  | COWELL.....DD547                      | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850                |
| 95  | COWIE.....DD632                       | 2                    | Bos. turb.....                   | 60,000           | 4       | do.....             | 580                             | 825                |
| 96  | { CRAIG, DD885 }<br>{ JOHN R. }       | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850                |
| 97  | CRANE.....DD109                       | 2                    | Curtis turb.....                 | 27,000           | 3       | Yar.....            | 265                             | Sat.               |
| 98  | CRAVEN.....DD382                      | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....             | 565                             | 700                |
| 99  | CUMMINGS.....DD365                    | 2                    | G. E. turb.....                  | 49,000           | 4       | B. & W. & F. W..... | 400                             | 700                |
| 100 | { CUNNINGHAM DD752 }<br>{ ALFRED A. } | 2                    | Westgn. turb.....                | 60,000           | 4       | F. W. & B. & W..... | 565                             | 850                |

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DESTROYERS (DD).

| Official number | Name  | Main reduction gears |                       | Ship's service generators |               |               |           | Fuel capacities |            |          |
|-----------------|-------|----------------------|-----------------------|---------------------------|---------------|---------------|-----------|-----------------|------------|----------|
|                 |       | Type                 | Manufacturer          | Number                    | Type of drive | Capacity each | Voltage   | Fuel oil        | Diesel oil | Gasoline |
|                 |       |                      |                       |                           |               |               |           |                 |            |          |
| 76              | DD805 | Dbl. <sup>1</sup>    | De Laval              | { 2                       | Turbo         | 400           | 450 A. C. | 4,647           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 50            | 120 D. C. |                 |            |          |
| 77              | DD106 | Sgl. <sup>5</sup>    | Falk                  | 2                         | do            | 60            | 120 D. C. | 2,590           |            |          |
| 78              | DD361 | do. <sup>5</sup>     | do                    | 2                         | do            | 200           | 450 A. C. | 4,297           | 128        |          |
| 79              | DD571 | Dbl. <sup>1</sup>    | do <sup>5</sup>       | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 80              | DD606 | S & D.               | do                    | { 2                       | do            | 200           | 450 A. C. | 2,912           | 199        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 81              | DD651 | Dbl. <sup>1</sup>    | do <sup>5</sup>       | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 82              | DD658 | do. <sup>1</sup>     | Westgh <sup>3</sup>   | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 83              | DD155 | Sgl. <sup>5</sup>    | De Laval <sup>3</sup> | 2                         | do            | 60            | 120 D. C. | 2,590           |            |          |
| 84              | DD801 | Dbl. <sup>1</sup>    | do                    | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 85              | DD730 | do. <sup>1</sup>     | do                    | { 2                       | do            | 400           | 450 A. C. | 3,293           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 50            | 120 D. C. |                 |            |          |
| 86              | DD705 | do. <sup>1</sup>     | do                    | { 2                       | do            | 400           | 450 A. C. | 3,293           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 50            | 120 D. C. |                 |            |          |
| 87              | DD866 | do. <sup>1</sup>     | Westgh <sup>3</sup>   | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 50            | 120 D. C. |                 |            |          |
| 88              | DD582 | do. <sup>1</sup>     | Falk <sup>3</sup>     | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 89              | DD509 | do. <sup>1</sup>     | do <sup>5</sup>       | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 90              | DD507 | do. <sup>1</sup>     | De Laval              | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 91              | DD508 | do. <sup>1</sup>     | do                    | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 92              | DD371 | do. <sup>1</sup>     | do                    | { 2                       | do            | 132           | 450 A. C. | 3,452           | 110        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 93              | DD669 | do. <sup>1</sup>     | do                    | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 94              | DD547 | do. <sup>1</sup>     | Westgh. <sup>4</sup>  | { 2                       | do            | 250           | 450 A. C. | 3,250           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 95              | DD632 | do. <sup>1</sup>     | Falk <sup>3</sup>     | { 2                       | do            | 200           | 450 D. C. | 2,928           | 177        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 96              | DD885 | do. <sup>1</sup>     | De Laval              | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 50            | 120 D. C. |                 |            |          |
| 97              | DD109 | Sgl. <sup>5</sup>    | Falk                  | 2                         | do            | 60            | 120 D. C. | 2,590           |            |          |
| 98              | DD382 | do. <sup>5</sup>     | do                    | { 2                       | do            | 132           | 450 A. C. | 3,416           | 210        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 99              | DD365 | Dbl. <sup>1</sup>    | De Laval              | { 2                       | do            | 132           | 450 A. C. | 3,600           | 110        |          |
|                 |       |                      |                       | { 2                       | do            | 40            | 120 D. C. |                 |            |          |
| 100             | DD752 | do. <sup>1</sup>     | Westgh <sup>3</sup>   | { 2                       | do            | 400           | 450 A. C. | 3,293           | 167        |          |
|                 |       |                      |                       | { 2                       | do            | 50            | 120 D. C. |                 |            |          |

<sup>1</sup> Double reduction—Locked train type.  
<sup>3</sup> Parsons design.  
<sup>4</sup> Falk design.  
<sup>5</sup> Single reduction—2 pinion  
<sup>5</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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  |
|-----|--------------------------------|---|--|--------------------------------------|--|
| 76  | CHEVALIER.....DD805            | Bath Iron Works Corp., Bath, Maine.                   | 5,100,000                                      | May 13, 1942                         | Aug. 7, 1942   |
| 77  | CHEW.....DD106                 | Union Iron Works, San Francisco, Calif.               | -----  | Mar. 4, 1917                         | May 4, 1917  |
| 78  | CLARK.....DD361                | Bethlehem Steel Co., Quincy, Mass.                    | 3,783,500                                      | July 11, 1919                        | Aug. 3, 1933   |
| 79  | CLAXTON.....DD571              | Consolidated Steel Corp., Orange, Tex.                | 7,315,000 <sup>4</sup>                         | July 19, 1940                        | Sept. 9, 1940  |
| 80  | COGHLAN.....DD606              | Bethlehem Steel Co., San Francisco, Calif.            | 5,977,000                                      | .....do.....                         | Dec. 16, 1940  |
| 81  | COGSWELL.....DD651             | Bath Iron Works Corp., Bath, Maine.                   | 5,300,000                                      | Dec. 23, 1941                        | Dec. 15, 1941  |
| 82  | COLAHAN.....DD658              | Bethlehem Steel Co., Staten Island, N. Y.             | 5,842,400                                      | .....do.....                         | .....do.....   |
| 83  | COLE.....DD155                 | Wm. Cramp & Sons, Philadelphia, Pa.                   | -----  | Mar. 4, 1917                         | Sept. 8, 1917  |
| 84  | COLHOUN.....DD801              | Todd-Pacific S. B. Corp., <sup>3</sup> Seattle, Wash. | 6,800,000                                      | Mar. 27, 1934                        | Aug. 4, 1942   |
| 85  | COLLETT.....DD730              | Bath Iron Works Corp., Bath, Maine.                   | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 86  | COMPTON.....DD705              | Federal S. B. & D. D. Co., Kearny, N. J.              | 6,250,000                                      | .....do.....                         | .....do.....   |
| 87  | CONE.....DD866                 | Bethlehem Steel Co., Staten Island, N. Y.             | 6,300,000                                      | July 19, 1940                        | June 14, 1943  |
| 88  | CONNER.....DD582               | Boston Navy Yard, Boston, Mass.                       | 6,256,000                                      | .....do.....                         | Sept. 9, 1940  |
| 89  | CONVERSE.....DD509             | Bath Iron Works Corp., Bath, Maine.                   | 5,500,000                                      | .....do.....                         | .....do.....   |
| 90  | CONWAY.....DD507               | .....do.....  | 5,500,000                                      | .....do.....                         | .....do.....   |
| 91  | CONY.....DD508                 | .....do.....  | 5,500,000                                      | .....do.....                         | .....do.....   |
| 92  | CONYNGHAM.....DD371            | {Boston Navy Yard, Boston, Mass.}                     | -----  | June 16, 1933                        | {June 22, 1933 <sup>1</sup><br>Nov. 1, 1933 <sup>2</sup> } |
| 93  | COTTEN.....DD669               | Federal S. B. & D. D. Co., Kearny, N. J.              | 5,700,000                                      | July 19, 1940                        | June 14, 1942  |
| 94  | COWELL.....DD547               | Bethlehem Steel Co., San Pedro, Calif.                | 6,726,770                                      | .....do.....                         | Sept. 9, 1940  |
| 95  | COWIE.....DD632                | Boston Navy Yard, Boston, Mass.                       | 5,300,000                                      | .....do.....                         | Dec. 16, 1940  |
| 96  | CRAIG, JOHN R. DD885           | Consolidated Steel Corp., Orange, Tex.                | 6,313,000 <sup>4</sup>                         | .....do.....                         | June 14, 1943  |
| 97  | CRANE.....DD109                | Union Iron Works, San Francisco, Calif.               | -----  | Mar. 4, 1917                         | May 14, 1917   |
| 98  | CRAVEN.....DD382               | Bethlehem S. B. Corp., Fore River, Mass.              | 3,784,000                                      | Mar. 25, 1934                        | Oct. 2, 1934   |
| 99  | CUMMINGS.....DD365             | United Dry Dock & S. B. Co., New York, N. Y.          | 3,400,000                                      | June 16, 1933                        | Aug. 30, 1933  |
| 100 | CUNNINGHAM, DD752<br>ALFRED A. | Bethlehem Steel Co., Staten Island, N. Y.             | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942   |

<sup>1</sup> Date assigned yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                   |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|------------------------|-----|
| June 12, 1944  | Oct. 29, 1944  | -----                       | Jan. 9, 1945                   | Jan. 9, 1945             | CHEVALIER.....         | 67  |
| Jan. 2, 1918   | May 26, 1918   | -----                       | Dec. 12, 1918                  | Dec. 12, 1918            | CHEW.....              | 77  |
| Jan. 2, 1934   | Oct. 15, 1935  | Feb. 3, 1936                | May 20, 1936                   | May 20, 1936             | CLARK.....             | 78  |
| June 25, 1941  | Apr. 1, 1942   | Oct. 9, 1943                | Dec. 8, 1942                   | Dec. 8, 1942             | CLAXTON.....           | 79  |
| Mar. 28, 1941  | Feb. 12, 1942  | Sept. 1, 1942               | July 10, 1942                  | July 10, 1942            | COGHLAN.....           | 80  |
| Feb. 1, 1943   | June 5, 1943   | Feb. 27, 1944               | Aug. 17, 1943                  | Aug. 17, 1943            | COGSWELL.....          | 81  |
| Oct. 24, 1942  | May 3, 1943    | Mar. 15, 1944               | Aug. 21, 1943                  | Aug. 23, 1943            | COLAHAN.....           | 82  |
| June 25, 1918  | Jan. 11, 1919  | -----                       | June 19, 1919                  | June 19, 1919            | COLE.....              | 83  |
| Aug. 3, 1943   | -----          | May 25, 1944                | July 8, 1944                   | July 8, 1944             | COLHOUN.....           | 84  |
| Oct. 11, 1943  | Mar. 5, 1944   | -----                       | May 16, 1944                   | May 16, 1944             | COLLETT.....           | 85  |
| Mar. 28, 1944  | Sept. 17, 1944 | Oct. 21, 1944               | Nov. 3, 1944                   | Nov. 4, 1944             | COMPTON.....           | 86  |
| Nov. 30, 1944  | May 10, 1945   | June 9, 1945                | -----                          | -----                    | CONE.....              | 87  |
| Apr. 16, 1942  | Sept. 9, 1942  | -----                       | -----                          | June 8, 1943             | CONNER.....            | 88  |
| Feb. 23, 1942  | Aug. 30, 1942  | Oct. 1, 1943                | Nov. 20, 1942                  | Nov. 20, 1942            | CONVERSE.....          | 89  |
| Nov. 5, 1941   | Aug. 16, 1942  | Mar. 1, 1943                | Oct. 9, 1942                   | Oct. 9, 1942             | CONWAY.....            | 90  |
| Dec. 24, 1941  | Aug. 30, 1942  | Apr. 1, 1943                | Oct. 30, 1942                  | Oct. 30, 1942            | CONY.....              | 91  |
| Sept. 19, 1934 | Sept. 14, 1935 | May 1, 1936                 | -----                          | Nov. 4, 1936             | CONYNGHAM.....         | 92  |
| Feb. 8, 1943   | June 12, 1943  | Sept. 7, 1943               | July 23, 1943                  | July 24, 1943            | COTTEN.....            | 93  |
| Sept. 7, 1942  | Mar. 18, 1943  | Jan. 15, 1944               | Aug. 23, 1943                  | Aug. 23, 1943            | COWELL.....            | 94  |
| Mar. 18, 1941  | Sept. 27, 1941 | -----                       | -----                          | June 1, 1942             | COWIE.....             | 95  |
| Nov. 17, 1944  | -----          | July 1, 1945                | -----                          | -----                    | CRAIG, JOHN R.....     | 96  |
| Jan. 7, 1918   | July 4, 1918   | -----                       | Apr. 18, 1919                  | Apr. 18, 1919            | CRANE.....             | 97  |
| June 3, 1935   | Feb. 25, 1937  | June 2, 1937                | Sept. 2, 1937                  | Sept. 2, 1937            | CRAVEN.....            | 98  |
| June 26, 1934  | Dec. 11, 1935  | Dec. 30, 1935               | Nov. 24, 1936                  | Nov. 25, 1936            | CUMMINGS.....          | 99  |
| Feb. 23, 1944  | Aug. 3, 1944   | Jan. 1, 1945                | Nov. 22, 1944                  | Nov. 23, 1944            | CUNNINGHAM, AL-FRED A. | 100 |

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## DESTROYERS (DD).

|     | Name and official number                 | Length over all | Length on water line | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|--|-----------------|----------------------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |  |                 |                      |              |                       |                        |                         |             |
| 101 | CUSHING.....DD797                        | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 102 | DALE.....DD353                           | 341 3           | 334 0                | 34 3         | 1,395                 | 2,255                  | 21                      | 37.0        |
| 103 | {DALLAS, DD199<br>ALEXANDER <sup>2</sup> | 314 5           | 310 0                | 31 8         | 1,190                 | 1,730                  | 16                      | 30.9        |
| 104 | DALY.....DD519                           | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 105 | DASHIELL.....DD659                       | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 106 | DAVIS.....DD395                          | 390 11          | 372 0                | 36 11        | 1,850                 | 2,870                  | 25                      | 37.5        |
| 107 | DAVISON.....DD618                        | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 108 | DECATUR.....DD341                        | 314 5           | 310 0                | 31 8         | 1,190                 | 1,730                  | 16                      | 32.5        |
| 109 | DEHAVEN.....DD727                        | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 110 | DEWEY.....DD349                          | 341 3           | 334 0                | 34 3         | 1,345                 | 2,255                  | 21                      | 37.0        |
| 111 | {DICKSON, DD708<br>HARLAN R.             | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 112 | DORAN <sup>3</sup> .....DD634            | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 113 | DORTCH.....DD670                         | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 114 | DOWNES.....DD375                         | 341 4           | 334 0                | 35 5         | 1,500                 | 2,345                  | 21                      | 39.2        |
| 115 | DOYLE <sup>3</sup> .....DD494            | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 116 | DRAYTON.....DD366                        | 341 4           | 334 0                | 35 5         | 1,480                 | 2,345                  | 21                      | 39.2        |
| 117 | DREXLER.....DD741                        | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 118 | DUNCAN.....DD874                         | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 119 | DUNLAP.....DD384                         | 341 4           | 334 0                | 35 5         | 1,490                 | 2,345                  | 21                      | 35.9        |
| 120 | DYESS.....DD880                          | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 121 | DYSON.....DD572                          | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 122 | EARLE <sup>3</sup> .....DD635            | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 123 | EATON.....DD510                          | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 124 | EBERLE.....DD430                         | 348 4           | 341 0                | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |
| 125 | EDISON.....DD439                         | 348 4           | 341 0                | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |

<sup>1</sup> As built.<sup>2</sup> DD199 formerly DALLAS.<sup>3</sup> DD618, DD634, DD494, and DD635 are to be converted to DMS37, DMS41, DMS34, and DMS42, respectively.

## DESTROYERS (DD).

| Trial displacement   | Limiting draft         | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup>   |                         |                      | Official number |
|----------------------|------------------------|---|----------------------|----------|-------------------------|-------------------------|----------------------|-----------------|
|                      |                        |   | Officers             | Enlisted | Main                    | 40 mm AA mounts         | Torpedo tubes (deck) |                 |
| <i>Tons</i><br>2,800 | <i>Ft. In.</i><br>13 9 | <i>Ft. In.</i><br>17 9                  | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...        | DD797... 101    |
| 1,594                | 12 4                   | 16 4                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad...        | DD353... 102    |
| 1,600                | 12 1                   | 14 1                                    | 11                   | 149      | 6 3", 50 cal. D. P..... | None.....               | 2 21" triple...      | DD199... 103    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...        | DD519... 104    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...        | DD659... 105    |
| 2,190                | 13 10                  | 17 10                                   | 16                   | 278      | 5 5", 38 cal. D. P..... | 3 twin.....             | 2 21" quad...        | DD395... 106    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...        | DD618... 107    |
| 1,600                | 12 1                   | 14 1                                    | 11                   | 146      | 6 3", 50 cal. D. P..... | None.....               | 2 21" triple...      | DD341... 108    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...        | DD727... 109    |
| 1,594                | 12 4                   | 16 4                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad...        | DD349... 110    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...        | DD708... 111    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...        | DD634... 112    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...        | DD670... 113    |
| 1,729                | 13 2                   | 17 2                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad...        | DD375... 114    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...        | DD494... 115    |
| 1,729                | 13 2                   | 17 2                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 quad.....             | 1 21" quad...        | DD366... 116    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...        | DD741... 117    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...        | DD874... 118    |
| 2,170                | 13 2                   | 17 2                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 quad.....             | 1 21" quad...        | DD384... 119    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...        | DD880... 120    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quad...        | DD572... 121    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...        | DD635... 122    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...        | DD510... 123    |
| 2,081                | 13 6                   | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quin...        | DD430... 124    |
| 2,081                | 13 6                   | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quin...        | DD439... 125    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number      | Number of propellers | Manufacturer and type of engines | Shaft horse-power | Boilers |                     | Steam conditions for full power |                    |
|-----|-------------------------------|----------------------|----------------------------------|-------------------|---------|---------------------|---------------------------------|--------------------|
|     |                               |                      |                                  |                   | Number  | Type                | Pressure                        | Temperature        |
| 101 | CUSHING.....DD797             | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....         | <i>p. s. i.</i> 565             | <i>Deg. F.</i> 850 |
| 102 | DALE.....DD353                | 2                    | Beth. turb.....                  | 42,800            | 4       | Yar.....            | 400                             | 648                |
| 103 | {DALLAS, DD199<br>ALEXANDER}  | 2                    | Westgh. turb.....                | 26,000            | 3       | W. F.....           | 265                             | Sat.               |
| 104 | DALY.....DD519                | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....         | 565                             | 850                |
| 105 | DASHIELL.....DD659            | 2                    | do.....                          | 60,000            | 4       | do.....             | 565                             | 850                |
| 106 | DAVIS.....DD395               | 2                    | do.....                          | 52,000            | 4       | do.....             | 565                             | 730                |
| 107 | DAVISON.....DD618             | 2                    | Westgh. turb.....                | 50,000            | 4       | do.....             | 580                             | 825                |
| 108 | DECATUR.....DD341             | 2                    | Parsons turb.....                | 26,000            | 4       | Nor.....            | 260                             | Sat.               |
| 109 | DEHAVEN.....DD727             | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....         | 565                             | 850                |
| 110 | DEWEY.....DD349               | 2                    | Beth. turb.....                  | 42,800            | 2       | Yar.....            | 400 <sup>8</sup>                | 648                |
| 111 | {DICKSON, DD708<br>HARLAN R.} | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....         | 565                             | 850                |
| 112 | DORAN.....DD634               | 2                    | Bos. turb.....                   | 50,000            | 4       | do.....             | 580                             | 825                |
| 113 | DORTCH.....DD670              | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....             | 565                             | 850                |
| 114 | DOWNES.....DD375              | 2                    | do.....                          | 49,000            | 4       | B. & W. & F. W..... | 400                             | 700                |
| 115 | DOYLE.....DD494               | 2                    | A. C. turb.....                  | 50,000            | 4       | B. & W.....         | 580                             | 825                |
| 116 | DRAYTON.....DD366             | 2                    | G. E. turb.....                  | 49,000            | 4       | B. & W. & F. W..... | 400                             | 700                |
| 117 | DREXLER.....DD741             | 2                    | do.....                          | 60,000            | 4       | B. & W.....         | 565                             | 850                |
| 118 | DUNCAN.....DD874              | 2                    | do.....                          | 60,000            | 4       | do.....             | 565                             | 850                |
| 119 | DUNLAP.....DD384              | 2                    | do.....                          | 49,000            | 4       | B. & W. & F. W..... | 400                             | 700                |
| 120 | DYESS.....DD880               | 2                    | Westgh. turb.....                | 60,000            | 4       | B. & W.....         | 565                             | 850                |
| 121 | DYSON.....DD572               | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....             | 565                             | 850                |
| 122 | EARLE.....DD635               | 2                    | Bos. turb.....                   | 50,000            | 4       | do.....             | 580                             | 825                |
| 123 | EATON.....DD510               | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....             | 565                             | 850                |
| 124 | EBERLE.....DD430              | 2                    | do.....                          | 50,000            | 4       | do.....             | 580                             | 825                |
| 125 | EDISON.....DD439              | 2                    | Westgh. turb.....                | 50,000            | 4       | do.....             | 580                             | 825                |

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DESTROYERS (DD).

| Main reduction gears |                      | Ship's service generators |                  |                      |                                     | Fuel capacities |            |          | Official number |
|----------------------|----------------------|---------------------------|------------------|----------------------|-------------------------------------|-----------------|------------|----------|-----------------|
| Type                 | Manufacturer         | Number                    | Type of drive    | Capacity each        | Voltage                             | Fuel oil        | Diesel oil | Gasoline |                 |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | Turbo<br>do      | <i>Kw.</i> 250<br>40 | 450 A. C.<br>120 D. C.              | 3,250           | 167        |          | DD797... 101    |
| Sgl. <sup>5</sup>    | G. E. <sup>4</sup>   | { 2<br>2                  | { do<br>do<br>do | 132<br>45<br>30      | 230 A. C.<br>120 A. C.<br>120 D. C. | 4,000           |            |          | DD353... 102    |
| do. <sup>5</sup>     | Westgh.              | 2                         | do               | 60                   | 120 D. C.                           | 3,030           |            |          | DD199... 103    |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do<br>do         | 250<br>40            | 450 A. C.<br>120 D. C.              | 3,250           | 167        |          | DD519... 104    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do         | 250<br>40            | 450 A. C.<br>120 D. C.              | 3,250           | 167        |          | DD659... 105    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do         | 200<br>50            | 450 A. C.<br>120 D. C.              | 4,082           | 128        |          | DD395... 106    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 2,928           | 177        |          | DD618... 107    |
| Sgl. <sup>5</sup>    | Parsons              | 2                         | do               | 60                   | 120 D. C.                           | 2,730           |            |          | DD341... 108    |
| Dbl. <sup>1</sup>    | Falk <sup>4</sup>    | { 2<br>2                  | do<br>do         | 400<br>50            | 450 A. C.<br>120 D. C.              | 3,293           | 167        |          | DD727... 109    |
| Sgl. <sup>5</sup>    | do                   | { 2<br>2                  | { do<br>do<br>do | 132<br>45<br>30      | 230 A. C.<br>120 A. C.<br>120 D. C. | 4,061           |            |          | DD349... 110    |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do<br>do         | 400<br>50            | 450 A. C.<br>120 D. C.              | 3,293           | 167        |          | DD708... 111    |
| do. <sup>1</sup>     | Falk <sup>4</sup>    | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 2,928           | 177        |          | DD634... 112    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do         | 250<br>40            | 450 A. C.<br>120 D. C.              | 3,250           | 167        |          | DD670... 113    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 3,452           | 110        |          | DD375... 114    |
| do. <sup>1</sup>     | F. B. <sup>6</sup>   | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 2,928           | 177        |          | DD494... 115    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do         | 132<br>40            | 450 A. C.<br>120 D. C.              | 3,600           | 110        |          | DD366... 116    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do         | 400<br>50            | 450 A. C.<br>120 D. C.              | 3,293           | 167        |          | DD741... 117    |
| do. <sup>1</sup>     | Falk <sup>4</sup>    | { 2<br>2                  | do<br>do         | 400<br>50            | 450 A. C.<br>120 D. C.              | 4,647           | 167        |          | DD874... 118    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do         | 132<br>40            | 450 A. C.<br>120 D. C.              | 3,452           | 110        |          | DD384... 119    |
| do. <sup>1</sup>     | Falk <sup>4</sup>    | { 2<br>2                  | do<br>do         | 400<br>50            | 450 A. C.<br>120 D. C.              | 4,647           | 167        |          | DD880... 120    |
| do. <sup>1</sup>     | do. <sup>8</sup>     | { 2<br>2                  | do<br>do         | 250<br>40            | 450 A. C.<br>120 D. C.              | 3,250           | 167        |          | DD572... 121    |
| do. <sup>1</sup>     | do. <sup>8</sup>     | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 2,928           | 177        |          | DD635... 122    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do         | 250<br>40            | 450 A. C.<br>120 D. C.              | 3,250           | 167        |          | DD510... 123    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 2,928           | 177        |          | DD430... 124    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do         | 200<br>40            | 450 A. C.<br>120 D. C.              | 2,928           | 177        |          | DD439... 125    |

<sup>1</sup> Double reduction locked train type. <sup>4</sup> Falk design. <sup>5</sup> Single reduction—2 pinion.  
<sup>8</sup> De Laval design. <sup>6</sup> 2 6-wire generators each delivering 132 kw. and 45 kw.

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## DESTROYERS (DD).

|     | 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   |
|-----|---------------------------|--|--|--------------------------------------|---|
| 101 | CUSHING..... DD797        | Bethlehem Steel Co., Staten Island, N. Y.                              | 5,830,400                                      | July 19, 1940                        | June 14, 1942   |
| 102 | DALE..... DD353           | <del>Puget Sound</del> <sup>NEW YORK</sup> Navy Yard, Bremerton, Wash. | -----  | July 11, 1919 <sup>3</sup>           | {Sept. 23, 1932 <sup>1</sup><br>Oct. 1, 1932 <sup>2</sup> |
| 103 | DALLAS, ALEX-ANDER. DD199 | Newport News S. B. & D. D. Co., Newport News, Va.                      | -----  | Oct. 6, 1917                         | Feb. 14, 1918   |
| 104 | DALY..... DD519           | Bethlehem Steel Co., Staten Island, N. Y.                              | 5,888,920                                      | July 19, 1940                        | Sept. 9, 1940   |
| 105 | DASHIELL..... DD659       | Federal S. B. & D. D. Co., Kearny, N. J.                               | 6,015,800                                      | Dec. 23, 1941                        | Dec. 15, 1941   |
| 106 | DAVIS..... DD395          | Bath Iron Works Corp., Bath, Maine.                                    | 3,882,500                                      | Mar. 27, 1934                        | Sept. 19, 1935  |
| 107 | DAVISON..... DD618        | Federal S. B. & D. D. Co., Kearny, N. J.                               | 5,279,000                                      | July 19, 1940                        | Dec. 16, 1940   |
| 108 | DECATUR..... DD341        | Mare Island Navy Yard, Mare Island, Calif.                             | -----  | Oct. 6, 1917                         | Jan. 22, 1918   |
| 109 | DEHAVEN..... DD727        | Bath Iron Works Corp., Bath, Maine.                                    | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 110 | DEWEY..... DD349          | -----do-----   | 2,626,000                                      | July 11, 1919 <sup>3</sup>           | Dec. 11, 1931   |
| 111 | DICKSON, HARLAN R. DD708  | Federal S. B. & D. D. Co., Kearny, N. J.                               | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 112 | DORAN..... DD634          | Boston Navy Yard, Boston, Mass.  | 5,300,000                                      | July 19, 1940                        | Dec. 16, 1940   |
| 113 | DORTCH..... DD670         | Federal S. B. & D. D. Co., Kearny, N. J.                               | 5,700,000                                      | -----do-----                         | June 14, 1942   |
| 114 | DOWNES..... DD375         | Norfolk Navy Yard, Norfolk, Va.  | -----  | June 16, 1943                        | {Aug. 3, 1933 <sup>1</sup><br>Nov. 1, 1933 <sup>2</sup>   |
| 115 | DOYLE..... DD494          | Seattle-Tacoma S. B. Corp., Seattle, Wash.                             | 4 7,751,000                                    | July 19, 1940                        | Sept. 9, 1940   |
| 116 | DRAYTON..... DD366        | Bath Iron Works Corp., Bath, Maine.                                    | 3,276,500                                      | June 16, 1933                        | Aug. 3, 1933  |
| 117 | DREXLER..... DD741        | -----do-----   | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 118 | DUNCAN..... DD874         | Consolidated Steel Corp., Orange, Tex.                                 | 4 6,313,000                                    | July 19, 1940                        | June 14, 1943   |
| 119 | DUNLAP..... DD384         | United Shipyards, Inc., New York, N. Y.                                | 3,430,000                                      | Mar. 27, 1934                        | Oct. 9, 1934  |
| 120 | DYESS..... DD880          | Consolidated Steel Corp., Orange, Tex.                                 | 4 6,313,000                                    | July 19, 1940                        | June 14, 1943   |
| 121 | DYSON..... DD572          | -----do-----   | 4 7,315,000                                    | -----do-----                         | Sept. 9, 1940   |
| 122 | EARLE..... DD635          | Boston Navy Yard, Boston, Mass.  | 5,300,000                                      | -----do-----                         | Dec. 16, 1940   |
| 123 | EATON..... DD510          | Bath Iron Works Corp., Bath, Maine.                                    | 5,500,000                                      | -----do-----                         | Sept. 9, 1940   |
| 124 | EBERLE..... DD430         | -----do-----   | 5,067,000                                      | Mar. 27, 1934                        | Aug. 15, 1938   |
| 125 | EDISON..... DD439         | Federal S. B. & D. D. Co., Kearny, N. J.                               | 4,895,000                                      | May 17, 1938                         | June 15, 1939   |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Together with acts of Aug. 29, 1916, and July 1, 1918.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

|  | Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                   |     |
|--|----------------|----------------|-----------------------------|--------------------------------|--------------------------|------------------------|-----|
|  | May 3, 1943    | Sept. 30, 1943 | Mar. 1, 1944                | Jan. 15, 1944                  | Jan. 17, 1944            | CUSHING.....           | 101 |
|  | Feb. 10, 1934  | Jan. 23, 1935  | Jan. 1, 1935                | -----                          | June 17, 1935            | DALE.....              | 102 |
|  | Nov. 25, 1918  | May 31, 1919   | -----                       | Aug. 30, 1920                  | Oct. 29, 1920            | DALLAS, ALEXANDER..... | 103 |
|  | Apr. 29, 1942  | Oct. 24, 1942  | Dec. 31, 1943               | Mar. 9, 1943                   | Mar. 10, 1943            | DALY.....              | 104 |
|  | Oct. 1, 1942   | Feb. 6, 1943   | Oct. 15, 1943               | Mar. 19, 1943                  | Mar. 20, 1943            | DASHIELL.....          | 105 |
|  | July 28, 1936  | July 30, 1938  | Mar. 19, 1938               | Nov. 9, 1938                   | Nov. 9, 1938             | DAVIS.....             | 106 |
|  | Feb. 26, 1942  | July 19, 1942  | Dec. 31, 1943               | Sept. 10, 1942                 | Sept. 11, 1942           | DAVISON.....           | 107 |
|  | Sept. 15, 1920 | Oct. 29, 1921  | -----                       | -----                          | Aug. 9, 1922             | DECATUR.....           | 108 |
|  | Aug. 9, 1943   | Jan. 9, 1944   | Mar. 31, 1944               | Mar. 31, 1944                  | Mar. 31, 1944            | DEHAVEN.....           | 109 |
|  | Dec. 16, 1932  | July 28, 1934  | June 11, 1934               | Oct. 3, 1934                   | Oct. 4, 1934             | DEWEY.....             | 110 |
|  | May 23, 1944   | Dec. 17, 1944  | Dec. 8, 1944                | Feb. 16, 1945                  | Feb. 17, 1945            | DICKSON, HARLAN R..... | 111 |
|  | June 14, 1941  | Dec. 10, 1941  | Dec. 1, 1942                | -----                          | Aug. 4, 1942             | DORAN.....             | 112 |
|  | Mar. 2, 1943   | June 20, 1943  | Sept. 15, 1943              | Aug. 6, 1943                   | Aug. 7, 1943             | DORTCH.....            | 113 |
|  | Aug. 15, 1934  | Apr. 22, 1936  | May 1, 1936                 | -----                          | Jan. 15, 1937            | DOWNES.....            | 114 |
|  | May 26, 1941   | Mar. 17, 1942  | Feb. 15, 1943               | Jan. 27, 1943                  | Jan. 27, 1943            | DOYLE.....             | 115 |
|  | Mar. 20, 1934  | Mar. 26, 1936  | Feb. 15, 1936               | Sept. 1, 1936                  | Sept. 1, 1936            | DRAYTON.....           | 116 |
|  | Apr. 24, 1944  | Sept. 3, 1944  | Nov. 14, 1944               | Nov. 14, 1944                  | Nov. 14, 1944            | DREXLER.....           | 117 |
|  | May 22, 1944   | Oct. 27, 1944  | Jan. 15, 1945               | Feb. 25, 1945                  | Feb. 25, 1945            | DUNCAN.....            | 118 |
|  | Apr. 10, 1935  | Apr. 18, 1936  | Feb. 14, 1937               | June 8, 1937                   | June 12, 1937            | DUNLAP.....            | 119 |
|  | Aug. 17, 1944  | Jan. 26, 1945  | Apr. 15, 1945               | May 18, 1945                   | May 21, 1945             | DYESS.....             | 120 |
|  | June 25, 1941  | Apr. 15, 1942  | Nov. 24, 1943               | Dec. 30, 1942                  | Dec. 30, 1942            | DYSON.....             | 121 |
|  | June 14, 1941  | Dec. 10, 1941  | Jan. 1, 1943                | -----                          | Sept. 1, 1942            | EARLE.....             | 122 |
|  | Mar. 17, 1942  | Sept. 20, 1942 | Nov. 1, 1942                | Dec. 4, 1942                   | Dec. 4, 1942             | EATON.....             | 123 |
|  | Apr. 12, 1939  | Sept. 14, 1940 | Feb. 15, 1941               | Dec. 4, 1940                   | Dec. 4, 1940             | EBERLE.....            | 124 |
|  | Mar. 18, 1940  | Nov. 23, 1940  | June 15, 1941               | Jan. 30, 1941                  | Jan. 31, 1941            | EDISON.....            | 125 |

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DESTROYERS (DD).

| Name and official number             | Length over all | Length on water line | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|--------------------------------------|-----------------|----------------------|--------------|-----------------------|------------------------|-------------------------|-------------|
|                                      |                 |                      |              |                       |                        |                         |             |
| 126 EDWARDS.....DD619                | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 127 EDWARDS, HEY-WOOD L. DD663       | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 128 EDWARDS, JOHN D. DD216           | 314 5           | 310 0                | 31 8         | 1,190                 | 1,730                  | 16                      | 32.5        |
| 129 ELLET.....DD398                  | 340 9           | 334 0                | 35 6         | 1,500                 | 2,350                  | 21                      | 40.7        |
| 130 ELLIS.....DD154                  | 314 5           | 310 0                | 31 4         | 1,090                 | 1,600                  | 16                      | 32.5        |
| 131 ELLISON, HAROLD J. DD864         | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 132 ENDICOTT <sup>2</sup> .....DD495 | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 133 ENGLISH.....DD696                | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 134 ERBEN.....DD631                  | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 135 ERICSSON.....DD440               | 348 4           | 341 0                | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |
| 136 EVANS.....DD552                  | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 137 EVANS, FRANK E. DD751            | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 138 FANNING.....DD385                | 341 4           | 334 0                | 35 5         | 1,490                 | 2,345                  | 21                      | 35.9        |
| 139 FARENHOLT.....DD491              | 347 9           | 341 0                | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 140 FARRAGUT.....DD348               | 341 3           | 334 0                | 34 3         | 1,365                 | 2,255                  | 21                      | 37.0        |
| 141 FLETCHER.....DD445               | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 142 FLUSSER.....DD368                | 341 4           | 334 0                | 35 5         | 1,480                 | 2,345                  | 21                      | 39.2        |
| 143 FOOTE.....DD511                  | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 144 FORD, JOHN D. DD228              | 314 5           | 310 0                | 31 8         | 1,190                 | 1,730                  | 16                      | 32.5        |
| 145 FOX, DOUGLAS H. DD779            | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 146 FOX, MYLES C. DD829              | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 147 FRANKFORD.....DD497              | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 148 FRANKS.....DD554                 | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 149 FRAZIER.....DD607                | 347 9           | 341 0                | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 150 FULLAM.....DD474                 | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |

<sup>1</sup> As built.  
<sup>2</sup> DD495 to be converted to DMS 35.

DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup> |                  |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-----------------------|------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                  | 40 mm AA mounts  | Torpedo tubes (deck) |                 |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin           | 1 21" quin           | DD619... 126    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD663... 127    |
| 1,600              | 12 1           | 14 1                                    | 11                   | 138      | 4 4", 50 cal. S. P.   | None             | 2 21" trip           | DD216... 128    |
| 1,766              | 13 3           | 17 3                                    | 16                   | 235      | 4 5", 38 cal. D. P.   | 2 twin           | 2 21" quad           | DD398... 129    |
| 1,600              | 11 4           | 13 4                                    | 11                   | 149      | 6 3", 50 cal. D. P.   | None             | 2 21" trip           | DD154... 130    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | 2 twin<br>2 quad | 2 21" quin           | DD864... 131    |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin           | 1 21" quin           | DD495... 132    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | 2 twin<br>2 quad | 2 21" quin           | DD696... 133    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD631... 134    |
| 2,081              | 13 6           | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin           | 2 21" quin           | DD440... 135    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD552... 136    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | 2 twin<br>2 quad | 2 21" quin           | DD751... 137    |
| 2,170              | 13 2           | 17 2                                    | 16                   | 235      | 4 5", 38 cal. D. P.   | 2 quad           | 1 21" quad           | DD385... 138    |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin           | 1 21" quin           | DD491... 139    |
| 1,594              | 12 4           | 16 4                                    | 16                   | 235      | 4 5", 38 cal.         | 2 twin           | 2 21" quad           | DD348... 140    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD445... 141    |
| 1,729              | 13 2           | 17 2                                    | 16                   | 235      | 4 5", 38 cal. D. P.   | 2 quad           | 1 21" quad           | DD368... 142    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD511... 143    |
| 1,600              | 12 1           | 14 1                                    | 11                   | 138      | 4 4", 50 cal. S. P.   | None             | 2 21" trip           | DD228... 144    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | 2 twin<br>2 quad | 2 21" quin           | DD779... 145    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | 2 twin<br>2 quad | 2 21" quin           | DD829... 146    |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin           | 1 21" quin           | DD497... 147    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD554... 148    |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin           | 1 21" quin           | DD607... 149    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin           | 2 21" quin           | DD474... 150    |

<sup>1</sup> Includes projections below keel, if any.  
<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 29.

DESTROYERS (DD).

|     | Name and official number  | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                  | Steam conditions for full power |             |
|-----|---------------------------|----------------------|----------------------------------|------------------|---------|------------------|---------------------------------|-------------|
|     |                           |                      |                                  |                  | Number  | Type             | Pressure                        | Temperature |
|     |                           |                      |                                  |                  |         | <i>p. s. i.</i>  | <i>Deg. F.</i>                  |             |
| 126 | EDWARDS.....DD619         | 2                    | Westgh. turb....                 | 50,000           | 4       | B. & W.....      | 580                             | 825         |
| 127 | EDWARDS, HEYWOOD L. DD663 | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....        | 565                             | 850         |
| 128 | EDWARDS, JOHN D. DD216    | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....        | 265                             | Sat.        |
| 129 | ELLET.....DD398           | 2                    | Westgh. turb....                 | 50,000           | 3       | B. & W.....      | 565                             | 700         |
| 130 | ELLIS.....DD154           | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....        | 265                             | Sat.        |
| 131 | ELLISON, HAROLD J. DD864  | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W.. | 565                             | 850         |
| 132 | ENDICOTT.....DD495        | 2                    | A. C. turb.....                  | 50,000           | 4       | B. & W.....      | 580                             | 825         |
| 133 | ENGLISH.....DD696         | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....          | 565                             | 850         |
| 134 | ERBEN.....DD631           | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....          | 565                             | 850         |
| 135 | ERICSSON.....DD440        | 2                    | Westgh. turb....                 | 50,000           | 4       | do.....          | 580                             | 825         |
| 136 | EVANS.....DD552           | 2                    | do.....                          | 60,000           | 4       | do.....          | 565                             | 850         |
| 137 | EVANS, FRANK E. DD754     | 2                    | Westgh. turb....                 | 60,000           | 4       | F. W. & B. & W.. | 565                             | 850         |
| 138 | FANNING.....DD385         | 2                    | G. E. turb.....                  | 49,000           | 4       | B. & W. & F. W.. | 400                             | 700         |
| 139 | FARENHOLT.....DD491       | 2                    | Beth. turb.....                  | 50,000           | 4       | B. & W.....      | 575                             | 700         |
| 140 | FARRAGUT.....DD348        | 2                    | Curtis turb....                  | 42,800           | 2       | Yar.....         | 400                             | 648         |
| 141 | FLETCHER.....DD445        | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....      | 565                             | 850         |
| 142 | FLUSSER.....DD368         | 2                    | do.....                          | 49,000           | 4       | B. & W. & F. W.. | 400                             | 700         |
| 143 | FOOTE.....DD511           | 2                    | do.....                          | 60,000           | 4       | B. & W.....      | 565                             | 850         |
| 144 | FORD, JOHN D. DD228       | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....        | 265                             | Sat.        |
| 145 | FOX, DOUGLAS H. DD779     | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W. & B. & W.. | 565                             | 850         |
| 146 | FOX, MYLES C. DD829       | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....      | 565                             | 850         |
| 147 | FRANKFORD.....DD497       | 2                    | A. C. turb.....                  | 50,000           | 4       | do.....          | 580                             | 825         |
| 148 | FRANKS.....DD554          | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....          | 565                             | 850         |
| 149 | FRAZIER.....DD607         | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....          | 575                             | 750         |
| 150 | FULLAM.....DD474          | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....        | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |        |               | Fuel capacities |         |                | Official number |                 |          |
|----------------------|---------------------------|--------------|--------|---------------|-----------------|---------|----------------|-----------------|-----------------|----------|
|                      | Type                      | Manufacturer | Number | Type of drive | Capacity each   | Voltage | Fuel oil       |                 | Diesel oil      | Gasoline |
|                      |                           |              |        |               | <i>Kw.</i>      |         | <i>Barrels</i> | <i>Barrels</i>  | <i>Gal-lons</i> |          |
| Dbl. <sup>1</sup>    | Westgh. <sup>2</sup>      | { 2          | Turbo  | 200           | 450 A. C.       | 2,928   | 177            |                 | DD619..         | 126      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | De Laval                  | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD663..         | 127      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| Sgl. <sup>3</sup>    | do. <sup>3</sup>          | 2            | do     | 60            | 120 D. C.       | 3,030   |                |                 | DD216..         | 128      |
| Dbl. <sup>7</sup>    | do                        | { 2          | do     | 132           | 450 A. C.       | 3,192   | 216            |                 | DD398..         | 129      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| Sgl. <sup>5</sup>    | do. <sup>3</sup>          | 2            | do     | 60            | 120 D. C.       | 2,590   |                |                 | DD154..         | 130      |
| Dbl. <sup>1</sup>    | Westgh. <sup>2</sup>      | { 2          | do     | 400           | 450 A. C.       | 4,647   | 167            |                 | DD864..         | 131      |
|                      |                           | { 2          | do     | 50            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | F. B. <sup>4</sup>        | { 2          | do     | 200           | 450 A. C.       | 2,928   | 177            |                 | DD495..         | 132      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | De Laval                  | { 2          | do     | 400           | 450 A. C.       | 3,293   | 167            |                 | DD696..         | 133      |
|                      |                           | { 2          | do     | 50            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | Falk <sup>5</sup>         | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD631..         | 134      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | De Laval                  | { 2          | do     | 200           | 450 A. C.       | 2,928   | 177            |                 | DD440..         | 135      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | Westgh. <sup>2</sup>      | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD552..         | 136      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | do. <sup>2</sup>          | { 2          | do     | 400           | 450 A. C.       | 3,293   | 167            |                 | DD754..         | 137      |
|                      |                           | { 2          | do     | 50            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | De Laval                  | { 2          | do     | 132           | 450 A. C.       | 3,452   | 110            |                 | DD385..         | 138      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| S. & D.              | Falk                      | { 2          | do     | 200           | 450 A. C.       | 2,912   | 199            |                 | DD491..         | 139      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| Sgl. <sup>5</sup>    | do                        | { 2          | do     | 132           | 230 A. C.       | 4,061   |                |                 | DD348..         | 140      |
|                      |                           | { 2          | do     | 45            | 120 A. C.       |         |                |                 |                 |          |
|                      |                           | { 2          | do     | 30            | 120 D. C.       |         |                |                 |                 |          |
| Dbl. <sup>1</sup>    | De Laval                  | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD445..         | 141      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | do                        | { 2          | do     | 132           | 450 A. C.       | 3,600   | 110            |                 | DD368..         | 142      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | Falk                      | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD511..         | 143      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| Sgl. <sup>5</sup>    | De Laval <sup>3</sup>     | 2            | do     | 60            | 120 D. C.       | 3,030   |                |                 | DD228..         | 144      |
| Dbl. <sup>1</sup>    | Falk <sup>5</sup>         | { 2          | do     | 400           | 450 A. C.       | 3,293   | 167            |                 | DD779..         | 145      |
|                      |                           | { 2          | do     | 50            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | De Laval                  | { 2          | do     | 400           | 450 A. C.       | 4,647   |                |                 | DD829..         | 146      |
|                      |                           | { 2          | do     | 50            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | F. B. <sup>4</sup>        | { 2          | do     | 200           | 450 A. C.       | 3,250   | 167            |                 | DD497..         | 147      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| do. <sup>1</sup>     | De Laval                  | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD554..         | 148      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| S. & D.              | Falk                      | { 2          | do     | 200           | 450 A. C.       | 2,912   | 199            |                 | DD607..         | 149      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |
| Dbl. <sup>1</sup>    | do. <sup>2</sup>          | { 2          | do     | 250           | 450 A. C.       | 3,250   | 167            |                 | DD474..         | 150      |
|                      |                           | { 2          | do     | 40            | 120 D. C.       |         |                |                 |                 |          |

<sup>1</sup> Double reduction—locked train type.

<sup>2</sup> Parsons design.

<sup>3</sup> Single reduction—2 pinion.

<sup>7</sup> Double reduction—nested three turbine.

<sup>4</sup> De Laval design.

<sup>5</sup> 2 6-wire generators each delivering 132 kw. and 45 kw.

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## DESTROYERS (DD).

|     | 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                             |
|-----|---------------------------|--|--|--------------------------------------|---|
| 126 | EDWARDS.....DD619         | Federal S. B. & D. D. Co., Kearny, N. J.                   | 5,279,000                                      | July 19, 1940                        | Dec. 16, 1940                               |
| 127 | EDWARDS, HEYWOOD L. DD663 | Boston Navy Yard, Boston, Mass.                            | 7,600,000                                      | Dec. 23, 1941                        | Dec. 18, 1941                               |
| 128 | EDWARDS, JOHN D. DD216    | Wm. Cramp & Sons, Philadelphia, Pa.                        | -----  | Oct. 6, 1917                         | Dec. 19, 1917                               |
| 129 | ELLET.....DD398           | Federal S. B. & D. D. Co., Kearny, N. J.                   | 4,000,000                                      | Mar. 27, 1934                        | Nov. 14, 1935                               |
| 130 | ELLIS.....DD154           | Wm. Cramp & Sons, Philadelphia, Pa.                        | -----  | Mar. 4, 1917                         | Sept. 8, 1917                               |
| 131 | ELLISON, HAROLD J. DD864  | Bethlehem Steel Co., Staten Island, N. Y.                  | 6,300,000                                      | July 19, 1940                        | June 14, 1943                               |
| 132 | ENDICOTT.....DD495        | Seattle-Tacoma S. B. Corp., Seattle, Wash.                 | <sup>4</sup> 7,751,000                         | .....do.....                         | Sept. 9, 1940                               |
| 133 | ENGLISH.....DD696         | Federal S. B. & D. D. Co., Kearny, N. J.                   | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942                                |
| 134 | ERBEN.....DD631           | Bath Iron Works Corp., Bath, Maine.                        | 5,500,000                                      | July 19, 1940                        | Dec. 16, 1940                               |
| 135 | ERICSSON.....DD440        | Federal S. B. & D. D. Co., Kearny, N. J.                   | 4,895,000                                      | May 17, 1938                         | June 15, 1939                               |
| 136 | EVANS.....DD552           | Gulf Shipbuilding Corp., Chickasaw, Ala.                   | <sup>4</sup> 6,106,000                         | July 19, 1940                        | Sept. 9, 1940                               |
| 137 | EVANS, FRANK E. DD754     | Bethlehem Steel Co., Staten Island, N. Y.                  | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942                                |
| 138 | FANNING.....DD385         | United Shipyards, Inc., New York, N. Y.                    | 3,430,000                                      | Mar. 27, 1934                        | Oct. 9, 1934                                |
| 139 | FARENHOLT.....DD491       | Bethlehem Steel Co., Staten Island, N. Y.                  | 5,977,000                                      | July 19, 1940                        | Sept. 9, 1940                               |
| 140 | FARRAGUT.....DD348        | Bethlehem S. B. Corp., Quincy, Mass.                       | 3,034,500                                      | July 11, 1919 <sup>2</sup>           | Dec. 11, 1931                               |
| 141 | FLETCHER.....DD445        | Federal S. B. & D. D. Co., Kearny, N. J.                   | 6,330,000                                      | Mar. 27, 1934                        | July 1, 1940                                |
| 142 | FLUSSER.....DD368         | .....do.....   | 3,210,800                                      | June 16, 1933                        | Aug. 3, 1933                                |
| 143 | FOOTE.....DD511           | Bath Iron Works Corp., Bath, Maine.                        | 5,500,000                                      | July 19, 1940                        | Sept. 9, 1940                               |
| 144 | FORD, JOHN D....DD228     | Wm. Cramp & Sons, Philadelphia, Pa.                        | -----  | Oct. 6, 1917                         | {Dec. 19, 1917<br>{May 8, 1919 <sup>1</sup> |
| 145 | FOX, DOUGLAS DD779        | Todd - Pacific Shipyards, Inc., Tacoma, Wash. <sup>3</sup> | <sup>4</sup> 7,169,000                         | July 9, 1942                         | Aug. 7, 1942                                |
| 146 | FOX, MYLES C. DD829       | Bath Iron Works Corp., Bath, Maine.                        | 5,260,000                                      | July 19, 1940                        | June 14, 1943                               |
| 147 | FRANKFORD.....DD497       | Seattle-Tacoma S. B. Corp., Seattle, Wash.                 | <sup>4</sup> 7,751,000                         | .....do.....                         | Sept. 9, 1940                               |
| 148 | FRANKS.....DD554          | .....do.....   | <sup>4</sup> 6,649,000                         | .....do.....                         | .....do.....                                |
| 149 | FRAZIER.....DD607         | Bethlehem Steel Co., San Francisco, Calif.                 | 5,977,000                                      | .....do.....                         | Dec. 16, 1940                               |
| 150 | FULLAM.....DD474          | Boston Navy Yard, Boston, Mass.                            | -----  | Mar. 27, 1934                        | June 28, 1940                               |

<sup>1</sup> Date of Supplementary Contract.<sup>2</sup> Together with Acts of August 29, 1916 and July 1, 1918.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|---------------------|-----|
| Feb. 26, 1942  | July 19, 1942  | Dec. 31, 1943               | Sept. 17, 1942                 | Sept. 18, 1942           | EDWARDS.....        | 126 |
| July 4, 1943   | Oct. 6, 1943   | -----                       | Jan. 26, 1944                  | Jan. 26, 1944            | EDWARDS, HEYWOOD L. | 127 |
| May 21, 1919   | Oct. 18, 1919  | -----                       | Apr. 6, 1920                   | Apr. 6, 1920             | EDWARDS, JOHN D.... | 128 |
| Dec. 3, 1936   | June 11, 1938  | Apr. 14, 1938               | Feb. 16, 1939                  | Feb. 17, 1939            | ELLET.....          | 129 |
| July 8, 1918   | Nov. 30, 1918  | -----                       | June 7, 1919                   | June 7, 1919             | ELLIS.....          | 130 |
| Oct. 3, 1944   | Mar. 14, 1943  | Apr. 14, 1945               | -----                          | -----                    | ELLISON, HAROLD J.. | 131 |
| May 1, 1941    | Apr. 6, 1942   | Mar. 1, 1943                | Feb. 25, 1943                  | Feb. 25, 1943            | ENDICOTT.....       | 132 |
| Oct. 19, 1943  | Feb. 27, 1944  | June 1, 1944                | May 3, 1944                    | May 4, 1944              | ENGLISH.....        | 133 |
| Oct. 28, 1942  | Mar. 21, 1943  | Apr. 1, 1944                | May 28, 1943                   | May 28, 1943             | ERBEN.....          | 134 |
| Mar. 18, 1940  | Nov. 23, 1940  | Aug. 15, 1941               | Mar. 11, 1941                  | Mar. 31, 1941            | ERICSSON.....       | 135 |
| July 21, 1941  | Oct. 4, 1942   | June 9, 1944                | Dec. 11, 1943                  | Dec. 11, 1943            | EVANS.....          | 136 |
| Apr. 21, 1944  | Oct. 3, 1944   | Mar. 1, 1945                | Feb. 2, 1945                   | Feb. 2, 1945             | EVANS, FRANK E....  | 137 |
| Apr. 10, 1935  | Sept. 18, 1936 | June 13, 1936               | Oct. 8, 1937                   | Oct. 8, 1937             | FANNING.....        | 138 |
| Dec. 11, 1940  | Nov. 19, 1941  | Apr. 9, 1942                | Apr. 1, 1942                   | Apr. 2, 1942             | FARENHOLT.....      | 139 |
| Sept. 20, 1932 | Mar. 15, 1934  | Feb. 11, 1934               | June 18, 1934                  | June 18, 1934            | FARRAGUT.....       | 140 |
| Oct. 2, 1941   | May 3, 1942    | June 9, 1943                | June 29, 1942                  | June 30, 1942            | FLETCHER.....       | 141 |
| June 4, 1934   | Sept. 28, 1935 | Feb. 1, 1936                | Sept. 29, 1936                 | Oct. 1, 1936             | FLUSSER.....        | 142 |
| Apr. 14, 1942  | Oct. 11, 1942  | Dec. 31, 1943               | Dec. 22, 1942                  | Dec. 22, 1942            | FOOTE.....          | 143 |
| Nov. 11, 1919  | Sept. 2, 1920  | -----                       | Dec. 30, 1920                  | Dec. 30, 1920            | FORD, JOHN D.....   | 144 |
| Jan. 31, 1944  | Sept. 30, 1944 | Oct. 20, 1944               | Dec. 26, 1944                  | Dec. 26, 1944            | FOX, DOUGLAS H....  | 145 |
| Aug. 14, 1944  | Jan. 13, 1945  | Mar. 20, 1945               | Mar. 20, 1945                  | Mar. 20, 1945            | FOX, MYLES C.....   | 146 |
| June 5, 1941   | May 18, 1942   | Mar. 31, 1943               | Mar. 31, 1943                  | Mar. 31, 1943            | FRANKFORD.....      | 147 |
| Mar. 8, 1942   | Dec. 7, 1942   | June 30, 1943               | July 30, 1943                  | July 30, 1943            | FRANKS.....         | 148 |
| July 5, 1941   | Mar. 17, 1942  | Oct. 1, 1942                | July 30, 1942                  | July 30, 1942            | FRAZIER.....        | 149 |
| Dec. 10, 1941  | Apr. 16, 1942  | July 1, 1943                | -----                          | Mar. 1, 1943             | FULLAM.....         | 150 |

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## DESTROYERS (DD).

|     | Name and official number         | Length         |                | Extreme beam   | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed  |
|-----|----------------------------------|----------------|----------------|----------------|-----------------------|------------------------|-------------------------|--------------|
|     |                                  | over all       | on water line  |                |                       |                        |                         |              |
|     |                                  | <i>Ft. In.</i> | <i>Ft. In.</i> | <i>Ft. In.</i> | <i>Tons</i>           | <i>Tons</i>            | <i>Tons</i>             | <i>Knots</i> |
| 151 | FURSE.....DD882                  | 390 6          | 383 0          | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 152 | GAINARD.....DD706                | 376 6          | 369 0          | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 153 | GANSEVOORT.....DD608             | 347 9          | 341 0          | 36 1           | 1,620                 | 2,475                  | 22                      | 37.6         |
| 154 | GATLING.....DD671                | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 155 | GEARING.....DD710                | 390 6          | 383 0          | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 156 | GILLESPIE.....DD609              | 347 9          | 341 0          | 36 1           | 1,620                 | 2,475                  | 22                      | 37.6         |
| 157 | GLEAVES.....DD423                | 348 4          | 341 0          | 36 1           | 1,630                 | 2,525                  | 22                      | 37.4         |
| 158 | GOFF.....DD247                   | 314 5          | 310 0          | 31 8           | 1,190                 | 1,730                  | 16                      | 30.9         |
| 159 | GOODRICH.....DD831               | 390 6          | 383 0          | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 160 | GRANT, ALBERT W. DD649           | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 161 | GRAYSON.....DD435                | 348 4          | 341 0          | 36 1           | 1,630                 | 2,525                  | 22                      | 37.4         |
| 162 | { GREENE, DD711<br>EUGENE A. }   | 390 6          | 383 0          | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 163 | GREER.....DD145                  | 314 5          | 310 0          | 31 4           | 1,090                 | 1,600                  | 16                      | 32.5         |
| 164 | GREGORY.....DD802                | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 165 | GRIDLEY.....DD380                | 340 10         | 334 0          | 35 10          | 1,500                 | 2,350                  | 21                      | 40.0         |
| 166 | GUEST.....DD472                  | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.5         |
| 167 | GURKE.....DD783                  | 390 6          | 383 0          | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 168 | GYATT.....DD712                  | 390 6          | 383 0          | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 169 | HADLEY, HUGH W. DD774            | 376 6          | 369 0          | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 170 | HAGGARD.....DD555                | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 171 | HAILEY.....DD556                 | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 172 | HALE.....DD642                   | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 173 | HALFORD.....DD480                | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 174 | HALL.....DD583                   | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 175 | HALLIGAN <sup>2</sup> .....DD584 | 376 5          | 369 1          | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |

<sup>1</sup> As built.<sup>2</sup> DD584 stricken Apr. 28, 1945.

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## DESTROYERS (DD).

| Trial displacement   | Limiting draft         | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup> |                      |                      | Official number |
|----------------------|------------------------|---|----------------------|----------|-----------------------|----------------------|----------------------|-----------------|
|                      |                        |   | Officers             | Enlisted | Main                  | 40 mm AA mounts      | Torpedo tubes (deck) |                 |
|                      |                        |   |                      |          |                       |                      |                      |                 |
| <i>Tons</i><br>3,047 | <i>Ft. In.</i><br>14 4 | <i>Ft. In.</i><br>18 6                  |                      |          |                       |                      |                      |                 |
|                      |                        |   | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD882... 151    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD706... 152    |
| 2,067                | 13 4                   | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin               | 1 21" quin...        | DD608... 153    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD671... 154    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD710... 155    |
| 2,067                | 13 4                   | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin               | 1 21" quin...        | DD609... 156    |
| 2,081                | 13 6                   | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin               | 2 21" quin...        | DD423... 157    |
| 1,600                | 12 1                   | 14 1                                    | 11                   | 135      | 4 4", 50 cal. S. P.   | None                 | 2 21" triple         | DD247... 158    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD831... 159    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD649... 160    |
| 2,081                | 13 6                   | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin               | 2 21" quin...        | DD435... 161    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD711... 162    |
| 1,600                | 11 4                   | 13 4                                    | 11                   | 149      | 6 3", 50 cal. D. P.   | None                 | 2 21" triple         | DD145... 163    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD802... 164    |
| 1,767                | 13 3                   | 17 3                                    | 16                   | 235      | 4 5", 38 cal. D. P.   | None                 | 4 21" quad           | DD380... 165    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD472... 166    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD783... 167    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD712... 168    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | { 2 twin<br>2 quad } | 2 21" quin...        | DD774... 169    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD555... 170    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD556... 171    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD642... 172    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD480... 173    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD583... 174    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin               | 2 21" quin...        | DD584... 175    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945 see page 229.

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DESTROYERS (DD).

| Name and official number              | Number of propellers | Manufacturer and type of engines | Shaft horse-power | Boilers |                 | Steam conditions for full power |             |
|---------------------------------------|----------------------|----------------------------------|-------------------|---------|-----------------|---------------------------------|-------------|
|                                       |                      |                                  |                   | Number  | Type            | Pressure                        | Temperature |
| 151 FURSE.....DD882                   | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....     | p. s. i. 565                    | Deg. F. 850 |
| 152 GAINARD.....DD706                 | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 153 GANSEVOORT...DD608                | 2                    | Beth. turb.....                  | 50,000            | 4       | .....do.....    | 575                             | 750         |
| 154 GATLING.....DD671                 | 2                    | G. E. turb.....                  | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 155 GEARING.....DD710                 | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 156 GILLESPIE....DD609                | 2                    | Beth. turb.....                  | 50,000            | 4       | .....do.....    | 575                             | 750         |
| 157 GLEAVES.....DD423                 | 2                    | Westgh. turb....                 | 50,000            | 4       | .....do.....    | 580                             | 825         |
| 158 GOFF.....DD247                    | 2                    | .....do.....                     | 26,000            | 3       | W. F.....       | 265                             | Sat.        |
| 159 GOODRICH....DD831                 | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 160 { GRANT, DD649 }<br>{ ALBERT W. } | 2                    | A. C. turb.....                  | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 161 GRAYSON.....DD435                 | 2                    | G. E. turb.....                  | 50,000            | 4       | B. & W.....     | 580                             | 825         |
| 162 { GREENE DD711 }<br>{ EUGENE A. } | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 163 GREER.....DD145                   | 2                    | Parsons turb....                 | 26,000            | 3       | W. F.....       | 265                             | Sat.        |
| 164 GREGORY.....DD802                 | 2                    | Westgh. turb....                 | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 165 GRIDLEY.....DD380                 | 2                    | Beth. turb.....                  | 50,000            | 4       | Yar.....        | 565                             | 700         |
| 166 GUEST.....DD472                   | 2                    | A. C. turb.....                  | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 167 GURKE.....DD783                   | 2                    | G. E. turb.....                  | 60,000            | 4       | F. W. & B. & W. | 565                             | 850         |
| 168 GYATT.....DD712                   | 2                    | .....do.....                     | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 169 { HADLEY, DD774 }<br>{ HUGH W. }  | 2                    | G. E. turb.....                  | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 170 HAGGARD.....DD555                 | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 171 HAILEY.....DD556                  | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 172 HALE.....DD642                    | 2                    | G. E. turb.....                  | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 173 HALFORD.....DD480                 | 2                    | .....do.....                     | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 174 HALL.....DD583                    | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 175 HALLIGAN....DD584                 | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears |                      | Ship's service generators |               |               |                        | Fuel capacities |            |          | Official number |
|----------------------|----------------------|---------------------------|---------------|---------------|------------------------|-----------------|------------|----------|-----------------|
| Type                 | Manufacturer         | Number                    | Type of drive | Capacity each | Voltage                | Fuel oil        | Diesel oil | Gasoline |                 |
| Dbl. <sup>1</sup>    | Falk <sup>3</sup>    | { 2<br>2                  | Turbo         | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167        |          | DD882.. 151     |
| ..do. <sup>1</sup>   | De Laval             | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293           | 167        |          | DD706.. 152     |
| S. & D.              | Falk                 | { 2<br>2                  | do            | 200<br>40     | 450 A. C.<br>120 D. C. | 2,912           | 199        |          | DD608.. 153     |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD671.. 154     |
| ..do. <sup>1</sup>   | do                   | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167        |          | DD710.. 155     |
| S. & D.              | Falk                 | { 2<br>2                  | do            | 200<br>40     | 450 A. C.<br>120 D. C. | 2,912           | 199        |          | DD609.. 156     |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do            | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177        |          | DD423.. 157     |
| Sgl. <sup>5</sup>    | Westgh.              | 2                         | do            | 60            | 120 D. C.              | 3,070           |            |          | DD247.. 158     |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167        |          | DD831.. 159     |
| ..do. <sup>1</sup>   | do                   | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD649.. 160     |
| ..do. <sup>1</sup>   | Falk <sup>3</sup>    | { 2<br>2                  | do            | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177        |          | DD435.. 161     |
| ..do. <sup>1</sup>   | De Laval             | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167        |          | DD711.. 162     |
| Sgl. <sup>5</sup>    | do <sup>3</sup>      | 2                         | do            | 60            | 120 D. C.              | 2,590           |            |          | DD145.. 163     |
| Dbl. <sup>1</sup>    | Westgh. <sup>8</sup> | { 2<br>2                  | do            | 250<br>40     | 450 D. C.<br>120 D. C. | 3,250           | 167        |          | DD802.. 164     |
| Sgl. <sup>5</sup>    | Falk                 | { 2<br>2                  | do            | 132<br>40     | 450 A. C.<br>120 D. C. | 3,416           | 210        |          | DD380.. 165     |
| Dbl. <sup>1</sup>    | do <sup>3</sup>      | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD472.. 166     |
| ..do. <sup>1</sup>   | do <sup>3</sup>      | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167        |          | DD783.. 167     |
| ..do. <sup>1</sup>   | De Laval             | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167        |          | DD712.. 168     |
| ..do. <sup>1</sup>   | do                   | { 2<br>2                  | do            | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293           | 167        |          | DD774.. 169     |
| ..do. <sup>1</sup>   | do                   | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD555.. 170     |
| ..do. <sup>1</sup>   | De Laval             | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD556.. 171     |
| ..do. <sup>1</sup>   | Falk <sup>3</sup>    | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD642.. 172     |
| ..do. <sup>1</sup>   | De Laval             | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD480.. 173     |
| ..do. <sup>1</sup>   | Falk <sup>3</sup>    | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD583.. 174     |
| ..do. <sup>1</sup>   | do <sup>3</sup>      | { 2<br>2                  | do            | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167        |          | DD584.. 175     |

<sup>1</sup> Double reduction—locked train type.  
<sup>5</sup> Single reduction—two pinion.

<sup>3</sup> Parsons design.  
<sup>8</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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                  |
|-----|--------------------------|--|--|--------------------------------------|----------------------------------|
| 151 | FURSE.....DD882          | Consolidated Steel Corp., Orange, Tex.                   | 6,313,000 <sup>3</sup>                         | July 19, 1940                        | June 14, 1943                    |
| 152 | GAINARD.....DD706        | Federal S. B. & D. D. Co., Kearny, N. J.                 | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942                     |
| 153 | GANSEVOORT....DD608      | Bethlehem Steel Co., San Francisco, Calif.               | 5,977,000                                      | July 19, 1940                        | Dec. 16, 1940                    |
| 154 | GATLING.....DD671        | Federal S. B. & D. D. Co., Kearny, N. J.                 | 5,700,000                                      | .....do.....                         | June 14, 1942                    |
| 155 | GEARING.....DD710        | Federal S. B. & D. D. Co., Newark, N. J.                 | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942                     |
| 156 | GILLESPIE.....DD609      | Bethlehem Steel Co., San Francisco, Calif.               | 5,977,000                                      | July 19, 1940                        | Dec. 16, 1940                    |
| 157 | GLEAVES.....DD423        | Bath Iron Works Corp., Bath, Maine.                      | 4,675,000                                      | Mar. 27, 1934                        | Sept. 30, 1937                   |
| 158 | GOFF.....DD247           | New York S. B. Corp., Camden, N. J.                      | .....  | Oct. 6, 1917                         | {Dec. 29, 1917}<br>{May 8, 1919} |
| 159 | GOODRICH.....DD831       | Bath Iron Works Corp., Bath, Maine.                      | 5,260,000                                      | July 19, 1940                        | June 14, 1943                    |
| 160 | GRANT, ALBERT W. DD649   | Charleston Navy Yard, Charleston, S. C.                  | 7,600,000                                      | Dec. 23, 1941                        | Dec. 15, 1941                    |
| 161 | GRAYSON.....DD435        | .....do.....   | .....  | Mar. 27, 1934                        | Oct. 1, 1938                     |
| 162 | GREENE, EUGENE A. DD711  | Federal S. B. & D. D. Co., Newark, N. J.                 | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942                     |
| 163 | GREER.....DD145          | Wm. Cramp & Sons, Philadelphia, Pa.                      | .....  | Mar. 4, 1917                         | Sept. 8, 1917                    |
| 164 | GREGORY.....DD802        | Todd-Pacific Shipyards, Inc., Tacoma, Wash. <sup>2</sup> | 6,800,000 <sup>3</sup>                         | Mar. 27, 1934                        | Aug. 4, 1942                     |
| 165 | GRIDLEY.....DD380        | Bethlehem S. B. Corp., Fore River, Mass.                 | 3,784,000                                      | .....do.....                         | Oct. 2, 1942                     |
| 166 | GUEST.....DD472          | Boston Navy Yard, Boston, Mass.                          | .....  | .....do.....                         | June 28, 1940                    |
| 167 | GURKE.....DD783          | Todd-Pacific Shipyards, Inc., Tacoma, Wash. <sup>2</sup> | 7,169,000 <sup>3</sup>                         | July 9, 1942                         | Aug. 7, 1942                     |
| 168 | GYATT.....DD712          | Federal S. B. & D. D. Co., Newark, N. J.                 | 6,100,000                                      | .....do.....                         | .....do.....                     |
| 169 | HADLEY, HUGH W. DD774    | Bethlehem Steel Co., San Pedro, Calif.                   | 6,293,250                                      | .....do.....                         | .....do.....                     |
| 170 | HAGGARD.....DD555        | Seattle-Tacoma S. B. Corp., Seattle, Wash.               | 6,649,000 <sup>3</sup>                         | July 19, 1940                        | Sept. 9, 1940                    |
| 171 | HAILEY.....DD556         | .....do.....   | 6,649,000 <sup>3</sup>                         | .....do.....                         | .....do.....                     |
| 172 | HALE.....DD642           | Bath Iron Works Corp., Bath, Maine.                      | 5,500,000                                      | .....do.....                         | Dec. 16, 1940                    |
| 173 | HALFORD.....DD480        | Puget Sound Navy Yard, Bremerton, Wash.                  | 7,474,000                                      | Mar. 27, 1934                        | June 28, 1940                    |
| 174 | HALL.....DD583           | Boston Navy Yard, Boston, Mass.                          | 6,256,000                                      | July 19, 1940                        | Sept. 9, 1940                    |
| 175 | HALLIGAN.....DD584       | .....do.....   | .....  | .....do.....                         | .....do.....                     |

<sup>1</sup> Date of supplementary contract.<sup>2</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>3</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                 |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|----------------------|-----|
| Sept. 23, 1944 | Mar. 9, 1945   | May 15, 1944                | .....                          | .....                    | FURSE.....           | 151 |
| Mar. 29, 1944  | Sept. 17, 1944 | Oct. 25, 1944               | Nov. 22, 1944                  | Nov. 23, 1944            | GAINARD.....         | 152 |
| June 16, 1941  | Apr. 11, 1942  | Oct. 15, 1942               | Aug. 25, 1945                  | Aug. 26, 1942            | GANSEVOORT.....      | 153 |
| Mar. 3, 1943   | June 20, 1943  | Sept. 22, 1943              | Aug. 18, 1943                  | Aug. 19, 1943            | GATLING.....         | 154 |
| Aug. 10, 1944  | .....          | Jan. 12, 1945               | May 2, 1945                    | May 3, 1945              | GEARING.....         | 155 |
| June 16, 1941  | May 8, 1942    | Nov. 1, 1942                | Sept. 18, 1942                 | Sept. 18, 1942           | GILLESPIE.....       | 156 |
| May 16, 1938   | Dec. 9, 1939   | Mar. 30, 1940               | June 14, 1940                  | June 14, 1940            | GLEAVES.....         | 157 |
| June 16, 1919  | June 2, 1920   | .....                       | Jan. 19, 1921                  | Jan. 19, 1921            | GOFF.....            | 158 |
| Sept. 18, 1944 | Feb. 25, 1945  | Apr. 24, 1945               | Apr. 24, 1945                  | Apr. 24, 1945            | GOODRICH.....        | 159 |
| Dec. 30, 1942  | May 29, 1943   | .....                       | .....                          | Nov. 24, 1943            | GRANT, ALBERT W....  | 160 |
| July 17, 1939  | Aug. 7, 1940   | Apr. 1, 1941                | .....                          | Feb. 14, 1941            | GRAYSON.....         | 161 |
| Aug. 17, 1944  | Mar. 18, 1945  | Feb. 2, 1945                | .....                          | .....                    | GREENE, EUGENE A.... | 162 |
| Feb. 24, 1918  | Aug. 1, 1918   | .....                       | Dec. 31, 1918                  | Dec. 31, 1918            | GREER.....           | 163 |
| Aug. 31, 1943  | May 8, 1944    | June 10, 1944               | July 29, 1944                  | July 29, 1944            | GREGORY.....         | 164 |
| June 3, 1935   | Dec. 1, 1936   | Mar. 2, 1937                | June 24, 1937                  | June 24, 1937            | GRIDLEY.....         | 165 |
| Sept. 27, 1941 | Feb. 20, 1942  | Mar. 1, 1943                | .....                          | Dec. 15, 1942            | GUEST.....           | 166 |
| July 1, 1944   | Feb. 15, 1945  | Dec. 15, 1944               | .....                          | .....                    | GURKE.....           | 167 |
| Sept. 7, 1944  | Apr. 15, 1945  | Feb. 13, 1945               | .....                          | .....                    | GYATT.....           | 168 |
| Feb. 6, 1944   | July 16, 1944  | Feb. 1, 1945                | Nov. 25, 1944                  | Nov. 25, 1944            | HADLEY, HUGH W....   | 169 |
| Mar. 27, 1942  | Feb. 9, 1943   | July 15, 1943               | Aug. 31, 1943                  | Aug. 31, 1943            | HAGGARD.....         | 170 |
| Apr. 11, 1942  | Mar. 9, 1943   | July 31, 1943               | Sept. 30, 1943                 | Sept. 30, 1943           | HAILEY.....          | 171 |
| Nov. 23, 1942  | Apr. 4, 1943   | Aug. 1, 1944                | June 15, 1943                  | June 15, 1943            | HALE.....            | 172 |
| June 3, 1941   | Oct. 29, 1942  | Feb. 1, 1943                | .....                          | Apr. 10, 1943            | HALFORD.....         | 173 |
| Apr. 16, 1942  | July 18, 1942  | Mar. 1, 1944                | .....                          | July 6, 1943             | HALL.....            | 174 |
| Nov. 9, 1942   | Mar. 19, 1945  | May 1, 1944                 | .....                          | Aug. 19, 1943            | HALLIGAN.....        | 175 |

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## DESTROYERS (DD).

|     | Name and official number     | Length over all |                | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|------------------------------|-----------------|----------------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |                              | <i>Ft. In.</i>  | <i>Ft. In.</i> |              |                       |                        |                         |             |
| 176 | HAMILTON, PAUL...DD590       | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 177 | HANCOCK, LEWIS...DD675       | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 178 | HANK.....DD702               | 376 6           | 369 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 179 | HANSON.....DD832             | 390 6           | 383 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 180 | HARADEN.....DD585            | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 181 | HARRISON.....DD573           | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 182 | HART.....DD594               | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 183 | HAWKINS.....DD873            | 390 6           | 383 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 184 | HAYNSWORTH...DD700           | 376 6           | 369 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 185 | HAZELWOOD...DD531            | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 186 | HEALY.....DD672              | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 187 | HEERMANN...DD532             | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 188 | HELM.....DD388               | 341 4           | 334 0          | 35 6         | 1,500                 | 2,325                  | 21                      | 35.9        |
| 189 | HENDERSON...DD785            | 390 6           | 383 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 190 | HENLEY.....DD762             | 376 6           | 369 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 191 | HENLEY, JOHN D...DD553       | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 192 | HERNDON...DD638              | 348 3           | 341 0          | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 193 | HICKOX.....DD673             | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 194 | HIGBEE.....DD806             | 390 6           | 383 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.2        |
| 195 | HOBBY.....DD610              | 347 9           | 341 0          | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 196 | HOOD, JOHN...DD655           | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 197 | HOPEWELL...DD681             | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 198 | HOWORTH...DD592              | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 199 | {HUBBARD, DD748<br>HARRY E.} | 376 6           | 369 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 200 | HUDSON.....DD475             | 376 5           | 369 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |

## DESTROYERS (DD).

| Trial displacement | Limiting draft <sup>1</sup> | Maximum navigational draft | Total accommodations |          | Armament <sup>2</sup>   |                         |                      | Official number |
|--------------------|-----------------------------|----------------------------|----------------------|----------|-------------------------|-------------------------|----------------------|-----------------|
|                    |                             |                            | Officers             | Enlisted | Main                    | 40 mm AA mounts         | Torpedo tubes (deck) |                 |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD590... 176    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD675... 177    |
| 2,882              | 14 5                        | 15 8                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD702... 178    |
| 3,047              | 14 4                        | 18 6                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD832... 179    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD585... 180    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD573... 181    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD594... 182    |
| 3,047              | 14 4                        | 18 6                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD873... 183    |
| 2,882              | 14 5                        | 15 8                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD700... 184    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD531... 185    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD672... 186    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD532... 187    |
| 2,170              | 13 1                        | 17 1                       | 16                   | 235      | 4 5", 38 cal. D. P..... | 1 twin.....             | 4 21" quad..         | DD388... 188    |
| 3,047              | 14 4                        | 18 6                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD785... 189    |
| 2,882              | 14 5                        | 15 8                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD762... 190    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD553... 191    |
| 2,081              | 13 5                        | 17 5                       | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin..         | DD638... 192    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD673... 193    |
| 3,047              | 14 4                        | 18 6                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD806... 194    |
| 2,067              | 13 4                        | 17 4                       | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin..         | DD610... 195    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD655... 196    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD681... 197    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD592... 198    |
| 2,882              | 14 5                        | 15 8                       | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin..         | DD748... 199    |
| 2,800              | 13 9                        | 17 9                       | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin..         | DD475... 200    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

| Name and official number           | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |                |
|------------------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|----------------|
|                                    |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature    |
|                                    |                      |                                  |                  |         |                 | <i>p. s. i.</i>                 | <i>Deg. F.</i> |
| 176 { HAMILTON, DD590 }<br>PAUL    | 2                    | A. C. turb.                      | 60,000           | 4       | F. W.           | 565                             | 850            |
| 177 { HANCOCK, DD675 }<br>LEWIS    | 2                    | G. E. turb.                      | 60,000           | 4       | B. & W.         | 565                             | 850            |
| 178 HANK.....DD702                 | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850            |
| 179 HANSON.....DD832               | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850            |
| 180 HARADEN.....DD585              | 2                    | A.C.&G.E. turb.                  | 60,000           | 4       | F. W.           | 565                             | 850            |
| 181 HARRISON.....DD573             | 2                    | G. E. turb.                      | 60,000           | 4       | B. & W.         | 565                             | 850            |
| 182 HART.....DD594                 | 2                    | Westgh. turb.                    | 60,000           | 4       | F. W.           | 565                             | 850            |
| 183 HAWKINS.....DD873              | 2                    | G. E. turb.                      | 60,000           | 4       | B. & W.         | 565                             | 850            |
| 184 HAYNSWORTH..DD700              | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850            |
| 185 HAZELWOOD...DD531              | 2                    | Westgh. turb.                    | 60,000           | 4       | do.             | 565                             | 850            |
| 186 HEALY.....DD672                | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850            |
| 187 HEERMANN....DD532              | 2                    | A. C. turb.                      | 60,000           | 4       | do.             | 565                             | 850            |
| 188 HELM.....DD388                 | 2                    | G. E. turb.                      | 49,000           | 4       | B. & W. & F. W. | 400                             | 700            |
| 189 HENDERSON...DD785              | 2                    | do.                              | 60,000           | 4       | F. W. & B. & W. | 565                             | 850            |
| 190 HENLEY.....DD762               | 2                    | G. E. turb.                      | 60,000           | 4       | B. & W.         | 565                             | 850            |
| 191 { HENLEY, DD553 }<br>JOHN D.   | 2                    | Westgh. turb.                    | 60,000           | 4       | do.             | 565                             | 850            |
| 192 HERNDON....DD638               | 2                    | A. C. turb.                      | 50,000           | 4       | do.             | 580                             | 825            |
| 193 HICKOX.....DD673               | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850            |
| 194 HIGBEE.....DD806               | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850            |
| 195 HOBBY.....DD610                | 2                    | Beth. turb.                      | 50,000           | 4       | do.             | 575                             | 750            |
| 196 HOOD, JOHN...DD655             | 2                    | A. C. turb.                      | 60,000           | 4       | do.             | 565                             | 850            |
| 197 HOPEWELL...DD681               | 2                    | Westgh. turb.                    | 60,000           | 4       | do.             | 565                             | 850            |
| 198 HOWORTH....DD592               | 2                    | A. C. turb.                      | 60,000           | 4       | F. W.           | 565                             | 850            |
| 199 { HUBBARD, DD748 }<br>HARRY E. | 2                    | Westgh. turb.                    | 60,000           | 4       | F. W. & B. & W. | 565                             | 850            |
| 200 HUDSON.....DD475               | 2                    | A. C. turb.                      | 60,000           | 4       | F. W.           | 565                             | 850            |

DESTROYERS (DD).

| Main reduction gears | Ship's service generators       | Fuel capacities |              |           | Official number        |               |               |         |          |            |          |
|----------------------|---------------------------------|-----------------|--------------|-----------|------------------------|---------------|---------------|---------|----------|------------|----------|
|                      |                                 | Type            | Manufacturer | Number    |                        | Type of drive | Capacity each | Voltage | Fuel oil | Diesel oil | Gasoline |
|                      |                                 |                 |              |           |                        |               |               |         | Barrels  | Barrels    | Gallons  |
| Dbl. <sup>1</sup>    | De Laval                        | { 2<br>2        | Turbo        | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD590      | 176      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do.                             | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD675      | 177      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do.                             | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 3,293         | 167           |         |          | DD702      | 178      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do.                             | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 4,647         | 167           |         |          | DD832      | 179      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | De Laval & Westgh. <sup>4</sup> | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD585      | 180      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Falk <sup>5</sup>               | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD573      | 181      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | De Laval                        | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD594      | 182      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Falk <sup>5</sup>               | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 4,647         | 167           |         |          | DD873      | 183      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | De Laval                        | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 3,293         | 167           |         |          | DD700      | 184      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Westgh. <sup>4</sup>            | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD531      | 185      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | De Laval                        | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD672      | 186      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Westgh. <sup>5</sup>            | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD532      | 187      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | De Laval                        | { 2<br>2        | do.          | 132<br>40 | 450 A. C.<br>120 D. C. | 3,452         | 110           |         |          | DD388      | 188      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do.                             | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 4,647         | 167           |         |          | DD785      | 189      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Falk <sup>5</sup>               | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 3,293         | 167           |         |          | DD762      | 190      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Westgh. <sup>5</sup>            | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD553      | 191      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | De Laval                        | { 2<br>2        | do.          | 200<br>40 | 450 A. C.<br>120 D. C. | 2,928         | 177           |         |          | DD638      | 192      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do.                             | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD673      | 193      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do.                             | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 4,647         | 167           |         |          | DD806      | 194      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| S. & D.              | Falk                            | { 2<br>2        | do.          | 200<br>40 | 450 A. C.<br>120 D. C. | 2,912         | 199           |         |          | DD610      | 195      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| Dbl. <sup>1</sup>    | Westgh. <sup>5</sup>            | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD655      | 196      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do. <sup>5</sup>                | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD681      | 197      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | Falk <sup>5</sup>               | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD592      | 198      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do. <sup>5</sup>                | { 2<br>2        | do.          | 400<br>50 | 450 A. C.<br>120 D. C. | 3,293         | 167           |         |          | DD748      | 199      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |
| do. <sup>1</sup>     | do. <sup>5</sup>                | { 2<br>2        | do.          | 250<br>40 | 450 A. C.<br>120 D. C. | 3,250         | 167           |         |          | DD475      | 200      |
|                      |                                 |                 |              |           |                        |               |               |         |          |            |          |

<sup>1</sup> Double reduction—locked train type.  
<sup>4</sup> Falk design.  
<sup>5</sup> De Laval design.

## DESTROYERS (DD).

|     | 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   |
|-----|----------------------------|---|--|--------------------------------------|---|
| 176 | HAMILTON, DD590<br>PAUL.   | Charleston Navy Yard, Charleston, S. C.                   | 6,256,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 177 | HANCOCK, DD675<br>LEWIS.   | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,700,000                                      | .....do.....                         | June 14, 1942   |
| 178 | HANK.....DD702             | .....do.....  | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 179 | HANSON.....DD832           | Bath Iron Works Corp., Bath, Maine.                       | 5,260,000                                      | July 19, 1940                        | June 14, 1943   |
| 180 | HARADEN.....DD585          | Boston Navy Yard, Boston, Mass.                           | 6,256,000                                      | .....do.....                         | Sept. 9, 1940   |
| 181 | HARRISON.....DD573         | Consolidated Steel Co., Orange, Tex.                      | 4,731,500                                      | .....do.....                         | .....do.....  |
| 182 | HART.....DD594             | Puget Sound Navy Yard, Bremerton, Wash.                   | 6,023,350                                      | .....do.....                         | .....do.....  |
| 183 | HAWKINS.....DD873          | Consolidated Steel Corp., Orange, Tex.                    | 4,631,300                                      | .....do.....                         | June 14, 1943   |
| 184 | HAYNSWORTH.....DD700       | Federal S. B. & D. D. Co., Kearny, N. J.                  | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 185 | HAZELWOOD.....DD531        | Bethlehem Steel Co., San Francisco, Calif.                | 6,105,920                                      | July 19, 1940                        | Sept. 9, 1940   |
| 186 | HEALY.....DD672            | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,700,000                                      | .....do.....                         | June 14, 1942   |
| 187 | HEERMANN.....DD532         | Bethlehem Steel Co., San Francisco, Calif.                | 7,584,000                                      | .....do.....                         | Sept. 9, 1940   |
| 188 | HELM.....DD388             | Norfolk Navy Yard, Norfolk, Va.                           | .....  | Mar. 27, 1934                        | {Aug. 22, 1934 <sup>1</sup><br>{Nov. 1, 1934 <sup>2</sup> |
| 189 | HENDERSON.....DD785        | Todd-Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4,716,900                                      | July 9, 1942                         | Aug. 7, 1942  |
| 190 | HENLEY.....DD762           | Bethlehem Steel Co., San Francisco, Calif.                | 7,350,000                                      | .....do.....                         | .....do.....  |
| 191 | HENLEY, DD553<br>JOHN D.   | Gulf Shipbuilding Corp., Chickasaw, Ala.                  | 4,610,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 192 | HERNDON.....DD638          | Norfolk Navy Yard, Norfolk, Va.                           | 5,300,000                                      | .....do.....                         | Dec. 16, 1940   |
| 193 | HICKOX.....DD673           | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,700,000                                      | .....do.....                         | June 14, 1942   |
| 194 | HIGBEE.....DD806           | Bath Iron Works Corp., Bath, Maine.                       | 5,100,000                                      | May 13, 1942                         | Aug. 7, 1942  |
| 195 | HOBBY.....DD610            | Bethlehem Steel Co., San Francisco, Calif.                | 5,977,000                                      | July 19, 1940                        | Dec. 16, 1940   |
| 196 | HOOD, JOHN.....DD655       | Gulf Shipbuilding Corp., Chickasaw, Ala.                  | 4,610,000                                      | Dec. 23, 1941                        | Dec. 15, 1941   |
| 197 | HOPEWELL.....DD681         | Bethlehem Steel Co., San Pedro, Calif.                    | 6,015,770                                      | July 19, 1940                        | June 14, 1942   |
| 198 | HOWORTH.....DD592          | Puget Sound Navy Yard, Bremerton, Wash.                   | 6,256,000                                      | .....do.....                         | Sept. 9, 1940   |
| 199 | HUBBARD, DD748<br>HARRY E. | Bethlehem Steel Co., Staten Island, N. Y.                 | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942  |
| 200 | HUDSON.....DD475           | Boston Navy Yard, Boston, Mass.                           | .....  | Mar. 27, 1934                        | June 28, 1940   |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                  |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|-----------------------|-----|
| Jan. 20, 1943  | Apr. 7, 1943   | May 1, 1944                 | .....                          | Oct. 25, 1943            | HAMILTON, PAUL.....   | 176 |
| Mar. 31, 1943  | Aug. 1, 1943   | Nov. 13, 1943               | Sept. 28, 1943                 | Sept. 29, 1943           | HANCOCK, LEWIS.....   | 177 |
| Jan. 17, 1944  | May 21, 1944   | Aug. 30, 1944               | Aug. 26, 1944                  | Aug. 28, 1944            | HANK.....             | 178 |
| Oct. 7, 1944   | Mar. 11, 1945  | May 11, 1945                | May 11, 1945                   | May 11, 1945             | HANSON.....           | 179 |
| Nov. 9, 1942   | Mar. 19, 1943  | July 1, 1944                | .....                          | Sept. 16, 1943           | HARADEN.....          | 180 |
| July 25, 1941  | May 4, 1942    | Jan. 9, 1944                | Jan. 25, 1943                  | Jan. 25, 1943            | HARRISON.....         | 181 |
| Aug. 10, 1943  | Sept. 25, 1944 | Oct. 1, 1943                | Nov. 4, 1944                   | Nov. 4, 1944             | HART.....             | 182 |
| May 14, 1944   | Oct. 7, 1944   | Jan. 1, 1945                | Feb. 9, 1945                   | Feb. 10, 1945            | HAWKINS.....          | 183 |
| Dec. 16, 1943  | Apr. 15, 1944  | Aug. 18, 1944               | June 21, 1944                  | June 22, 1944            | HAYNSWORTH.....       | 184 |
| Apr. 11, 1942  | Nov. 20, 1942  | Nov. 1, 1943                | June 18, 1943                  | June 18, 1943            | HAZELWOOD.....        | 185 |
| Mar. 4, 1943   | July 4, 1943   | Oct. 6, 1943                | Sept. 2, 1943                  | Sept. 3, 1943            | HEALY.....            | 186 |
| May 8, 1942    | Dec. 5, 1942   | Nov. 15, 1943               | July 6, 1943                   | July 6, 1943             | HEERMANN.....         | 187 |
| Sept. 25, 1935 | May 27, 1937   | May 1, 1937                 | .....                          | Oct. 16, 1937            | HELM.....             | 188 |
| Oct. 27, 1944  | .....          | Jan. 5, 1945                | .....                          | .....                    | HENDERSON.....        | 189 |
| Feb. 8, 1944   | Apr. 8, 1945   | Dec. 15, 1944               | .....                          | .....                    | HENLEY.....           | 190 |
| July 21, 1941  | Nov. 15, 1942  | Nov. 9, 1944                | Feb. 2, 1944                   | Feb. 2, 1944             | HENLEY, JOHN D.....   | 191 |
| Aug. 26, 1941  | Feb. 5, 1942   | May 1, 1943                 | .....                          | Dec. 20, 1942            | HERNDON.....          | 192 |
| Mar. 12, 1943  | July 4, 1943   | Oct. 13, 1943               | Sept. 9, 1943                  | Sept. 10, 1943           | HICKOX.....           | 193 |
| June 26, 1944  | Nov. 12, 1944  | Jan. 26, 1945               | Jan. 26, 1945                  | Jan. 27, 1945            | HIGBEE.....           | 194 |
| June 30, 1941  | June 4, 1942   | Dec. 1, 1942                | Nov. 18, 1942                  | Nov. 18, 1942            | HOBBY.....            | 195 |
| Oct. 12, 1942  | Oct. 25, 1943  | Apr. 15, 1944               | June 7, 1944                   | June 7, 1944             | HOOD, JOHN.....       | 196 |
| Oct. 29, 1942  | May 2, 1943    | Dec. 1, 1943                | Sept. 30, 1943                 | Sept. 30, 1943           | HOPEWELL.....         | 197 |
| Nov. 26, 1941  | Jan. 10, 1943  | June 1, 1943                | Apr. 3, 1944                   | Apr. 3, 1944             | HOWORTH.....          | 198 |
| Oct. 30, 1943  | Mar. 24, 1944  | Sept. 1, 1944               | July 21, 1944                  | July 22, 1944            | HUBBARD, HARRY E..... | 199 |
| Feb. 20, 1942  | June 3, 1942   | Sept. 1, 1943               | .....                          | Apr. 13, 1943            | HUDSON.....           | 200 |

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## DESTROYERS (DD).

|     | Name and official number        | Length over all |         | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|---------------------------------|-----------------|---------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |                                 | Ft. In.         | Ft. In. |              |                       |                        |                         |             |
| 201 | HUGHES.....DD410                | 348 4           | 341 0   | 36 0         | 1,570                 | 2,465                  | 22                      | 38.7        |
| 202 | { HUGHES, CHARLES F. DD428 }    | 347 10          | 341 0   | 36 1         | 1,620                 | 2,525                  | 22                      | 36.7        |
| 203 | HULBERT.....DD342               | 314 5           | 310 0   | 31 8         | 1,190                 | 1,730                  | 16                      | 28.7        |
| 204 | HUNT.....DD674                  | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 205 | { HUNTINGTON, ROBERT K. DD781 } | 376 6           | 369 0   | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 206 | HUTCHINS.....DD476              | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 207 | HYMAN.....DD732                 | 376 6           | 369 0   | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 208 | INGERSOLL.....DD652             | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 209 | INGRAHAM.....DD694              | 376 6           | 369 0   | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 210 | IRWIN.....DD794                 | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 211 | ISHERWOOD.....DD520             | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 212 | IZARD.....DD589                 | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 213 | JARVIS.....DD799                | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 214 | JENKINS.....DD447               | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 215 | JONES, HILLARY P. DD427         | 347 10          | 341 0   | 36 1         | 1,620                 | 2,525                  | 22                      | 36.7        |
| 216 | JONES, PAUL.....DD230           | 314 5           | 310 0   | 31 8         | 1,190                 | 1,730                  | 16                      | 32.5        |
| 217 | JOUETT.....DD396                | 390 11          | 372 0   | 36 11        | 1,850                 | 2,870                  | 25                      | 37.5        |
| 218 | KALK.....DD611                  | 347 9           | 341 0   | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 219 | KEARNY.....DD432                | 348 4           | 341 0   | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |
| 220 | KEITH, WILLARD..DD775           | 376 6           | 369 0   | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 221 | KENDRICK.....DD612              | 347 9           | 341 0   | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 222 | KEPPLER.....DD765               | 390 6           | 383 0   | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 223 | KIDD.....DD661                  | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 224 | KILLEN.....DD593                | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 225 | KIMBERLY.....DI521              | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |

<sup>1</sup> As built

## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup>   |                              |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-------------------------|------------------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                    | 40-mm AA mounts              | Torpedo tubes (deck) |                 |
| Tons 1,951         | Ft. In. 13 4   | Ft. In. 17 4                            | 16                   | 235      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quad..         | DD410.. 201     |
| 2,067              | 13 6           | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin..         | DD428.. 202     |
| 1,600              | 12 1           | 14 1                                    | 11                   | 127      | 2 3", 50 cal. D. P..... | None.....                    | None.....            | DD342.. 203     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD674.. 204     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | { 2 twin.....<br>2 quad..... | } 2 21" quin..       | DD781.. 205     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD476.. 206     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | { 2 twin.....<br>2 quad..... | } 2 21" quin..       | DD732.. 207     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD652.. 208     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | { 2 twin.....<br>2 quad..... | } 2 21" quin..       | DD694.. 209     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD794.. 210     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD520.. 211     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD589.. 212     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD799.. 213     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD447.. 214     |
| 2,067              | 13 6           | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin..         | DD427.. 215     |
| 1,600              | 12 1           | 14 1                                    | 11                   | 138      | 4 4", 50 cal. S. P..... | None.....                    | 2 21" triple..       | DD230.. 216     |
| 2,190              | 13 10          | 17 10                                   | 16                   | 278      | 5 5", 38 cal. D. P..... | 3 twin.....                  | 2 21" quad..         | DD396.. 217     |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin..         | DD611.. 218     |
| 2,081              | 13 6           | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin..         | DD432.. 219     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | { 2 twin.....<br>2 quad..... | } 2 21" quin..       | DD775.. 220     |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin..         | DD612.. 221     |
| 3,047              | -----          | -----                                   | 20                   | 325      | 6 5", 38 cal. D. P..... | { 2 twin.....<br>2 quad..... | } 2 21" quin..       | DD765.. 222     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD661.. 223     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD593.. 224     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin..         | DD521.. 225     |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number         | Number of propellers | Manufacturer and type of engines | Shaft horse-power | Boilers |                 | Steam conditions for full power |             |
|-----|----------------------------------|----------------------|----------------------------------|-------------------|---------|-----------------|---------------------------------|-------------|
|     |                                  |                      |                                  |                   | Number  | Type            | Pressure                        | Temperature |
| 201 | HUGHES.....DD410                 | 2                    | Westgh. turb.....                | 50,000            | 3       | B. & W.....     | p. s. i. 565                    | Deg. F. 715 |
| 202 | { HUGHES, DD428<br>CHARLES F. }  | 2                    | Beth. turb.....                  | 47,000            | 4       | F. W.....       | 575                             | 700         |
| 203 | HULBERT.....DD342                | 2                    | Parsons turb.....                | 26,000            | 2       | Nor.....        | 260                             | Sat.        |
| 204 | HUNT.....DD674                   | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 205 | HUNTINGTON, DD781<br>ROBERT K.   | 2                    | A. C. turb.....                  | 60,000            | 4       | F. W. & B. & W. | 565                             | 850         |
| 206 | HUTCHINS.....DD476               | 2                    | .....do.....                     | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 207 | HYMAN.....DD732                  | 2                    | Westgh. turb.....                | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 208 | INGERSOLL.....DD652              | 2                    | G. E. turb.....                  | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 209 | INGRAHAM.....DD694               | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 210 | IRWIN.....DD794                  | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 211 | ISHERWOOD.....DD520              | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 212 | IZARD.....DD589                  | 2                    | A. C. turb.....                  | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 213 | JARVIS.....DD799                 | 2                    | Westgh. turb.....                | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 214 | JENKINS.....DD447                | 2                    | G. E. turb.....                  | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 215 | { JONES, HIL- DD427<br>LARY P. } | 2                    | Beth. turb.....                  | 47,000            | 4       | F. W.....       | 575                             | 700         |
| 116 | JONES, PAUL.....DD230            | 2                    | Parsons turb.....                | 26,000            | 3       | W. F.....       | 265                             | Sat.        |
| 217 | JOUETT.....DD396                 | 2                    | G. E. turb.....                  | 52,000            | 4       | B. & W.....     | 565                             | 730         |
| 218 | KALK.....DD611                   | 2                    | Beth. turb.....                  | 50,000            | 4       | .....do.....    | 575                             | 750         |
| 219 | KEARNY.....DD432                 | 2                    | G. E. turb.....                  | 50,000            | 4       | .....do.....    | 580                             | 825         |
| 220 | KEITH, WIL- DD775<br>LARD.       | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 221 | KENDRICK.....DD612               | 2                    | Beth. turb.....                  | 50,000            | 4       | .....do.....    | 575                             | 750         |
| 222 | KEPPLER.....DD765                | 2                    | G. E. turb.....                  | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 223 | KIDD.....DD661                   | 2                    | .....do.....                     | 60,000            | 4       | .....do.....    | 565                             | 850         |
| 224 | KILLEN.....DD593                 | 2                    | A. C. turb.....                  | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 225 | KIMBERLY.....DD521               | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....     | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |        |               |                        | Fuel capacities |             |            | Official number |
|----------------------|---------------------------|--------------|--------|---------------|------------------------|-----------------|-------------|------------|-----------------|
|                      | Type                      | Manufacturer | Number | Type of drive | Capacity each          | Voltage         | Fuel oil    | Diesel oil |                 |
| Dbl. L.              | De Laval                  | { 2<br>2     | Turbo  | Kw. 150<br>40 | 450 A. C.<br>120 D. C. | { 2,929<br>}    | Barrels 168 |            | DD410.. 201     |
| S. & D.              | Falk                      | { 2<br>2     | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2,912<br>}    | 199         |            | DD428.. 202     |
| Sgl. s.              | Parsons                   | 2            | do     | 60            | 120 D. C.              | 2,725           | 10 711      |            | DD342.. 203     |
| Dbl. L.              | De Laval                  | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD674.. 204     |
| do. 1.               | Falk s.                   | { 2<br>2     | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3,293<br>}    | 167         |            | DD781.. 205     |
| do. 1.               | do. s.                    | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD476.. 206     |
| do. 1.               | do. s.                    | { 2<br>2     | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3,293<br>}    | 167         |            | DD732.. 207     |
| do. s.               | do. s.                    | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD652.. 208     |
| do. 1.               | De Laval                  | { 2<br>2     | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3,293<br>}    | 167         |            | DD694.. 209     |
| do. 1.               | Falk s.                   | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD794.. 210     |
| do. 1.               | De Laval                  | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD520.. 211     |
| do. 1.               | do.                       | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD589.. 212     |
| do. 1.               | Westgh. s.                | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD799.. 213     |
| do. 1.               | De Laval                  | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD447.. 214     |
| S. & D.              | Falk                      | { 2<br>2     | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2,912<br>}    | 199         |            | DD427.. 215     |
| Sgl. s.              | De Laval s.               | 2            | do     | 60            | 120 D. C.              | 3,030           |             |            | DD230.. 216     |
| Dbl. L.              | do.                       | { 2<br>2     | do     | 200<br>50     | 450 A. C.<br>120 D. C. | { 4,082<br>}    | 128         |            | DD396.. 217     |
| do.                  | Falk                      | { 2<br>2     | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2,912<br>}    | 199         |            | DD611.. 218     |
| do. 1.               | De Laval                  | { 2<br>2     | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2,928<br>}    | 177         |            | DD432.. 219     |
| do. 1.               | Falk s.                   | { 2<br>2     | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 3,293<br>}    | 167         |            | DD775.. 220     |
| S. & D.              | do.                       | { 2<br>2     | do     | 200<br>40     | 450 A. C.<br>120 D. C. | { 2,912<br>}    | 199         |            | DD612.. 221     |
| Dbl. L.              | do. s.                    | { 2<br>2     | do     | 400<br>50     | 450 A. C.<br>120 D. C. | { 4,647<br>}    | 167         |            | DD765.. 222     |
| do. 1.               | De Laval                  | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD661.. 223     |
| do. 1.               | Westgh. s.                | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD593.. 224     |
| do. 1.               | De Laval                  | { 2<br>2     | do     | 250<br>40     | 450 A. C.<br>120 D. C. | { 3,250<br>}    | 167         |            | DD521.. 225     |

<sup>1</sup> Double reduction—locked train type. <sup>2</sup> Parsons design. <sup>3</sup> Single reduction—2 pinion.  
<sup>4</sup> De Laval design. <sup>5</sup> 29,862 gallons gasoline can be carried in lieu of diesel oil.

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## DESTROYERS (DD).

|     | 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   |
|-----|--------------------------------|---|--|--------------------------------------|---|
| 201 | HUGHES.....DD410               | Bath Iron Works Corp., Bath, Maine.                         | 4,343,150                                      | Mar. 27, 1934                        | Oct. 12, 1936   |
| 202 | { HUGHES, DD428<br>CHARLES F.  | Puget Sound Navy Yard, Bremerton, Wash.                     | 4,367,610                                      | .....do.....                         | { Dec. 7, 1937 <sup>1</sup><br>Dec. 30, 1937 <sup>2</sup> |
| 203 | HULBERT.....DD342              |   |  | Norfolk Navy Yard, Norfolk, Va.      | .....do.....  |
| 204 | HUNT.....DD674                 | Federal S. B. & D. D. Co., Kearny, N. J.                    | 5,700,000                                      | July 19, 1940                        | June 14, 1942   |
| 205 | HUNTINGTON, DD781<br>ROBERT K. | Todd - Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4,716,900                                      | July 9, 1942                         | Aug. 7, 1942  |
| 206 | HUTCHINS.....DD476             | Boston Navy Yard, Boston, Mass.                             | 5,741,360                                      | Mar. 27, 1934                        | June 28, 1940   |
| 207 | HYMAN.....DD732                | Bath Iron Works Corp., Bath, Maine.                         | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 208 | INGERSOLL.....DD652            | .....do.....  | 5,300,000                                      | Dec. 23, 1941                        | Dec. 15, 1941   |
| 209 | INGRAHAM.....DD694             | Federal S. B. & D. D. Co., Kearny, N. J.                    | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 210 | IRWIN.....DD794                | Bethlehem Steel Co., San Pedro, Calif.                      | 6,015,770                                      | July 19, 1940                        | June 14, 1942   |
| 211 | ISHERWOOD.....DD520            | Bethlehem Steel Co., Staten Island, N. Y.                   | 5,888,920                                      | .....do.....                         | Sept. 9, 1940   |
| 212 | IZARD.....DD589                | Charleston Navy Yard, Charleston, S. C.                     | 6,256,000                                      | .....do.....                         | .....do.....  |
| 213 | JARVIS.....DD799               | Todd - Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4,680,000                                      | .....do.....                         | Aug. 4, 1942  |
| 214 | JENKINS.....DD447              | Federal S. B. & D. D. Co., Kearny, N. J.                    | 6,330,000                                      | Mar. 27, 1934                        | July 1, 1940  |
| 215 | JONES, HILARY P. DD427         | { Charleston Navy Yard,<br>Charleston, S. C.                | 4,180,210                                      | .....do.....                         | { Dec. 7, 1937 <sup>1</sup><br>Dec. 30, 1937 <sup>2</sup> |
| 216 | JONES, PAUL.....DD230          | Wm. Cramp & Sons, Philadelphia, Pa.                         |  | .....do.....                         | Oct. 6, 1917  |
| 217 | JOUETT.....DD396               | Bath Iron Works Corp., Bath, Maine.                         | 3,882,500                                      | Mar. 27, 1934                        | Sept. 19, 1935  |
| 218 | KALK.....DD611                 | Bethlehem Steel Co., San Francisco, Calif.                  | 5,977,000                                      | July 19, 1940                        | Dec. 16, 1940   |
| 219 | KEARNY.....DD432               | Federal S. B. & D. D. Co., Kearny, N. J.                    | 5,082,000                                      | Mar. 27, 1934                        | Aug. 17, 1938   |
| 220 | KEITH, WILLARD. DD775          | Bethlehem Steel Co., San Pedro, Calif.                      | 6,293,250                                      | July 9, 1942                         | Aug. 7, 1942  |
| 221 | KENDRICK.....DD612             | .....do.....  | 5,977,000                                      | July 19, 1940                        | Dec. 16, 1940   |
| 222 | KEPPLER.....DD765              | Bethlehem Steel Co., San Francisco, Calif.                  | 7,350,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 223 | KIDD.....DD661                 | Federal S. B. & D. D. Co., Kearny, N. J.                    | 6,015,800                                      | Dec. 23, 1941                        | Dec. 15, 1941   |
| 224 | KILLEN.....DD593               | Puget Sound Navy Yard, Bremerton, Wash.                     | 6,256,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 225 | KIMBERLY.....DD521             | Bethlehem Steel Co., Staten Island, N. Y.                   | 5,888,920                                      | .....do.....                         | .....do.....  |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                     |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|--------------------------|-----|
| Sept. 15, 1937 | June 17, 1939  | Aug. 12, 1939               | Sept. 21, 1939                 | Sept. 21, 1939           | HUGHES.....              | 201 |
| Jan. 3, 1939   | May 16, 1940   | Oct. 30, 1940               | .....                          | Sept. 5, 1940            | HUGHES, CHARLES F.       | 202 |
| Nov. 18, 1918  | June 28, 1919  | .....                       | .....                          | Oct. 27, 1920            | HULBERT.....             | 203 |
| Mar. 31, 1943  | Aug. 1, 1943   | Nov. 6, 1943                | Sept. 21, 1943                 | Sept. 22, 1943           | HUNT.....                | 204 |
| Feb. 29, 1944  | Dec. 5, 1944   | Nov. 20, 1944               | Mar. 3, 1945                   | Mar. 3, 1945             | HUNTINGTON,<br>ROBERT K. | 205 |
| Sept. 27, 1941 | Feb. 20, 1942  | Jan. 1, 1943                | .....                          | Nov. 17, 1942            | HUTCHINS.....            | 206 |
| Nov. 22, 1943  | Apr. 8, 1944   | June 16, 1944               | June 16, 1944                  | June 16, 1944            | HYMAN.....               | 207 |
| Feb. 18, 1943  | June 28, 1943  | Mar. 30, 1944               | Aug. 31, 1943                  | Aug. 31, 1943            | INGERSOLL.....           | 208 |
| Aug. 4, 1943   | Jan. 16, 1944  | Apr. 14, 1944               | Mar. 9, 1944                   | Mar. 10, 1944            | INGRAHAM.....            | 209 |
| May 2, 1943    | Oct. 31, 1943  | Mar. 31, 1944               | Feb. 14, 1944                  | Feb. 14, 1944            | IRWIN.....               | 210 |
| May 12, 1942   | Nov. 24, 1942  | Feb. 15, 1944               | Apr. 10, 1943                  | Apr. 12, 1943            | ISHERWOOD.....           | 211 |
| May 9, 1942    | Oct. 8, 1942   | Feb. 1, 1944                | .....                          | May 15, 1943             | IZARD.....               | 212 |
| June 7, 1943   | Feb. 14, 1944  | Apr. 25, 1944               | June 3, 1944                   | June 3, 1944             | JARVIS.....              | 213 |
| Nov. 27, 1941  | June 21, 1942  | Aug. 9, 1943                | July 28, 1942                  | July 31, 1942            | JENKINS.....             | 214 |
| Nov. 16, 1938  | Dec. 14, 1939  | Aug. 30, 1940               | .....                          | Sept. 7, 1940            | JONES, HILARY P.         | 215 |
| Dec. 23, 1919  | Sept. 30, 1920 | .....                       | Apr. 19, 1921                  | Apr. 19, 1921            | JONES, PAUL.....         | 216 |
| Mar. 26, 1936  | Sept. 24, 1938 | Mar. 19, 1938               | Jan. 25, 1939                  | Jan. 25, 1939            | JOUETT.....              | 217 |
| June 30, 1941  | July 18, 1942  | Dec. 31, 1942               | .....                          | Oct. 17, 1942            | KALK.....                | 218 |
| Mar. 1, 1939   | Mar. 9, 1940   | Apr. 17, 1941               | .....                          | Sept. 13, 1940           | KEARNY.....              | 219 |
| Mar. 5, 1944   | Aug. 29, 1944  | Mar. 1, 1945                | Dec. 27, 1944                  | Dec. 27, 1944            | KEITH, WILLARD...        | 220 |
| May 1, 1941    | Apr. 2, 1942   | Nov. 1, 1942                | Sept. 12, 1942                 | Sept. 12, 1942           | KENDRICK.....            | 221 |
| Apr. 23, 1944  | .....          | Feb. 1, 1945                | .....                          | .....                    | KEPPLER.....             | 222 |
| Oct. 16, 1942  | Feb. 28, 1943  | Dec. 15, 1943               | Apr. 22, 1943                  | Apr. 23, 1943            | KIDD.....                | 223 |
| Nov. 26, 1941  | Jan. 10, 1943  | .....                       | .....                          | May 4, 1944              | KILLEN.....              | 224 |
| July 27, 1942  | Feb. 4, 1943   | July 1, 1944                | .....                          | May 24, 1943             | KIMBERLY.....            | 225 |

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## DESTROYERS (DD).

|     | Name and official number       | Length over all |            | Length on water line |            | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|--------------------------------|-----------------|------------|----------------------|------------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |                                | <i>Ft.</i>      | <i>In.</i> | <i>Ft.</i>           | <i>In.</i> |              |                       |                        |                         |             |
| 226 | KING.....DD242                 | 314             | 5          | 310                  | 0          | 31 8         | 1,190                 | 1,730                  | 16                      | 30.9        |
| 227 | KNAPP.....DD653                | 376             | 5          | 369                  | 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 228 | KNIGHT <sup>3</sup> .....DD633 | 348             | 3          | 341                  | 0          | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 229 | KNOX, FRANK.....DD742          | 390             | 6          | 383                  | 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 230 | LAFHEY.....DD724               | 376             | 6          | 369                  | 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 231 | LAMSON.....DD367               | 341             | 4          | 334                  | 0          | 35 5         | 1,480                 | 2,345                  | 21                      | 39.2        |
| 232 | LANG.....DD399                 | 340             | 9          | 334                  | 0          | 35 6         | 1,500                 | 2,350                  | 21                      | 40.7        |
| 233 | LANSDALE.....DD766             | 390             | 6          | 383                  | 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 234 | LANSDOWNE.....DD486            | 348             | 3          | 341                  | 0          | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 235 | LARDNER.....DD487              | 348             | 3          | 341                  | 0          | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 236 | LARSON, EVERETT DD830<br>P.    | 390             | 6          | 383                  | 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 237 | LAUB.....DD613                 |                 |            |                      |            |              |                       |                        |                         |             |
| 238 | LAVALLETTE.....DD448           | 376             | 5          | 369                  | 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 239 | LAWE, WILLIAM C. DD763         | 390             | 6          | 383                  | 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 240 | LAWRENCE.....DD250             | 314             | 5          | 310                  | 0          | 31 8         | 1,190                 | 1,730                  | 16                      | 30.9        |
| 241 | LAWS.....DD558                 | 376             | 5          | 369                  | 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 242 | LEA.....DD118                  | 314             | 5          | 310                  | 0          | 31 4         | 1,090                 | 1,600                  | 16                      | 32.5        |
| 243 | LEARY.....DD879                | 390             | 6          | 383                  | 0          | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 244 | LEARY, RICHARD DD664<br>P.     | 376             | 5          | 369                  | 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 245 | LEUTZE.....DD481               | 376             | 5          | 369                  | 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 246 | LIND, WALLACE L. DD703         | 376             | 6          | 369                  | 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 247 | LITTLE <sup>2</sup> .....DD803 | 376             | 5          | 369                  | 1          | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 248 | LIVERMORE.....DD429            | 349             | 4          | 341                  | 0          | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |
| 249 | LOFBERG.....DD759              | 376             | 6          | 369                  | 0          | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |

<sup>1</sup> As built.<sup>2</sup> DD803 stricken June 2, 1945.<sup>3</sup> DD633 to be converted to DMS40.

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## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |            | Armament <sup>2</sup> |                 |                           | Official number              |                |         |     |
|--------------------|----------------|---|----------------------|------------|-----------------------|-----------------|---------------------------|------------------------------|----------------|---------|-----|
|                    |                |   | Officers             | Enlisted   | Main                  | 40-mm AA mounts | Torpedo tubes (deck)      |                              |                |         |     |
|                    | <i>Ft.</i>     | <i>In.</i>                              | <i>Ft.</i>           | <i>In.</i> |                       |                 |                           |                              |                |         |     |
| 1,600              | 12             | 1                                       | 14                   | 1          | 11                    | 135             | 4 4", 50 cal. S. P. ....  | None.....                    | 2 21" triple.. | DD242.. | 226 |
| 2,800              | 13             | 9                                       | 17                   | 9          | 20                    | 309             | 5 5", 38 cal. D. P. ....  | 5 twin.....                  | 2 21" quin...  | DD653.. | 227 |
| 2,081              | 13             | 5                                       | 17                   | 5          | 16                    | 260             | 4 5", 38 cal. D. P. ....  | 2 twin.....                  | 1 21" quin...  | DD633.. | 228 |
| 3,047              | 14             | 4                                       | 18                   | 6          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD742.. | 229 |
| 2,882              | 14             | 5                                       | 15                   | 8          | 20                    | 325             | 6 5", 38 cal., D. P. .... | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD724.. | 230 |
| 1,729              | 13             | 2                                       | 17                   | 2          | 16                    | 235             | 4 5", 38 cal. D. P. ....  | 2 quad.....                  | 1 21" quad..   | DD367.. | 231 |
| 1,766              | 13             | 3                                       | 17                   | 3          | 16                    | 235             | 4 5", 38 cal. D. P. ....  | 2 twin.....                  | 2 21" quad..   | DD399.. | 232 |
| 3,047              | 14             | 4                                       | 18                   | 6          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD766.. | 233 |
| 2,081              | 13             | 5                                       | 17                   | 5          | 16                    | 260             | 4 5", 38 cal. D. P. ....  | 2 twin.....                  | 1 21" quin...  | DD486.. | 234 |
| 2,081              | 13             | 5                                       | 17                   | 5          | 16                    | 260             | 4 5", 38 cal. D. P. ....  | 2 twin.....                  | 1 21" quin...  | DD487.. | 235 |
| 3,047              | 14             | 4                                       | 18                   | 6          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD830.. | 236 |
| 2,067              | 13             | 4                                       | 17                   | 4          | 16                    | 260             | 4 5", 38 cal. D. P. ....  | 2 twin.....                  | 1 21" quin...  | DD613.. | 237 |
| 2,800              | 13             | 9                                       | 17                   | 9          | 20                    | 309             | 5 5", 38 cal. D. P. ....  | 5 twin.....                  | 2 21" quin...  | DD448.. | 238 |
| 3,047              | 14             | 4                                       | 18                   | 6          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD763.. | 239 |
| 1,600              | 12             | 1                                       | 14                   | 1          | 11                    | 135             | 4 4", 50 cal. S. P. ....  | None.....                    | 2 21" triple.. | DD250.. | 240 |
| 2,800              | 13             | 9                                       | 17                   | 9          | 20                    | 309             | 5 5", 38 cal. D. P. ....  | 5 twin.....                  | 2 21" quin...  | DD558.. | 241 |
| 1,600              | 11             | 4                                       | 13                   | 4          | 11                    | 146             | 6 3", 50 cal. D. P. ....  | None.....                    | 2 21" triple.. | DD118.. | 242 |
| 3,047              | 14             | 4                                       | 18                   | 6          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD879.. | 243 |
| 2,800              | 13             | 9                                       | 17                   | 9          | 20                    | 309             | 5 5", 38 cal. D. P. ....  | 5 twin.....                  | 2 21" quin...  | DD664.. | 244 |
| 2,800              | 13             | 9                                       | 17                   | 9          | 20                    | 309             | 5 5", 38 cal. D. P. ....  | 5 twin.....                  | 2 21" quin...  | DD481.. | 245 |
| 2,882              | 14             | 5                                       | 15                   | 8          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD703.. | 246 |
| 2,800              | 13             | 9                                       | 17                   | 9          | 20                    | 309             | 5 5", 38 cal. D. P. ....  | 5 twin.....                  | 2 21" quin...  | DD803.. | 247 |
| 2,081              | 13             | 6                                       | 17                   | 6          | 16                    | 260             | 4 5", 38 cal. D. P. ....  | 2 twin.....                  | 2 21" quin...  | DD429.. | 248 |
| 2,882              | 14             | 5                                       | 15                   | 8          | 20                    | 325             | 6 5", 38 cal. D. P. ....  | {2 twin.....<br>2 quad.....} | 2 21" quin...  | DD759.. | 249 |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

CONFIDENTIAL

DESTROYERS (DD).

|     | Name and official number         | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |                     |
|-----|----------------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|---------------------|
|     |                                  |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature         |
| 226 | KING.....DD242                   | 2                    | Westgh. Turb...                  | 26,000           | 3       | W. F.           | <i>p. s. i.</i> 265             | <i>Deg. F.</i> Sat. |
| 227 | KNAPP.....DD653                  | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.         | 565                             | 850                 |
| 228 | KNIGHT.....DD633                 | 2                    | Bos. turb.....                   | 60,000           | 4       | do.             | 580                             | 825                 |
| 229 | KNOX, FRANK.DD742                | 2                    | Westgh. turb...                  | 60,000           | 4       | do.             | 565                             | 850                 |
| 230 | LAFFEY.....DD724                 | 2                    | G. E. turb.....                  | 60,000           | 4       | do.             | 565                             | 850                 |
| 231 | LAMSON.....DD367                 | 2                    | do.                              | 49,000           | 4       | B. & W. & F. W. | 400                             | 700                 |
| 232 | LANG.....DD399                   | 2                    | Westgh. turb...                  | 50,000           | 3       | B. & W.         | 565                             | 700                 |
| 233 | LANSDALE...DD766                 | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850                 |
| 234 | LANSLOWNE...DD486                | 2                    | Westgh. turb...                  | 50,000           | 4       | B. & W.         | 580                             | 825                 |
| 235 | LARDNER.....DD487                | 2                    | do.                              | 50,000           | 4       | do.             | 580                             | 825                 |
| 236 | { LARSON, DD830<br>EVERETT F. }  | 2                    | G. E. turb.....                  | 60,000           | 4       | do.             | 565                             | 850                 |
| 237 | LAUB.....DD613                   | 2                    | Beth. turb.....                  | 50,000           | 4       | do.             | 575                             | 750                 |
| 238 | LAVALLETTE...DD448               | 2                    | G. E. turb.....                  | 60,000           | 4       | do.             | 565                             | 850                 |
| 239 | { LAWE, WIL- DD763<br>LIAM C. }  | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850                 |
| 240 | LAWRENCE...DD250                 | 2                    | Westgh. turb...                  | 26,000           | 3       | W. F.           | 265                             | Sat.                |
| 241 | LAWS.....DD558                   | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.         | 565                             | 850                 |
| 242 | LEA.....DD118                    | 2                    | Parsons turb...                  | 26,000           | 3       | W. F.           | 265                             | Sat.                |
| 243 | LEARY.....DD879                  | 2                    | Westgh. turb...                  | 60,000           | 4       | B. & W.         | 565                             | 850                 |
| 244 | { LEARY, RICH- DD664<br>ARD P. } | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.           | 565                             | 850                 |
| 245 | LEUTZE.....DD481                 | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850                 |
| 246 | { LIND, WAL- DD703<br>LACE L. }  | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.         | 565                             | 850                 |
| 247 | LITTLE.....DD803                 | 2                    | Westgh. Turb...                  | 60,000           | 4       | B. & W.         | 565                             | 850                 |
| 248 | LIVERMORE...DD429                | 2                    | G. E. turb.....                  | 50,000           | 4       | do.             | 580                             | 825                 |
| 249 | LOFBERG.....DD759                | 2                    | G. E. turb.....                  | 60,000           | 4       | do.             | 565                             | 850                 |

DESTROYERS (DD).

| Type              | Manufacturer          | Number   | Type of drive | Ship's service generators |                        | Fuel capacities            |            |          | Official number |
|-------------------|-----------------------|----------|---------------|---------------------------|------------------------|----------------------------|------------|----------|-----------------|
|                   |                       |          |               | Capacity each             | Voltage                | Fuel oil                   | Diesel oil | Gasoline |                 |
| Sgl. <sup>5</sup> | Westgh.               | 2        | Turbo         | <i>Kw.</i> 60             | 120 D. C.              | <i>Bar-<br/>rels</i> 3,070 |            |          | DD242.. 226     |
| Dbl. <sup>1</sup> | do. <sup>8</sup>      | { 2<br>2 | do.           | 250<br>40                 | 450 A. C.<br>120 D. C. | 3,250                      | 167        |          | DD653.. 227     |
|                   |                       |          |               |                           |                        |                            |            |          |                 |
| do. <sup>1</sup>  | do. <sup>8</sup>      | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 4,647                      | 167        |          | DD742.. 229     |
| do. <sup>1</sup>  | do. <sup>8</sup>      | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 3,293                      | 167        |          | DD724.. 230     |
| do. <sup>1</sup>  | De Laval              | { 2<br>2 | do.           | 132<br>40                 | 450 A. C.<br>120 D. C. | 3,600                      | 110        |          | DD367.. 231     |
| do. <sup>1</sup>  | do.                   | { 2<br>2 | do.           | 132<br>40                 | 450 A. C.<br>120 D. C. | 3,192                      | 216        |          | DD399.. 232     |
| do. <sup>1</sup>  | Falk <sup>8</sup>     | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 4,647                      | 167        |          | DD766.. 233     |
| do. <sup>1</sup>  | Westgh. <sup>8</sup>  | { 2<br>2 | do.           | 200<br>40                 | 450 A. C.<br>120 D. C. | 2,928                      | 177        |          | DD486.. 234     |
| do. <sup>1</sup>  | do. <sup>8</sup>      | { 2<br>2 | do.           | 200<br>50                 | 450 A. C.<br>120 D. C. | 2,928                      | 177        |          | DD487.. 235     |
| do. <sup>1</sup>  | De Laval              | { 2<br>2 | do.           | 400<br>40                 | 450 A. C.<br>120 D. C. | 4,647                      | 167        |          | DD830.. 236     |
| S. & D.           | Falk                  | { 2<br>2 | do.           | 200<br>40                 | 450 A. C.<br>120 D. C. | 2,912                      | 199        |          | DD613.. 237     |
| Dbl. <sup>1</sup> | De Laval              | { 2<br>2 | do.           | 250<br>40                 | 450 A. C.<br>120 D. C. | 3,250                      | 167        |          | DD448.. 238     |
| do. <sup>1</sup>  | Falk <sup>8</sup>     | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 4,647                      | 167        |          | DD763.. 239     |
| Sgl. <sup>5</sup> | Westgh.               | 2        | do.           | 60                        | 120 D. C.              | 3,070                      |            |          | DD250.. 240     |
| Dbl. <sup>1</sup> | Falk <sup>8</sup>     | { 2<br>2 | do.           | 250<br>40                 | 450 A. C.<br>120 D. C. | 3,250                      | 167        |          | DD558.. 241     |
| Sgl. <sup>5</sup> | De Laval <sup>8</sup> | 2        | do.           | 60                        | 120 D. C.              | 2,590                      |            |          | DD118.. 242     |
| Dbl. <sup>1</sup> | Falk <sup>8</sup>     | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 4,647                      | 167        |          | DD879.. 243     |
| do. <sup>1</sup>  | De Laval              | { 2<br>2 | do.           | 250<br>40                 | 450 A. C.<br>120 D. C. | 3,250                      | 167        |          | DD664.. 244     |
| do. <sup>1</sup>  | Falk <sup>8</sup>     | { 2<br>2 | do.           | 250<br>40                 | 450 A. C.<br>120 D. C. | 3,250                      | 167        |          | DD481.. 245     |
| do. <sup>1</sup>  | De Laval              | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 3,293                      | 167        |          | DD703.. 246     |
| Dbl. <sup>1</sup> | De Laval              | { 2<br>2 | do.           | 250<br>40                 | 450 A. C.<br>120 D. C. | 3,250                      | 167        |          | DD803.. 247     |
| do. <sup>1</sup>  | do.                   | { 2<br>2 | do.           | 200<br>40                 | 450 A. C.<br>120 D. C. | 2,928                      | 177        |          | DD429.. 248     |
| do. <sup>1</sup>  | Falk <sup>8</sup>     | { 2<br>2 | do.           | 400<br>50                 | 450 A. C.<br>120 D. C. | 3,293                      | 167        |          | DD759.. 249     |

<sup>1</sup> Double reduction—locked train type.  
<sup>7</sup> Double reduction—nested 3 turbine.

<sup>8</sup> Parsons design.

<sup>8</sup> Single reduction—2 pinion.

<sup>8</sup> De Laval design.

## DESTROYERS (DD).

|     | 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                |
|-----|-------------------------------|--|--|--------------------------------------|--------------------------------|
| 226 | KING.....DD242                | } New York S. B. Corp.,<br>Camden, N. J.                       | {-----   | Oct. 6, 1917                         | {Dec. 29, 1917<br>May 8, 1919} |
| 227 | KNAPP.....DD653               |  |  |                                      |                                |
| 228 | KNIGHT.....DD633              | Boston Navy Yard, Boston,<br>Mass.                             | 5,300,000                                      | July 19, 1940                        | Dec. 16, 1940                  |
| 229 | KNOX, FRANK.....DD742         | Bath Iron Works Corp.,<br>Bath, Maine.                         | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942                   |
| 230 | LAFFEY.....DD724              | do.....  | 5,100,000                                      | do.....                              | do.....                        |
| 231 | LAMSON.....DD367              | do.....  | 3,276,500                                      | June 16, 1933                        | Aug. 3, 1933                   |
| 232 | LANG.....DD399                | Federal S. B. & D. D. Co.<br>Kearny, N. J.                     | 4,000,000                                      | Mar. 27, 1934                        | Nov. 14, 1935                  |
| 233 | LANSDALE.....DD766            | Bethlehem Steel Co., San<br>Francisco, Calif.                  | 7,350,000                                      | July 9, 1942                         | Aug. 7, 1942                   |
| 234 | LANSDOWNE.....DD486           | Federal S. B. & D. D. Co.,<br>Kearny, N. J.                    | 5,329,000                                      | July 19, 1940                        | Sept. 9, 1940                  |
| 235 | LARDNER.....DD487             | do.....  | 5,379,000                                      | do.....                              | do.....                        |
| 236 | LARSON,<br>EVERETT.....DD830  | Bath Iron Works Corp.,<br>Bath, Maine.                         | 5,260,000                                      | do.....                              | June 14, 1943                  |
| 237 | LAUB.....DD613                | Bethlehem Steel Co., San<br>Pedro, Calif.                      | 5,977,000                                      | do.....                              | Dec. 16, 1940                  |
| 238 | LAVALLETTE.....DD448          | Federal S. B. & D. D. Co.,<br>Kearny, N. J.                    | 6,330,000                                      | Mar. 27, 1934                        | July 1, 1940                   |
| 239 | LAWE,<br>WILLIAM C.....DD763  | Bethlehem Steel Co., San<br>Francisco, Calif.                  | 7,350,000                                      | July 9, 1942                         | Aug. 7, 1942                   |
| 240 | LAWRENCE.....DD250            | } New York S. B. Corp.,<br>Camden, N. J.                       | {-----   | Oct. 6, 1917                         | {Dec. 29, 1917<br>May 8, 1919} |
| 241 | LAWS.....DD558                |  |  |                                      |                                |
| 242 | LEA.....DD118                 | Wm. Cramp & Sons, Phila-<br>delphia, Pa.                       | -----  | Mar. 4, 1917                         | May 2, 1917                    |
| 243 | LEARY.....DD879               | Consolidated Steel Corp.,<br>Orange, Tex.                      | * 7,600,000                                    | July 19, 1940                        | June 14, 1943                  |
| 244 | LEARY,<br>RICHARD P.....DD664 | Boston Navy Yard, Boston,<br>Mass.                             | -----  | Dec. 23, 1941                        | Dec. 15, 1941                  |
| 245 | LEUTZE.....DD481              | Puget Sound Navy Yard,<br>Bremerton, Wash.                     | 7,474,000                                      | Mar. 27, 1934                        | June 28, 1940                  |
| 246 | LIND,<br>WALLACE L.....DD703  | Federal S. B. & D. D. Co.<br>Kearny, N. J.                     | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942                   |
| 247 | LITTLE.....DD803              | Todd - Pacific Shipyards,<br>Inc., Seattle, Wash. <sup>2</sup> | * 6,800,000                                    | Mar. 27, 1934                        | Aug. 4, 1942                   |
| 248 | LIVERMORE.....DD429           | Bath Iron Works Corp.,<br>Bath, Maine.                         | 5,067,000                                      | do.....                              | Aug. 15, 1938                  |
| 249 | LOFBERG.....DD759             | Bethlehem Steel Co., San<br>Francisco, Calif.                  | 7,350,000                                      | July 9, 1942                         | Aug. 7, 1942                   |

<sup>1</sup> Date of supplementary contract.<sup>2</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>3</sup> Cost plus fixed fee (see "Notes and Definitions")

## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                   |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|------------------------|-----|
| Apr. 28, 1919  | Oct. 14, 1920  | -----                       | Dec. 16, 1920                  | Dec. 16, 1920            | KING.....              | 226 |
| Mar. 8, 1943   | July 10, 1943  | Apr. 30, 1944               | Sept. 16, 1943                 | Sept. 16, 1943           | KNAPP.....             | 227 |
| Mar. 18, 1941  | Sept. 27, 1941 | Sept. 1, 1942               | -----                          | June 23, 1942            | KNIGHT.....            | 228 |
| May 8, 1944    | Sept. 17, 1944 | Dec. 7, 1944                | Dec. 8, 1944                   | Dec. 11, 1944            | KNOX, FRANK.....       | 229 |
| June 28, 1943  | Nov. 21, 1943  | Feb. 8, 1944                | Feb. 8, 1944                   | Feb. 8, 1944             | LAFFEY.....            | 230 |
| Mar. 20, 1934  | June 17, 1936  | -----                       | Oct. 21, 1936                  | Oct. 21, 1936            | LAMSON.....            | 231 |
| Apr. 5, 1937   | Aug. 27, 1938  | July 14, 1938               | Mar. 29, 1939                  | Mar. 30, 1939            | LANG.....              | 232 |
| Apr. 2, 1944   | -----          | Mar. 1, 1945                | -----                          | -----                    | LANSDALE.....          | 233 |
| July 31, 1941  | Feb. 20, 1942  | Oct. 9, 1942                | Apr. 28, 1942                  | Apr. 29, 1942            | LANSDOWNE.....         | 234 |
| Sept. 15, 1941 | Mar. 20, 1942  | Nov. 9, 1942                | May 12, 1942                   | May 13, 1942             | LARDNER.....           | 235 |
| Sept. 4, 1944  | Jan. 28, 1945  | Apr. 6, 1945                | Apr. 6, 1945                   | Apr. 6, 1945             | LARSON, EVERETT F..... | 236 |
| May 1, 1941    | Apr. 28, 1942  | Dec. 1, 1942                | Oct. 24, 1942                  | Oct. 24, 1942            | LAUB.....              | 237 |
| Nov. 27, 1941  | June 21, 1942  | Sept. 9, 1943               | Aug. 11, 1942                  | Aug. 12, 1942            | LAVALLETTE.....        | 238 |
| Mar. 12, 1944  | -----          | Jan. 1, 1945                | -----                          | -----                    | LAWE, WILLIAM C.....   | 239 |
| Aug. 14, 1919  | July 10, 1920  | -----                       | Apr. 18, 1921                  | Apr. 18, 1921            | LAWRENCE.....          | 240 |
| May 19, 1942   | Apr. 22, 1943  | Aug. 31, 1943               | Nov. 18, 1943                  | Nov. 18, 1943            | LAWS.....              | 241 |
| Sept. 18, 1917 | Apr. 29, 1918  | -----                       | Sept. 30, 1918                 | Oct. 2, 1918             | LEA.....               | 242 |
| Aug. 11, 1944  | Jan. 20, 1945  | Apr. 1, 1945                | May 4, 1945                    | May 7, 1945              | LEARY.....             | 243 |
| July 4, 1943   | Oct. 6, 1943   | -----                       | Feb. 23, 1944                  | Feb. 23, 1944            | LEARY, RICHARD P.....  | 244 |
| June 3, 1941   | Oct. 29, 1942  | Apr. 1, 1943                | -----                          | Mar. 4, 1944             | LEUTZE.....            | 245 |
| Feb. 14, 1944  | June 14, 1944  | Aug. 31, 1944               | Sept. 8, 1944                  | Sept. 8, 1944            | LIND, WALLACE L.....   | 246 |
| Sept. 13, 1943 | May 22, 1945   | June 25, 1944               | Aug. 19, 1944                  | Aug. 19, 1944            | LITTLE.....            | 247 |
| Mar. 6, 1939   | Aug. 3, 1940   | Dec. 15, 1940               | -----                          | Oct. 7, 1940             | LIVERMORE.....         | 248 |
| Nov. 4, 1943   | Aug. 12, 1944  | Nov. 1, 1944                | Apr. 26, 1945                  | Apr. 26, 1945            | LOFBERG.....           | 249 |

## DESTROYERS (DD).

|     | Name and official number       | Length over all |     | Length on water line |     | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |      |
|-----|--------------------------------|-----------------|-----|----------------------|-----|--------------|-----------------------|------------------------|-------------------------|-------------|------|
|     |                                | Ft.             | In. | Ft.                  | In. |              |                       |                        |                         |             |      |
| 250 | LONGSHAW.....DD559             | 376             | 5   | 369                  | 1   | 39           | 7                     | 2,050                  | 2,940                   | 26          | 35.2 |
| 251 | LOWRY.....DD770                | 376             | 6   | 369                  | 0   | 40           | 10                    | 2,200                  | 3,315                   | 27          | 34.2 |
| 252 | LUCE.....DD522                 | 376             | 5   | 369                  | 1   | 39           | 7                     | 2,050                  | 2,940                   | 26          | 35.2 |
| 253 | LUDLOW.....DD438               | 348             | 4   | 341                  | 0   | 36           | 1                     | 1,630                  | 2,525                   | 22          | 37.4 |
| 254 | MACDONOUGH.....DD351           | 341             | 3   | 334                  | 0   | 34           | 3                     | 1,395                  | 2,255                   | 21          | 37.0 |
| 255 | MACKENZIE.....DD614            | 347             | 9   | 341                  | 0   | 36           | 1                     | 1,620                  | 2,475                   | 22          | 37.6 |
| 256 | MACKENZIE, GEORGE K. DD836     | 390             | 6   | 383                  | 0   | 40           | 10                    | 2,425                  | 3,479                   | 27          | 34.6 |
| 257 | MADDOX.....DD731               | 376             | 6   | 369                  | 0   | 40           | 10                    | 2,200                  | 3,315                   | 27          | 34.2 |
| 258 | MADISON.....DD425              | 347             | 10  | 341                  | 0   | 36           | 1                     | 1,620                  | 2,525                   | 22          | 36.7 |
| 259 | MANSFIELD.....DD728            | 376             | 6   | 369                  | 0   | 40           | 10                    | 2,200                  | 3,315                   | 27          | 34.2 |
| 260 | MARSHALL.....DD676             | 376             | 5   | 369                  | 1   | 39           | 7                     | 2,050                  | 2,940                   | 26          | 35.2 |
| 261 | MASSEY.....DD778               | 376             | 6   | 369                  | 0   | 40           | 10                    | 2,200                  | 3,315                   | 27          | 34.2 |
| 262 | MAURY.....DD401                | 340             | 10  | 334                  | 0   | 35           | 10                    | 1,500                  | 2,350                   | 21          | 40.0 |
| 263 | MAYO.....DD422                 | 347             | 10  | 341                  | 0   | 36           | 1                     | 1,620                  | 2,525                   | 22          | 36.7 |
| 264 | MAYRANT.....DD402              | 340             | 9   | 334                  | 0   | 35           | 6                     | 1,500                  | 2,350                   | 21          | 40.7 |
| 265 | McCAFFERY.....DD860            | 390             | 6   | 383                  | 0   | 40           | 10                    | 2,425                  | 3,479                   | 27          | 34.6 |
| 266 | McCALL.....DD400               | 340             | 10  | 334                  | 0   | 35           | 10                    | 1,500                  | 2,350                   | 21          | 40.0 |
| 267 | McCALLA.....DD488              | 348             | 3   | 341                  | 0   | 36           | 1                     | 1,630                  | 2,500                   | 22          | 37.4 |
| 268 | McCOOK <sup>2</sup> .....DD496 | 348             | 3   | 341                  | 0   | 36           | 1                     | 1,630                  | 2,500                   | 22          | 37.4 |
| 269 | McCORD.....DD534               | 376             | 5   | 369                  | 1   | 39           | 7                     | 2,050                  | 2,940                   | 26          | 35.2 |
| 270 | McCORMICK.....DD223            | 314             | 5   | 310                  | 0   | 31           | 8                     | 1,190                  | 1,730                   | 16          | 32.5 |
| 271 | McDERMUT.....DD677             | 376             | 5   | 369                  | 1   | 39           | 7                     | 2,050                  | 2,940                   | 26          | 35.2 |
| 272 | McDOUGAL.....DD358             | 381             | 1   | 372                  | 0   | 37           | 0                     | 1,850                  | 2,840                   | 25          | 36.4 |
| 273 | McFARLAND.....DD237            | 314             | 5   | 310                  | 0   | 31           | 8                     | 1,311                  | 1,730                   | 16          | 27.6 |
| 274 | McGOWAN.....DD678              | 376             | 5   | 369                  | 1   | 39           | 7                     | 2,050                  | 2,940                   | 26          | 35.2 |

<sup>1</sup> As built.<sup>2</sup> DD496 to be converted to DMS36.

## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup> |                 |                         | Official number              |                 |         |     |
|--------------------|----------------|---|----------------------|----------|-----------------------|-----------------|-------------------------|------------------------------|-----------------|---------|-----|
|                    |                |   | Officers             | Enlisted | Main                  | 40 mm AA mounts | Torpedo tubes (deck)    |                              |                 |         |     |
| 2,800              | 13             | 9                                       | 17                   | 9        | 20                    | 309             | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...   | DD559.. | 250 |
| 2,882              | 14             | 5                                       | 15                   | 8        | 20                    | 325             | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...   | DD770.. | 251 |
| 2,800              | 13             | 9                                       | 17                   | 9        | 20                    | 309             | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...   | DD522.. | 252 |
| 2,081              | 13             | 6                                       | 17                   | 6        | 16                    | 260             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin...   | DD438.. | 253 |
| 1,694              | 12             | 4                                       | 16                   | 4        | 16                    | 235             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quad...   | DD351.. | 254 |
| 2,067              | 13             | 4                                       | 17                   | 4        | 16                    | 260             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...   | DD614.. | 255 |
| 3,047              | 14             | 4                                       | 18                   | 6        | 20                    | 325             | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...   | DD836.. | 256 |
| 2,882              | 14             | 5                                       | 15                   | 8        | 20                    | 325             | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...   | DD731.. | 257 |
| 2,067              | 13             | 6                                       | 17                   | 6        | 16                    | 260             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin...   | DD425.. | 258 |
| 2,882              | 14             | 5                                       | 15                   | 8        | 20                    | 325             | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...   | DD728.. | 259 |
| 2,800              | 13             | 9                                       | 17                   | 9        | 20                    | 309             | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...   | DD676.. | 260 |
| 2,882              | 14             | 5                                       | 15                   | 8        | 20                    | 325             | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...   | DD778.. | 261 |
| 1,767              | 13             | 3                                       | 17                   | 3        | 16                    | 235             | 4 5", 38 cal. D. P..... | None.....                    | 4 21" quad...   | DD401.. | 262 |
| 2,067              | 13             | 6                                       | 17                   | 6        | 16                    | 260             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin...   | DD422.. | 263 |
| 1,766              | 13             | 3                                       | 17                   | 3        | 16                    | 235             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quad...   | DD402.. | 264 |
| 3,047              | 14             | 4                                       | 18                   | 6        | 20                    | 325             | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...   | DD860.. | 265 |
| 1,767              | 13             | 3                                       | 17                   | 3        | 16                    | 235             | 4 5", 38 cal. D. P..... | None.....                    | 4 21" quad...   | DD400.. | 266 |
| 2,081              | 13             | 5                                       | 17                   | 5        | 16                    | 260             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...   | DD488.. | 267 |
| 2,081              | 13             | 5                                       | 17                   | 5        | 16                    | 260             | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...   | DD496.. | 268 |
| 2,800              | 13             | 9                                       | 17                   | 9        | 20                    | 309             | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...   | DD534.. | 269 |
| 1,600              | 12             | 1                                       | 14                   | 1        | 11                    | 149             | 6 3", 50 cal. D. P..... | None.....                    | 2 21" triple... | DD223.. | 270 |
| 2,800              | 13             | 9                                       | 17                   | 9        | 20                    | 309             | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...   | DD677.. | 271 |
| 2,149              | 13             | 9                                       | 17                   | 9        | 16                    | 278             | 5 5", 38 cal. D. P..... | {1 quad.....<br>2 twin.....} | 2 21" quad...   | DD358.. | 272 |
| 1,600              | 12             | 1                                       | 14                   | 1        | 11                    | 127             | 2 3", 50 cal. D. P..... | None.....                    | None.....       | DD237.. | 273 |
| 2,800              | 13             | 9                                       | 17                   | 9        | 20                    | 309             | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...   | DD678.. | 274 |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in Armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number      | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|-----|-------------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|     |                               |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
| 250 | LONGSHAW...DD559              | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | p. s. i. 565                    | Deg. F. 850 |
| 251 | LOWRY.....DD770               | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 252 | LUCE.....DD522                | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 253 | LUDLOW.....DD438              | 2                    | Westgh. turb....                 | 50,000           | 4       | do.....         | 580                             | 825         |
| 254 | MACDONOUGH...DD351            | 2                    | Beth. turb.....                  | 42,800           | 4       | Yar.....        | 400                             | 648         |
| 255 | MACKENZIE...DD614             | 2                    | do.....                          | 50,000           | 4       | B. & W.....     | 575                             | 750         |
| 256 | MACKENZIE, DD836<br>GEORGE K. | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 257 | MADDOX.....DD731              | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850         |
| 258 | MADISON.....DD425             | 2                    | Beth. turb.....                  | 47,000           | 4       | F. W.....       | 575                             | 700         |
| 259 | MANSFIELD...DD728             | 2                    | Westgh. turb....                 | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 260 | MARSHALL...DD676              | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 261 | MASSEY.....DD778              | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 262 | MAURY.....DD401               | 2                    | Beth. turb.....                  | 50,000           | 4       | Yar.....        | 565                             | 700         |
| 263 | MAYO.....DD422                | 2                    | do.....                          | 47,000           | 4       | B. & W.....     | 575                             | 700         |
| 264 | MAYRANT...DD402               | 2                    | Westgh. turb....                 | 50,000           | 3       | do.....         | 565                             | 705         |
| 265 | McCAFFERY...DD860             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 266 | McCALL.....DD400              | 2                    | Beth. turb.....                  | 50,000           | 4       | Yar.....        | 565                             | 700         |
| 267 | McCALLA...DD488               | 2                    | Westgh. turb....                 | 50,000           | 4       | B. & W.....     | 580                             | 825         |
| 268 | McCook.....DD496              | 2                    | G. E. turb.....                  | 50,000           | 4       | do.....         | 580                             | 825         |
| 269 | McCord.....DD534              | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850         |
| 270 | McCORMICK...DD223             | 2                    | Parsons turb....                 | 26,000           | 3       | W. F.....       | 265                             | Sat.        |
| 271 | McDERMUT...DD677              | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 272 | McDouGALL...DD358             | 2                    | N. Y. S. turb....                | 50,000           | 4       | do.....         | 400                             | 648         |
| 273 | McFarland...DD237             | 2                    | Westgh. turb....                 | 26,000           | 2       | W. F.....       | 265                             | Sat.        |
| 274 | McGowan...DD678               | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |        |               |               | Fuel capacities |             |            | Official number |
|----------------------|---------------------------|--------------|--------|---------------|---------------|-----------------|-------------|------------|-----------------|
|                      | Type                      | Manufacturer | Number | Type of drive | Capacity each | Voltage         | Fuel oil    | Diesel oil |                 |
| Dbl.1.               | Falk §                    | { 2          | Turbo  | Kw. 250       | 450 A. C.     | Barrels 3,250   | Barrels 167 | Galons     | DD559.. 250     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| do.1.                | do. §                     | { 2          | do     | 400           | 450 A. C.     | 3,293           | 167         |            | DD770.. 251     |
|                      |                           | { 2          | do     | 50            | 120 D. C.     |                 |             |            |                 |
| do.1.                | De Laval                  | { 2          | do     | 250           | 450 A. C.     | 3,250           | 167*        |            | DD522.. 252     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| do.1.                | do                        | { 2          | do     | 200           | 450 A. C.     | 2,928           | 177         |            | DD438.. 253     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Sgl. §               | G. E. §                   | { 92         | do     | 132           | 230 A. C.     | 4,000           |             |            | DD351.. 254     |
|                      |                           | { 2          | do     | 45            | 120 A. C.     |                 |             |            |                 |
|                      |                           | { 30         | do     | 30            | 120 D. C.     |                 |             |            |                 |
| S. & D.              | Falk                      | { 2          | do     | 200           | 450 A. C.     | 2,912           | 199         |            | DD614.. 255     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Dbl.1.               | De Laval                  | { 2          | do     | 400           | 450 A. C.     | 4,647           | 167         |            | DD836.. 256     |
|                      |                           | { 2          | do     | 50            | 120 D. C.     |                 |             |            |                 |
| do.1.                | do                        | { 2          | do     | 400           | 450 A. C.     | 3,293           | 167         |            | DD731.. 257     |
|                      |                           | { 2          | do     | 50            | 120 D. C.     |                 |             |            |                 |
| S. & D.              | Falk                      | { 2          | do     | 200           | 450 A. C.     | 2,912           | 199         |            | DD425.. 258     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Dbl.1.               | do. §                     | { 2          | do     | 400           | 450 A. C.     | 3,293           | 167         |            | DD728.. 259     |
|                      |                           | { 2          | do     | 50            | 120 D. C.     |                 |             |            |                 |
| do.1.                | De Laval                  | { 2          | do     | 250           | 450 A. C.     | 3,250           | 167         |            | DD676.. 260     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| do.1.                | Falk §                    | { 2          | do     | 400           | 450 A. C.     | 3,293           | 167         |            | DD778.. 261     |
|                      |                           | { 2          | do     | 50            | 120 D. C.     |                 |             |            |                 |
| Sgl. §               | do                        | { 2          | do     | 132           | 450 A. C.     | 3,416           | 210         |            | DD401.. 262     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| S. & D.              | do                        | { 2          | do     | 200           | 450 A. C.     | 2,912           | 199         |            | DD422.. 263     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Dbl.7.               | De Laval                  | { 2          | do     | 200           | 450 A. C.     | 3,232           | 216         |            | DD402.. 264     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Dbl.1.               | Falk §                    | { 2          | do     | 400           | 450 A. C.     | 4,647           | 167         |            | DD860.. 265     |
|                      |                           | { 2          | do     | 50            | 120 D. C.     |                 |             |            |                 |
| Sgl. §               | do                        | { 2          | do     | 132           | 450 A. C.     | 3,416           | 210         |            | DD400.. 266     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Dbl.1.               | Westgh. §                 | { 2          | do     | 200           | 450 A. C.     | 2,928           | 177         |            | DD488.. 267     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| do.1.                | F. B. §                   | { 2          | do     | 200           | 450 A. C.     | 2,928           | 177         |            | DD496.. 268     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| do.1.                | Westgh. §                 | { 2          | do     | 250           | 450 A. C.     | 3,250           | 167         |            | DD534.. 269     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Sgl. §               | De Laval §                | 2            | do     | 60            | 120 D. C.     | 3,030           |             |            | DD223.. 270     |
| Dbl.1.               | Westgh. §                 | { 2          | do     | 250           | 450 A. C.     | 3,250           | 167         |            | DD677.. 271     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |
| Sgl. §               | Falk                      | 2            | do     | 200           | 450 A. C.     | 4,297           | 128         |            | DD358.. 272     |
| do. §                | Westgh.                   | 2            | do     | 60            | 120 D. C.     | 2,675           | 10 711      |            | DD237.. 273     |
| Dbl.1.               | Falk §                    | { 2          | do     | 250           | 450 A. C.     | 3,250           | 167         |            | DD678.. 274     |
|                      |                           | { 2          | do     | 40            | 120 D. C.     |                 |             |            |                 |

1 Double reduction-locked train type. 3 Parsons design. 4 Falk design.  
 5 Single reduction—2 pinion. 7 Double reduction--nested 3 turbine. 8 De Laval design.  
 9 2 6-wire generators each delivering 132 kw. and 45 kw.  
 10 29,862 gals. gasoline can be carried in lieu of diesel oil.

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## DESTROYERS (DD).

|     | 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  |
|-----|-------------------------------|--|--|--------------------------------------|--|
| 250 | LONGSHAW.....DD559            | Seattle-Tacoma S. B. Corp., Seattle, Wash.               | \$ 6,649,000                                   | July 19, 1940                        | Sept. 9, 1940  |
| 251 | LOWRY.....DD770               | Bethlehem Steel Co., San Pedro, Calif.                   | 6,293,250                                      | July 9, 1942                         | Aug. 7, 1942   |
| 252 | LUCE.....DD522                | Bethlehem Steel Co., Staten Island, N. Y.                | 5,888,920                                      | July 19, 1940                        | Sept. 9, 1940  |
| 253 | LUDLOW.....DD438              | Bath Iron Works Corp., Bath, Maine.                      | 4,813,000                                      | May 17, 1938                         | June 15, 1939  |
| 254 | MACDONOUGH...DD351            | Boston Navy Yard, Boston, Mass.                          | 3,325,000                                      | July 11, 1919                        | {Sept. 29, 1931}<br>{Feb. 11, 1932}                        |
| 255 | MACKENZIE....DD614            | Bethlehem Steel Co., San Pedro, Calif.                   | 5,977,000                                      | July 19, 1940                        | Dec. 16, 1940  |
| 256 | MACKENZIE, DD836<br>GEORGE K. | Bath Iron Works Corp., Bath, Maine.                      | 5,260,000                                      | do                                   | June 14, 1943  |
| 257 | MADDOX.....DD731              | do   | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 258 | MADISON.....DD425             | Boston Navy Yard, Boston, Bath, Mass.                    | 4,474,910                                      | Mar. 27, 1934                        | {Aug. 27, 1937}<br>{Dec. 30, 1937}                         |
| 259 | MANSFIELD....DD728            | Bath Iron Works Corp., Bath, Maine.                      | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 260 | MARSHALL....DD676             | Federal S. B. & D. D. Co., Kearny, N. J.                 | 5,700,000                                      | July 19, 1940                        | June 14, 1942  |
| 261 | MASSEY.....DD778              | Todd-Pacific Shipyards, Inc. Seattle, Wash. <sup>4</sup> | \$ 7,169,000                                   | July 9, 1942                         | Aug. 7, 1942   |
| 262 | MAURY.....DD401               | Bethlehem S. B. Corp., San Francisco, Calif.             | 3,675,000                                      | Mar. 27, 1934                        | Sept. 19, 1935   |
| 263 | MAYO.....DD422                | Bethlehem S. B. Corp., Fore River, Mass.                 | 5,232,500                                      | do                                   | Sept. 30, 1937   |
| 264 | MAYRANT....DD402              | Boston Navy Yard, Boston, Mass.                          | 4,012,410                                      | do                                   | {Sept. 9, 1935 <sup>1</sup><br>{Feb. 14, 1936 <sup>2</sup> |
| 265 | McCAFFERY...DD860             | Bethlehem Steel Co., San Pedro, Calif.                   | 6,761,000                                      | July 19, 1940                        | June 14, 1943  |
| 266 | McCALL.....DD400              | Bethlehem S. B. Corp., San Francisco, Calif.             | 3,675,000                                      | Mar. 27, 1934                        | Sept. 19, 1935   |
| 267 | McCALLA....DD488              | Federal S. B. & D. D. Co., Kearny, N. J.                 | 5,329,000                                      | July 19, 1940                        | Sept. 9, 1940  |
| 268 | McCOOK.....DD496              | Seattle-Tacoma S. B. Corp., Seattle, Wash.               | \$ 7,751,000                                   | do                                   | do   |
| 269 | McCORD.....DD534              | Bethlehem Steel Co., San Francisco, Calif.               | 6,105,920                                      | do                                   | do   |
| 270 | McCORMICK...DD223             | Wm. Cramp & Sons, Philadelphia, Pa.                      |  | Dec. 6, 1917                         | Dec. 19, 1917  |
| 271 | McDERMUT...DD677              | Federal S. B. & D. D. Co., Kearny, N. J.                 | 5,700,000                                      | July 19, 1940                        | June 14, 1942  |
| 272 | McDOUGAL...DD358              | New York S. B. Corp., Camden, N. J.                      | 3,775,000                                      | June 16, 1933                        | Aug. 3, 1933   |
| 273 | McFARLAND...DD237             | do   |  | Oct. 6, 1917                         | {May 8, 1919 <sup>3</sup><br>{Dec. 29, 1917}               |
| 274 | McGOWAN....DD678              | Federal S. B. & D. D. Co., Kearny, N. J.                 | 5,700,000                                      | July 19, 1940                        | June 14, 1942  |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Date of supplementary contract.<sup>4</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corp.<sup>5</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                    |     |
|----------------|---------------|-----------------------------|--------------------------------|--------------------------|-------------------------|-----|
| June 16, 1942  | June 4, 1943  | Dec. 1, 1943                | Dec. 4, 1943                   | Dec. 4, 1943             | LONGSHAW.....           | 250 |
| Aug. 1, 1943   | Feb. 6, 1944  | Aug. 1, 1944                | July 23, 1944                  | July 23, 1944            | LOWRY.....              | 251 |
| Aug. 24, 1942  | Mar. 6, 1943  | Aug. 15, 1944               | June 19, 1943                  | June 21, 1943            | LUCE.....               | 252 |
| Dec. 18, 1939  | Nov. 11, 1940 | Aug. 15, 1941               | Mar. 5, 1940                   | Mar. 5, 1940             | LUDLOW.....             | 253 |
| May 15, 1933   | Aug. 22, 1934 | Aug. 11, 1934               |                                | Mar. 15, 1935            | MACDONOUGH.....         | 254 |
| May 29, 1941   | June 27, 1942 | Jan. 15, 1943               | Nov. 21, 1942                  | Nov. 21, 1942            | MACKENZIE.....          | 255 |
| Dec. 21, 1944  | May 13, 1945  | July 20, 1945               |                                |                          | MACKENZIE,<br>GEORGE K. | 256 |
| Oct. 28, 1943  | Mar. 19, 1944 | June 2, 1944                | June 2, 1944                   | June 2, 1944             | MADDOX.....             | 257 |
| Dec. 19, 1938  | Oct. 20, 1939 | Aug. 30, 1940               | Oct. 30, 1940                  | Aug. 6, 1940             | MADISON.....            | 258 |
| Aug. 28, 1943  | Jan. 29, 1944 | Apr. 14, 1944               | Apr. 14, 1944                  | Apr. 14, 1944            | MANSFIELD.....          | 259 |
| Apr. 19, 1943  | Aug. 29, 1943 | Dec. 24, 1943               | Oct. 15, 1943                  | Oct. 16, 1943            | MARSHALL.....           | 260 |
| Jan. 14, 1944  | Aug. 19, 1944 | Oct. 5, 1944                | Nov. 24, 1944                  | Nov. 24, 1944            | MASSEY.....             | 261 |
| Mar. 24, 1936  | Feb. 14, 1938 | Dec. 19, 1937               | Aug. 5, 1938                   | Aug. 5, 1938             | MAURY.....              | 262 |
| May 16, 1938   | Mar. 26, 1940 | May 30, 1940                | Sept. 18, 1940                 | Sept. 18, 1940           | MAYO.....               | 263 |
| Apr. 15, 1937  | May 14, 1938  | Aug. 15, 1939               |                                | Sept. 19, 1939           | MAYRANT.....            | 264 |
| Oct. 1, 1944   | Apr. 12, 1945 | July 18, 1945               |                                |                          | McCAFFERY.....          | 265 |
| Mar. 17, 1936  | Nov. 20, 1937 | Dec. 19, 1937               | June 22, 1938                  | June 22, 1938            | McCALL.....             | 266 |
| Sept. 15, 1941 | May 20, 1942  | Dec. 9, 1942                | May 26, 1942                   | May 27, 1942             | McCALLA.....            | 267 |
| May 1, 1941    | Apr. 30, 1942 | Mar. 15, 1943               | Mar. 15, 1943                  | Mar. 15, 1943            | McCOOK.....             | 268 |
| Mar. 17, 1942  | Jan. 10, 1943 | Dec. 31, 1943               | Aug. 19, 1943                  | Aug. 19, 1943            | McCORD.....             | 269 |
| Aug. 11, 1919  | Feb. 14, 1920 |                             | Aug. 20, 1920                  | Aug. 30, 1920            | McCORMICK.....          | 270 |
| June 14, 1943  | Oct. 17, 1943 | Jan. 20, 1944               | Nov. 18, 1943                  | Nov. 19, 1943            | McDERMUT.....           | 271 |
| Dec. 18, 1933  | July 17, 1936 | Apr. 3, 1936                | Dec. 23, 1936                  | Dec. 23, 1936            | McDOUGAL.....           | 272 |
| July 31, 1918  | Mar. 30, 1920 |                             | Sept. 30, 1920                 | Sept. 30, 1920           | McFARLAND.....          | 273 |
| June 30, 1943  | Nov. 14, 1943 | Jan. 27, 1944               | Dec. 18, 1943                  | Dec. 20, 1943            | McGOWAN.....            | 274 |

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## DESTROYERS (DD).

|     | Name and official number        | Length over all |         | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|---------------------------------|-----------------|---------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |                                 | Ft. In.         | Ft. In. |              |                       |                        |                         |             |
| 275 | McKEAN.....DD784                | 390 6           | 383 0   | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 276 | McKEE.....DD575                 | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 277 | McLANAHAN.....DD615             | 347 9           | 341 0   | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 278 | McNAIR.....DD679                | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 279 | MEADE.....DD602                 | 347 9           | 341 0   | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 280 | MELVIN.....DD680                | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 281 | MERTZ.....DD691                 | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 282 | MERVINE <sup>2</sup> .....DD489 | 348 3           | 341 0   | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 283 | METCALF.....DD595               | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 284 | MILLER.....DD535                | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 285 | MOALE.....DD693                 | 376 6           | 369 0   | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 286 | MOFFETT.....DD362               | 381 1           | 372 0   | 37 0         | 1,825                 | 2,840                  | 25                      | 36.4        |
| 287 | MONSSEN.....DD798               | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 288 | MOORE, SAMUEL N. DD747          | 376 6           | 369 0   | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
| 289 | MORRIS.....DD417                | 348 4           | 341 0   | 36 0         | 1,570                 | 2,465                  | 22                      | 38.7        |
| 290 | MORRISON.....DD560              | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 291 | MUGFORD.....DD389               | 341 4           | 334 0   | 35 6         | 1,500                 | 2,325                  | 21                      | 35.9        |
| 292 | MULLANY.....DD528               | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 293 | MURPHY.....DD603                | 347 9           | 341 0   | 36 1         | 1,620                 | 2,475                  | 22                      | 37.6        |
| 294 | MURRAY.....DD576                | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 295 | MUSTIN.....DD413                | 348 4           | 341 0   | 36 0         | 1,570                 | 2,465                  | 22                      | 38.7        |
| 296 | NELSON.....DD623                | 348 3           | 341 0   | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
| 297 | NEWCOMB.....DD586               | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
| 298 | NIBLACK.....DD424               | 348 4           | 341 0   | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |
| 299 | NICHOLAS.....DD449              | 376 5           | 369 1   | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |

<sup>1</sup> As built.<sup>2</sup> DD489 to be converted to DMS31.

## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>1</sup>    |                              |                      | Official number |
|--------------------|----------------|---|----------------------|----------|--------------------------|------------------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                     | 40 mm AA mounts              | Torpedo tubes (deck) |                 |
|                    |                |   |                      |          |                          |                              |                      |                 |
| Tons 3,047         | Ft. In. 14 4   | Ft. In. 18 6                            | 20                   | 325      | 6 5", 38 cal. D. P. .... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD784... 275    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD575... 276    |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 1 21" quin...        | DD615... 277    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD679... 278    |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 1 21" quin...        | DD602... 279    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD680... 280    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD691... 281    |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 1 21" quin...        | DD489... 282    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD595... 283    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD535... 284    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P. .... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD693... 285    |
| 2,149              | 13 9           | 17 9                                    | 16                   | 278      | 5 5", 38 cal. D. P. .... | {1 quad.....<br>2 twin.....} | 2 21" quad...        | DD362... 286    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD798... 287    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P. .... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD747... 288    |
| 1,951              | 13 4           | 17 4                                    | 16                   | 235      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 2 21" quad...        | DD417... 289    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD560... 290    |
| 2,170              | 13 1           | 17 1                                    | 16                   | 235      | 4 5", 38 cal. D. P. .... | 1 twin.....                  | 4 21" quad...        | DD389... 291    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD528... 292    |
| 2,067              | 13 4           | 17 4                                    | 16                   | 260      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 1 21" quin...        | DD603... 293    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD576... 294    |
| 1,951              | 13 4           | 17 4                                    | 16                   | 235      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 2 21" quad...        | DD413... 295    |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 1 21" quin...        | DD623... 296    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD586... 297    |
| 2,081              | 13 6           | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P. .... | 2 twin.....                  | 2 21" quin...        | DD424... 398    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P. .... | 5 twin.....                  | 2 21" quin...        | DD449... 299    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number | Number of propellers | Manufacturer and type of engines | Shaft horse-power | Boilers |                 | Steam conditions for full power |             |
|-----|--------------------------|----------------------|----------------------------------|-------------------|---------|-----------------|---------------------------------|-------------|
|     |                          |                      |                                  |                   | Number  | Type            | Pressure                        | Temperature |
|     |                          |                      |                                  |                   |         | <i>p. s. i.</i> | <i>Deg. F.</i>                  |             |
| 275 | McKEAN.....DD784         | 2                    | G. E. turb.....                  | 60,000            | 4       | F. W. & B. & W. | 565                             | 850         |
| 276 | McKEE.....DD575          | 2                    | do.....                          | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 277 | McLANAHAN...DD615        | 2                    | Beth. turb.....                  | 50,000            | 4       | do.....         | 575                             | 750         |
| 78  | McNAIR.....DD679         | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....         | 565                             | 850         |
| 279 | MEADE.....DD602          | 2                    | Beth. turb.....                  | 50,000            | 4       | do.....         | 575                             | 750         |
| 280 | MELVIN.....DD680         | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....         | 565                             | 850         |
| 281 | MERTZ.....DD691          | 2                    | do.....                          | 60,000            | 4       | do.....         | 565                             | 850         |
| 282 | MERVINE.....DD489        | 2                    | Westgh. turb...                  | 50,000            | 4       | do.....         | 580                             | 825         |
| 283 | METCALF.....DD595        | 2                    | do.....                          | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 284 | MILLER.....DD535         | 2                    | do.....                          | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 285 | MOALE.....DD693          | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....         | 565                             | 850         |
| 286 | MOFFETT.....DD362        | 2                    | Beth turb.....                   | 50,000            | 4       | do.....         | 400                             | 648         |
| 287 | MONSSEN.....DD798        | 2                    | G. E. turb.....                  | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 288 | MOORE, SAMUEL N. DD747   | 2                    | do.....                          | 60,000            | 4       | do.....         | 565                             | 850         |
| 289 | MORRIS.....DD417         | 2                    | Westgh. turb...                  | 50,000            | 3       | do.....         | 565                             | 715         |
| 290 | MORRISON...DD560         | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....         | 565                             | 850         |
| 291 | MUGFORD...DD389          | 2                    | do.....                          | 49,000            | 4       | B. & W. & F. W. | 400                             | 700         |
| 292 | MULLANY...DD528          | 2                    | Westgh. turb...                  | 60,000            | 4       | B. & W.....     | 565                             | 850         |
| 293 | MURPHY.....DD603         | 2                    | Beth. turb.....                  | 50,000            | 4       | do.....         | 575                             | 750         |
| 294 | MURRAY.....DD576         | 2                    | G. E. turb.....                  | 60,000            | 4       | do.....         | 565                             | 850         |
| 295 | MUSTIN.....DD413         | 2                    | Westgh. turb...                  | 50,000            | 3       | do.....         | 565                             | 715         |
| 296 | NELSON.....DD623         | 2                    | do.....                          | 50,000            | 4       | do.....         | 580                             | 825         |
| 297 | NEWCOMB...DD586          | 2                    | A. C. turb.....                  | 60,000            | 4       | F. W.....       | 565                             | 850         |
| 298 | NIBLACK...DD424          | 2                    | Westgh. turb...                  | 50,000            | 4       | B. & W.....     | 580                             | 825         |
| 299 | NICHOLAS...DD449         | 2                    | do.....                          | 60,000            | 4       | do.....         | 565                             | 850         |

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DESTROYERS (DD).

|  | Main reduction gears |                      | Ship's service generators |               |               |                        | Fuel capacities |                |                | Official number |
|--|----------------------|----------------------|---------------------------|---------------|---------------|------------------------|-----------------|----------------|----------------|-----------------|
|  | Type                 | Manufacturer         | Number                    | Type of drive | Capacity each | Voltage                | Fuel oil        | Diesel oil     | Gasoline       |                 |
|  |                      |                      |                           |               | <i>Kw.</i>    |                        | <i>Barrels</i>  | <i>Barrels</i> | <i>Gallons</i> |                 |
|  | Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | Turbo<br>do   | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           |                |                | DD784... 275    |
|  | do. <sup>1</sup>     | Falk <sup>§</sup>    | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD575... 276    |
|  | S. & D.              | do                   | { 2<br>2                  | do<br>do      | 200<br>40     | 450 A. C.<br>120 D. C. | 2,912           | 199            |                | DD615... 277    |
|  | Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD679... 278    |
|  | S. & D.              | Falk                 | { 2<br>2                  | do<br>do      | 200<br>40     | 450 A. C.<br>120 D. C. | 2,912           | 199            |                | DD602... 279    |
|  | Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD680... 280    |
|  | do. <sup>1</sup>     | Westgh. <sup>§</sup> | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD691... 281    |
|  | do. <sup>1</sup>     | do. <sup>§</sup>     | { 2<br>2                  | do<br>do      | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD489... 282    |
|  | do. <sup>1</sup>     | do. <sup>§</sup>     | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD595... 283    |
|  | do. <sup>1</sup>     | do. <sup>§</sup>     | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD535... 284    |
|  | do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293           | 167            |                | DD693... 285    |
|  | Sgl. <sup>§</sup>    | Falk                 | 2                         | do            | 200           | 450 A. C.              | 4,297           | 128            |                | DD362... 286    |
|  | Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD798... 287    |
|  | do. <sup>1</sup>     | Falk <sup>§</sup>    | { 2<br>2                  | do<br>do      | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293           | 167            |                | DD747... 288    |
|  | do. <sup>7</sup>     | do                   | { 2<br>2                  | do<br>do      | 150<br>40     | 450 A. C.<br>120 D. C. | 2,929           | 158            |                | DD417... 289    |
|  | do. <sup>1</sup>     | do. <sup>§</sup>     | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD560... 290    |
|  | do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 132<br>40     | 450 A. C.<br>120 D. C. | 3,253           | 110            |                | DD389... 291    |
|  | do. <sup>1</sup>     | Falk <sup>§</sup>    | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD528... 292    |
|  | S. & D.              | Falk                 | { 2<br>2                  | do<br>do      | 200<br>40     | 450 A. C.<br>120 D. C. | 2,912           | 199            |                | DD603... 293    |
|  | Dbl. <sup>1</sup>    | do. <sup>§</sup>     | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD576... 294    |
|  | do. <sup>7</sup>     | Westgh. <sup>§</sup> | { 2<br>2                  | do<br>do      | 150<br>40     | 450 A. C.<br>120 D. C. | 2,929           | 168            |                | DD413... 295    |
|  | do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD623... 296    |
|  | do. <sup>1</sup>     | Falk <sup>§</sup>    | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD586... 297    |
|  | do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD424... 298    |
|  | do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD449... 299    |

<sup>1</sup> Double reduction—locked train type.  
<sup>§</sup> Single reduction—2 pinion.

<sup>7</sup> Double reduction—nested 3 turbine.  
<sup>§</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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   |
|-----|--------------------------|---|--|--------------------------------------|---|
| 275 | McKEAN.....DD784         | Todd - Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4 7,169,000                                    | July 9, 1942                         | Aug. 7, 1942  |
| 276 | McKEE.....DD575          | Consolidated Steel Co., Orange, Tex.                        | 4 7,315,000                                    | July 19, 1940                        | Sept. 9, 1940   |
| 277 | McLANAHAN....DD615       | Bethlehem Steel Co., San Pedro, Calif.                      | 5,977,000                                      | .....do.....                         | Dec. 16, 1940   |
| 278 | McNAIR.....DD679         | Federal S. B. & D. D. Co., Kearny, N. J.                    | 5,700,000                                      | .....do.....                         | June 14, 1942   |
| 279 | MEADE.....DD602          | Bethlehem Steel Co., Staten Island, N. Y.                   | 5,223,300                                      | .....do.....                         | Dec. 16, 1940   |
| 280 | MELVIN.....DD680         | Federal S. B. & D. D. Co., Kearny, N. J.                    | 5,700,000                                      | .....do.....                         | June 14, 1942   |
| 281 | MERTZ.....DD691          | Bath Iron Works Corp., Bath, Maine.                         | 5,300,000                                      | .....do.....                         | July 15, 1942   |
| 282 | MERVINE.....DD489        | Federal S. B. & D. D. Co., Kearny, N. J.                    | 5,329,000                                      | .....do.....                         | Sept. 9, 1940   |
| 283 | METCALF.....DD595        | Puget Sound Navy Yard, Bremerton, Wash.                     | 6,256,000                                      | .....do.....                         | .....do.....  |
| 284 | MILLER.....DD535         | Bethlehem Steel Co., San Francisco, Calif.                  | 6,105,920                                      | .....do.....                         | .....do.....  |
| 285 | MOALE.....DD693          | Federal S. B. & D. D. Co., Kearny, N. J.                    | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 286 | MOFFETT.....DD362        | Bethlehem S. B. Corp., Quincy, Mass.                        | 3,783,500                                      | July 11, 1919                        | Aug. 3, 1933  |
| 287 | MONSSEN.....DD798        | Bethlehem Steel Co., Staten Island, N. Y.                   | 5,830,400                                      | July 19, 1940                        | June 14, 1942   |
| 288 | MOORE, SAMUEL N. DD747   | .....do.....  | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942  |
| 289 | MORRIS.....DD417         | { Norfolk Navy Yard, Norfolk, Va. }                         | .....do.....                                   | Mar. 27, 1934                        | { Sept. 18, 1936 <sup>1</sup><br>Jan. 12, 1937 <sup>2</sup> } |
| 290 | MORRISON.....DD560       | Seattle-Tacoma S. B. Corp., Seattle, Wash.                  | 4 6,649,000                                    | July 19, 1940                        | Sept. 9, 1940   |
| 291 | MUGFORD.....DD389        | { Boston Navy Yard, Boston, Mass. }                         | 3,391,030                                      | Mar. 27, 1934                        | { Aug. 22, 1934 <sup>1</sup><br>Nov. 1, 1934 <sup>2</sup> }   |
| 292 | MULLANY.....DD528        | Bethlehem Steel Co., San Francisco, Calif.                  | 6,105,920                                      | July 19, 1940                        | Sept. 9, 1940   |
| 293 | MURPHY.....DD603         | Bethlehem Steel Co., Staten Island, N. Y.                   | 5,233,300                                      | .....do.....                         | Dec. 16, 1940   |
| 294 | MURRAY.....DD576         | Consolidated Steel Corp., Orange, Tex.                      | 4 7,315,000                                    | .....do.....                         | Sept. 9, 1940   |
| 295 | MUSTIN.....DD413         | Newport News S. B. & D. D. Co., Newport News, Va.           | 4,125,000                                      | Mar. 27, 1934                        | Oct. 12, 1936   |
| 296 | NELSON.....DD623         | Federal S. B. & D. D. Co., Kearny, N. J.                    | 5,279,000                                      | July 19, 1940                        | Dec. 16, 1940   |
| 297 | NEWCOMB.....DD586        | Boston Navy Yard, Boston, Mass.                             | 6,256,000                                      | .....do.....                         | Sept. 9, 1940   |
| 298 | NIBLACK.....DD424        | Bath Iron Works Corp., Bath, Maine.                         | 4,675,000                                      | Mar. 27, 1934                        | Sept. 30, 1937  |
| 299 | NICHOLAS.....DD449       | .....do.....  | 5,400,000                                      | May 17, 1938                         | July 1, 1940  |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                 |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|----------------------|-----|
| Sept. 15, 1944 | Mar. 31, 1945  | Dec. 25, 1944               | .....do.....                   | .....do.....             | McKEAN.....          | 275 |
| Mar. 2, 1942   | Aug. 2, 1942   | Apr. 9, 1944                | Mar. 26, 1943                  | Mar. 31, 1943            | McKEE.....           | 276 |
| May 29, 1941   | Sept. 7, 1942  | Feb. 15, 1943               | Dec. 19, 1942                  | Dec. 19, 1942            | McLANAHAN.....       | 277 |
| June 30, 1943  | Nov. 14, 1943  | Feb. 10, 1944               | Dec. 29, 1943                  | Dec. 30, 1943            | McNAIR.....          | 278 |
| Mar. 25, 1941  | Feb. 15, 1942  | Sept. 15, 1942              | June 20, 1942                  | June 22, 1942            | MEADE.....           | 279 |
| July 6, 1943   | Oct. 17, 1943  | Feb. 17, 1944               | Nov. 23, 1943                  | Nov. 24, 1943            | MELVIN.....          | 280 |
| May 10, 1943   | Sept. 11, 1943 | Dec. 27, 1943               | Nov. 19, 1943                  | Nov. 19, 1943            | MERTZ.....           | 281 |
| Nov. 3, 1941   | May 3, 1942    | Mar. 9, 1944                | June 16, 1942                  | June 17, 1942            | MERVINE.....         | 282 |
| Aug. 10, 1943  | Sept. 25, 1944 | .....do.....                | .....do.....                   | Nov. 18, 1944            | METCALF.....         | 283 |
| Aug. 18, 1942  | Mar. 7, 1943   | June 1, 1944                | Aug. 31, 1943                  | Aug. 31, 1943            | MILLER.....          | 284 |
| Aug. 5, 1943   | Jan. 16, 1944  | Apr. 7, 1944                | Feb. 25, 1944                  | Feb. 26, 1944            | MOALE.....           | 285 |
| Jan. 2, 1934   | Dec. 11, 1935  | Apr. 3, 1936                | Aug. 28, 1936                  | Aug. 28, 1936            | MOFFETT.....         | 286 |
| June 1, 1943   | Oct. 30, 1943  | Apr. 1, 1944                | Feb. 14, 1944                  | Feb. 14, 1944            | MONSSEN.....         | 287 |
| Sept. 30, 1943 | Feb. 23, 1944  | Aug. 1, 1944                | June 23, 1944                  | June 24, 1944            | MOORE, SAMUEL N..... | 288 |
| June 7, 1938   | June 1, 1939   | Oct. 12, 1939               | .....do.....                   | Mar. 5, 1940             | MORRIS.....          | 289 |
| June 30, 1942  | July 4, 1943   | Dec. 15, 1943               | Dec. 18, 1943                  | Dec. 18, 1943            | MORRISON.....        | 290 |
| Oct. 28, 1935  | Oct. 31, 1936  | Nov. 1, 1936                | Jan. 26, 1938                  | Aug. 16, 1937            | MUGFORD.....         | 291 |
| Jan. 15, 1942  | Oct. 12, 1942  | Aug. 15, 1943               | Apr. 23, 1943                  | Apr. 23, 1943            | MULLANY.....         | 292 |
| May 19, 1941   | Apr. 29, 1942  | Nov. 1, 1942                | July 25, 1942                  | July 25, 1942            | MURPHY.....          | 293 |
| Mar. 16, 1942  | Aug. 16, 1942  | May 24, 1944                | Apr. 20, 1943                  | Apr. 20, 1943            | MURRAY.....          | 294 |
| Dec. 20, 1937  | Dec. 8, 1938   | Apr. 12, 1939               | .....do.....                   | Sept. 15, 1939           | MUSTIN.....          | 295 |
| May 7, 1942    | Sept. 15, 1942 | Dec. 31, 1943               | Nov. 25, 1942                  | Nov. 26, 1942            | NELSON.....          | 296 |
| Mar. 19, 1943  | July 4, 1943   | .....do.....                | Nov. 10, 1943                  | Nov. 10, 1943            | NEWCOMB.....         | 297 |
| Aug. 8, 1938   | May 18, 1940   | May 30, 1940                | Aug. 1, 1940                   | Aug. 1, 1940             | NIBLACK.....         | 298 |
| Mar. 3, 1941   | Feb. 19, 1942  | Jan. 9, 1943                | June 4, 1942                   | June 4, 1942             | NICHOLAS.....        | 299 |

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## DESTROYERS (DD).

|     | Name and official number    | Length<br>over all | Length<br>on water<br>line | Extreme<br>beam | Standard<br>displace-<br>ment | Full load<br>displace-<br>ment | Tons per<br>inch im-<br>mersion | Trial<br>speed |
|-----|-----------------------------|--------------------|----------------------------|-----------------|-------------------------------|--------------------------------|---------------------------------|----------------|
|     |                             |                    |                            |                 |                               |                                |                                 |                |
| 300 | NICHOLSON.....DD442         | 348 4              | 341 0                      | 36 1            | 1,630                         | 2,525                          | 22                              | 37.4           |
| 301 | NIELDS.....DD616            | 347 9              | 341 0                      | 36 1            | 1,620                         | 2,475                          | 22                              | 37.6           |
| 302 | NORRIS.....DD859            | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 303 | O'BANNON.....DD450          | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 304 | O'BRIEN.....DD725           | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 305 | ORDRONAUX.....DD617         | 347 9              | 341 0                      | 36 1            | 1,620                         | 2,475                          | 22                              | 37.6           |
| 306 | ORLECK.....DD886            | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 307 | OWEN.....DD536              | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 308 | OWENS, JAMES C. DD776       | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 309 | OWENS,<br>SEYMOUR D. DD767  | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 310 | PARKER.....DD604            | 347 9              | 341 0                      | 36 1            | 1,620                         | 1,475                          | 22                              | 37.6           |
| 311 | PARKS, FLOYD B. DD884       | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 312 | PATTERSON.....DD392         | 341 4              | 334 0                      | 35 6            | 1,500                         | 2,325                          | 21                              | 35.9           |
| 313 | PERCIVAL.....DD452          | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 314 | PERRY,<br>NEWMAN K. DD883   | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 315 | PERKINS.....DD877           | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 316 | PHELPS.....DD360            | 381 1              | 372 0                      | 37 0            | 1,805                         | 2,840                          | 25                              | 36.4           |
| 317 | PHILIP.....DD498            | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 318 | PICKING.....DD685           | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 319 | PIERCE, JOHN R. DD753       | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 320 | PLUNKETT.....DD431          | 348 4              | 341 0                      | 36 1            | 1,630                         | 2,525                          | 22                              | 37.4           |
| 321 | PORTER.....DD800            | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 322 | PORTER,<br>WILLIAM D. DD579 | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 323 | PORTERFIELD.....DD682       | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 324 | POTTER,<br>STEPHEN DD538    | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |

<sup>1</sup> As built.

## DESTROYERS (DD).

| Trial dis-<br>place-<br>ment | Limit-<br>ing<br>draft | Maxi-<br>mum<br>naviga-<br>tional<br>draft <sup>1</sup> | Total ac-<br>commo-<br>dations |               | Armament <sup>2</sup>   |                              |                         | Official<br>number |
|------------------------------|------------------------|---|--------------------------------|---------------|-------------------------|------------------------------|-------------------------|--------------------|
|                              |                        |   | Offi-<br>cers                  | En-<br>listed | Main                    | 40 mm AA<br>mounts           | Torpedo<br>tubes (deck) |                    |
| <i>Tons</i><br>2,081         | <i>Ft. In.</i><br>13 6 | <i>Ft. In.</i><br>17 6                                  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin...           | DD442.. 300        |
| 2,067                        | 13 4                   | 17 4  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...           | DD616.. 301        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD851.. 302        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD450.. 303        |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD725.. 304        |
| 2,067                        | 13 4                   | 17 4  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...           | DD617.. 305        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD886.. 306        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD536.. 307        |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD776.. 308        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD767.. 309        |
| 2,067                        | 13 4                   | 17 4  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...           | DD604.. 310        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD884.. 311        |
| 2,170                        | 13 1                   | 17 1  | 16                             | 235           | 4 5", 38 cal. D. P..... | 1 twin.....                  | 4 21" quad..            | DD392.. 312        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD452.. 313        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD883.. 314        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD877.. 315        |
| 2,149                        | 13 9                   | 17 9  | 16                             | 278           | 5 5", 38 cal. D. P..... | {1 quad.....<br>2 twin.....} | 2 21" quad..            | DD360.. 316        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD498.. 317        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD685.. 318        |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...           | DD753.. 319        |
| 2,081                        | 13 6                   | 17 6  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin...           | DD431.. 320        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD800.. 321        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD579.. 322        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD682.. 323        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...           | DD538.. 324        |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number    | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |                       |
|-----|-----------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-----------------------|
|     |                             |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature           |
| 300 | NICHOLSON...DD442           | 2                    | G. E. turb.....                  | 50,000           | 4       | B. & W.....     | <i>p. s. i.</i><br>580          | <i>Deg. F.</i><br>825 |
| 301 | N. ELDS.....DD616           | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 575                             | 750                   |
| 302 | NORRIS.....DD859            | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850                   |
| 303 | O'BANNON...DD450            | 2                    | Westgh. turb....                 | 60,000           | 4       | B. & W.....     | 565                             | 850                   |
| 304 | O'BRIEN.....DD725           | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850                   |
| 305 | ORDRONAUX...DD617           | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 575                             | 750                   |
| 306 | ORLECK.....DD886            | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850                   |
| 307 | OWEN.....DD536              | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850                   |
| 308 | OWENS,<br>JAMES C. DD776    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850                   |
| 309 | OWENS,<br>SEYMOUR D. DD767  | 2                    | do.....                          | 60,000           | 4       | F. W. & B. & W. | 565                             | 850                   |
| 310 | PARKER.....DD604            | 2                    | Beth. turb.....                  | 50,000           | 4       | B. & W.....     | 575                             | 750                   |
| 311 | PARKS,<br>FLOYD B. DD884    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850                   |
| 312 | PATTERSON...DD392           | 2                    | do.....                          | 49,000           | 4       | B. & W. & F. W. | 400                             | 700                   |
| 313 | PERCIVAL...DD452            | 2                    | do.....                          | 60,000           | 4       | B. & W.....     |                                 |                       |
| 314 | PERRY,<br>NEWMAN K. DD883   | 2                    | Westgh. turb....                 | 60,000           | 4       | B. & W.....     | 565                             | 850                   |
| 315 | PERKINS.....DD877           | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850                   |
| 316 | PHELPS.....DD360            | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 400                             | 648                   |
| 317 | PHILIP.....DD498            | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850                   |
| 318 | PICKING.....DD685           | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850                   |
| 319 | PIERCE, JOHN<br>R. DD753    | 2                    | Westgh. turb....                 | 60,000           | 4       | F. W. & B. & W. | 565                             | 850                   |
| 320 | PLUNKETT...DD431            | 2                    | G. E. turb.....                  | 50,000           | 4       | B. & W.....     | 580                             | 825                   |
| 321 | PORTER.....DD800            | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850                   |
| 322 | PORTER,<br>WILLIAM D. DD579 | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850                   |
| 323 | PORTERFIELD DD682           | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850                   |
| 324 | POTTER,<br>STEPHEN. DD538   | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850                   |

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DESTROYERS (DD).

| Main reduction gears |                      | Ship's service generators |               |                         |                        | Fuel capacities         |                       |                | Official number |
|----------------------|----------------------|---------------------------|---------------|-------------------------|------------------------|-------------------------|-----------------------|----------------|-----------------|
| Type                 | Manufacturer         | Number                    | Type of drive | Capacity each           | Voltage                | Fuel oil                | Diesel oil            | Gasoline       |                 |
| Dbl. <sup>1</sup>    | F. B. <sup>8</sup>   | { 2<br>2                  | Turbo<br>do   | <i>Kw.</i><br>200<br>40 | 450 A. C.<br>120 D. C. | <i>Barrels</i><br>2,928 | <i>Barrels</i><br>177 | <i>Gallons</i> | DD442... 300    |
| S. & D.              | Falk                 | { 2<br>2                  | do<br>do      | 200<br>40               | 450 A. C.<br>120 D. C. | 2,912                   | 199                   |                | DD616... 301    |
| Dbl. <sup>1</sup>    | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 4,647                   | 167                   |                | DD859... 302    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD450... 303    |
| do. <sup>1</sup>     | Falk <sup>8</sup>    | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 3,293                   | 167                   |                | DD725... 304    |
| S. & D.              | do                   | { 2<br>2                  | do<br>do      | 200<br>40               | 450 A. C.<br>120 D. C. | 2,912                   | 199                   |                | DD617... 305    |
| Dbl. <sup>1</sup>    | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 4,647                   | 167                   |                | DD886... 306    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD536... 307    |
| do. <sup>1</sup>     | Falk <sup>8</sup>    | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 3,293                   | 167                   |                | DD776... 308    |
| do. <sup>1</sup>     | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 4,647                   | 167                   |                | DD767... 309    |
| S. & D.              | do                   | { 2<br>2                  | do<br>do      | 200<br>40               | 450 A. C.<br>120 D. C. | 2,912                   | 199                   |                | DD604... 310    |
| Dbl. <sup>1</sup>    | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 4,647                   | 167                   |                | DD884... 311    |
| do. <sup>1</sup>     | G. E. <sup>8</sup>   | { 2<br>2                  | do<br>do      | 132<br>40               | 450 A. C.<br>120 D. C. | 3,452                   | 110                   |                | DD392... 312    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD452... 313    |
| do. <sup>1</sup>     | Falk <sup>8</sup>    | { 2<br>2                  | Turbo<br>do   | 400<br>50               | 450 A. C.<br>120 D. C. | 4,647                   | 167                   |                | DD883... 314    |
| do. <sup>1</sup>     | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 4,647                   | 167                   |                | DD877... 315    |
| Sgl. <sup>8</sup>    | do                   | 2                         | do            | 200                     | 450 A. C.              | 4,297                   | 128                   |                | DD360... 316    |
| Dbl. <sup>1</sup>    | De Laval             | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD498... 317    |
| do. <sup>1</sup>     | do                   | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD685... 318    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> | { 2<br>2                  | do<br>do      | 400<br>50               | 450 A. C.<br>120 D. C. | 3,293                   | 167                   |                | DD753... 319    |
| do. <sup>1</sup>     | De Laval             | { 2<br>2                  | do<br>do      | 200<br>40               | 450 A. C.<br>120 D. C. | 2,928                   | 177                   |                | DD431... 320    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD800... 321    |
| do. <sup>1</sup>     | Falk <sup>8</sup>    | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD579... 322    |
| do. <sup>1</sup>     | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD682... 323    |
| do. <sup>1</sup>     | do <sup>8</sup>      | { 2<br>2                  | do<br>do      | 250<br>40               | 450 A. C.<br>120 D. C. | 3,250                   | 167                   |                | DD538... 324    |

<sup>1</sup> Double reduction—locked train type.

<sup>8</sup> Single reduction—2 pinion.

<sup>8</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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                   |
|-----|--------------------------|---|--|--------------------------------------|-----------------------------------|
| 300 | NICHOLSON.....DD442      | Boston Navy Yard, Boston, Mass.                           | 4,853,660                                      | May 17, 1938                         | July 1, 1939                      |
| 301 | NIELDS.....DD616         | Bethlehem Steel Co., Fore River, Mass.                    | 5,133,500                                      | July 19, 1940                        | Dec. 16, 1940                     |
| 302 | NORRIS.....DD859         | Bethlehem Steel Co., San Pedro, Calif.                    | 6,761,000                                      | .....do.....                         | June 14, 1943                     |
| 303 | O'BANNON.....DD450       | Bath Iron Works Corp., Bath, Maine.                       | 5,400,000                                      | May 17, 1938                         | July 1, 1940                      |
| 304 | O'BRIEN.....DD725        | .....do.....  | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942                      |
| 305 | ORDRONAUX.....DD617      | Bethlehem Steel Co., Fore River, Mass.                    | 5,133,500                                      | July 19, 1940                        | Dec. 16, 1940                     |
| 306 | ORLECK.....DD886         | Consolidated Steel Corp., Orange, Tex.                    | \$ 6,313,000                                   | .....do.....                         | June 14, 1943                     |
| 307 | OWEN.....DD536           | Bethlehem Steel Co., San Francisco, Calif.                | 6,109,920                                      | .....do.....                         | Sept. 9, 1940                     |
| 308 | OWENS, JAMES C. DD776    | Bethlehem Steel Co., San Pedro, Calif.                    | 6,203,250                                      | July 9, 1942                         | Aug. 7, 1942                      |
| 309 | OWENS, SEYMOUR D. DD767  | Bethlehem Steel Co., San Francisco, Calif.                | 7,350,000                                      | .....do.....                         | .....do.....                      |
| 310 | PARKER.....DD604         | Bethlehem Steel Co., Staten Island, N. Y.                 | 5,223,300                                      | July 19, 1940                        | Dec. 16, 1940                     |
| 311 | PARKS, FLOYD B. DD884    | Consolidated Steel Corp., Orange, Tex.                    | \$ 6,313,000                                   | .....do.....                         | June 14, 1943                     |
| 312 | PATTERSON.....DD392      | { Puget Sound Navy Yard, Bremerton, Wash. }               | { 3,013,340 }                                  | Mar. 27, 1934                        | { Aug. 22, 1934<br>Nov. 1, 1934 } |
| 313 | PERCIVAL.....DD452       | Federal S. B. & D. D. Co., Kearny, N. J.                  | 8,330,700                                      | .....do.....                         | July 1, 1940                      |
| 314 | PERRY, NEWMAN K. DD853   | Consolidated Steel Corp., Orange, Tex.                    | \$ 6,313,000                                   | July 19, 1940                        | June 14, 1943                     |
| 315 | PERKINS.....DD877        | .....do.....  | \$ 6,313,000                                   | .....do.....                         | .....do.....                      |
| 316 | PHELPS.....DD360         | Bethlehem S. B. Corp., Quincy, Mass.                      | 3,783,500                                      | July 11, 1919 <sup>3</sup>           | Aug. 3, 1933                      |
| 317 | PHILIP.....DD498         | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,860,000                                      | July 19, 1940                        | Sept. 9, 1940                     |
| 318 | PICKING.....DD685        | Bethlehem Steel Co., Staten Island, N. Y.                 | 5,830,400                                      | .....do.....                         | June 14, 1942                     |
| 319 | PIERCE, JOHN R. DD753    | .....do.....  | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942                      |
| 320 | PLUNKETT.....DD431       | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,082,000                                      | Mar. 27, 1934                        | Aug. 17, 1938                     |
| 321 | PORTER.....DD800         | Todd-Pacific Shipyards, Inc., Seattle, Wash. <sup>4</sup> | \$ 6,800,000                                   | .....do.....                         | Aug. 4, 1942                      |
| 322 | PORTER, WILLIAM D. DD579 | Consolidated Steel Co., Orange, Tex.                      | \$ 6,016,000                                   | July 19, 1940                        | Sept. 9, 1940                     |
| 323 | PORTERFIELD.....DD682    | Bethlehem Steel Co., San Pedro, Calif.                    | 6,015,770                                      | .....do.....                         | June 14, 1942                     |
| 324 | POTTER, STEPHEN. DD538   | Bethlehem Steel Co., San Francisco, Calif.                | 6,105,920                                      | .....do.....                         | Sept. 9, 1940                     |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Together with acts of Aug. 29, 1916 and July 1, 1918.<sup>4</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corp.<sup>5</sup> Cost plus fixed fee (see "Notes and Definitions").

## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|---------------------|-----|
| Nov. 1, 1939   | May 31, 1940   | Sept. 1, 1942               | -----                          | June 3, 1941             | NICHOLSON.....      | 300 |
| June 15, 1942  | Oct. 1, 1942   | June 15, 1943               | Jan. 15, 1943                  | Jan. 15, 1943            | NIELDS.....         | 301 |
| Aug. 29, 1944  | Feb. 25, 1945  | June 18, 1945               | -----                          | -----                    | NORRIS.....         | 302 |
| Mar. 3, 1941   | Feb. 19, 1942  | Feb. 24, 1943               | June 26, 1942                  | June 26, 1942            | O'BANNON.....       | 303 |
| July 12, 1943  | Dec. 8, 1943   | Feb. 25, 1944               | Feb. 25, 1944                  | Feb. 25, 1944            | O'BRIEN.....        | 304 |
| July 25, 1942  | Nov. 9, 1942   | July 15, 1943               | Feb. 13, 1943                  | Feb. 13, 1943            | ORDRONAUX.....      | 305 |
| Nov. 23, 1944  | May 12, 1945   | July 15, 1945               | -----                          | -----                    | ORLECK.....         | 306 |
| Sept. 17, 1942 | Mar. 21, 1943  | July 1, 1944                | Sept. 20, 1943                 | Sept. 20, 1943           | OWEN.....           | 307 |
| Apr. 9, 1944   | Oct. 1, 1944   | May 1, 1945                 | Feb. 17, 1945                  | Feb. 17, 1945            | OWENS, JAMES C....  | 308 |
| Apr. 3, 1944   | -----          | Mar. 15, 1945               | -----                          | -----                    | OWENS, SEYMOUR D.   | 309 |
| June 9, 1941   | May 12, 1942   | Dec. 31, 1942               | Aug. 29, 1942                  | Aug. 31, 1942            | PARKER.....         | 310 |
| Oct. 30, 1944  | Mar. 31, 1945  | June 15, 1945               | -----                          | -----                    | PARKS, FLOYD B....  | 311 |
| July 23, 1935  | May 6, 1937    | Nov. 1, 1936                | Nov. 1, 1936                   | Sept. 22, 1937           | PATTERSON.....      | 312 |
| -----          | -----          | Oct. 1, 1943                | -----                          | -----                    | PERCIVAL.....       | 313 |
| Oct. 10, 1944  | Mar. 17, 1945  | June 1, 1945                | -----                          | -----                    | PERRY, NEWMAN K..   | 314 |
| June 19, 1944  | Dec. 7, 1944   | Mar. 1, 1945                | Apr. 4, 1945                   | Apr. 4, 1945             | PERKINS.....        | 315 |
| Jan. 2, 1934   | July 18, 1935  | Dec. 3, 1935                | Feb. 26, 1936                  | Feb. 26, 1936            | PHELPS.....         | 316 |
| May 7, 1942    | Oct. 13, 1942  | June 9, 1944                | Nov. 20, 1942                  | Nov. 21, 1942            | PHILIP.....         | 317 |
| Nov. 24, 1942  | June 1, 1943   | Sept. 30, 1943              | Sept. 20, 1943                 | Sept. 21, 1943           | PICKING.....        | 318 |
| Mar. 24, 1944  | Sept. 1, 1944  | Feb. 1, 1945                | Dec. 29, 1944                  | Dec. 30, 1944            | PIERCE, JOHN R....  | 319 |
| Mar. 1, 1939   | Mar. 9, 1940   | Feb. 17, 1941               | -----                          | July 17, 1940            | PLUNKETT.....       | 320 |
| July 6, 1943   | Mar. 13, 1944  | May 10, 1944                | June 24, 1944                  | June 24, 1944            | PORTER.....         | 321 |
| May 7, 1942    | Sept. 27, 1942 | Oct. 9, 1944                | July 6, 1943                   | July 6, 1943             | PORTER, WILLIAM D.  | 322 |
| Dec. 12, 1942  | June 13, 1943  | Dec. 31, 1943               | Oct. 30, 1943                  | Oct. 30, 1943            | PORTERFIELD.....    | 323 |
| Oct. 27, 1942  | Apr. 28, 1943  | Aug. 15, 1944               | Oct. 21, 1943                  | Oct. 21, 1943            | POTTER, STEPHEN.... | 324 |

## DESTROYERS (DD).

|     | Name and official number      | Length         | Length         | Extreme        | Standard    | Full load   | Tons per    | Trial        |
|-----|-------------------------------|----------------|----------------|----------------|-------------|-------------|-------------|--------------|
|     |                               | over all       | on water       |                |             |             |             |              |
|     |                               | <i>Ft. In.</i> | <i>Ft. In.</i> | <i>Ft. In.</i> | <i>Tons</i> | <i>Tons</i> | <i>Tons</i> | <i>Knots</i> |
| 325 | POWELL, HALSEY...DD686        | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 326 | PRESTON...DD795               | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 327 | PRICHETT...DD561              | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 328 | PRINGLE <sup>1</sup> ...DD477 | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 329 | PURDY...DD734                 | 376 6          | 369 0          | 40 10          | 2,200       | 3,315       | 27          | 34.2         |
| 330 | PURVIS, HUGH...DD709          | 376 6          | 369 0          | 40 10          | 2,200       | 3,315       | 27          | 34.2         |
| 331 | PUTNAM...DD757                | 376 6          | 369 0          | 40 10          | 2,200       | 3,315       | 27          | 34.2         |
| 332 | QUICK...DD490                 | 348 3          | 341 0          | 36 1           | 1,630       | 2,500       | 22          | 37.4         |
| 333 | RADFORD...DD446               | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 334 | REMEY...DD688                 | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 335 | RENSHAW...DD499               | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 336 | RHIND...DD404                 | 340 9          | 334 0          | 35 6           | 1,500       | 2,350       | 21          | 40.7         |
| 337 | RINGGOLD...DD500              | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 338 | ROBINSON...DD562              | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 339 | RODGERS, JOHN...DD574         | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 340 | ROE...DD418                   | 348 4          | 341 0          | 36 0           | 1,570       | 2,465       | 22          | 38.7         |
| 341 | ROGERS...DD876                | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 342 | ROOKS...DD804                 | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 343 | ROSS...DD563                  | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 344 | ROWAN...DD782                 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 345 | ROWE...DD564                  | 376 5          | 369 1          | 39 7           | 2,050       | 2,940       | 26          | 35.2         |
| 346 | RUSH, WILLIAM R...DD714       | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 347 | RUSSELL...DD414               | 348 4          | 341 0          | 36 0           | 1,570       | 2,465       | 22          | 38.7         |
| 348 | SAMPSON...DD394               | 390 11         | 372 0          | 36 11          | 1,850       | 2,870       | 25          | 37.5         |
| 349 | SARSFIELD...DD837             | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |

<sup>1</sup> DD477 stricken Apr. 28, 1945.

## DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup>  |                            |                      | Official number |
|--------------------|----------------|---|----------------------|----------|------------------------|----------------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                   | 40 mm AA mounts            | Torpedo tubes (deck) |                 |
| <i>Tons</i>        | <i>Ft. In.</i> | <i>Ft. In.</i>                          |                      |          |                        |                            |                      |                 |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD686... 325    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD795... 326    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD561... 327    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD477... 328    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD734... 329    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD709... 330    |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD757... 331    |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P.... | 2 twin....                 | 1 21" quin...        | DD490... 332    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD446... 333    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD688... 334    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD499... 335    |
| 1,766              | 13 3           | 17 3                                    | 16                   | 235      | 4 5", 38 cal. D. P.... | 2 twin....                 | 2 21" quad...        | DD404... 336    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD500... 337    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD562... 338    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD574... 339    |
| 1,951              | 13 4           | 17 4                                    | 16                   | 235      | 4 5", 38 cal. D. P.... | 2 twin....                 | 2 21" quad...        | DD418... 340    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD876... 341    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD804... 342    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD563... 343    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD782... 344    |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.... | 5 twin....                 | 2 21" quin...        | DD564... 345    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD714... 346    |
| 1,951              | 13 4           | 17 4                                    | 16                   | 235      | 4 5", 38 cal. D. P.... | 2 twin....                 | 2 21" quad...        | DD414... 347    |
| 2,190              | 13 10          | 17 10                                   | 16                   | 278      | 5 5", 38 cal. D. P.... | 3 twin....                 | 2 21" quad...        | DD394... 348    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.... | {2 twin....<br>2 quad....} | 2 21" quin...        | DD837... 349    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|-----|--------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|     |                          |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
|     |                          |                      |                                  |                  |         | p. s. i.        | Deg. F.                         |             |
| 325 | POWELL, HALSEY. DD686    | 2                    | G. E. turb.                      | 60,000           | 4       | B. & W.         | 565                             | 850         |
| 326 | PRESTON. DD795           | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 327 | PRICHETT. DD561          | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 328 | PRINGLE. DD477           | 2                    | A. C. turb.                      | 60,000           | 4       | F. W.           | 565                             | 850         |
| 329 | PURDY. DD734             | 2                    | Westgh. turb.                    | 60,000           | 4       | B. & W.         | 565                             | 850         |
| 330 | PURVIS, HUGH. DD709      | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850         |
| 331 | PUTNAM. DD757            | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 332 | QUICK. DD490             | 2                    | Westgh. turb.                    | 50,000           | 4       | do.             | 580                             | 825         |
| 333 | RADFORD. DD446           | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850         |
| 334 | REMEY. DD688             | 2                    | Westgh. turb.                    | 60,000           | 4       | do.             | 565                             | 850         |
| 335 | RENSHAW. DD499           | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850         |
| 336 | RHIND. DD404             | 2                    | Westgh. turb.                    | 50,000           | 3       | do.             | 565                             | 705         |
| 337 | RINGGOLD. DD500          | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850         |
| 338 | ROBINSON. DD562          | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 339 | RODGERS, JOHN. DD574     | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 340 | ROE. DD418               | 2                    | Westgh. turb.                    | 50,000           | 3       | do.             | 565                             | 715         |
| 341 | ROGERS. DD876            | 2                    | G. E. turb.                      | 60,000           | 4       | do.             | 565                             | 850         |
| 342 | ROOKS. DD804             | 2                    | Westgh. turb.                    | 60,000           | 4       | do.             | 565                             | 850         |
| 343 | ROSS. DD563              | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 344 | ROWAN. DD782             | 2                    | G. E. turb.                      | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 345 | ROWE. DD564              | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 346 | RUSH, WILLIAM R. DD714   | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |
| 347 | RUSSELL. DD414           | 2                    | Westgh. turb.                    | 50,000           | 3       | do.             | 565                             | 715         |
| 348 | SAMPSON. DD394           | 2                    | G. E. turb.                      | 52,000           | 4       | do.             | 565                             | 730         |
| 349 | SARSFIELD. DD837         | 2                    | do.                              | 60,000           | 4       | do.             | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |        |               |               | Fuel capacities        |          |            | Official number |             |
|----------------------|---------------------------|--------------|--------|---------------|---------------|------------------------|----------|------------|-----------------|-------------|
|                      | Type                      | Manufacturer | Number | Type of drive | Capacity each | Voltage                | Fuel oil | Diesel oil |                 | Gasoline    |
|                      |                           |              |        |               | Kw.           |                        | Barrels  | Barrels    | Gallons         |             |
| Dbl. <sup>1</sup>    | De Laval                  | { 2<br>2     | Turbo  | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD686.. 325 |
| do. <sup>1</sup>     | do.                       | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD795.. 326 |
| do. <sup>1</sup>     | Falk <sup>8</sup>         | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD561.. 327 |
| do. <sup>1</sup>     | do. <sup>8</sup>          | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD477.. 328 |
| do. <sup>1</sup>     | do. <sup>8</sup>          | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293    | 167        |                 | DD734.. 329 |
| do. <sup>1</sup>     | De Laval                  | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293    | 167        |                 | DD709.. 330 |
| do. <sup>1</sup>     | Falk <sup>8</sup>         | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293    | 167        |                 | DD757.. 331 |
| do. <sup>1</sup>     | Westgh. <sup>8</sup>      | { 2<br>2     | do.    | do.           | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928    | 177        |                 | DD490.. 332 |
| do. <sup>1</sup>     | De Laval                  | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD446.. 333 |
| do. <sup>1</sup>     | Westgh. <sup>8</sup>      | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD688.. 334 |
| do. <sup>1</sup>     | De Laval                  | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD499.. 335 |
| do. <sup>7</sup>     | Falk                      | { 2<br>2     | do.    | do.           | 132<br>40     | 450 A. C.<br>120 D. C. | 3,232    | 216        |                 | DD404.. 336 |
| do. <sup>1</sup>     | De Laval                  | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD500.. 337 |
| do. <sup>1</sup>     | Westgh. <sup>8</sup>      | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD562.. 338 |
| do. <sup>1</sup>     | Falk <sup>8</sup>         | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD574.. 339 |
| do. <sup>7</sup>     | F. B.                     | { 2<br>2     | do.    | do.           | 150<br>40     | 450 A. C.<br>120 D. C. | 2,929    | 168        |                 | DD418.. 340 |
| do. <sup>1</sup>     | Falk <sup>8</sup>         | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647    | 167        |                 | DD876.. 341 |
| do. <sup>1</sup>     | Westgh. <sup>8</sup>      | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD804.. 342 |
| do. <sup>1</sup>     | do. <sup>8</sup>          | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD563.. 343 |
| do. <sup>1</sup>     | Falk <sup>8</sup>         | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647    | 167        |                 | DD782.. 344 |
| do. <sup>1</sup>     | Westgh. <sup>8</sup>      | { 2<br>2     | do.    | do.           | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250    | 167        |                 | DD564.. 345 |
| do. <sup>1</sup>     | De Laval                  | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647    | 167        |                 | DD714.. 346 |
| do. <sup>7</sup>     | Westgh. <sup>8</sup>      | { 2<br>2     | do.    | do.           | 150<br>40     | 450 A. C.<br>120 D. C. | 2,929    | 168        |                 | DD414.. 347 |
| do. <sup>1</sup>     | De Laval                  | { 2<br>2     | do.    | do.           | 200<br>50     | 450 A. C.<br>120 D. C. | 4,082    | 128        |                 | DD394.. 348 |
| do. <sup>1</sup>     | Falk <sup>8</sup>         | { 2<br>2     | do.    | do.           | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647    | 167        |                 | DD837.. 349 |

<sup>1</sup> Double reduction—locked train type.  
<sup>7</sup> Double reduction—nested 3 turbine.  
<sup>8</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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   |
|-----|--------------------------|---|--|--------------------------------------|---|
| 325 | POWELL, HALSEY. DD686    | Bethlehem Steel Co., Staten Island, N. Y.                 | 5,830,400                                      | July 19, 1940                        | June 14, 1942   |
| 326 | PRESTON. DD795           | Bethlehem Steel Co., San Pedro, Calif.                    | 6,800,000                                      | do                                   | do  |
| 327 | PRICHETT. DD561          | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 6,649,000                                      | do                                   | Sept. 9, 1940   |
| 328 | PRINGLE. DD477           | Charleston Navy Yard, Charleston, S. C.                   | 7,474,000                                      | Mar. 27, 1934                        | June 28, 1940   |
| 329 | PURDY. DD734             | Bath Iron Works Corp., Bath, Maine.                       | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 330 | PURVIS, HUGH. DD709      | Federal S. B. & D. D. Co., Kearny, N. J.                  | 6,100,000                                      | do                                   | do  |
| 331 | PUTNAM. DD757            | Bethlehem Steel Co., San Francisco, Calif.                | 7,350,000                                      | do                                   | do  |
| 332 | QUICK. DD490             | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,329,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 333 | RADFORD. DD446           | do  | 6,330,000                                      | Mar. 27, 1934                        | July 1, 1940  |
| 334 | REMEY. DD688             | Bath Iron Works Corp., Bath, Maine.                       | 5,300,000                                      | do                                   | July 15, 1942   |
| 335 | RENSHAW. DD499           | Federal S. B. & D. D. Co., Kearny, N. J.                  | 7,360,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 336 | RHIND. DD404             | {Philadelphia Navy Yard, Philadelphia, Pa.}               | {4,131,810                                     | Mar. 27, 1934                        | {Sept. 9, 1935 <sup>2</sup><br>Feb. 14, 1936 <sup>1</sup> } |
| 337 | RINGGOLD. DD500          | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,860,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 338 | ROBINSON. DD562          | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 6,649,000                                      | do                                   | do  |
| 339 | RODGERS, JOHN. DD574     | Consolidated Steel Co., Orange, Tex.                      | 7,315,000                                      | do                                   | do  |
| 340 | ROE. DD418               | {Charleston Navy Yard, Charleston, S. C.}                 | {3,915,360                                     | Mar. 27, 1934                        | {Sept. 9, 1936 <sup>2</sup><br>Jan. 12, 1937 <sup>1</sup> } |
| 341 | ROGERS. DD876            | Consolidated Steel Corp., Orange, Tex.                    | 6,313,000                                      | July 19, 1940                        | June 14, 1943   |
| 342 | ROOKS. DD804             | Todd-Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 6,800,000                                      | do                                   | Aug. 4, 1942  |
| 343 | ROSS. DD563              | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 6,649,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 344 | ROWAN. DD782             | Todd-Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 7,169,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 345 | ROWE. DD564              | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 6,649,000                                      | July 19, 1940                        | Sept. 9, 1940   |
| 346 | RUSH, WILLIAM R. DD714   | Federal S. B. & D. D. Co., Newark, N. J.                  | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942  |
| 347 | RUSSELL. DD414           | Newport News S. B. & D. D. Co., Newport News, Va.         | 4,125,000                                      | Mar. 27, 1934                        | Oct. 12, 1936   |
| 348 | SAMPSON. DD394           | Bath Iron Works Corp., Bath, Maine.                       | 3,882,500                                      | do                                   | Sept. 19, 1935  |
| 349 | SARFIELD. DD837          | do  | 5,260,000                                      | July 19, 1940                        | June 14, 1943   |

<sup>1</sup> Beginning of construction period.<sup>2</sup> Date assigned to yard.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee, (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name             |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|------------------|-----|
| Feb. 4, 1943   | June 30, 1943  | Nov. 30, 1943               | Oct. 23, 1943                  | Oct. 25, 1943            | POWELL, HALSEY   | 325 |
| June 13, 1943  | Dec. 12, 1943  | Apr. 30, 1944               | Mar. 20, 1944                  | Mar. 20, 1944            | PRESTON          | 326 |
| July 20, 1942  | July 31, 1943  | Jan. 3, 1944                | Jan. 15, 1944                  | Jan. 15, 1944            | PRICHETT         | 327 |
| July 31, 1941  | May 2, 1942    | Jan. 1, 1943                | -----                          | Sept. 15, 1942           | PRINGLE          | 328 |
| Dec. 22, 1943  | May 7, 1944    | July 18, 1944               | July 18, 1944                  | July 18, 1944            | PURDY            | 329 |
| May 23, 1944   | Dec. 17, 1944  | Jan. 3, 1945                | Feb. 28, 1945                  | Mar. 1, 1945             | PURVIS, HUGH     | 330 |
| July 11, 1943  | Mar. 26, 1944  | Oct. 1, 1944                | Oct. 12, 1944                  | Oct. 12, 1944            | PUTNAM           | 331 |
| Nov. 3, 1941   | May 3, 1942    | Apr. 9, 1944                | July 2, 1942                   | July 3, 1942             | QUICK            | 332 |
| Oct. 2, 1941   | do             | July 9, 1943                | July 21, 1942                  | July 21, 1942            | RADFORD          | 333 |
| Mar. 22, 1943  | July 25, 1943  | Nov. 2, 1943                | Sept. 30, 1943                 | Sept. 30, 1943           | REMEY            | 334 |
| May 7, 1942    | Oct. 13, 1942  | July 9, 1944                | Dec. 4, 1942                   | Dec. 5, 1942             | RENSHAW          | 335 |
| Sept. 22, 1937 | July 28, 1938  | Aug. 14, 1939               | -----                          | Nov. 10, 1939            | RHIND            | 336 |
| June 25, 1942  | Nov. 11, 1942  | Jan. 9, 1945                | Dec. 23, 1942                  | Dec. 24, 1942            | RINGGOLD         | 337 |
| Aug. 12, 1942  | Aug. 28, 1943  | Jan. 15, 1944               | Jan. 31, 1944                  | Jan. 31, 1944            | ROBINSON         | 338 |
| July 25, 1941  | May 7, 1942    | Feb. 24, 1944               | Feb. 9, 1943                   | Feb. 9, 1943             | RODGERS, JOHN    | 339 |
| Apr. 23, 1938  | June 21, 1939  | Oct. 12, 1939               | -----                          | Jan. 5, 1940             | ROE              | 340 |
| June 3, 1944   | Nov. 20, 1944  | Feb. 15, 1945               | Mar. 24, 1945                  | Mar. 26, 1945            | ROGERS           | 341 |
| Oct. 27, 1943  | June 6, 1944   | July 10, 1944               | Sept. 2, 1944                  | Sept. 2, 1944            | ROOKS            | 342 |
| Sept. 7, 1942  | Sept. 18, 1943 | Jan. 31, 1944               | Feb. 21, 1944                  | Feb. 21, 1944            | ROSS             | 343 |
| Mar. 25, 1944  | Dec. 29, 1944  | Dec. 5, 1944                | Mar. 31, 1945                  | Mar. 31, 1945            | ROWAN            | 344 |
| Dec. 7, 1942   | Sept. 30, 1943 | Oct. 31, 1944               | Mar. 13, 1944                  | Mar. 13, 1944            | ROWE             | 345 |
| Oct. 19, 1944  | -----          | Feb. 24, 1945               | -----                          | -----                    | RUSH, WILLIAM R. | 346 |
| Dec. 20, 1937  | Dec. 8, 1938   | June 12, 1939               | -----                          | Nov. 3, 1939             | RUSSELL          | 347 |
| Apr. 8, 1936   | Apr. 16, 1937  | June 15, 1938               | Aug. 19, 1938                  | Aug. 19, 1938            | SAMPSON          | 348 |
| Jan. 15, 1945  | -----          | June 29, 1945               | -----                          | -----                    | SARFIELD         | 349 |

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## DESTROYERS (DD).

|     | Name and official number        | Length<br>over all | Length<br>on water<br>line | Extreme<br>beam | Standard<br>displace-<br>ment | Full load<br>displace-<br>ment | Tons per<br>inch immer-<br>sion | Trial<br>speed |
|-----|---------------------------------|--------------------|----------------------------|-----------------|-------------------------------|--------------------------------|---------------------------------|----------------|
|     |                                 |                    |                            |                 |                               |                                |                                 |                |
| 350 | SATTERLEE.....DD626             | 348 3              | 341 0                      | 36 1            | 1,630                         | 2,500                          | 22                              | 37.4           |
| 351 | SAUFLEY.....DD465               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 352 | SCHROEDER.....DD501             | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 353 | SCOTT, NORMAN...DD690           | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 354 | SELFRIDGE.....DD357             | 381 1              | 372 0                      | 37 0            | 1,850                         | 2,840                          | 25                              | 36.4           |
| 355 | SHAW.....DD373                  | 341 4              | 334 0                      | 35 5            | 1,500                         | 2,345                          | 21                              | 39.2           |
| 356 | SHIELDS.....DD596               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 357 | SHUBRICK.....DD639              | 348 3              | 341 0                      | 36 1            | 1,630                         | 2,500                          | 22                              | 37.4           |
| 358 | SIGOURNEY.....DD643             | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 359 | SIGSBEE.....DD502               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 360 | SIMPSON <sup>2</sup> .....DD221 | 314 5              | 310 0                      | 31 8            | <sup>1</sup> 1,190            | 1,730                          | 16                              | 32.5           |
| 361 | SMALLEY.....DD565               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 362 | SMITH.....DD378                 | 341 4              | 334 0                      | 35 5            | <sup>1</sup> 1,480            | 2,345                          | 21                              | 39.2           |
| 363 | SOLEY.....DD707                 | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 364 | SOMERS.....DD381                | 381 0              | 372 0                      | 36 11           | 1,850                         | 2,905                          | 25                              | 39.0           |
| 365 | SOUTHERLAND....DD743            | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 366 | SPERRY, CHARLES..SDD697         | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 367 | SPROSTON.....DD577              | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 368 | STACK.....DD406                 | 340 9              | 334 0                      | 35 6            | 1,500                         | 2,350                          | 21                              | 40.7           |
| 369 | STANLY.....DD478                | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 370 | STEINAKER.....DD863             | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 371 | STEMBEL.....DD644               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 372 | STERETT.....DD407               | 340 9              | 334 0                      | 35 6            | 1,500                         | 2,350                          | 21                              | 40.7           |
| 373 | STEVENS.....DD479               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 374 | STEVENSON.....DD645             | 348 3              | 341 0                      | 36 1            | 1,630                         | 2,500                          | 22                              | 37.4           |

<sup>1</sup> As built.<sup>2</sup> DD221 to be converted to AG97.

## DESTROYERS (DD).

| Trial dis-<br>place-<br>ment | Limit-<br>ing<br>draft | Maxi-<br>mum<br>naviga-<br>tional<br>draft <sup>1</sup> | Total ac-<br>commoda-<br>tions |               | Armament <sup>2</sup>   |                         |                         | Official<br>number |
|------------------------------|------------------------|---|--------------------------------|---------------|-------------------------|-------------------------|-------------------------|--------------------|
|                              |                        |   | Offi-<br>cers                  | En-<br>listed | Main                    | 40 mm AA<br>mounts      | Torpedo<br>tubes (deck) |                    |
| <i>Tons</i><br>2,081         | <i>Ft. In.</i><br>13 5 | <i>Ft. In.</i><br>17 5                                  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...           | DD626.. 350        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD465.. 351        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD501.. 352        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD690.. 353        |
| 2,149                        | 13 9                   | 17 9  | 16                             | 278           | 5 5", 38 cal. D. P..... | {1 quad<br>2 twin.....} | 2 21" quad...           | DD357.. 354        |
| 1,729                        | 13 2                   | 17 2  | 16                             | 235           | 4 5", 38 cal. D. P..... | 2 quad.....             | 1 21" quad...           | DD373.. 355        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD596.. 356        |
| 2,081                        | 13 5                   | 17 5  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...           | DD639.. 357        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD643.. 358        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD502.. 359        |
| 1,600                        | 12 1                   | 14 1  | 11                             | 146           | 6 3", 50 cal. D. P..... | None.....               | 2 21" triple...         | DD221.. 360        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD565.. 361        |
| 1,729                        | 13 2                   | 17 2  | 16                             | 235           | 4 5", 38 cal. D. P..... | 2 quad.....             | 1 21" quad...           | DD378.. 362        |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...           | DD707.. 363        |
| 2,130                        | 14 0                   | 18 0  | 16                             | 278           | 5 5", 38 cal. D. P..... | 3 twin.....             | 2 21" quad...           | DD381.. 364        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...           | DD743.. 365        |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...           | DD697.. 366        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD577.. 367        |
| 1,766                        | 13 3                   | 17 3  | 16                             | 235           | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad...           | DD406.. 368        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD478.. 369        |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin<br>2 quad.....} | 2 21" quin...           | DD863.. 370        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD644.. 371        |
| 1,766                        | 13 3                   | 17 3  | 16                             | 235           | 4 5", 38 cal. D. P..... | 2 twin.....             | 2 21" quad...           | DD407.. 372        |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....             | 2 21" quin...           | DD479.. 373        |
| 2,081                        | 13 5                   | 17 5  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....             | 1 21" quin...           | DD645.. 374        |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

## DESTROYERS (DD).

|     | Name and official number | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|-----|--------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|     |                          |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
|     |                          |                      |                                  |                  |         | <i>p. s. i.</i> | <i>Deg. F.</i>                  |             |
| 350 | SATTERLEE...DD626        | 2                    | Westgh. turb....                 | 50,000           | 4       | B. & W.....     | 580                             | 825         |
| 351 | SAUFLEY.....DD465        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 352 | SCHROEDER...DD501        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 353 | SCOTT, NORMAN. DD690     | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 354 | SELFRIDGE...DD357        | 2                    | N. Y. S. turb...                 | 50,000           | 4       | do.....         | 400                             | 648         |
| 355 | SHAW.....DD373           | 2                    | G. E. turb.....                  | 49,000           | 4       | B. & W. & F. W. | 400                             | 700         |
| 356 | SHIELDS.....DD596        | 2                    | Westgh. turb....                 | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 357 | SHUBRICK...DD639         | 2                    | do.....                          | 50,000           | 4       | B. & W.....     | 580                             | 825         |
| 358 | SIGOURNEY...DD643        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 359 | SIGSBEE.....DD502        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 360 | SIMPSON.....DD221        | 2                    | Parsons turb....                 | 26,000           | 4       | W. F.....       | 265                             | Sat.        |
| 361 | SMALLEY.....DD565        | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 362 | SMITH.....DD378          | 2                    | do.....                          | 49,000           | 4       | B. & W. & F. W. | 400                             | 700         |
| 363 | SOLEY.....DD707          | 2                    | do.....                          | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 364 | SOMERS.....DD381         | 2                    | do.....                          | 52,000           | 4       | do.....         | 565                             | 730         |
| 365 | SOUTHERLAND. DD743       | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....         | 565                             | 850         |
| 366 | SPERRY, CHARLES S. DD697 | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 367 | SPROSTON...DD577         | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 368 | STACK.....DD406          | 2                    | Westgh. turb....                 | 50,000           | 3       | do.....         | 565                             | 705         |
| 369 | STANLY.....DD478         | 2                    | do.....                          | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 370 | STEINAKER...DD863        | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 371 | STEMBEL...DD644          | 2                    | do.....                          | 60,000           | 4       | B. x W.....     | 565                             | 850         |
| 372 | STERETT...DD407          | 2                    | Westgh. turb....                 | 50,000           | 3       | do.....         | 565                             | 715         |
| 373 | STEVENS...DD479          | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 374 | STEVENSON...DD645        | 2                    | Char. turb.....                  | 50,000           | 4       | B. & W.....     | 580                             | 825         |

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## DESTROYERS (DD).

|  | Main reduction gears | Ship's service generators |              |            |                         | Fuel capacities        |         |                | Official number |                |          |
|--|----------------------|---------------------------|--------------|------------|-------------------------|------------------------|---------|----------------|-----------------|----------------|----------|
|  |                      | Type                      | Manufacturer | Number     | Type of drive           | Capacity each          | Voltage | Fuel oil       |                 | Diesel oil     | Gasoline |
|  |                      |                           |              |            |                         |                        |         | <i>Barrels</i> | <i>Barrels</i>  | <i>Gallons</i> |          |
|  | Dbl. <sup>1</sup>    | Westgh. <sup>2</sup>      | { 2          | Turbo..... | <i>Kw.</i><br>200<br>40 | 450 A. C.<br>120 D. C. | { 2,928 | 177            |                 | DD626..        | 350      |
|  | do. <sup>1</sup>     | De Laval                  | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD465..        | 351      |
|  | do. <sup>1</sup>     | do                        | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD501..        | 352      |
|  | do. <sup>1</sup>     | do                        | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD690..        | 353      |
|  | Sgl. <sup>3</sup>    | Falk                      | 2            | do.....    | 200                     | 450 A. C.              | 4,297   | 128            |                 | DD357..        | 354      |
|  | Dbl. <sup>1</sup>    | De Laval                  | { 2          | do.....    | 132<br>40               | 450 A. C.<br>120 D. C. | { 3,452 | 110            |                 | DD373..        | 355      |
|  | do. <sup>1</sup>     | Westgh. <sup>2</sup>      | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD596..        | 356      |
|  | do. <sup>1</sup>     | do. <sup>2</sup>          | { 2          | do.....    | 200<br>40               | 450 A. C.<br>120 D. C. | { 2,928 | 177            |                 | DD639..        | 357      |
|  | do. <sup>1</sup>     | Falk <sup>3</sup>         | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,253 | 167            |                 | DD643..        | 358      |
|  | do. <sup>1</sup>     | De Laval                  | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD502..        | 359      |
|  | Sgl. <sup>3</sup>    | do. <sup>3</sup>          | 2            | do.....    | 60                      | 120 D. C.              | 2,630   |                |                 | DD221..        | 360      |
|  | Dbl. <sup>1</sup>    | Westgh. <sup>2</sup>      | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD565..        | 361      |
|  | do. <sup>1</sup>     | G. E. <sup>2</sup>        | { 2          | do.....    | 132<br>40               | 450 A. C.<br>120 D. C. | { 3,452 | 110            |                 | DD378..        | 362      |
|  | do. <sup>1</sup>     | De Laval                  | { 2          | do.....    | 400<br>50               | 450 A. C.<br>120 D. C. | { 3,293 | 167            |                 | DD707..        | 363      |
|  | do. <sup>1</sup>     | do                        | { 2          | do.....    | 200<br>50               | 450 A. C.<br>120 D. C. | { 3,416 | 210            |                 | DD381..        | 364      |
|  | do. <sup>1</sup>     | Falk <sup>3</sup>         | { 2          | do.....    | 400<br>50               | 450 A. C.<br>120 D. C. | { 4,647 | 167            |                 | DD743..        | 365      |
|  | do. <sup>1</sup>     | do. <sup>2</sup>          | { 2          | do.....    | 400<br>50               | 450 A. C.<br>120 D. C. | { 3,293 | 167            |                 | DD697..        | 366      |
|  | do. <sup>1</sup>     | do. <sup>2</sup>          | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD577..        | 367      |
|  | do. <sup>7</sup>     | Westgh. <sup>2</sup>      | { 2          | do.....    | 132<br>40               | 450 A. C.<br>120 D. C. | { 3,232 | 216            |                 | DD406..        | 368      |
|  | do. <sup>1</sup>     | Falk <sup>3</sup>         | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD478..        | 369      |
|  | do. <sup>1</sup>     | Westgh. <sup>2</sup>      | { 2          | do.....    | 400<br>50               | 450 A. C.<br>120 D. C. | { 4,647 | 167            |                 | DD863..        | 370      |
|  | do. <sup>1</sup>     | Falk <sup>3</sup>         | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD644..        | 371      |
|  | do. <sup>7</sup>     | F. B.                     | { 2          | do.....    | 132<br>40               | 450 A. C.<br>120 D. C. | { 3,232 | 216            |                 | DD407..        | 372      |
|  | do. <sup>1</sup>     | do. <sup>2</sup>          | { 2          | do.....    | 250<br>40               | 450 A. C.<br>120 D. C. | { 3,250 | 167            |                 | DD479..        | 373      |
|  | do. <sup>1</sup>     | Falk <sup>3</sup>         | { 2          | do.....    | 200<br>40               | 450 A. C.<br>120 D. C. | { 2,928 | 177            |                 | DD645..        | 374      |

<sup>1</sup> Double reduction—locked train type.  
<sup>2</sup> Single reduction—2 pinion.<sup>3</sup> Double reduction—nested 3 turbine.  
<sup>4</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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  |
|-----|--------------------------|---|--|--------------------------------------|--|
| 350 | SATTERLEE.....DD626      | Seattle-Tacoma S. B. Corp., Seattle, Wash.    | \$ 7,751,000                                   | July 19, 1940                        | Dec. 16, 1940  |
| 351 | SAUFLEY.....DD465        | Federal S. B. & D. D. Co., Kearny, N. J.      | 6,330,000                                      | Mar. 27, 1934                        | July 1, 1940   |
| 352 | SCHROEDER.....DD501      | do.....                                       | 5,860,000                                      | July 19, 1940                        | Sept. 9, 1940  |
| 353 | SCOTT, NORMAN DD690      | Bath Iron Works Corp., Bath, Maine.           | 5,300,000                                      | do.....                              | July 15, 1942  |
| 354 | SELFRIDGE.....DD357      | New York S. B. Corp., Camden, N. J.           | 3,775,000                                      | June 16, 1933                        | Aug. 3, 1933   |
| 355 | SHAW.....DD373           | { Philadelphia Navy Yard, Philadelphia, Pa. } | { 3,199,990 }                                  | { do..... }                          | { do..... }  |
| 356 | SHIELDS.....DD596        | Puget Sound Navy Yard, Bremerton, Wash.       | 6,256,000                                      | July 19, 1940                        | Sept. 9, 1940  |
| 357 | SHUBRICK.....DD639       | Norfolk Navy Yard, Norfolk, Va.               | 5,300,000                                      | do.....                              | Dec. 16, 1940  |
| 358 | SIGOURNEY.....DD643      | Bath Iron Works Corp., Bath, Maine.           | 5,500,000                                      | do.....                              | do.....  |
| 359 | SIGSBEE.....DD502        | Federal S. B. & D. D. Co., Kearny, N. J.      | 5,860,000                                      | do.....                              | Sept. 9, 1940  |
| 360 | SIMPSON.....DD221        | Wm. Cramp & Sons, Philadelphia, Pa.           | do.....  | Oct. 6, 1917                         | Dec. 19, 1917  |
| 361 | SMALLEY.....DD565        | Seattle-Tacoma S. B. Corp., Seattle, Wash.    | \$ 6,649,000                                   | July 19, 1940                        | Sept. 9, 1940  |
| 362 | SMITH.....DD378          | Mare Island Navy Yard, Mare Island, Calif.    | 2,843,690                                      | June 16, 1933                        | Nov. 1, 1933   |
| 363 | SOLEY.....DD707          | Federal S. B. & D. D. Co., Kearny, N. J.      | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 364 | SOMERS.....DD381         | do.....                                       | 3,946,000                                      | Mar. 27, 1934                        | Aug. 22, 1934  |
| 365 | SOUTHERLAND...DD743      | Bath Iron Works Corp., Bath, Maine.           | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 366 | SPERRY, CHARLES S. DD697 | Federal S. B. & D. D. Co., Kearny, N. J.      | 6,250,000                                      | do.....                              | do.....  |
| 367 | SPROSTON.....DD577       | Consolidated Steel Co., Orange, Tex.          | \$ 7,315,000                                   | July 19, 1940                        | Sept. 9, 1940  |
| 368 | STACK.....DD406          | { Norfolk Navy Yard, Norfolk, Va. }           | { do..... }                                    | { Mar. 27, 1934 }                    | { Sept. 9, 1935 <sup>1</sup> }<br>{ Feb. 14, 1936 <sup>2</sup> } |
| 369 | STANLY.....DD478         | Charleston Navy Yard, Charleston, S. C.       | 7,474,000                                      | do.....                              | June 28, 1940  |
| 370 | STEINAKER.....DD863      | Bethlehem Steel Co., Staten Island, N. Y.     | 6,300,000                                      | July 19, 1940                        | June 14, 1943  |
| 371 | STEMBEL.....DD644        | Bath Iron Works Corp., Bath, Maine.           | 5,500,000                                      | July 19, 1940                        | Dec. 16, 1940  |
| 372 | STERETT.....DD407        | { Charleston Navy Yard, Charleston, S. C. }   | { 3,925,330 }                                  | { Mar. 27, 1934 }                    | { Sept. 9, 1935 <sup>1</sup> }<br>{ Feb. 14, 1936 <sup>2</sup> } |
| 373 | STEVENS.....DD479        | do.....                                       | 7,474,000                                      | do.....                              | June 28, 1940  |
| 374 | STEVENSON.....DD645      | Federal S. B. & D. D. Co., Kearny, N. J.      | 5,279,000                                      | July 19, 1940                        | Feb. 10, 1941  |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                   |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|------------------------|-----|
| Sept. 10, 1941 | July 17, 1942  | Dec. 31, 1943               | July 1, 1943                   | July 1, 1943             | SATTERLEE.....         | 350 |
| Jan. 27, 1942  | July 19, 1942  | Oct. 9, 1943                | Aug. 28, 1942                  | Aug. 29, 1942            | SAUFLEY.....           | 351 |
| June 25, 1942  | Nov. 11, 1942  | Feb. 9, 1945                | Dec. 31, 1942                  | Jan. 1, 1943             | SCHROEDER.....         | 352 |
| Apr. 26, 1943  | Aug. 28, 1943  | Dec. 8, 1943                | Nov. 5, 1943                   | Nov. 5, 1943             | SCOTT, NORMAN.....     | 353 |
| Dec. 18, 1933  | Apr. 18, 1936  | Feb. 3, 1936                | Nov. 25, 1936                  | Nov. 25, 1936            | SELFRIDGE.....         | 354 |
| Oct. 1, 1934   | Oct. 28, 1935  | May 1, 1936                 | do.....                        | Sept. 18, 1936           | SHAW.....              | 355 |
| Aug. 10, 1943  | Sept. 25, 1944 | Feb. 1, 1944                | do.....                        | Feb. 8, 1945             | SHIELDS.....           | 356 |
| Feb. 17, 1942  | Apr. 18, 1942  | June 15, 1943               | do.....                        | Feb. 7, 1943             | SHUBRICK.....          | 357 |
| Dec. 7, 1942   | Apr. 24, 1943  | Nov. 1, 1944                | June 29, 1943                  | June 29, 1943            | SIGOURNEY.....         | 358 |
| July 22, 1942  | Dec. 7, 1942   | Mar. 9, 1945                | Jan. 22, 1943                  | Jan. 23, 1943            | SIGSBEE.....           | 359 |
| Oct. 9, 1919   | Apr. 28, 1920  | do.....                     | Nov. 3, 1920                   | Nov. 3, 1920             | SIMPSON.....           | 360 |
| Feb. 9, 1943   | Oct. 27, 1943  | Nov. 15, 1944               | Mar. 31, 1944                  | Mar. 31, 1944            | SMALLEY.....           | 361 |
| Oct. 27, 1934  | Feb. 20, 1936  | Feb. 1, 1936                | do.....                        | Sept. 19, 1936           | SMITH.....             | 362 |
| Apr. 18, 1944  | Sept. 8, 1944  | Oct. 31, 1944               | Dec. 6, 1944                   | Dec. 7, 1944             | SOLEY.....             | 363 |
| June 27, 1935  | Mar. 13, 1937  | Jan. 22, 1936               | Nov. 30, 1937                  | Dec. 1, 1937             | SOMERS.....            | 364 |
| May 27, 1944   | Oct. 5, 1944   | Dec. 22, 1944               | Dec. 22, 1944                  | Dec. 22, 1944            | SOUTHERLAND.....       | 365 |
| Oct. 19, 1943  | Mar. 13, 1944  | June 8, 1944                | May 16, 1944                   | May 17, 1944             | SPERRY, CHARLES S..... | 366 |
| Apr. 1, 1942   | Aug. 31, 1942  | July 9, 1944                | do.....                        | May 19, 1943             | SPROSTON.....          | 367 |
| June 25, 1937  | May 5, 1938    | Oct. 14, 1939               | do.....                        | Nov. 20, 1939            | STACK.....             | 368 |
| Sept. 15, 1941 | May 2, 1942    | Mar. 1, 1943                | do.....                        | Oct. 15, 1942            | STANLY.....            | 369 |
| Sept. 1, 1944  | Feb. 13, 1945  | June 9, 1945                | do.....                        | do.....                  | STEINAKER.....         | 370 |
| Dec. 21, 1942  | May 8, 1943    | Dec. 30, 1944               | July 16, 1943                  | July 16, 1943            | STEMBEL.....           | 371 |
| Dec. 2, 1936   | Oct. 27, 1938  | Aug. 14, 1939               | do.....                        | Aug. 15, 1939            | STERETT.....           | 372 |
| Dec. 30, 1941  | June 24, 1942  | May 1, 1943                 | do.....                        | Feb. 1, 1943             | STEVENS.....           | 373 |
| July 23, 1942  | Nov. 11, 1942  | Feb. 15, 1944               | Dec. 14, 1942                  | Dec. 15, 1942            | STEVENSON.....         | 374 |

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## DESTROYERS (DD).

| 375 | Name and official number         | Length over all | Length on water line | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|----------------------------------|-----------------|----------------------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |                                  |                 |                      |              |                       |                        |                         |             |
|     | STOCKHAM.....DD683               | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | STOCKTON.....DD646               | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
|     | STODDARD.....DD566               | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | STORMES.....DD780                | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
|     | STRIBLING.....DD867              | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
|     | STRONG.....DD758                 | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
|     | SULLIVANS, THE...DD537           | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | SUMNER, ALLEN M. DD692           | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
|     | SWANSON.....DD443                | 348 4           | 341 0                | 36 1         | 1,630                 | 2,525                  | 22                      | 37.4        |
|     | SWENSON, LYMAN K. DD729          | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
|     | TALBOT, RALPH...DD390            | 341 4           | 334 0                | 35 6         | 1,500                 | 2,325                  | 21                      | 35.9        |
|     | TARBELL.....DD142                | 314 5           | 310 0                | 31 4         | 1,090                 | 1,600                  | 16                      | 32.5        |
|     | TAUSSIG.....DD746                | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
|     | TAYLOR.....DD468                 | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | TAYLOR, DAVID W. DD551           | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | TERRY.....DD513                  | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | THATCHER.....DD514               | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |
|     | THOMAS, HERBERT J. DD833         | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
|     | THOMAS, LLOYD. DD764             | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
|     | THOMASON, JOHN W. DD760          | 376 6           | 369 0                | 40 10        | 2,200                 | 3,315                  | 27                      | 34.2        |
|     | THOMPSON <sup>2</sup> .....DD627 | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
|     | THOMPSON, WOODROW R. DD721       | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
|     | THORN.....DD647                  | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
|     | TILLMAN.....DD641                | 348 3           | 341 0                | 36 1         | 1,630                 | 2,500                  | 22                      | 37.4        |
|     | TINGEY.....DD539                 | 376 5           | 369 1                | 39 7         | 2,050                 | 2,940                  | 26                      | 35.2        |

<sup>1</sup> As built.<sup>2</sup> DD627 to be converted to DMS38.

## DESTROYERS (DD).

| Trial displacement   | Limiting draft         | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup>   |                              |                     | Official number |
|----------------------|------------------------|---|----------------------|----------|-------------------------|------------------------------|---------------------|-----------------|
|                      |                        |   | Officers             | Enlisted | Main                    | 40 mm AA mounts              | Torpedo tube (deck) |                 |
| <i>Tons</i><br>2,800 | <i>Ft. In.</i><br>13 9 | <i>Ft. In.</i><br>17 9                  | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD683... 375    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...       | DD646... 376    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD566... 377    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD780... 378    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD867... 379    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD758... 380    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD537... 381    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD692... 382    |
| 2,081                | 13 6                   | 17 6                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 2 21" quin...       | DD443... 383    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD729... 384    |
| 2,170                | 13 1                   | 17 1                                    | 16                   | 235      | 4 5", 38 cal. D. P..... | 1 twin.....                  | 4 21" quad...       | DD390... 385    |
| 1,600                | 11 4                   | 13 4                                    | 11                   | 149      | 6 3", 50 cal. D. P..... | None.....                    | 2 21" triple...     | DD142... 386    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD746... 387    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD468... 388    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD551... 389    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD513... 390    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD514... 391    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD833... 392    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD764... 393    |
| 2,882                | 14 5                   | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD760... 394    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...       | DD627... 395    |
| 3,047                | 14 4                   | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...       | DD721... 396    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...       | DD647... 397    |
| 2,081                | 13 5                   | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P..... | 2 twin.....                  | 1 21" quin...       | DD641... 398    |
| 2,800                | 13 9                   | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P..... | 5 twin.....                  | 2 21" quin...       | DD539... 399    |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number   | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                     | Steam conditions for full power |             |
|-----|----------------------------|----------------------|----------------------------------|------------------|---------|---------------------|---------------------------------|-------------|
|     |                            |                      |                                  |                  | Number  | Type                | Pressure                        | Temperature |
|     |                            |                      |                                  |                  |         | <i>p. s. i.</i>     | <i>Deg. F.</i>                  |             |
| 375 | STOCKHAM.....DD683         | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 376 | STOCKTON.....DD646         | 2                    | do.....                          | 50,000           | 4       | do.....             | 580                             | 825         |
| 377 | STODDARD.....DD566         | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 378 | STORMES.....DD780          | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W. & B. & W..... | 565                             | 850         |
| 379 | STRIBLING.....DD867        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 380 | STRONG.....DD758           | 2                    | do.....                          | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 381 | SULIVANS, THE. DD537       | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....             | 565                             | 850         |
| 382 | SUMNER ALLEN M. DD692      | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 383 | SWANSON.....DD443          | 2                    | do.....                          | 50,000           | 4       | do.....             | 580                             | 825         |
| 384 | SWENSON, LYMAN K. DD729    | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 385 | TALBOT, RALPH. DD390       | 2                    | do.....                          | 49,000           | 4       | B. & W. & F. W..... | 400                             | 700         |
| 386 | TARBELL.....DD142          | 2                    | Parsons turb.....                | 26,000           | 3       | W. F.....           | 265                             | Sat.        |
| 387 | TAUSSIG.....DD746          | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....         | 565                             | 850         |
| 388 | TAYLOR.....DD468           | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....             | 565                             | 850         |
| 389 | TAYLOR, DAVID W. DD551     | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 390 | TERRY.....DD513            | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 391 | THATCHER.....DD514         | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 392 | THOMAS, HERBERT J. DD833   | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 393 | THOMAS, LLOYD. DD764       | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 394 | THOMASON, JOHN W. DD760    | 2                    | do.....                          | 60,000           | 4       | do.....             | 565                             | 850         |
| 395 | THOMPSON.....DD627         | 2                    | Westgh. turb.....                | 50,000           | 4       | do.....             | 580                             | 825         |
| 396 | THOMPSON, WOODROW R. DD721 | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....             | 565                             | 850         |
| 397 | THORN.....DD647            | 2                    | Westgh. turb.....                | 50,000           | 4       | do.....             | 580                             | 825         |
| 398 | TILLMAN.....DD641          | 2                    | Char. turb.....                  | 50,000           | 4       | do.....             | 580                             | 825         |
| 399 | TINGEY.....DD539           | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....             | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |            |               |               | Fuel capacities |                |                | Official number |          |     |
|----------------------|---------------------------|--------------|------------|---------------|---------------|-----------------|----------------|----------------|-----------------|----------|-----|
|                      | Type                      | Manufacturer | Number     | Type of drive | Capacity each | Voltage         | Fuel oil       | Diesel oil     |                 | Gasoline |     |
|                      |                           |              |            | <i>Kw.</i>    |               |                 | <i>Barrels</i> | <i>Barrels</i> | <i>Gallons</i>  |          |     |
| Dbl. <sup>1</sup>    | Falk <sup>s</sup>         | { 2          | Turbo..... | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD683..  | 375 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Westgh. <sup>s</sup>      | { 2          | do.....    | 200           | 450 A. C..... | } 2,928         | 177            |                |                 | DD646..  | 376 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do. <sup>s</sup>          | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD566..  | 377 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Falk <sup>s</sup>         | { 2          | do.....    | 400           | 450 A. C..... | } 3,293         | 167            |                |                 | DD780..  | 378 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Westgh. <sup>s</sup>      | { 2          | do.....    | 400           | 450 A. C..... | } 4,647         | 167            |                |                 | DD867..  | 379 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Falk <sup>s</sup>         | { 2          | do.....    | 400           | 450 A. C..... | } 3,293         | 167            |                |                 | DD758..  | 380 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | F. B. <sup>s</sup>        | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD537..  | 381 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | De Laval                  | { 2          | do.....    | 400           | 450 A. C..... | } 3,293         | 167            |                |                 | DD692..  | 382 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Falk <sup>s</sup>         | { 2          | do.....    | 200           | 450 A. C..... | } 2,928         | 177            |                |                 | DD443..  | 383 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do. <sup>s</sup>          | { 2          | do.....    | 400           | 450 A. C..... | } 3,293         | 167            |                |                 | DD729..  | 384 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | De Laval                  | { 2          | do.....    | 132           | 450 A. C..... | } 3,452         | 110            |                |                 | DD390..  | 385 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| Sgl. <sup>5</sup>    | do. <sup>3</sup>          | 2            | do.....    | 60            | 120 D. C..... |                 |                |                |                 | DD142..  | 386 |
| Dbl. <sup>1</sup>    | do.....                   | { 2          | do.....    | 400           | 450 A. C..... | } 3,293         | 167            |                |                 | DD746..  | 387 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do.....                   | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD468..  | 388 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Falk <sup>s</sup>         | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD551..  | 389 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do.....                   | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD513..  | 390 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do.....                   | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD514..  | 391 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Westgh. <sup>s</sup>      | { 2          | do.....    | 400           | 450 A. C..... | } 4,647         | 167            |                |                 | DD833..  | 392 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Falk <sup>s</sup>         | { 2          | do.....    | 400           | 450 A. C..... | } 4,647         | 167            |                |                 | DD764..  | 393 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Westgh. <sup>s</sup>      | { 2          | do.....    | 400           | 450 A. C..... | } 3,293         | 167            |                |                 | DD769..  | 394 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do. <sup>s</sup>          | { 2          | do.....    | 200           | 450 A. C..... | } 2,928         | 177            |                |                 | DD627..  | 395 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | De Laval                  | { 2          | do.....    | 400           | 450 A. C..... | } 4,647         | 167            |                |                 | DD721..  | 396 |
|                      |                           | { 2          | do.....    | 50            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Westgh. <sup>s</sup>      | { 2          | do.....    | 200           | 450 A. C..... | } 2,928         | 177            |                |                 | DD647..  | 397 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | Falk <sup>s</sup>         | { 2          | do.....    | 200           | 450 A. C..... | } 2,928         | 177            |                |                 | DD641..  | 398 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |
| do. <sup>1</sup>     | do. <sup>s</sup>          | { 2          | do.....    | 250           | 450 A. C..... | } 3,250         | 167            |                |                 | DD539..  | 399 |
|                      |                           | { 2          | do.....    | 40            | 120 D. C..... |                 |                |                |                 |          |     |

<sup>1</sup> Double reduction—locked train type.  
<sup>3</sup> Parsons design.

<sup>5</sup> Single reduction—2 pinion.  
<sup>8</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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                              |
|-----|--------------------------|---|--|--------------------------------------|--|
| 375 | STOCKHAM.....DD683       | Bethlehem Steel Co., San Francisco, Calif.                | 5,687,450                                      | July 19, 1940                        | June 14, 1942                                |
| 376 | STOCKTON.....DD646       | Federal S. B. & D. D. Co., Kearney, N. J.                 | 5,279,000                                      | .....do.....                         | Feb. 10, 1941                                |
| 377 | STODDARD.....DD566       | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 4 7,649,000                                    | July 9, 1940                         | Sept. 9, 1940                                |
| 378 | STORMES.....DD780        | Todd-Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4 7,169,000                                    | July 9, 1942                         | Aug. 7, 1942                                 |
| 379 | STRIBLING.....DD867      | Bethlehem Steel Co., Staten Island, N. Y.                 | 6,300,000                                      | July 19, 1940                        | June 14, 1943                                |
| 380 | STRONG.....DD758         | Bethlehem Steel Co., San Francisco, Calif.                | 7,350,000                                      | July 9, 1942                         | Aug. 7, 1942                                 |
| 381 | SULLIVANS, THE..DD537    | .....do.....  | 6,105,920                                      | July 19, 1940                        | Sept. 9, 1940                                |
| 382 | SUMNER, ALLEN M. DD692   | Federal S. B. & D. D. Co., Kearny, N. J.                  | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942                                 |
| 383 | SWANSON.....DD443        | Charleston Navy Yard, Charleston, S. C.                   | .....  | May 17, 1938                         | July 1, 1939                                 |
| 384 | SWENSON, LYMAN K. DD729  | Bath Iron Works Corp., Bath, Maine.                       | 5,100,000                                      | July 9, 1942                         | Aug. 7, 1942                                 |
| 385 | TALBOT, RALPH..DD390     | {Boston Navy Yard, Boston, Mass.}                         | .....  | Mar. 27, 1934                        | {Aug. 22, 1934<br>{Nov. 1, 1934 <sup>2</sup> |
| 386 | TARBELL.....DD142        | Wm. Cramp & Sons, Philadelphia, Pa.                       | .....  | Mar. 4, 1917                         | Sept. 8, 1917                                |
| 387 | TAUSSIG.....DD746        | Bethlehem Steel Co., Staten Island, N. Y.                 | 6,197,060                                      | July 9, 1942                         | Aug. 7, 1942                                 |
| 388 | TAYLOR.....DD468         | Bath Iron Works Corp., Bath, Maine.                       | 5,400,000                                      | Mar. 27, 1934                        | July 1, 1940                                 |
| 389 | TAYLOR, DAVID W. DD551   | Gulf Shipbuilding Co., Orange, Tex.                       | 4 6,106,000                                    | July 19, 1940                        | Sept. 9, 1940                                |
| 390 | TERRY.....DD513          | Bath Iron Works Corp., Bath, Maine.                       | 5,500,000                                      | .....do.....                         | .....do.....                                 |
| 391 | THATCHER.....DD514       | .....do.....  | 5,500,000                                      | .....do.....                         | .....do.....                                 |
| 392 | THOMAS, HERBERT J. DD833 | .....do.....  | 5,260,000                                      | .....do.....                         | June 14, 1943                                |
| 393 | THOMAS, LLOYD. DD764     | Bethlehem Steel Co., San Francisco, Calif.                | 7,350,000                                      | July 9, 1942                         | Aug. 7, 1942                                 |
| 394 | THOMASON, JOHN W. DD760  | .....do.....  | 7,350,000                                      | .....do.....                         | .....do.....                                 |
| 395 | THOMPSON.....DD627       | Seattle-Tacoma S. B. Corp., Seattle, Wash.                | 4 7,751,000                                    | July 19, 1940                        | Dec. 16, 1940                                |
| 396 | THOMPSON, WOODROW. DD721 | Federal S. B. & D. D. Co., Newark, N. J.                  | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942                                 |
| 397 | THORN.....DD647          | Federal S. B. & D. D. Co., Kearny, N. J.                  | 5,279,000                                      | July 19, 1940                        | Feb. 10, 1941                                |
| 398 | TILLMAN.....DD641        | Charleston Navy Yard, Charleston, S. C.                   | 5,300,000                                      | .....do.....                         | Dec. 16, 1940                                |
| 399 | TINGEY.....DD539         | Bethlehem Steel Co., San Francisco, Calif.                | 6,105,920                                      | .....do.....                         | Sept. 9, 1940                                |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Todd-Pacific Shipyards, Inc. formerly Seattle-Tacoma S. B. Corp.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

| Keel laid      | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name                      |     |
|----------------|----------------|-----------------------------|--------------------------------|--------------------------|---------------------------|-----|
| Dec. 19, 1942  | June 25, 1943  | Dec. 2, 1943                | Feb. 11, 1944                  | Feb. 11, 1944            | STOCKHAM.....             | 375 |
| July 24, 1942  | Nov. 11, 1942  | Mar. 15, 1944               | Jan. 9, 1943                   | Jan. 11, 1943            | STOCKTON.....             | 376 |
| Mar. 10, 1943  | Nov. 19, 1943  | Nov. 30, 1944               | Apr. 15, 1944                  | Apr. 15, 1944            | STODDARD.....             | 377 |
| Feb. 15, 1944  | Nov. 4, 1944   | Nov. 5, 1944                | Jan. 27, 1945                  | Jan. 27, 1945            | STORMES.....              | 378 |
| Jan. 15, 1945  | .....          | July 7, 1945                | .....                          | .....                    | STRIBLING.....            | 379 |
| July 25, 1943  | Apr. 23, 1944  | Oct. 15, 1944               | Mar. 8, 1945                   | Mar. 8, 1945             | STRONG.....               | 380 |
| Oct. 10, 1942  | Apr. 4, 1943   | Aug. 1, 1944                | Sept. 30, 1943                 | Sept. 30, 1943           | SULLIVANS, THE.....       | 381 |
| July 7, 1943   | Dec. 15, 1943  | Mar. 16, 1944               | Jan. 25, 1944                  | Jan. 26, 1944            | SUMNER, ALLEN M. ....     | 382 |
| Nov. 15, 1939  | Nov. 2, 1940   | Sept. 1, 1941               | .....                          | May 29, 1941             | SWANSON.....              | 383 |
| Sept. 11, 1943 | Feb. 12, 1944  | May 2, 1944                 | May 2, 1944                    | May 2, 1944              | SWENSON, LYMAN K. ....    | 384 |
| Oct. 28, 1935  | Oct. 31, 1936  | Feb. 1, 1937                | .....                          | Oct. 14, 1937            | TALBOT, RALPH.....        | 385 |
| Dec. 31, 1917  | May 28, 1918   | .....                       | Nov. 27, 1918                  | Nov. 27, 1918            | TARBELL.....              | 386 |
| Aug. 30, 1943  | Jan. 25, 1944  | July 1, 1944                | May 19, 1944                   | May 20, 1944             | TAUSSIG.....              | 387 |
| Aug. 28, 1941  | June 7, 1942   | June 9, 1943                | Aug. 28, 1942                  | Aug. 28, 1942            | TAYLOR.....               | 388 |
| June 12, 1941  | July 4, 1942   | Jan. 9, 1944                | Sept. 18, 1943                 | Sept. 18, 1943           | TAYLOR, DAVID W. ....     | 389 |
| June 8, 1942   | Nov. 22, 1942  | Dec. 31, 1943               | Jan. 26, 1943                  | Jan. 26, 1943            | TERRY.....                | 390 |
| June 29, 1942  | Dec. 6, 1942   | .....do.....                | Feb. 10, 1943                  | Feb. 10, 1943            | THATCHER.....             | 391 |
| Oct. 30, 1944  | Mar. 25, 1945  | Apr. 27, 1945               | .....                          | .....                    | THOMAS, HERBERT J. ....   | 392 |
| Mar. 26, 1944  | .....          | Jan. 15, 1945               | .....                          | .....                    | THOMAS, LLOYD C. ....     | 393 |
| Nov. 21, 1943  | Sept. 30, 1944 | Nov. 15, 1944               | .....                          | .....                    | THOMASON, JOHN W. ....    | 394 |
| Sept. 22, 1941 | July 15, 1942  | Dec. 31, 1943               | July 10, 1943                  | July 10, 1943            | THOMPSON.....             | 395 |
| .....          | .....          | July 14, 1945               | .....                          | .....                    | THOMPSON, WOODROW R. .... | 396 |
| Nov. 15, 1942  | Feb. 28, 1943  | Apr. 15, 1944               | Mar. 31, 1943                  | Apr. 1, 1943             | THORN.....                | 397 |
| May 1, 1941    | Dec. 20, 1941  | Sept. 1, 1942               | .....                          | June 4, 1942             | TILLMAN.....              | 398 |
| Oct. 22, 1942  | May 28, 1943   | Oct. 15, 1944               | Oct. 15, 1944                  | Nov. 25, 1943            | TINGEY.....               | 399 |

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## DESTROYERS (DD).

|     | Name and official number | Length over all | Length on water line | Extreme beam   | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed  |
|-----|--------------------------|-----------------|----------------------|----------------|-----------------------|------------------------|-------------------------|--------------|
|     |                          | <i>Ft. In.</i>  | <i>Ft. In.</i>       | <i>Ft. In.</i> | <i>Tons</i>           | <i>Tons</i>            | <i>Tons</i>             | <i>Knots</i> |
| 400 | TRATHEN.....DD530        | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 401 | TRIPPE.....DD403         | 340 9           | 334 0                | 35 6           | 1,500                 | 2,350                  | 21                      | 40.7         |
| 402 | TUCKER, HENRY W. DD875   | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 403 | TURNER.....DD834         | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 404 | TWIGGS.....DD591         | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 405 | TWINING.....DD540        | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 406 | UHLMANN.....DD687        | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 407 | UPSHUR.....DD144         | 314 5           | 310 0                | 31 4           | 1,090                 | 1,600                  | 16                      | 32.5         |
| 408 | VAN VALKENBURGH DD656    | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 409 | VESOLE.....DD878         | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 410 | VOGELGESANG.....DD862    | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 411 | WADLEIGH.....DD689       | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 412 | WADSWORTH.....DD516      | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 413 | WAINWRIGHT.....DD419     | 348 4           | 341 0                | 36 0           | 1,570                 | 2,465                  | 22                      | 38.7         |
| 414 | WALDRON.....DD699        | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 415 | WALKE.....DD723          | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 416 | WALKER.....DD517         | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 417 | WALLER.....DD466         | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 418 | WARE, CHARLES R. DD865   | 390 6           | 383 0                | 40 10          | 2,425                 | 3,479                  | 27                      | 34.6         |
| 419 | WATSON.....DD482         | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 420 | WATTS.....DD567          | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 421 | WEDDERBURN.....DD684     | 376 5           | 369 1                | 39 7           | 2,050                 | 2,940                  | 26                      | 35.2         |
| 422 | WEEKS, JOHN W. DD701     | 376 6           | 369 0                | 40 10          | 2,200                 | 3,315                  | 27                      | 34.2         |
| 423 | WELLES.....DD628         | 348 3           | 341 0                | 36 1           | 1,630                 | 2,500                  | 22                      | 37.4         |
| 424 | WHIPPLE.....DD217        | 314 5           | 310 0                | 31 8           | 1,190                 | 1,730                  | 16                      | 32.5         |

<sup>1</sup> As built.

## DESTROYERS (DD)

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup> |                   |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-----------------------|-------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                  | 40 mm AA mounts   | Torpedo tubes (deck) |                 |
| <i>Tons</i>        | <i>Ft. In.</i> | <i>Ft. In.</i>                          |                      |          |                       |                   |                      |                 |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD530.. 400     |
| 1,766              | 13 3           | 17 3                                    | 16                   | 235      | 4 5", 38 cal. D. P.   | 2 twin            | 2 21" quad           | DD403.. 401     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD875.. 402     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD834.. 403     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD591.. 404     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD540.. 405     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD687.. 406     |
| 1,600              | 11 4           | 13 4                                    | 11                   | 149      | 6 3", 50 cal. D. P.   | None              | 2 21" triple         | DD144.. 407     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD656.. 408     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD878.. 409     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD862.. 410     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD689.. 411     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD516.. 412     |
| 1,951              | 13 4           | 17 4                                    | 16                   | 235      | 4 5", 38 cal. D. P.   | 2 twin            | 2 21" quad           | DD419.. 413     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD699.. 414     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD723.. 415     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD517.. 416     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD466.. 417     |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD865.. 418     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD482.. 419     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD567.. 420     |
| 2,800              | 13 9           | 17 9                                    | 20                   | 309      | 5 5", 38 cal. D. P.   | 5 twin            | 2 21" quin           | DD684.. 421     |
| 2,882              | 14 5           | 15 8                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | } 2 21" quin         | DD701.. 422     |
| 2,081              | 13 5           | 17 5                                    | 16                   | 260      | 4 5", 38 cal. D. P.   | 2 twin            | 1 21" quin           | DD628.. 423     |
| 1,600              | 12 1           | 14 1                                    | 11                   | 138      | 4 4", 50 cal. S. P.   | None              | 2 21" triple         | DD217.. 424     |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

## DESTROYERS (DD).

|     | Name and official number | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |                    |
|-----|--------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|--------------------|
|     |                          |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature        |
| 400 | TRATHEN.....DD530        | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....     | <i>p. s. i.</i> 565             | <i>Deg. F.</i> 850 |
| 401 | TRIPPE.....DD403         | 2                    | .....do.....                     | 50,000           | 3       | .....do.....    | 565                             | 705                |
| 402 | TUCKER, HENRY W. DD875   | 2                    | G. E. turb.....                  | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 403 | TURNER.....DD834         | 2                    | .....do.....                     | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 404 | TWIGGS.....DD591         | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850                |
| 405 | TWINING.....DD540        | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....     | 565                             | 850                |
| 406 | UHLMANN.....DD687        | 2                    | G. E. turb.....                  | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 407 | UPSHUR.....DD144         | 2                    | Parsons turb.....                | 26,000           | 3       | W. F.....       | 265                             | Sat.               |
| 408 | VAN VALKEN- BURGH. DD656 | 2                    | A. C. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850                |
| 409 | VESOLE.....DD878         | 2                    | G. E. turb.....                  | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 410 | VOGELGESANG. DD862       | 2                    | .....do.....                     | 60,000           | 4       | F. W. & B. & W. | 565                             | 850                |
| 411 | WADLEIGH.....DD689       | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....     | 565                             | 850                |
| 412 | WADSWORTH. DD516         | 2                    | G. E. turb.....                  | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 413 | WAINWRIGHT. DD419        | 2                    | Westgh. turb.....                | 50,000           | 3       | .....do.....    | 565                             | 715                |
| 414 | WALDRON.....DD699        | 2                    | G. E. turb.....                  | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 415 | WALKE.....DD723          | 2                    | .....do.....                     | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 416 | WALKER.....DD517         | 2                    | .....do.....                     | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 417 | WALLER.....DD466         | 2                    | .....do.....                     | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 418 | WARE, CHARLES R. DD865   | 2                    | .....do.....                     | 60,000           | 4       | F. W. & B. & W. | 565                             | 850                |
| 419 | WATSON.....DD482         | 2                    | G. M. Diesel.....                | 60,000           |         |                 |                                 |                    |
| 420 | WATTS.....DD567          | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850                |
| 421 | WEDDERBURN. DD684        | 2                    | Westgh. turb.....                | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 422 | WEEKS, JOHN W. DD701     | 2                    | G. E. turb.....                  | 60,000           | 4       | .....do.....    | 565                             | 850                |
| 423 | WELLES.....DD628         | 2                    | Westgh. turb.....                | 50,000           | 4       | .....do.....    | 580                             | 825                |
| 424 | WHIPPLE.....DD217        | 2                    | Parsons turb.....                | 26,000           | 3       | W. F.....       | 265                             | Sat.               |

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## DESTROYERS (DD).

|  | Main reduction gears |                       | Ship's service generators |               |                      |                                | Fuel capacities |            |          | Official number |
|--|----------------------|-----------------------|---------------------------|---------------|----------------------|--------------------------------|-----------------|------------|----------|-----------------|
|  | Type                 | Manufacturer          | Number                    | Type of drive | Capacity each        | Voltage                        | Fuel oil        | Diesel oil | Gasoline |                 |
|  | Dbl. <sup>1</sup>    | Westgh. <sup>4</sup>  | { 2<br>2                  | Turbo.....    | <i>Kw.</i> 250<br>40 | 4.0 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD530.. 400     |
|  | do. <sup>7</sup>     | De Laval              | { 2<br>2                  | do.....       | 132<br>40            | 450 A. C.....<br>120 D. C..... | 3, 232          | 216        |          | DD403.. 401     |
|  | do. <sup>1</sup>     | Falk <sup>8</sup>     | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 4, 647          | 167        |          | DD875.. 402     |
|  | do. <sup>1</sup>     | Westgh. <sup>8</sup>  | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 4, 647          | 167        |          | DD834.. 403     |
|  | do. <sup>1</sup>     | De Laval              | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD591.. 404     |
|  | do. <sup>1</sup>     | Falk <sup>8</sup>     | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD540.. 405     |
|  | do. <sup>1</sup>     | De Laval              | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD687.. 406     |
|  | Sgl. <sup>3</sup>    | do. <sup>3</sup>      | 2                         | do.....       | 60                   | 120 D. C.....                  | 2, 590          |            |          | DD144.. 407     |
|  | Dbl. <sup>1</sup>    | do.....               | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD656.. 408     |
|  | do. <sup>1</sup>     | Falk <sup>8</sup>     | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 4, 647          | 167        |          | DD878.. 409     |
|  | do. <sup>1</sup>     | Westgh. <sup>8</sup>  | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 4, 647          | 167        |          | DD862.. 410     |
|  | do. <sup>1</sup>     | do. <sup>8</sup>      | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD689.. 411     |
|  | do. <sup>1</sup>     | Falk.....             | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD516.. 412     |
|  | do. <sup>7</sup>     | do.....               | { 2<br>2                  | do.....       | 150<br>40            | 450 A. C.....<br>120 D. C..... | 2, 929          | 168        |          | DD419.. 413     |
|  | do. <sup>1</sup>     | do. <sup>8</sup>      | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 3, 293          | 167        |          | DD699.. 414     |
|  | do. <sup>1</sup>     | De Laval              | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 3, 293          | 167        |          | DD723.. 415     |
|  | do. <sup>1</sup>     | Falk.....             | { 2<br>2                  | do.....       | 250<br>49            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD517.. 416     |
|  | do. <sup>1</sup>     | De Laval              | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD466.. 417     |
|  | do. <sup>1</sup>     | Westgh. <sup>8</sup>  | { 2<br>2                  | do.....       | 400<br>50            | 450 A. C.....<br>120 D. C..... | 4, 647          | 167        |          | DD865.. 418     |
|  | None..               |                       | 5                         | Diesel.....   | 125                  | 450 A. C.....                  |                 | 3, 250     |          | DD482.. 419     |
|  | Dbl. <sup>1</sup>    | Westgh. <sup>8</sup>  | { 2<br>2                  | Turbo.....    | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD567.. 420     |
|  | do. <sup>1</sup>     | Falk <sup>8</sup>     | { 2<br>2                  | do.....       | 250<br>40            | 450 A. C.....<br>120 D. C..... | 3, 250          | 167        |          | DD684.. 421     |
|  | do. <sup>1</sup>     | do. <sup>8</sup>      | { 2<br>2                  | do.....       | 200<br>40            | 450 A. C.....<br>120 D. C..... | 3, 293          | 167        |          | DD701.. 422     |
|  | do. <sup>1</sup>     | Westgh. <sup>8</sup>  | { 2<br>2                  | do.....       | 200<br>40            | 450 A. C.....<br>120 D. C..... | 2, 928          | 167        |          | DD628.. 423     |
|  | Sgl. <sup>3</sup>    | De Laval <sup>3</sup> | 2                         | do.....       | 60                   | 120 D. C.....                  | 3, 030          |            |          | DD217.. 424     |

<sup>1</sup> Double reduction—locked train type.<sup>2</sup> Single reduction—2 pinion.<sup>3</sup> Parsons design.<sup>7</sup> Double reduction—nested 3 turbine.<sup>4</sup> Falk design.<sup>8</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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  |
|-----|--------------------------|--|--|--------------------------------------|--|
| 400 | TRATHEN.....DD530        | Bethlehem Steel Co., San Francisco, Calif. | 6,105,920                                      | July 19, 1940                        | Sept. 9, 1940  |
| 401 | TRIPPE.....DD403         | {Boston Navy Yard, Boston, Mass.           | } 4,014,030                                    | Mar. 27, 1934                        | {Sept. 9, 1935;<br>Feb. 14, 1936 <sup>2</sup>              |
| 402 | TUCKER, HENRY W. DD875   | Consolidated Steel Corp., Orange, Tex.     |  |                                      | <sup>3</sup> 6,313,000                                     |
| 403 | TURNER.....DD834         | Bath Iron Works Corp., Bath, Maine.        | 5,260,000                                      | do                                   | do   |
| 404 | TWIGGS.....DD591         | Charleston Navy Yard, Charleston, S. C.    | 6,256,000                                      | do                                   | Sept. 9, 1940  |
| 405 | TWINING.....DD540        | Bethlehem Steel Co., San Francisco, Calif. | 6,105,920                                      | do                                   | do   |
| 406 | UHLMANN.....DD687        | Bethlehem Steel Co., Staten Island, N. Y.  | 5,830,400                                      | do                                   | June 14, 1942  |
| 407 | UPSHUR.....DD144         | Wm. Cramp & Sons, Philadelphia, Pa.        |  | Mar. 4, 1917                         | Sept. 8, 1917  |
| 408 | VAN VALKENBURGH. DD656   | Gulf Shipbuilding Corp., Chickasaw, Ala.   | <sup>3</sup> 5,479,000                         | Dec. 23, 1941                        | Dec. 15, 1941  |
| 409 | VESOLE.....DD878         | Consolidated Steel Corp., Orange, Tex.     | <sup>3</sup> 6,313,000                         | July 19, 1940                        | June 14, 1943  |
| 410 | VOGELGESANG DD862        | Bethlehem Steel Co., Staten Island, N. Y.  | 6,300,000                                      | do                                   | do   |
| 411 | WADLEIGH.....DD689       | Bath Iron Works Corp., Bath, Maine.        | 5,300,000                                      | do                                   | July 15, 1942  |
| 412 | WADSWORTH.....DD516      | do   | 5,500,000                                      | do                                   | Sept. 9, 1940  |
| 413 | WAINWRIGHT.....DD419     | {Norfolk Navy Yard, Norfolk, Va.           | } 3,761,950                                    | Mar. 27, 1934                        | {Jan. 27, 1937; <sup>1</sup><br>Feb. 12, 1937 <sup>2</sup> |
| 414 | WALDRON.....DD699        | Federal S. B. & D. D. Co., Kearny, N. J.   |  |                                      | 6,250,000  |
| 415 | WALKE.....DD723          | Bath Iron Works Corp., Bath, Maine.        | 5,100,000                                      | do                                   | do   |
| 416 | WALKER.....DD517         | do   | 5,500,000                                      | July 19, 1940                        | Sept. 9, 1940  |
| 417 | WALLER.....DD466         | Federal S. B. & D. D. Co., Kearny, N. J.   | 6,330,000                                      | Mar. 27, 1934                        | July 1, 1940   |
| 418 | WARE, CHARLES R. DD865   | Bethlehem Steel Co., Staten Island, N. Y.  | 6,300,000                                      | July 19, 1940                        | June 14, 1943  |
| 419 | WATSON.....DD482         | Federal S. B. & D. D. Co., Kearny, N. J.   | 8,331,000                                      | Mar. 27, 1934                        | July 1, 1940   |
| 420 | WATTS.....DD567          | Seattle-Tacoma S. B. Corp., Seattle, Wash. | <sup>3</sup> 6,649,000                         | July 19, 1940                        | Sept. 9, 1940  |
| 421 | WEDDERBURN DD684         | Bethlehem Steel Co., San Francisco, Calif. | 5,687,450                                      | do                                   | June 14, 1942  |
| 422 | WEEKS, JOHN W. DD701     | Federal S. B. & D. D. Co., Kearny, N. J.   | 6,250,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 423 | WELLES.....DD628         | Seattle-Tacoma S. B. Corp., Seattle, Wash. | <sup>3</sup> 7,751,000                         | July 19, 1940                        | Dec. 16, 1940  |
| 424 | WHIPPLE.....DD217        | Wm. Cramp & Sons, Philadelphia, Pa.        |  | Oct. 6, 1917                         | Dec. 19, 1917  |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Cost plus fixed fee (see "Notes and Definitions").

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## DESTROYERS (DD).

|  | Keel laid       | Ship launched | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name             |                  |
|--|-----------------|---------------|-----------------------------|--------------------------------|--------------------------|------------------|------------------|
|  | Mar. 17, 1942   | Oct. 22, 1942 | Oct. 1, 1943                | May 28, 1943                   | May 28, 1943             | TRATHEN.....     | 400              |
|  | } Apr. 15, 1937 | May 14, 1938  | Oct. 14, 1939               | Nov. 1, 1939                   | Nov. 1, 1939             | TRIPPE.....      | 401              |
|  |                 | May 29, 1944  | Nov. 8, 1944                | Feb. 1, 1945                   | Mar. 10, 1945            | Mar. 12, 1945    | TUCKER, HENRY W. |
|  | Nov. 13, 1944   | Apr. 8, 1945  | June 15, 1945               | do                             | do                       | TURNER.....      | 403              |
|  | Jan. 20, 1943   | Apr. 7, 1943  | Aug. 1, 1943                | do                             | Nov. 4, 1943             | TWIGGS.....      | 404              |
|  | Nov. 20, 1942   | July 11, 1943 | Nov. 1, 1944                | Dec. 1, 1943                   | Dec. 1, 1943             | TWINING.....     | 405              |
|  | Mar. 6, 1943    | July 30, 1943 | Dec. 28, 1943               | Nov. 20, 1943                  | Nov. 22, 1943            | UHLMANN.....     | 406              |
|  | Feb. 19, 1918   | July 4, 1918  | do                          | Dec. 23, 1918                  | Dec. 23, 1918            | UPSHUR.....      | 407              |
|  | Nov. 15, 1942   | Dec. 19, 1943 | May 31, 1944                | Aug. 2, 1944                   | Aug. 2, 1944             | VAN VALKENBURGH. | 408              |
|  | July 3, 1944    | Dec. 29, 1944 | Mar. 15, 1945               | Apr. 22, 1945                  | Apr. 23, 1945            | VESOLE.....      | 409              |
|  | Aug. 3, 1944    | Jan. 15, 1945 | Feb. 17, 1945               | Apr. 27, 1945                  | Apr. 28, 1945            | VOGELGESANG..... | 410              |
|  | Apr. 5, 1943    | Aug. 7, 1943  | Nov. 20, 1943               | Oct. 19, 1943                  | Oct. 19, 1943            | WADLEIGH.....    | 411              |
|  | Aug. 18, 1942   | Jan. 10, 1943 | Dec. 31, 1943               | Mar. 16, 1943                  | Mar. 16, 1943            | WADSWORTH.....   | 412              |
|  | } June 7, 1938  | June 1, 1939  | Dec. 12, 1939               | May 31, 1940                   | Apr. 15, 1940            | WAINWRIGHT.....  | 413              |
|  |                 | Nov. 16, 1943 | Mar. 26, 1944               | June 24, 1944                  | June 7, 1944             | June 8, 1944     | WALDRON.....     |
|  | June 7, 1943    | Oct. 27, 1943 | Jan. 21, 1944               | Jan. 21, 1944                  | Jan. 21, 1944            | WALKE.....       | 415              |
|  | Aug. 31, 1942   | Jan. 31, 1943 | Jan. 3, 1944                | Apr. 3, 1943                   | Apr. 3, 1943             | WALKER.....      | 416              |
|  | Feb. 12, 1942   | Aug. 15, 1942 | Nov. 9, 1943                | Sept. 30, 1942                 | Oct. 1, 1942             | WALLER.....      | 417              |
|  | Nov. 1, 1944    | Apr. 12, 1945 | May 12, 1945                | do                             | do                       | WARE, CHARLES R. | 418              |
|  | do              | do            | Nov. 1, 1943                | do                             | do                       | WATSON.....      | 419              |
|  | Mar. 26, 1943   | Dec. 31, 1943 | Dec. 15, 1944               | Apr. 29, 1944                  | Apr. 29, 1944            | WATTS.....       | 420              |
|  | Jan. 10, 1943   | Aug. 1, 1943  | Dec. 31, 1943               | Mar. 9, 1944                   | Mar. 9, 1944             | WEDDERBURN.....  | 421              |
|  | Jan. 17, 1944   | May 21, 1944  | Aug. 25, 1944               | July 20, 1944                  | July 21, 1944            | WEEKS, JOHN W.   | 422              |
|  | Sept. 27, 1941  | Sept. 7, 1942 | Dec. 31, 1943               | Aug. 16, 1943                  | Aug. 16, 1943            | WELLES.....      | 423              |
|  | June 12, 1919   | Nov. 6, 1919  | do                          | Apr. 23, 1920                  | Apr. 23, 1920            | WHIPPLE.....     | 424              |

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## DESTROYERS (DD).

|     | Name and official number      | Length<br>over all | Length<br>on water<br>line | Extreme<br>beam | Standard<br>displace-<br>ment | Full load<br>displace-<br>ment | Tons per<br>inch im-<br>mersion | Trial<br>speed |
|-----|-------------------------------|--------------------|----------------------------|-----------------|-------------------------------|--------------------------------|---------------------------------|----------------|
|     |                               |                    |                            |                 |                               |                                |                                 |                |
| 425 | WICKES.....DD578              | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 426 | WILEY.....DD597               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 427 | WILKES.....DD441              | 348 4              | 341 0                      | 36 1            | 1,630                         | 2,525                          | 22                              | 37.4           |
| 428 | WILLIAMSON.....DD244          | 314 5              | 310 0                      | 31 8            | 1,095                         | 1,730                          | 16                              | 30.9           |
| 429 | WILSON.....DD408              | 340 9              | 334 0                      | 35 6            | 1,500                         | 2,350                          | 21                              | 40.7           |
| 430 | WINSLOW.....DD359             | 381 1              | 372 0                      | 37 0            | 1,850                         | 2,840                          | 25                              | 36.4           |
| 431 | WOOD, WILLIAM<br>M.....DD715  | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 432 | WOODWORTH.....DD460           | 347 9              | 341 0                      | 36 1            | 1,620                         | 2,475                          | 22                              | 37.6           |
| 433 | WOOLSEY.....DD437             | 348 4              | 341 0                      | 36 1            | 1,630                         | 2,525                          | 22                              | 37.4           |
| 434 | WREN.....DD568                | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 435 | YARNALL.....DD541             | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 436 | YOUNG.....DD580               | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 437 | YOUNG, CASSIN.....DD793       | 376 5              | 369 1                      | 39 7            | 2,050                         | 2,940                          | 26                              | 35.2           |
| 438 | ZELLARS.....DD777             | 376 6              | 369 0                      | 40 10           | 2,200                         | 3,315                          | 27                              | 34.2           |
| 439 | DD716 <sup>2</sup> .....DD716 | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 440 | DD717 <sup>2</sup> .....DD717 | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 441 | DD718.....DD718               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 442 | DD719.....DD719               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 443 | DD768.....DD768               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 444 | DD769.....DD769               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 445 | DD787 <sup>2</sup> .....DD787 | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 446 | DD788 <sup>2</sup> .....DD788 | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 447 | DD789.....DD789               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 448 | DD790.....DD790               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |
| 449 | DD791.....DD791               | 390 6              | 383 0                      | 40 10           | 2,425                         | 3,479                          | 27                              | 34.6           |

<sup>1</sup> As built.<sup>2</sup> To be named as follows: DD716, WILTSIE; DD717, THEODORE E. CHANDLER; DD787, JAMES E. KYES; DD788, HOLLISTER.

## DESTROYERS (DD).

| Trial dis-<br>place-<br>ment | Limit-<br>ing<br>draft | Maxi-<br>mum<br>naviga-<br>tional<br>draft <sup>1</sup> | Total ac-<br>commo-<br>dations |               | Armament <sup>2</sup>   |                             |                         | Official<br>number |
|------------------------------|------------------------|---|--------------------------------|---------------|-------------------------|-----------------------------|-------------------------|--------------------|
|                              |                        |   | Offi-<br>cers                  | En-<br>listed | Main                    | 40 mm AA<br>mounts          | Torpedo<br>tubes (deck) |                    |
| <i>Tons</i><br>2,800         | <i>Ft. In.</i><br>13 9 | <i>Ft. In.</i><br>17 9                                  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                 | 2 21" quin....          | DD578... 425       |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                 | 2 21" quin....          | DD597... 426       |
| 2,081                        | 13 6                   | 17 6  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                 | 2 21" quin....          | DD441... 427       |
| 1,600                        | 12 1                   | 14 1  | 11                             | 127           | 2 3", 50 cal. D. P..... | None.....                   | None.....               | DD244... 428       |
| 1,766                        | 13 3                   | 17 3  | 16                             | 235           | 4 5", 38 cal. D. P..... | 2 twin.....                 | 2 21" quad....          | DD408... 429       |
| 2,149                        | 13 9                   | 17 9  | 16                             | 278           | 5 5", 38 cal. D. P..... | {2 twin.....<br>1 quad..... | }2 21" quad....         | DD359... 430       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD715... 431       |
| 2,067                        | 13 4                   | 17 4  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                 | 1 21" quin....          | DD460... 432       |
| 2,081                        | 13 6                   | 17 6  | 16                             | 260           | 4 5", 38 cal. D. P..... | 2 twin.....                 | 2 21" quin....          | DD437... 433       |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                 | 2 21" quin....          | DD568... 434       |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                 | 2 21" quin....          | DD541... 435       |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                 | 2 21" quin....          | DD580... 436       |
| 2,800                        | 13 9                   | 17 9  | 20                             | 309           | 5 5", 38 cal. D. P..... | 5 twin.....                 | 2 21" quin....          | DD793... 437       |
| 2,882                        | 14 5                   | 15 8  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD777... 438       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD716... 439       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD717... 440       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD718... 441       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD719... 442       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD768... 443       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD769... 444       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD787... 445       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD788... 446       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD789... 447       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD790... 448       |
| 3,047                        | 14 4                   | 18 6  | 20                             | 325           | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad..... | }2 21" quin....         | DD791... 449       |

<sup>1</sup> Includes projections below keel, if any.<sup>2</sup> For extensive changes in armament since Apr. 15, 1945, see page 229.

DESTROYERS (DD).

|     | Name and official number    | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|-----|-----------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|     |                             |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
|     |                             |                      |                                  |                  |         |                 |                                 |             |
| 425 | WICKES.....DD578            | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 426 | WILEY.....DD597             | 2                    | A. C. turb.....                  | 60,000           | 4       | F. W.....       | 565                             | 850         |
| 427 | WILKES.....DD441            | 2                    | G. E. turb.....                  | 50,000           | 4       | B. & W.....     | 580                             | 825         |
| 428 | WILLIAMSON...DD244          | 2                    | Westgh. turb....                 | 26,000           | 2       | W. F.....       | 265                             | Sat.        |
| 429 | WILSON.....DD408            | 2                    | do.....                          | 50,000           | 3       | B. & W.....     | 565                             | 715         |
| 430 | WINSLOW.....DD359           | 2                    | N. Y. S. turb....                | 50,000           | 4       | do.....         | 400                             | 648         |
| 431 | WOOD, WIL-<br>LIAM M. DD715 | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 432 | WOODWORTH...DD460           | 2                    | Beth. turb.....                  | 50,000           | 4       | do.....         | 475                             | 700         |
| 433 | WOOLSEY.....DD437           | 2                    | Westgh. turb....                 | 50,000           | 4       | do.....         | 580                             | 825         |
| 434 | WREN.....DD568              | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 435 | YARNALL.....DD541           | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 436 | YOUNG.....DD580             | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 437 | YOUNG, CASSIN. DD793        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 438 | ZELLARS.....DD777           | 2                    | do.....                          | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 439 | DD716.....DD716             | 2                    | do.....                          | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 440 | DD717.....DD717             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 441 | DD718.....DD718             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 442 | DD719.....DD719             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 443 | DD768.....DD768             | 2                    | do.....                          | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 444 | DD769.....DD769             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 445 | DD787.....DD787             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 446 | DD788.....DD788             | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 447 | DD789.....DD789             | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 448 | DD790.....DD790             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 449 | DD791.....DD791             | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |

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DESTROYERS (DD).

| Main reduction gears |                          | Ship's service generators |               |               |                        | Fuel capacities |                |                | Official number |
|----------------------|--------------------------|---------------------------|---------------|---------------|------------------------|-----------------|----------------|----------------|-----------------|
| Type                 | Manufacturer             | Number                    | Type of drive | Capacity each | Voltage                | Fuel oil        | Diesel oil     | Gasoline       |                 |
|                      |                          |                           |               | <i>Kw.</i>    |                        | <i>Barrels</i>  | <i>Barrels</i> | <i>Gallons</i> |                 |
| Dbl. <sup>1</sup>    | Falk <sup>8</sup> .....  | { 2<br>2                  | Turbo.....    | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD578... 425    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> ... | { 2<br>2                  | do.....       | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD597... 426    |
| do. <sup>1</sup>     | F. B. <sup>8</sup> ..... | { 2<br>2                  | do.....       | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD441... 427    |
| Sgl. <sup>8</sup>    | Westgh.....              | 2                         | do.....       | 60            | 120 D. C.              | 2,675           | 10<br>711      |                | DD244... 428    |
| Dbl. <sup>7</sup>    | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 132<br>40     | 450 A. C.<br>120 D. C. | 3,232           | 216            |                | DD408... 429    |
| Sgl. <sup>8</sup>    | Falk.....                | 2                         | do.....       | 200           | 450 D. C.              | 4,297           | 128            |                | DD359... 430    |
| Dbl. <sup>1</sup>    | De Laval...{             | 2<br>2                    | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD715... 431    |
| S. & D.              | Falk.....                | { 2<br>2                  | do.....       | 200<br>40     | 450 A. C.<br>120 D. C. | 2,912           | 199            |                | DD460... 432    |
| Dbl. <sup>1</sup>    | De Laval...{             | 2<br>2                    | do.....       | 200<br>40     | 450 A. C.<br>120 D. C. | 2,928           | 177            |                | DD437... 433    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> ... | { 2<br>2                  | do.....       | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD568... 434    |
| do. <sup>1</sup>     | Falk <sup>8</sup> .....  | { 2<br>2                  | do.....       | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD541... 435    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD580... 436    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 250<br>40     | 450 A. C.<br>120 D. C. | 3,250           | 167            |                | DD793... 437    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 3,293           | 167            |                | DD777... 438    |
| do. <sup>1</sup>     | De Laval...{             | 2<br>2                    | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD716... 439    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> ... | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD717... 440    |
| do. <sup>1</sup>     | De Laval...{             | 2<br>2                    | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD718... 441    |
| do. <sup>1</sup>     | do.....                  | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD719... 442    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> ... | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD768... 443    |
| do. <sup>1</sup>     | Falk <sup>8</sup> .....  | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD769... 444    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD787... 445    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD788... 446    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD789... 447    |
| do. <sup>1</sup>     | Westgh. <sup>8</sup> ... | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD790... 448    |
| do. <sup>1</sup>     | do. <sup>8</sup> .....   | { 2<br>2                  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647           | 167            |                | DD791... 449    |

<sup>1</sup> Double reduction—locked train type.  
<sup>8</sup> Single reduction—2 pinion.

<sup>7</sup> Double reduction—nested 3 turbine.  
<sup>8</sup> De Laval design.

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## DESTROYERS (DD).

|     | 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  |
|-----|--------------------------|---|--|--------------------------------------|--|
| 425 | WICKES.....DD578         | Consolidated Steel Co., Orange, Tex.                        | 4 7,315,000                                    | July 19, 1940                        | Sept. 9, 1940  |
| 426 | WILEY.....DD597          | Puget Sound Navy Yard, Bremerton, Wash.                     | 6,256,000                                      | do                                   | do   |
| 427 | WILKES.....DD441         | Boston Navy Yard, Boston, Mass.                             | 4,853,660                                      | May 17, 1938                         | July 1, 1939   |
| 428 | WILLIAMSON.....DD244     | New York S. B. Corp., Camden, N. J.                         | -----  | Oct. 6, 1917                         | Dec. 29, 1917  |
| 429 | WILSON.....DD408         | Puget Sound Navy Yard, Bremerton, Wash.                     | -----  | May 17, 1938                         | Sept. 9, 1935 <sup>1</sup><br>Feb. 14, 1936 <sup>2</sup> |
| 430 | WINSLOW.....DD359        | New York S. B. Corp., Camden, N. J.                         | 3,775,000                                      | June 16, 1933                        | Aug. 3, 1933   |
| 431 | WOOD, WILLIAM M. DD715   | Federal S. B. & D. D. Co., Newark, N. J.                    | 6,100,000                                      | July 9, 1942                         | Aug. 7, 1942   |
| 432 | WOODWORTH.....DD460      | Bethlehem Steel Co., San Francisco, Calif.                  | 5,977,000                                      | May 17, 1938                         | July 1, 1940   |
| 433 | WOOLSEY.....DD437        | Bath Iron Works Corp., Bath, Maine.                         | 4,813,000                                      | do                                   | June 15, 1939  |
| 434 | WREN.....DD568           | Seattle-Tacoma S. B. Corp., Seattle, Wash.                  | 4 6,649,000                                    | July 19, 1940                        | Sept. 9, 1940  |
| 435 | YARNALL.....DD541        | Bethlehem Steel Co., San Francisco, Calif.                  | 6,105,920                                      | do                                   | do   |
| 436 | YOUNG.....DD580          | Consolidated Steel Co., Orange, Tex.                        | 4 7,315,000                                    | do                                   | do   |
| 437 | YOUNG, CASSIN. DD793     | Bethlehem Steel Co., San Pedro, Calif.                      | 6,015,770                                      | do                                   | June 14, 1942  |
| 438 | ZELLARS.....DD777        | Todd - Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4 7,169,000                                    | July 9, 1942                         | Aug. 7, 1942   |
| 439 | No. 716.....DD716        | Federal S. B. & D. D. Co., Newark, N. J.                    | 6,100,000                                      | do                                   | do   |
| 440 | No. 717.....DD717        | do  | 6,100,000                                      | do                                   | do   |
| 441 | No. 718.....DD718        | do  | 6,100,000                                      | do                                   | do   |
| 442 | No. 719.....DD719        | do  | 6,100,000                                      | do                                   | do   |
| 443 | No. 768.....DD768        | Bethlehem Steel Co., San Francisco, Calif.                  | 7,350,000                                      | do                                   | do   |
| 444 | No. 769.....DD769        | do  | 7,350,000                                      | do                                   | do   |
| 445 | No. 787.....DD787        | Todd - Pacific Shipyards, Inc., Seattle, Wash. <sup>3</sup> | 4 7,169,000                                    | do                                   | do   |
| 446 | No. 788.....DD788        | do. <sup>3</sup>  | 4 7,169,000                                    | do                                   | do   |
| 447 | No. 789.....DD789        | do  | 4 7,169,000                                    | do                                   | do   |
| 448 | No. 790.....DD790        | do  | 4 7,169,000                                    | do                                   | do   |
| 449 | No. 791.....DD791        | do  | 4 7,169,000                                    | do                                   | do   |

<sup>1</sup> Date assigned to yard.<sup>2</sup> Beginning of construction period.<sup>3</sup> Todd-Pacific Shipyards, Inc., formerly Seattle-Tacoma Shipbuilding Corporation.<sup>4</sup> Cost plus fixed fee (see "Notes and Definitions").

## DESTROYERS (DD).

| Keel laid     | Ship launched  | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name               |     |
|---------------|----------------|-----------------------------|--------------------------------|--------------------------|--------------------|-----|
| Apr. 15, 1942 | Nov. 13, 1942  | Aug. 24, 1944               | June 16, 1943                  | June 16, 1943            | WICKES.....        | 425 |
| Aug. 10, 1943 | Sept. 25, 1944 | Apr. 1, 1944                | -----                          | Feb. 22, 1945            | WILEY.....         | 426 |
| Nov. 1, 1939  | May 31, 1940   | July 1, 1941                | -----                          | Apr. 22, 1941            | WILKES.....        | 427 |
| Mar. 27, 1919 | Oct. 16, 1919  | -----                       | Oct. 29, 1920                  | Oct. 29, 1920            | WILLIAMSON.....    | 428 |
| Mar. 22, 1937 | Apr. 12, 1939  | Aug. 14, 1939               | -----                          | July 5, 1939             | WILSON.....        | 429 |
| Dec. 18, 1933 | Sept. 21, 1936 | June 3, 1936                | Feb. 17, 1937                  | Feb. 17, 1937            | WINSLOW.....       | 430 |
| Nov. 2, 1944  | -----          | Mar. 3, 1945                | -----                          | -----                    | WOOD, WILLIAM M. . | 431 |
| Jan. 13, 1941 | Nov. 29, 1941  | Apr. 1, 1942                | Apr. 30, 1942                  | Apr. 30, 1942            | WOODWORTH.....     | 432 |
| Oct. 9, 1939  | Feb. 12, 1941  | June 15, 1941               | May 7, 1941                    | May 7, 1941              | WOOLSEY.....       | 433 |
| Apr. 24, 1943 | Jan. 29, 1944  | Dec. 30, 1944               | May 20, 1944                   | May 22, 1944             | WREN.....          | 434 |
| Dec. 5, 1942  | July 25, 1943  | Dec. 15, 1944               | Dec. 30, 1943                  | Dec. 30, 1943            | YARNALL.....       | 435 |
| May 7, 1942   | Oct. 15, 1942  | Nov. 24, 1944               | July 31, 1943                  | July 31, 1943            | YOUNG.....         | 436 |
| Mar. 18, 1943 | Sept. 12, 1943 | Feb. 29, 1944               | Dec. 31, 1943                  | Dec. 31, 1943            | YOUNG, CASSIN..... | 437 |
| Dec. 24, 1943 | July 19, 1944  | Sept. 15, 1944              | Oct. 25, 1944                  | Oct. 25, 1944            | ZELLARS.....       | 438 |
| Mar. 13, 1945 | -----          | Apr. 14, 1945               | -----                          | -----                    | No. 716.....       | 439 |
| Apr. 23, 1945 | -----          | May 15, 1945                | -----                          | -----                    | No. 717.....       | 440 |
| -----         | -----          | May 30, 1945                | -----                          | -----                    | No. 718.....       | 441 |
| -----         | -----          | June 22, 1945               | -----                          | -----                    | No. 719.....       | 442 |
| Apr. 21, 1944 | -----          | Apr. 1, 1945                | -----                          | -----                    | No. 768.....       | 443 |
| May 21, 1944  | -----          | Apr. 15, 1945               | -----                          | -----                    | No. 769.....       | 444 |
| Dec. 27, 1944 | -----          | Mar. 1, 1945                | -----                          | -----                    | No. 787.....       | 445 |
| Jan. 18, 1945 | -----          | Apr. 1, 1945                | -----                          | -----                    | No. 788.....       | 446 |
| -----         | -----          | Apr. 15, 1945               | -----                          | -----                    | No. 789.....       | 447 |
| -----         | -----          | May 1, 1945                 | -----                          | -----                    | No. 790.....       | 448 |
| -----         | -----          | May 15, 1945                | -----                          | -----                    | No. 791.....       | 449 |

DESTROYERS (DD).

|     | Name and official number        | Length over all | Length on water line | Extreme beam | Standard displacement | Full load displacement | Tons per inch immersion | Trial speed |
|-----|---------------------------------|-----------------|----------------------|--------------|-----------------------|------------------------|-------------------------|-------------|
|     |                                 |                 |                      |              |                       |                        |                         |             |
| 450 | No. 809.....DD809               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 451 | No. 810.....DD810               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 452 | No. 811.....DD811               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 453 | No. 812.....DD812               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 454 | No. 813.....DD813               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 455 | No. 814.....DD814               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 456 | No. 815.....DD815               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 457 | No. 816.....DD816               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 458 | No. 817 <sup>1</sup> .....DD817 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 459 | No. 818 <sup>1</sup> .....DD818 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 460 | No. 819 <sup>1</sup> .....DD819 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 461 | No. 820 <sup>1</sup> .....DD820 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 462 | No. 821.....DD821               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 463 | No. 822.....DD822               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 464 | No. 823.....DD823               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 465 | No. 824.....DD824               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 466 | No. 825.....DD825               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 467 | No. 826.....DD826               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 468 | No. 827.....DD827               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 469 | No. 828.....DD828               | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 470 | No. 838 <sup>1</sup> .....DD838 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 471 | No. 839 <sup>1</sup> .....DD839 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 472 | No. 840 <sup>1</sup> .....DD840 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 473 | No. 841 <sup>1</sup> .....DD841 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |
| 474 | No. 842 <sup>1</sup> .....DD842 | 390 6           | 383 0                | 40 10        | 2,425                 | 3,479                  | 27                      | 34.6        |

<sup>1</sup> To be named as follows: DD817, CORRY; DD818, NEW; DD819, HOLDER; DD820, RICH; DD838, ERNEST G. SMALL; DD839, POWER; DD840, GLENNON; DD841, NOA; DD842, FISKE.

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DESTROYERS (DD).

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup>   |                              |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-------------------------|------------------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                    | 40 mm AA mounts              | Torpedo tubes (deck) |                 |
| Tons 3,047         | Ft. In. 14 2   | Ft. In. 18 6                            | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD809... 450    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD810... 451    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD811... 452    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD812... 453    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD813... 454    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD814... 455    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD815... 456    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD816... 457    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD817... 458    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD818... 459    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD819... 460    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD820... 461    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD821... 462    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD822... 463    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD823... 464    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD824... 465    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD825... 466    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD826... 467    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD827... 468    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD828... 469    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD838... 470    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD839... 471    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD840... 472    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD841... 473    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P..... | {2 twin.....<br>2 quad.....} | 2 21" quin...        | DD842... 474    |

<sup>1</sup> Includes projections below keel, if any.  
<sup>2</sup> For extensive changes in armament since Apr. 15 1945, see page 229.

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DESTROYERS (DD).

| Name and official number | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |             | Steam conditions for full power |                |
|--------------------------|----------------------|----------------------------------|------------------|---------|-------------|---------------------------------|----------------|
|                          |                      |                                  |                  | Number  | Type        | Pressure                        | Temperature    |
|                          |                      |                                  |                  |         |             | <i>p. s. i.</i>                 | <i>Deg. F.</i> |
| 450 No. 809.....DD809    | 2                    | G. E. turb.....                  | 60,000           | 4       | B. & W..... | 565                             | 850            |
| 451 No. 810.....DD810    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 452 No. 811.....DD811    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 453 No. 812.....DD812    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 454 No. 813.....DD813    | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....     | 565                             | 850            |
| 455 No. 814.....DD814    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 456 No. 815.....DD815    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 457 No. 816.....DD816    | 2                    | A. C. turb.....                  | 60,000           | 4       | do.....     | 565                             | 850            |
| 458 No. 817.....DD817    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 459 No. 818.....DD818    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....     | 565                             | 850            |
| 460 No. 819.....DD819    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 461 No. 820.....DD820    | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....     | 565                             | 850            |
| 462 No. 821.....DD821    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....     | 565                             | 850            |
| 463 No. 822.....DD822    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 464 No. 823.....DD823    | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....     | 565                             | 850            |
| 465 No. 824.....DD824    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 466 No. 825.....DD825    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 467 No. 826.....DD826    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 468 No. 827.....DD827    | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....     | 565                             | 850            |
| 469 No. 828.....DD828    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 470 No. 838.....DD838    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 471 No. 839.....DD839    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 472 No. 840.....DD840    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 473 No. 841.....DD841    | 2                    | do.....                          | 60,000           | 4       | do.....     | 565                             | 850            |
| 474 No. 842.....DD842    | 2                    | Westgh. turb....                 | 60,000           | 4       | do.....     | 565                             | 850            |

DESTROYERS (DD).

| Main reduction gears |              | Ship's service generators |               |               |           | Fuel capacities |                |                | Official number |     |
|----------------------|--------------|---------------------------|---------------|---------------|-----------|-----------------|----------------|----------------|-----------------|-----|
| Type                 | Manufacturer | Number                    | Type of drive | Capacity each | Voltage   | Fuel oil        | Diesel oil     | Gasoline       |                 |     |
|                      |              |                           |               |               |           | <i>Kw.</i>      | <i>Barrels</i> | <i>Barrels</i> | <i>Gallons</i>  |     |
| Dbl. <sup>1</sup>    | De Laval     | { 2                       | Turbo         | 400           | 450 A. C. | 4,647           | 167            |                | DD809..         | 450 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD810..         | 451 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| Dbl. <sup>1</sup>    | Falk §       | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD811..         | 452 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | Westgh. §    | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD812..         | 453 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do. §        | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD813..         | 454 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | De Laval     | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD814..         | 455 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD815..         | 456 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD816..         | 457 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD817..         | 458 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD818..         | 459 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD819..         | 460 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD820..         | 461 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | Westgh. §    | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD821..         | 462 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do. §        | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD822..         | 463 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | De Laval     | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD823..         | 464 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD824..         | 465 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD825..         | 466 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD826..         | 467 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD827..         | 468 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD828..         | 469 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD838..         | 470 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD839..         | 471 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | do           | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD840..         | 472 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | Falk §       | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD841..         | 473 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |
| do. <sup>1</sup>     | De Laval     | { 2                       | do            | 400           | 450 A. C. | 4,647           | 167            |                | DD842..         | 474 |
|                      |              | { 2                       | do            | 50            | 120 D. C. |                 |                |                |                 |     |

<sup>1</sup> Double reduction—locked train type.  
<sup>§</sup> De Laval design.

## DESTROYERS (DD).

|     | 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 |
|-----|--------------------------------|--|--|--------------------------------------|-----------------|
| 450 | No. 809.....DD809              | Bath Iron Works, Bath, Maine. <sup>1</sup>             |  | Mar. 27, 1934                        | May 16, 1945    |
| 451 | No. 810.....DD810              | do.....  |  | do.....                              | do.....         |
| 452 | No. 811.....DD811              | do.....  |  | do.....                              | do.....         |
| 453 | No. 812.....DD812              | do.....  |  | July 19, 1940                        | do.....         |
| 454 | No. 813.....DD813              | Bethlehem Steel Co., Staten Island, N. Y. <sup>1</sup> |  | do.....                              | do.....         |
| 455 | No. 814.....DD814              | do.....  |  | do.....                              | do.....         |
| 456 | No. 815.....DD815              | Consolidated Steel Corp., Orange, Tex. <sup>1</sup>    | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 457 | No. 816.....DD816              | do.....  | 25,250,000                                     | do.....                              | do.....         |
| 458 | No. 817.....DD817 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | Nov. 29, 1944   |
| 459 | No. 818.....DD818 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 460 | No. 819.....DD819 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 461 | No. 820.....DD820 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 462 | No. 821.....DD821 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 463 | No. 822.....DD822 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 464 | No. 823.....DD823 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 465 | No. 824.....DD824 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 466 | No. 825.....DD825 <sup>1</sup> | do.....  | <sup>2</sup> 5,250,000                         | do.....                              | do.....         |
| 467 | No. 826.....DD826              | Bath Iron Works Corp., Bath, Maine.                    | 5,260,000                                      | do.....                              | Nov. 10, 1944   |
| 468 | No. 827.....DD827              | do.....  | 5,260,000                                      | do.....                              | do.....         |
| 469 | No. 828.....DD828              | do.....  | 5,260,000                                      | do.....                              | do.....         |
| 470 | No. 838.....DD838              | do.....  | 5,260,000                                      | do.....                              | June 14, 1943   |
| 471 | No. 839.....DD839              | do.....  | 5,260,000                                      | do.....                              | do.....         |
| 472 | No. 840.....DD840              | do.....  | 5,260,000                                      | do.....                              | do.....         |
| 473 | No. 841.....DD841              | do.....  | 5,260,000                                      | do.....                              | do.....         |
| 474 | No. 842.....DD842              | do.....  | 5,260,000                                      | do.....                              | do.....         |

<sup>1</sup> DD809 to DD825, inclusive, formerly under contract with Federal S. B. & D. D. Co.<sup>2</sup> Cost plus fixed fee (see "Notes and Definitions").

## DESTROYERS (DD)

| Keel laid     | Ship launched | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name         |     |
|---------------|---------------|-----------------------------|--------------------------------|--------------------------|--------------|-----|
|               |               | Apr. 9, 1946                |                                |                          | No. 809..... | 450 |
|               |               | Apr. 23, 1946               |                                |                          | No. 810..... | 451 |
|               |               | May 10, 1946                |                                |                          | No. 811..... | 452 |
|               |               | May 24, 1946                |                                |                          | No. 812..... | 453 |
|               |               | May 31, 1946                |                                |                          | No. 813..... | 454 |
|               |               | June 28, 1946               |                                |                          | No. 814..... | 455 |
|               |               | Feb. 27, 1946               |                                |                          | No. 815..... | 456 |
|               |               | Mar. 7, 1945                |                                |                          | No. 816..... | 457 |
| Apr. 5, 1945  |               | Aug. 1, 1945                |                                |                          | No. 817..... | 458 |
| Apr. 14, 1945 |               | Aug. 1, 1945                |                                |                          | No. 818..... | 459 |
| Apr. 23, 1945 |               | Sept. 1, 1945               |                                |                          | No. 819..... | 460 |
| May 16, 1945  |               | Sept. 1, 1945               |                                |                          | No. 820..... | 461 |
|               |               | Jan. 1, 1946                |                                |                          | No. 821..... | 462 |
|               |               | Jan. 1, 1946                |                                |                          | No. 822..... | 463 |
|               |               | Feb. 1, 1946                |                                |                          | No. 823..... | 464 |
|               |               | Mar. 1, 1946                |                                |                          | No. 824..... | 465 |
|               |               | Apr. 1, 1946                |                                |                          | No. 825..... | 466 |
|               |               | Apr. 5, 1946                |                                |                          | No. 826..... | 467 |
|               |               | Mar. 5, 1946                |                                |                          | No. 827..... | 468 |
|               |               | June 5, 1946                |                                |                          | No. 828..... | 469 |
| Jan. 30, 1945 |               | Aug. 24, 1945               |                                |                          | No. 838..... | 470 |
| Feb. 26, 1945 |               | Sept. 11, 1945              |                                |                          | No. 839..... | 471 |
| Mar. 12, 1945 |               | Sept. 28, 1945              |                                |                          | No. 840..... | 472 |
| Mar. 26, 1945 |               | Oct. 16, 1945               |                                |                          | No. 841..... | 437 |
| Apr. 9, 1945  |               | Nov. 2, 1945                |                                |                          | No. 842..... | 474 |

## DESTROYERS (DD)

|     | Name and official number        | Length         | Length         | Extreme        | Standard    | Full load   | Tons per    | Trial        |
|-----|---------------------------------|----------------|----------------|----------------|-------------|-------------|-------------|--------------|
|     |                                 | over all       | on water       |                |             |             |             |              |
|     |                                 | <i>Ft. In.</i> | <i>Ft. In.</i> | <i>Ft. In.</i> | <i>Tons</i> | <i>Tons</i> | <i>Tons</i> | <i>Knots</i> |
| 475 | No. 843 <sup>1</sup> .....DD843 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 476 | No. 844 <sup>1</sup> .....DD844 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 477 | No. 845.....DD845               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 478 | No. 846.....DD846               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 479 | No. 847.....DD847               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 480 | No. 848.....DD848               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 481 | No. 849.....DD849               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 482 | No. 850 <sup>1</sup> .....DD850 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 483 | No. 851.....DD851               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 484 | No. 852.....DD852               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 485 | No. 853.....DD853               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 486 | No. 854.....DD854               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 487 | No. 855.....DD855               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 488 | No. 856.....DD856               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 489 | No. 861 <sup>1</sup> .....DD861 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 490 | No. 869 <sup>1</sup> .....DD869 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 491 | No. 870 <sup>1</sup> .....DD870 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 492 | No. 871.....DD871               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 493 | No. 872.....DD872               | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 494 | No. 888 <sup>1</sup> .....DD888 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 495 | No. 889 <sup>1</sup> .....DD889 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |
| 496 | No. 890 <sup>1</sup> .....DD890 | 390 6          | 383 0          | 40 10          | 2,425       | 3,479       | 27          | 34.6         |

<sup>1</sup> To be named as follows: DD843, WARRINGTON; DD844, PERRY; DD850, JOSEPH P. KENNEDY, JR.; DD861, HARWOOD; DD869, ARNOLD J. ISBELL; DD870, FECHTELER; DD888, STICKELL; DD889, O'HARE; DD890, MEREDITH.

## DESTROYERS (DD)

| Trial displacement | Limiting draft | Maximum navigational draft <sup>1</sup> | Total accommodations |          | Armament <sup>2</sup> |                   |                      | Official number |
|--------------------|----------------|---|----------------------|----------|-----------------------|-------------------|----------------------|-----------------|
|                    |                |   | Officers             | Enlisted | Main                  | 40 mm AA mounts   | Torpedo tubes (deck) |                 |
|                    |                |   |                      |          |                       |                   |                      |                 |
| <i>Tons</i>        | <i>Ft. In.</i> | <i>Ft. In.</i>                          |                      |          |                       |                   |                      |                 |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD843... 475    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD844... 476    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD845... 477    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD846... 478    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD847... 479    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD848... 480    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD849... 481    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD850... 482    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD851... 483    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD852... 484    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD853... 485    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD854... 486    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD855... 487    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD856... 488    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD861... 489    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD869... 490    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD870... 491    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD871... 492    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD872... 493    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD888... 494    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD889... 495    |
| 3,047              | 14 4           | 18 6                                    | 20                   | 325      | 6 5", 38 cal. D. P.   | {2 twin<br>2 quad | {2 21" quin          | DD890... 496    |

<sup>1</sup> Includes projections below keel, if any.

<sup>2</sup> Since April 15, 1945, extensive changes in armament have been authorized for destroyers. The ultimate approved armament is given below:

For DD445-452, 465-482, 498-502, 507-522, 526-541, 544-547, 550-597, 629-631, 642-644, 649-691, 792-804, incl. 5 5"/38-cal. mounts 2 40-mm. quads., 3 40-mm. twin and 1 quint torpedo tubes.

For DD421-443, 460, 484-497, 598-619, 623, 624, 626-628, 632-635, 638-641, 645-647, incl.: 4 5"/38-cal. mounts, 2 40-mm. twins, 2 40-mm. quads, and 1 quint torpedo tubes.

For DD410, 411, 413, 414, 417-419, incl.: 4 5"/38-cal. mounts; 4-40-mm. twins.

For DD398-399, 402-404, 406-408, incl.: 4 5"/38-cal. mounts; 4-40-mm. twins.

For DD692-734, 741, 744-748, 752-770, 774-791, 809-828, 836-872, 884-890, incl.: 3 5"/38-cal. twin mounts; 3 40-mm. quads, 2 40-mm. twins, 1 quint torpedo tubes.

For DD742-743, 805-808, 829-835, 873-883, incl.: 3 5"/38-cal. twin mounts; 3 40-mm. quads; 2 40-mm. twins.

DESTROYERS (DD).

|     | Name and official number | Number of propellers | Manufacturer and type of engines | Shaft horsepower | Boilers |                 | Steam conditions for full power |             |
|-----|--------------------------|----------------------|----------------------------------|------------------|---------|-----------------|---------------------------------|-------------|
|     |                          |                      |                                  |                  | Number  | Type            | Pressure                        | Temperature |
|     |                          |                      |                                  |                  |         | <i>p. s. i.</i> | <i>Deg. F.</i>                  |             |
| 475 | No. 843.....DD843        | 2                    | G. E. turb.....                  | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 476 | No. 844.....DD844        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 477 | No. 845.....DD845        | 2                    | Westgh. turb.....                | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 478 | No. 846.....DD846        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 479 | No. 847.....DD847        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 480 | No. 848.....DD848        | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....         | 565                             | 850         |
| 481 | No. 849.....DD849        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 482 | No. 850.....DD850        | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....         | 565                             | 850         |
| 483 | No. 851.....DD851        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 484 | No. 852.....DD852        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 485 | No. 853.....DD853        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 486 | No. 854.....DD854        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 487 | No. 855.....DD855        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 488 | No. 856.....DD856        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 489 | No. 861.....DD861        | 2                    | A. C. turb.....                  | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 490 | No. 869.....DD869        | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....         | 565                             | 850         |
| 491 | No. 870.....DD870        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |
| 492 | No. 871.....DD871        | 2                    | do.....                          | 60,000           | 4       | F. W. & B. & W. | 565                             | 850         |
| 493 | No. 872.....DD872        | 2                    | Westgh. turb.....                | 60,000           | 4       | do.....         | 565                             | 850         |
| 494 | No. 888.....DD888        | 2                    | do.....                          | 60,000           | 4       | B. & W.....     | 565                             | 850         |
| 495 | No. 889.....DD889        | 2                    | do.....                          | 60,000           | 4       | do.....         | 565                             | 850         |
| 496 | No. 890.....DD890        | 2                    | G. E. turb.....                  | 60,000           | 4       | do.....         | 565                             | 850         |

DESTROYERS (DD).

| Main reduction gears | Ship's service generators |              |        |               |               | Fuel capacities        |                |                | Official number |             |
|----------------------|---------------------------|--------------|--------|---------------|---------------|------------------------|----------------|----------------|-----------------|-------------|
|                      | Type                      | Manufacturer | Number | Type of drive | Capacity each | Voltage                | Fuel oil       | Diesel oil     |                 | Gasoline    |
|                      |                           |              |        |               | <i>Kw.</i>    |                        | <i>Barrels</i> | <i>Barrels</i> | <i>Gallons</i>  |             |
| Db1.1                | De Laval                  | { 2<br>2     | Turbo  | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD843.. 475 |
| do.1                 | do                        | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD844.. 476 |
| do.1                 | Falk §                    | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD845.. 477 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD846.. 478 |
| do.1                 | De Laval                  | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD847.. 479 |
| do.1                 | do                        | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD848.. 480 |
| do.1                 | do                        | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD849.. 481 |
| do.1                 | Falk §                    | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD850.. 482 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD851.. 483 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD852.. 484 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD853.. 485 |
| do.1                 | De Laval                  | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD854.. 486 |
| do.1                 | do                        | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD855.. 487 |
| do.1                 | do                        | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD856.. 488 |
| do.1                 | Falk §                    | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD861.. 489 |
| do.1                 | Westgh. §                 | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD869.. 490 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD870.. 491 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD871.. 402 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD872.. 493 |
| do.1                 | Falk §                    | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD888.. 494 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD889.. 495 |
| do.1                 | do. §                     | { 2<br>2     | do     | do.....       | 400<br>50     | 450 A. C.<br>120 D. C. | 4,647          | 167            |                 | DD890.. 496 |

<sup>1</sup> Double reduction--locked train type.  
<sup>§</sup> De Laval design.

## DESTROYERS (DD).

|     | 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 |
|-----|--------------------------|---|--|--------------------------------------|-----------------|
| 475 | No. 843 ..... DD843      | Bath Iron Works Corp., Bath, Maine.       | 5,260,000                                      | July 19, 1940                        | June 14, 1943   |
| 476 | No. 844 ..... DD844      | do  | 5,260,000                                      | do                                   | do              |
| 477 | No. 845 ..... DD845      | do  | 5,260,000                                      | do                                   | do              |
| 478 | No. 846 ..... DD846      | do  | 5,260,000                                      | do                                   | do              |
| 479 | No. 847 ..... DD847      | do  | 5,260,000                                      | do                                   | do              |
| 480 | No. 848 ..... DD848      | do  | 5,260,000                                      | do                                   | do              |
| 481 | No. 849 ..... DD849      | do  | 5,260,000                                      | do                                   | do              |
| 482 | No. 850 ..... DD850      | Bethlehem Steel Co., Quincy, Mass.        | 6,550,000                                      | do                                   | Oct. 1, 1943    |
| 483 | No. 851 ..... DD851      | do  | 6,550,000                                      | do                                   | June 14, 1943   |
| 484 | No. 852 ..... DD852      | do  | 6,550,000                                      | do                                   | do              |
| 485 | No. 853 ..... DD853      | do  | 6,550,000                                      | do                                   | do              |
| 486 | No. 854 ..... DD854      | Bethlehem Steel Co., Staten Island, N. Y. | 6,300,000                                      | do                                   | Oct. 1, 1943    |
| 487 | No. 855 ..... DD855      | do  | 6,300,000                                      | do                                   | do              |
| 488 | No. 856 ..... DD856      | do  | 6,300,000                                      | do                                   | do              |
| 489 | No. 861 ..... DD861      | Bethlehem Steel Co., San Pedro, Calif.    | 6,761,000                                      | do                                   | June 14, 1943   |
| 490 | No. 869 ..... DD869      | Bethlehem Steel Co., Staten Island, N. Y. | 6,300,000                                      | do                                   | do              |
| 491 | No. 870 ..... DD870      | do  | 6,300,000                                      | do                                   | do              |
| 492 | No. 871 ..... DD871      | do  | 6,300,000                                      | do                                   | do              |
| 493 | No. 872 ..... DD872      | do  | 6,300,000                                      | do                                   | do              |
| 494 | No. 888 ..... DD888      | Consolidated Steel Corp., Orange, Tex.    | 6,313,000                                      | do                                   | do              |
| 495 | No. 889 ..... DD889      | do  | 6,313,000                                      | do                                   | do              |
| 496 | No. 890 ..... DD890      | do  | 6,313,000                                      | do                                   | do              |

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## DESTROYERS (DD).

| Keel laid     | Ship launched | Contract date of completion | Date of preliminary acceptance | Date of first commission | Name    |     |
|---------------|---------------|-----------------------------|--------------------------------|--------------------------|---------|-----|
| Apr. 23, 1945 |               | Nov. 20, 1945               |                                |                          | No. 843 | 475 |
| May 14, 1945  |               | Dec. 7, 1945                |                                |                          | No. 844 | 476 |
|               |               | Dec. 24, 1945               |                                |                          | No. 845 | 477 |
|               |               | Jan. 11, 1946               |                                |                          | No. 846 | 478 |
|               |               | Jan. 29, 1946               |                                |                          | No. 847 | 479 |
|               |               | Feb. 15, 1946               |                                |                          | No. 848 | 480 |
|               |               | Mar. 5, 1946                |                                |                          | No. 849 | 481 |
| Apr. 2, 1945  |               | Jan. 15, 1946               |                                |                          | No. 850 | 482 |
| May 2, 1945   |               | Apr. 15, 1945               |                                |                          | No. 851 | 483 |
|               |               | July 15, 1945               |                                |                          | No. 852 | 484 |
|               |               | Sept. 1, 1945               |                                |                          | No. 853 | 485 |
|               |               | Nov. 24, 1945               |                                |                          | No. 854 | 486 |
|               |               | Dec. 8, 1945                |                                |                          | No. 855 | 487 |
|               |               | Dec. 29, 1945               |                                |                          | No. 856 | 488 |
| Oct. 29, 1944 |               | Aug. 18, 1945               |                                |                          | No. 861 | 489 |
| Mar. 14, 1945 |               | Nov. 17, 1945               |                                |                          | No. 869 | 490 |
| Apr. 12, 1945 |               | Sept. 29, 1945              |                                |                          | No. 870 | 491 |
| May 10, 1945  |               | Oct. 27, 1945               |                                |                          | No. 871 | 492 |
|               |               | Nov. 17, 1945               |                                |                          | No. 872 | 493 |
| Jan. 5, 1945  |               | Aug. 15, 1945               |                                |                          | No. 888 | 494 |
| Jan. 27, 1945 |               | Sept. 1, 1945               |                                |                          | No. 889 | 495 |
| do            |               | Sept. 15, 1945              |                                |                          | No. 890 | 496 |

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