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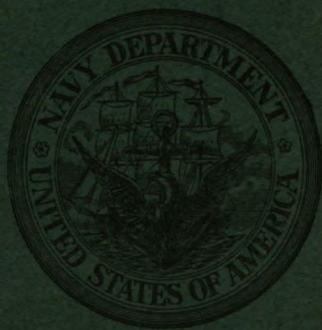
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NAVY DEPARTMENT

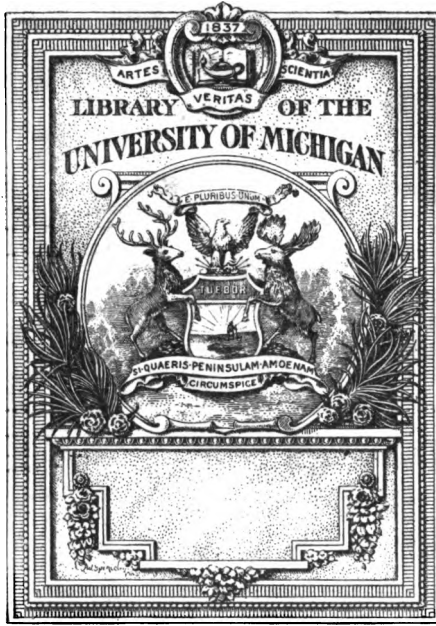
SHIPS' DATA

U. S. NAVAL VESSELS

1911



WASHINGTON
GOVERNMENT PRINTING OFFICE
1912



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NAVY DEPARTMENT

SHIPS' DATA

U. S. NAVAL VESSELS

1911



WASHINGTON
GOVERNMENT PRINTING OFFICE
1912

28-4012-15
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ABBREVIATIONS.

Engines:

Vert. 3-exp. (2)=Vertical triple expansion, two screws.

Hor. comp. (1)=Horizontal compound, single screw.

Incl. comp. (2)=Inclined compound, two screws.

Turb.=Turbines.

Boilers:

S. E.=Single-ended, cylindrical.

D. E.=Double-ended, cylindrical.

S. W.=Straight-away cylindrical.

B. & W.=Babcock & Wilcox.

Batteries:

B. L. R.=Breech-loading rifle.

R. F.=Rapid-fire gun.

Cal.=Caliber.

Subm.=Submerged.

Miscellaneous:

2 mil. m.=two military masts.

1 cage m.=One cage mast.

ARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship, fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | Displacement (normal). | Tons per inch immersion at normal draft. | |
|---|---|------------------------------------|--|--------------------------------------|------------------------|--------------------------|-------|------------------------|--|--|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | | | | | |
| 1 Alabama (8) ² .. | Wm. Cramp & Sons, Philadelphia, Pa. | Navy yard, New York. | <i>Ft. in.</i> 368 0 | <i>Ft. in.</i> 72 2 $\frac{1}{2}$ | <i>Ft. in.</i> 23 6 | <i>Tons.</i> * 11,552 | 47.75 | 1 | | |
| 2 Arkansas (33) ² .. | New York S. B. Co., Camden, N. J. | Building, 68% complete. | 554 0 | 93 2 $\frac{1}{2}$ | 28 6 | * 26,000 | 88.50 | 2 | | |
| 3 Connecticut (18) ² .. | Navy yard, New York. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | * 16,000 | 63.14 | 3 | | |
| 4 Delaware (28) .. | Newport News S. B. Co., Newport N., Va. | Atlantic Fleet... | 510 0 | 85 2 $\frac{1}{2}$ | 26 11 | * 20,000 | 71.70 | 4 | | |
| 5 Florida (30) ² .. | Navy yard, New York. | Building, 94% complete. | 510 0 | 88 2 $\frac{1}{2}$ | 28 6 | * 21,825 | 74.00 | 5 | | |
| 6 Georgia (15) ² .. | Bath Iron Works, Bath, Me. | Atlantic Fleet.. | 435 0 | 76 2 $\frac{1}{2}$ | 23 9 | * 14,948 | 60.95 | 6 | | |
| 7 Idaho (24) | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Fleet... | 375 0 | 77 0 | 24 8 | * 13,000 | 51.43 | 7 | | |
| 8 Illinois (7) ² | Newport News S. B. Co., Newport N., Va. | Navy yard, Boston. | 368 0 | 72 2 $\frac{1}{2}$ | 23 6 | * 11,552 | 47.75 | 8 | | |
| 9 Indiana (1) | Wm. Cramp & Sons, Philadelphia, Pa. | Naval Academy Practice Sqdn. | 348 0 | 69 3 | 24 0 | * 10,288 | 42.75 | 9 | | |
| 10 Iowa (4) ² | Wm. Cramp & Sons, Philadelphia, Pa. | Naval Academy Practice Sqdn. | 360 0 | 72 2 $\frac{1}{2}$ | 24 0 | * 11,346 | 46.00 | 10 | | |
| 11 Kansas (21) ... | New York S. B. Co., Camden, N. J. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | * 16,000 | 63.14 | 11 | | |
| 12 Kearsarge (5) ² .. | Newport News S. B. Co., Newport N., Va. | Navy yard, Philadelphia. | 368 0 | 72 2 $\frac{1}{2}$ | 23 6 | * 11,520 | 47.35 | 12 | | |
| 13 Kentucky (6) ² .. | Newport News S. B. Co., Newport N., Va. | Navy yard, Norfolk. | 368 0 | 72 2 $\frac{1}{2}$ | 23 6 | * 11,520 | 47.35 | 13 | | |
| 14 Louisiana (19) ² .. | Newport News S. B. Co., Newport N., Va. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | * 16,000 | 63.14 | 14 | | |
| 15 Maine (10) | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Fleet... | 388 0 | 72 2 $\frac{1}{2}$ | 23 10 | * 12,500 | 50.75 | 15 | | |
| 16 Massachusetts (3) .. | Wm. Cramp & Sons, Philadelphia, Pa. | Naval Academy Practice Sqdn. | 348 0 | 69 3 | 24 0 | * 10,288 | 42.75 | 16 | | |

¹ Length on designed L. W. L.² Fitted as a flagship.³ Two-thirds full supply of ammunition and stores.⁴ Two-thirds full supply of stores and fuel, and full supply of ammunition.⁵ Full supply of ammunition and stores, normal coal.

FIRST-CLASS BATTLESHIPS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|----|------------------|-------------------------|--------------------|------------------------|---|---------------------------|----|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 374 0 | 12,150 | 17.01 | 11,570 | ¹ 1,447 | Alabama (8).... | 1 |
| 2 | 562 0 | 27,243 | ² 20.50 | ² 26,000 | ² 2,500 | Arkansas (33).. | 2 |
| 3 | 456 4 | 17,666 | 18.78 | 16,220 | ¹ 2,452 | Connecticut (18). | 3 |
| 4 | 518 9 | ⁴ 22,060 | 21.56 | 20,099 | ¹ 2,668 | Delaware (32).. | 4 |
| 5 | 521 6 | 23,033 | ² 20.75 | ² 21,825 | ² 2,500 | Florida (30).... | 5 |
| 6 | 441 3 | 16,094 | 19.26 | 14,963 | ¹ 1,967 | Georgia (15).... | 6 |
| 7 | 382 0 | 14,465 | 17.12 | 13,093 | ¹ 1,824 | Idaho (24)..... | 7 |
| 8 | 375 4 | 12,150 | 17.45 | 11,540 | 1,275 | Illinois (7)..... | 8 |
| 9 | 350 11 | 11,688 | 15.55 | 10,225 | 1,500 | Indiana (1)..... | 9 |
| 10 | 362 5 | 12,647 | 17.09 | 11,363 | ¹ 1,643 | Iowa (4)..... | 10 |
| 11 | 456 4 | 17,650 | 18.09 | 16,000 | ¹ 2,388 | Kansas (21).... | 11 |
| 12 | 375 4 | 12,320 | 16.82 | 11,550 | ¹ 1,641 | Kearsarge (5).. | 12 |
| 13 | 375 4 | 12,320 | 16.90 | 11,550 | 1,500 | Kentucky (6)... | 13 |
| 14 | 456 4 | 17,666 | 18.82 | 16,000 | ¹ 2,389 | Louisiana (19).. | 14 |
| 15 | 393 11 | 13,500 | 18.00 | 12,370 | ¹ 1,800 | Maine (10)..... | 15 |
| 16 | 350 11 | 11,688 | 16.21 | 10,300 | 1,475 | Massachusetts (2). | 16 |

¹ Calculated to bottom of beams for steaming competition trials.² Estimated.³ Estimated, exclusive of 400 tons oil fuel.⁴ Exclusive of 380 tons oil fuel.

ARMORED STEEL VESSELS—

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|-------------------------------|-------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|----|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 Alabama (8) | Vert. 3-exp. (2). | 33½ | 51 | 78 | 48 | 8 S. E..... | Sq. ft. 698 | Sq. ft. 21,692 | 11,207 | 11,366 | Tons. 1,214 | 1 |
| 2 Arkansas (33) .. | Parsons turb. (4) | ..... | ..... | ..... | ..... | 12 B. & W.. | 1,428 | 64,234 | ..... | 28,000 | ..... | 2 |
| 3 Connecticut (18) . | Vert. 3-exp. (2). | 32½ | 53 | 61 | 48 | 12 B. & W.. | 1,097 | 52,752 | 19,819 | 20,525 | 1,624 | 3 |
| 4 Delaware (28) .. | Vert. 3-exp. (2). | 36 | 57 | 76 | 48 | 14 B. & W.. | 1,439 | 61,943 | 29,043 | 29,529 | 2,036 | 4 |
| 5 Florida (30) | Parsons turb. (4) | ..... | ..... | ..... | ..... | 12 B. & W.. | 1,428 | 64,234 | ..... | 28,000 | ..... | 5 |
| 6 Georgia (15) | Vert. 3-exp. (2). | 35 | 57 | 66 | 48 | 24 Niclausse. | 1,432 | 57,225 | 25,088 | 25,463 | 1,769 | 6 |
| 7 Idaho (24) | Vert. 3-exp. (2). | 25½ | 42 | 69 | 48 | 8 B. & W.. | 768 | 31,760 | 14,010 | 14,269 | 992 | 7 |
| 8 Illinois (7) | Vert. 3-exp. (2). | 33½ | 51 | 78 | 48 | 8 Mosher.... | 692 | 30,000 | 12,757 | 12,899 | 1,279 | 8 |
| 9 Indiana (1) | Vert. 3-exp. (2). | 34½ | 48 | 75 | 42 | 8 B. & W.. | 616 | 19,194 | 9,607 | 9,738 | ..... | 9 |
| 10 Iowa (4) | Vert. 3-exp. (2). | 39 | 55 | 85 | 48 | 3 D. E., 2 S. E. | 756 | 24,082 | 11,933 | 12,105 | 1,258 | 10 |
| 11 Kansas (31) | Vert. 3-exp. (2). | 32½ | 53 | 61 | 48 | 12 B. & W.. | 1,098 | 52,752 | 19,545 | 19,757 | 1,562 | 11 |
| 12 Kearsarge (5) .. | Vert. 3-exp. (2). | 33½ | 51 | 78 | 48 | 8 Mosher.... | 725 | 31,760 | 11,788 | 11,954 | 1,209 | 12 |
| 13 Kentucky (6) .. | Vert. 3-exp. (2). | 33½ | 51 | 78 | 48 | 8 Mosher.... | 725 | 31,760 | 12,179 | 12,318 | 1,211 | 13 |
| 14 Louisiana (19) . | Vert. 3-exp. (2). | 32½ | 53 | 61 | 48 | 12 B. & W.. | 1,097 | 52,752 | 20,748 | 21,350 | 1,596 | 14 |
| 15 Maine (10) | Vert. 3-exp. (2). | 38½ | 59 | 92 | 42 | 12 B. & W.. | 1,135 | 47,628 | 15,603 | 15,841 | ..... | 15 |
| 16 Massachusetts (3) . | Vert. 3-exp. (2). | 34½ | 48 | 75 | 42 | 8 B. & W.. | 567 | 24,500 | 10,240 | 10,403 | 1,062 | 16 |

¹ Estimated.

² Two low-pressure cylinders.

FIRST-CLASS BATTLESHIPS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|-----------|------------|------------|-------|--------------------------------|--|--------------------|-----------------|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 8 | 32 | 80 | 400 | 3,200 | 6-32-400 | General Electric Co..... | Alabama (8).... | 1 |
| 2 | 4 | 300 | 125 | 2,400 | 9,600 | 6-300-1500 | General Electric Co..... | Arkansas (33).. | 2 |
| 3 | 8 | 100 | 125 | 800 | 6,400 | { 14-8-100-1650 4-8-100-350 | Diehl Electric Co. (Terry turbines). Crocker-Wheeler Co. (Forbes engine). | Connecticut (18). | 3 |
| 4 | 4 | 300 | 125 | 2,400 | 9,600 | 14-300-1500 | General Electric Co..... | | Delaware (28).. | 4 |
| 5 | 4 | 300 | 125 | 2,400 | 9,600 | 14-300-1500 | General Electric Co..... | Florida (30).... | 5 |
| 6 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 16-100-350 8-50-400 | General Electric Co..... | Georgia (15).... | 6 |
| 7 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Idaho (24)..... | 7 |
| 8 | 8 | 32 | 80 | 400 | 3,200 | 6-32-400 | General Electric Co..... | Illinois (7)..... | 8 |
| 9 | 3 | 100 | 125 | 800 | 2,400 | 6-100-350 | C. and C. Electric Co. (Forbes engine). | Indiana (1)..... | 9 |
| 10 | 3 | 100 | 125 | 800 | 2,400 | 14-100-2400 | General Electric Co..... | Iowa (4)..... | 10 |
| 11 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Kansas (21).... | 11 |
| 12 | 7 | 50 | 80 | 625 | 4,375 | 6-50-310 | General Electric Co..... | Kearsarge (5).. | 12 |
| 13 | 7 | 50 | 80 | 625 | 4,375 | 6-50-310 | General Electric Co..... | Kentucky (6)... | 13 |
| 14 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Louisiana (19).. | 14 |
| 15 | 4 4 | 50 32 | 80 80 | 625 400 | 4,100 | { 6-50-310 6-32-400 | General Electric Co..... | Maine (10)..... | 15 |
| 16 | 3 | 100 | 125 | 800 | 2,400 | 10-100-350 | B. F. Sturtevant Co..... | Massachusetts (8). | 16 |

1 Turbogenerators.

ARMORED STEEL VESSELS—

| Name and official number. | Batteries. | |
|---------------------------------|--|----------------------------|
| | Guns. | Torpedo tubes. |
| 1 Alabama (8).... | 4 13'' 35 cal. B. L. R.; 14 6'' 40 cal. R. F.; 4 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 1 |
| 2 Arkansas (33).. | 12 12'' 50 cal. B. L. R.; 21 5'' 51 cal. R. F.; 4 3-pdr. saluting..... | 2 21'', subm... 2 |
| 3 Connecticut (18). | 4 12'' 45 cal. B. L. R.; 8 8'' 45 cal. B. L. R.; 12 7'' 45 cal. B. L. R.; 20 3'' 50 cal. R. F.; 4 3-pdr. saluting. | 4 21'', subm... 3 |
| 4 Delaware (38).. | 10 12'' 45 cal. B. L. R.; 14 5'' 50 cal. R. F.; 4 3-pdr. saluting..... | 2 21'', subm... 4 |
| 5 Florida (30).... | 10 12'' 45 cal. B. L. R.; 16 5'' 51 cal. R. F.; 4 3-pdr. saluting.... | 2 21'', subm... 5 |
| 6 Georgia (15).... | 4 12'' 40 cal. B. L. R.; ¹ 8 8'' 45 cal. B. L. R.; 12 6'' 50 cal. B. L. R.; 12 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 4 21'', subm... 6 |
| 7 Idaho (24)..... | 4 12'' 45 cal. B. L. R.; 8 8'' 45 cal. B. L. R.; 8 7'' 45 cal. B. L. R.; 12 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 2 21'', subm... 7 |
| 8 Illinois (7)..... | 4 13'' 35 cal. B. L. R.; 14 6'' 40 cal. R. F.; 4 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 8 |
| 9 Indiana (1)..... | 4 13'' 35 cal. B. L. R.; 8 8'' 35 cal. B. L. R.; 12 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 9 |
| 10 Iowa (4)..... | 4 12'' 35 cal. B. L. R.; 8 8'' 35 cal. B. L. R.; 10 4'' 40 cal. R. F.; 4 6-pdr. saluting. | 10 |
| 11 Kansas (31).... | 4 12'' 45 cal. B. L. R.; 8 8'' 45 cal. B. L. R.; 12 7'' 45 cal. B. L. R.; 20 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 4 21'', subm... 11 |
| 12 Kearsarge (8).. | 4 13'' 35 cal. B. L. R.; ¹ 4 8'' 35 cal. B. L. R.; 18 5'' 40 cal. R. F.; 4 6-pdr. saluting. | 1 18'', above water. 12 |
| 13 Kentucky (6)... | 4 13'' 35 cal. B. L. R.; ¹ 4 8'' 35 cal. B. L. R.; 18 5'' 40 cal. R. F.; 4 6-pdr. saluting. | 13 |
| 14 Louisiana (19). | 4 12'' 45 cal. B. L. R.; 8 8'' 45 cal. B. L. R.; 12 7'' 45 cal. B. L. R.; 20 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 4 21'', subm... 14 |
| 15 Maine (10)..... | 4 12'' 40 cal. B. L. R.; 16 8'' 50 cal. B. L. R.; 6 3'' 50 cal. R. F.; 4 3-pdr. saluting. | 2 18'', subm... 15 |
| 16 Massachusetts (2). | 4 13'' 35 cal. B. L. R.; 8 8'' 35 cal. B. L. R.; 12 3'' 50 cal. R. F.; 4 6-pdr. saluting. | 16 |

¹ 4 8'' in superposed turrets.

FIRST-CLASS BATTLESHIPS—Continued.

| | Armor. | | | | | Protective deck. Total thickness. | | Name and official number. | |
|----|--|----------------------|----------------------|------------------|-------------------------|--|----------------------|-------------------------------|----|
| | Water-line belt amidships. | Turrets. | | Barbettes. | | At ends. | Amid- ships. | | |
| | | Size. | Thickness. | Size. | Thick- ness. | | | | |
| 1 | <i>Inches.</i> Top 16½, bottom 9½, water line 13½. | <i>Inches.</i> 13 | <i>Inches.</i> 14 | <i>In.</i> 13 | <i>Inches.</i> 15-10 | <i>Inches.</i> For'd 2½-3... Aft 2½-4..... | <i>Inches.</i> 2½ | Alabama (8).... | 1 |
| 2 | | | | | | | | Arkansas (23)... | 2 |
| 3 | Top 11, bottom 9, water line 11. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Connecticut (18). | 3 |
| 4 | | | | | | | | Delaware (28)... | 4 |
| 5 | | | | | | | | Florida (30).... | 5 |
| 6 | Top 11, bottom 8, water line 11. | 12-8 8 | 12-8-6 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Georgia (15).... | 6 |
| 7 | Top 9, bottom 9, water line 9. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Idaho (24)..... | 7 |
| 8 | Top 16½, bottom 9½, water line 13½. | 13 | 14 | 13 | 15-10 | For'd 2½-3... Aft 2½-4..... | 2½ | Illinois (7)..... | 8 |
| 9 | Top 18, bottom 8½, water line 18. | 13 8 | 15 6 | 13 8 | 17 8-6 | For'd 3..... Aft 3..... | 2½ | Indiana (1)..... | 9 |
| 10 | Top 14, bottom 7, water line 14. | 12 8 | 17-15 8-7 | 12 8 | 15-12½ 8-6 | For'd 3..... Aft 3..... | 2½ | Iowa (4)..... | 10 |
| 11 | Top 9, bottom 9, water line 9. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Kansas (21).... | 11 |
| 12 | Top 16½, bottom 9½, water line 13½. | 13-8 | 17-15-11-9 | 13 | 15-12½ | For'd 2½-3... Aft 2½-5..... | 2½ | Kearsarge (5)... | 12 |
| 13 | Top 16½, bottom 9½, water line 13½. | 13-8 | 17-15-11-9 | 13 | 15-12½ | For'd 2½-3... Aft 2½-5..... | 2½ | Kentucky (6)... | 13 |
| 14 | Top 11, bottom 9, water line 11. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Louisiana (19)... | 14 |
| 15 | Top 11, bottom 7½, water line 11. | 12 | 12-11 | 12 | 12-8 | For'd 2½-2½ Aft 2½-4..... | 2½ | Maine (10)..... | 15 |
| 16 | Top 18, bottom 8½, water line 18. | 13 8 | 15 6 | 13 8 | 17 8-6 | For'd 3..... Aft 3..... | 2½ | Massachusetts (3). | 16 |

¹ In superposed turrets.

ARMORED STEEL VESSELS—

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|----------------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|----|
| | | | Officers. | Men. | | | | |
| 1 | Alabama (8).... | 2 cage m.; 2 funnels, abreast. | 34 | 662 | 4,228 | \$2,650,000 | June 10, 1896 | 1 |
| 2 | Arkansas (33)... | 2 cage m.; 2 funnels..... | 162 | 978 | ..... | 4,675,000 | Mar. 3, 1909 | 2 |
| 3 | Connecticut (18). | 2 cage m.; 3 funnels..... | 157 | 962 | 5,877 | \$4,800,000 | July 1, 1902 | 3 |
| 4 | Delaware (38)... | 2 cage m.; 2 funnels..... | 52 | 893 | ..... | 3,987,000 | June 29, 1906 | 4 |
| 5 | Florida (30) ... | 2 cage m.; 2 funnels..... | 160 | 888 | ..... | \$6,400,000 | May 13, 1906 | 5 |
| 6 | Georgia (15).... | 2 cage m.; 3 funnels..... | 152 | 888 | 5,316 | 3,590,000 | Mar. 3, 1899 | 6 |
| 7 | Idaho (24)..... | 2 cage m.; 2 funnels..... | 47 | 754 | ..... | 2,999,500 | Mar. 3, 1903 | 7 |
| 8 | Illinois (7) | 2 cage m.; 2 funnels, abreast. | 34 | 677 | 4,270 | 2,595,000 | June 10, 1896 | 8 |
| 9 | Indiana (1)..... | 1 mil. m.; 2 funnels..... | 34 | 619 | 3,204 | 3,063,000 | June 30, 1890 | 9 |
| 10 | Iowa (4)..... | 1 mil. m.; 1 cage m.; 2 funnels. | 34 | 646 | 3,806 | 3,010,000 | July 19, 1892 | 10 |
| 11 | Kansas (21).... | 2 cage m.; 3 funnels..... | 49 | 906 | 5,899 | 4,165,000 | Mar. 3, 1903 | 11 |
| 12 | Kearsarge (5)... | 2 cage m.; 2 funnels..... | 34 | 691 | 4,205 | 2,250,000 | Mar. 2, 1895 | 12 |
| 13 | Kentucky (6)... | 2 cage m.; 2 funnels..... | 34 | 664 | 4,209 | 2,250,000 | Mar. 2, 1895 | 13 |
| 14 | Louisiana (19). | 2 cage m.; 3 funnels..... | 152 | 906 | 5,866 | 3,990,000 | July 1, 1902 | 14 |
| 15 | Maine (10)..... | 2 cage m.; 3 funnels..... | 44 | 755 | 4,660 | 2,885,000 | May 4, 1898 | 15 |
| 16 | Massachusetts (3). | 1 mil. m.; 1 cage m.; 2 funnels. | 34 | 671 | 3,204 | 3,063,000 | June 30, 1890 | 16 |

¹ Flagship.² Limit of cost, act of Congress approved June 29, 1906.³ Limit of cost, act of Congress approved March 4, 1911.

FIRST-CLASS BATTLESHIPS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|----------------|------------------------------|---------------------------------|---|---------------------------|----|
| 1 | Sept. 24, 1896 | Dec. 1, 1896 | May 18, 1898 | Sept. 24, 1899 | Oct. 22, 1900 | Oct. 16, 1900 Aug. 17, 1909 ¹ | Alabama (6)... | 1 |
| 2 | Sept. 25, 1909 | Jan. 25, 1910 | Jan. 14, 1911 | May 25, 1912 | ..... | ..... | Arkansas (23). | 2 |
| 3 | ..... | Mar. 10, 1903 | Sept. 29, 1904 | Mar. 15, 1906 | ..... | Sept. 29, 1906 | Connecticut (18). | 3 |
| 4 | Aug. 6, 1907 | Nov. 11, 1907 | Feb. 6, 1909 | Aug. 6, 1910 | Feb. 15, 1910 | Apr. 4, 1910 | Delaware (23). | 4 |
| 5 | ..... | Mar. 9, 1909 | May 12, 1910 | ..... | ..... | Sept. 15, 1911 | Florida (30)... | 5 |
| 6 | Feb. 18, 1901 | Aug. 31, 1901 | Oct. 11, 1904 | Feb. 18, 1904 | Sept. 21, 1906 | Sept. 24, 1906 | Georgia (15)... | 6 |
| 7 | Jan. 25, 1904 | May 12, 1904 | Dec. 9, 1905 | May 25, 1907 | Mar. 26, 1908 | Apr. 1, 1908 | Idaho (24)..... | 7 |
| 8 | Sept. 26, 1896 | Feb. 10, 1897 | Oct. 4, 1898 | Sept. 26, 1899 | Sept. 16, 1901 | Sept. 16, 1901 Aug. 4, 1909 ¹ | Illinois (7)..... | 8 |
| 9 | Nov. 19, 1890 | May 7, 1891 | Feb. 28, 1893 | Nov. 19, 1893 | Nov. 19, 1895 | Nov. 20, 1895 May 3, 1911 | Indiana (1).... | 9 |
| 10 | Feb. 11, 1893 | Aug. 5, 1893 | Mar. 28, 1896 | Feb. 11, 1896 | June 15, 1897 | June 16, 1897 May 3, 1911 | Iowa (4)..... | 10 |
| 11 | June 16, 1903 | Feb. 10, 1904 | Aug. 12, 1905 | Dec. 16, 1906 | Apr. 5, 1907 | Apr. 18, 1907 | Kansas (31)... | 11 |
| 12 | Jan. 2, 1896 | June 30, 1896 | Mar. 24, 1898 | Jan. 2, 1899 | Nov. 8, 1899 | Feb. 20, 1900 Sept. 4, 1909 ¹ | Kearsarge (5). | 12 |
| 13 | Jan. 2, 1896 | June 30, 1896 | Mar. 24, 1898 | Jan. 2, 1899 | Dec. 30, 1899 | May 15, 1900 Aug. 28, 1909 ¹ | Kentucky (6).. | 13 |
| 14 | Oct. 15, 1902 | Feb. 7, 1903 | Aug. 27, 1904 | Mar. 15, 1906 | May 21, 1906 | June 2, 1906 | Louisiana (19). | 14 |
| 15 | Oct. 1, 1898 | Feb. 15, 1899 | July 27, 1901 | June 1, 1901 | Dec. 29, 1902 | Dec. 29, 1902 June 15, 1911 | Maine (10)..... | 15 |
| 16 | Nov. 18, 1890 | June 25, 1891 | June 10, 1893 | Nov. 18, 1893 | May 29, 1896 | June 10, 1896 May 3, 1911 | Massachusetts (8). | 16 |

¹ Date of placing out of commission.

ARMORED STEEL VESSELS—

| | Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship, fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|----|---------------------------------|--|------------------------------------|--|-----------------------------|----------------|------------------------|--|----|
| | | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 17 | Michigan (27).. | New York S. B. Co., Camden, N. J. | Atlantic Fleet... | 450 0 | 80 2½ | 24 6 | 16,000 | 64.20 | 17 |
| 18 | Minnesota (22). ² | Newport News S. B. Co., Newp't N., Va. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | 16,000 | 63.14 | 18 |
| 19 | Mississippi (23). | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Fleet... | 375 0 | 77 0 | 24 8 | 13,000 | 51.43 | 19 |
| 20 | Missouri (11). ² | Newport News S. B. Co., Newp't N., Va. | Atlantic Fleet... | 388 0 | 72 2½ | 23 11 | 12,500 | 50.35 | 20 |
| 21 | Nebraska (14). ² | Moran Bros., Seattle Wash. | Atlantic Fleet... | 435 0 | 76 2½ | 23 9 | 14,948 | 60.95 | 21 |
| 22 | Nevada (26) | ..... | Design being prepared. | 575 0 | 95 2½ | 28 6 | 27,500 | 93.25 | 22 |
| 23 | New Hampshire (25). | New York S. B. Co., Camden, N. J. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | 16,000 | 63.14 | 23 |
| 24 | New Jersey (16). ² | Fore River S. & E. Co., Quincy, Mass. | Atlantic Fleet... | 435 0 | 76 2½ | 23 9 | 14,948 | 60.95 | 24 |
| 25 | New York (34). ² | Navy yard, New York. | Building, 1% complete. | 565 0 | 95 2½ | 28 6 | 27,000 | 91.80 | 25 |
| 26 | North Dakota (29). | Fore River S. B. Co., Quincy, Mass. | Atlantic Fleet... | 510 0 | 85 2½ | 26 11 | 20,000 | 71.70 | 26 |
| 27 | Ohio (12). ² | Union Iron Works, San Francisco, Cal. | Atlantic Fleet... | 388 0 | 72 2½ | 23 7 | 12,500 | 51.25 | 27 |
| 28 | Oklahoma (27). | ..... | Design being prepared. | 575 0 | 95 2½ | 28 6 | 27,500 | 93.25 | 28 |
| 29 | Oregon (8) | Union Iron Works, San Francisco, Cal. | Navy yard, Puget Sound. | 348 0 | 69 3 | 24 0 | 10,288 | 42.75 | 29 |
| 30 | Rhode Island (17). ² | Fore River S. & E. Co., Quincy, Mass. | Atlantic Fleet... | 435 0 | 76 2½ | 23 9 | 14,948 | 60.95 | 30 |
| 31 | South Carolina (26). | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Fleet... | 450 0 | 80 2½ | 24 6 | 16,000 | 64.20 | 31 |
| 32 | Texas (25). ² | Newport News S. B. Co., Newp't N., Va. | Building, 19% complete. | 565 0 | 95 2½ | 28 6 | 27,000 | 91.80 | 32 |
| 33 | Utah (31). ² | New York S. B. Co., Camden, N. J. | Building, 99% complete. | 510 0 | 88 2½ | 28 6 | 21,825 | 74.00 | 33 |
| 34 | Vermont (20). ² | Fore River S. & E. Co., Quincy, Mass. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | 16,000 | 63.14 | 34 |

¹ Length on designed L. W. L.² Two-thirds full supply of ammunition and stores.³ Fitted as a flagship.⁴ Full supply ammunition and stores, normal coal.⁵ Length on designer's L. W. L.⁶ Two-thirds full supply of stores and fuel, and full supply of ammunition.

FIRST-CLASS BATTLESHIPS—Continued.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|----|------------------|-------------------------|--------------------|------------------------|---|---------------------------|----|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 17 | 452 9 | 17,617 | 18.79 | 16,064 | ¹ 2,380 | Michigan (27)... | 17 |
| 18 | 456 4 | 17,650 | 18.85 | 16,002 | ¹ 2,364 | Minnesota (22). | 18 |
| 19 | 382 0 | 14,465 | 17.11 | 13,000 | ¹ 1,824 | Mississippi (23). | 19 |
| 20 | 393 11 | 13,500 | 18.15 | 12,300 | ¹ 1,887 | Missouri (11)... | 20 |
| 21 | 441 3 | 16,094 | 19.06 | 14,865 | ¹ 1,923 | Nebraska (14).. | 21 |
| 22 | 583 0 | ----- | ² 20.50 | ² 27,500 | ³ 598,400 | Nevada (26).... | 22 |
| 23 | 456 4 | 17,784 | 18.16 | 16,145 | ¹ 2,592 | New Hampshire (25). | 23 |
| 24 | 441 3 | 16,094 | 19.18 | 14,930 | ¹ 1,946 | New Jersey (16). | 24 |
| 25 | 573 0 | 28,367 | ² 21.00 | ² 27,000 | ^{1 4} 2,850 | New York (24).. | 25 |
| 26 | 518 9 | ⁴ 22,060 | 21.01 | 20,020 | ¹ 2,676 | North Dakota (29). | 26 |
| 27 | 393 10 | 13,500 | 17.82 | 12,500 | ¹ 2,281 | Ohio (12)..... | 27 |
| 28 | 583 0 | ----- | ² 20.50 | ² 27,500 | ³ 598,400 | Oklahoma (27).. | 28 |
| 29 | 351 2 | 11,688 | 16.79 | 10,242 | ¹ 1,425 | Oregon (8)..... | 29 |
| 30 | 441 3 | 16,094 | 19.01 | 14,920 | ¹ 2,008 | Rhode Island (17). | 30 |
| 31 | 452 9 | 17,617 | 18.86 | 16,136 | ² 2,200 | South Carolina (26). | 31 |
| 32 | 573 0 | 28,367 | ² 21.00 | ² 27,000 | ^{1 4} 2,850 | Texas (25)..... | 32 |
| 33 | 521 6 | 23,033 | 21.04 | 21,284 | ⁵ 2,500 | Utah (31)..... | 33 |
| 34 | 456 4 | 17,650 | 18.33 | 16,000 | ¹ 2,428 | Vermont (20).. | 34 |

¹ Calculated to bottom of beams for steaming competition trials.² Estimated.³ Gallons of fuel oil.⁴ Exclusive of 380 tons oil fuel.⁵ Estimated, exclusive of 400 tons oil fuel.

ARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Stroke. | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum, I. H. P. | Total weight of machinery. | |
|----|---------------------------|-------------------|--------------------|-------|-------|-------|-----------------|-----------------------------|----------------------|------------------------|--|-------------------------|----------------------------|--|
| | | | H. P. | I. P. | L. P. | | | | | | | | | |
| | | | In. | In. | In. | In. | | Sq. ft. | Sq. ft. | | | Tons. | | |
| 17 | Michigan (27)... | Vert. 3-exp. (2). | 32 | 52 | 172 | 48 | 12 B. & W. | 1,050 | 47,220 | 16,313 | 16,517 | 1,584 | 17 | |
| 18 | Minnesota (23). | Vert. 3-exp. (2). | 32½ | 53 | 161 | 48 | 12 B. & W. | 1,100 | 52,752 | 20,235 | 20,572 | 1,599 | 18 | |
| 19 | Mississippi (23). | Vert. 3-exp. (2). | 25½ | 42 | 99 | 48 | 8 B. & W. | 788 | 32,640 | 13,607 | 13,900 | 998 | 19 | |
| 20 | Missouri (11)... | Vert. 3-exp. (2). | 34½ | 53 | 163 | 48 | 12 Thornycroft. | 972 | 51,372 | 15,845 | 16,277 | 1,317 | 20 | |
| 21 | Nebraska (14)... | Vert. 3-exp. (2). | 35 | 57 | 166 | 48 | 12 B. & W. | 1,342 | 56,385 | 21,283 | 21,911 | 1,689 | 21 | |
| 22 | Nevada (36)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 22 | |
| 23 | New Hampshire (25). | Vert. 3-exp. (2). | 32½ | 53 | 161 | 48 | 12 B. & W. | 1,100 | 47,112 | 17,100 | 17,267 | 1,568 | 23 | |
| 24 | New Jersey (16). | Vert. 3-exp. (2). | 35 | 57 | 166 | 48 | 12 B. & W. | 1,342 | 56,184 | 23,089 | 23,570 | 1,737 | 24 | |
| 25 | New York (34). | Vert. 3-exp. (2). | 39 | 63 | 183 | 48 | 14 B. & W. | 1,554 | 62,213 3,267 | ..... | 28,100 | ..... | 25 | |
| 26 | North Dakota (29). | Curtis turbs. (2) | ..... | ..... | ..... | ..... | 14 B. & W. | 1,439 | 61,943 | 31,300 | 32,307 | 2,047 | 26 | |
| 27 | Ohio (12)..... | Vert. 3-exp. (2). | 35½ | 53 | 163 | 48 | 12 Thornycroft. | 924 | 60,130 | 16,220 | 16,507 | 1,371 | 27 | |
| 28 | Oklahoma (27)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 28 | |
| 29 | Oregon (3)..... | Vert. 3-exp. (2). | 34½ | 48 | 75 | 42 | 4 D. E. | 552 | 16,832 | 11,037 | 11,111 | 1,009 | 29 | |
| 30 | Rhode Island (17). | Vert. 3-exp. (2). | 35 | 57 | 166 | 48 | 12 B. & W. | 1,342 | 56,184 | 20,310 | 20,627 | 1,734 | 30 | |
| 31 | South Carolina (26). | Vert. 3-exp. (2). | 32 | 52 | 172 | 48 | 12 B. & W. | 1,050 | 46,750 | ..... | 18,357 | 1,533 | 31 | |
| 32 | Texas (25)..... | Vert. 3-exp. (2). | 39 | 63 | 183 | 48 | 14 B. & W. | 1,554 | 62,213 3,267 | ..... | 28,100 | ..... | 32 | |
| 33 | Utah (31)..... | Parsons turb. (4) | ..... | ..... | ..... | ..... | 12 B. & W. | 1,428 | 64,234 | 27,661 | 28,000 | ..... | 33 | |
| 34 | Vermont (20)... | Vert. 3-exp. (2). | 32½ | 53 | 161 | 48 | 12 B. & W. | 1,097 | 52,752 | 17,982 | 18,249 | 1,559 | 34 | |

¹ Two low-pressure cylinders.

² Estimated.

³ Main engines only.

⁴ Eight with superheaters.

⁵ Shaft horsepower.

FIRST-CLASS BATTLESHIPS—Continued.

| | | Generating sets. | | | | | | | Name and official number. | |
|-----|-------------|------------------|------------|--------------|-------|----------------------------|---|------------------------|---------------------------|--|
| No. | Kilo-watts. | Volts. | Ampere. | | Type. | Builders. | | | | |
| | | | Unit. | Total. | | | | | | |
| 17 | 4 | 200 | 125 | 1,600 | 6,400 | 14-200-1700 | General Electric Co..... | Michigan (37)... | 17 | |
| 18 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Minnesota (33)... | 18 | |
| 19 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Mississippi (33)... | 19 | |
| 20 | 4 4 | 50 32 | 80 80 | 625 400 | 4,100 | { 6-50-310 6-32-400 | General Electric Co..... | Missouri (11)... | 20 | |
| 21 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 10-100-350 8-50-400 | General Electric Co..... | Nebraska (14)... | 21 | |
| 22 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | Nevada (36)... | 22 | |
| 23 | 4 2 | 100 200 | 125 125 | 800 1,600 | 6,400 | { 8-100-350 14-200-1700 | General Electric Co..... | New Hampshire (35)... | 23 | |
| 24 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 10-100-350 8-50-400 | General Electric Co. (Sturtevant engine)... | New Jersey (16)... | 24 | |
| 25 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | New York (34)... | 25 | |
| 26 | 4 | 300 | 125 | 2,400 | 9,600 | 16-300-1500 | General Electric Co..... | North Dakota (39)... | 26 | |
| 27 | 4 4 | 50 32 | 80 80 | 625 400 | 4,100 | { 6-50-350 4-32-400 | Union Iron Works..... | Ohio (13)..... | 27 | |
| 28 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | Oklahoma (37)... | 28 | |
| 29 | 3 | 100 | 125 | 800 | 2,400 | ..... | B. F. Sturtevant Co..... | Oregon (3)..... | 29 | |
| 30 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 10-100-350 8-50-400 | General Electric Co. (Sturtevant engine)... | Rhode Island (17)... | 30 | |
| 31 | 4 | 200 | 125 | 1,600 | 6,400 | 14-200-1700 | General Electric Co..... | South Carolina (36)... | 31 | |
| 32 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | Texas (35)..... | 32 | |
| 33 | 4 | 300 | 125 | 2,400 | 9,600 | 14-300-1500 | General Electric Co..... | Utah (31)..... | 33 | |
| 34 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Vermont (30)... | 34 | |

¹ Turbogenerators.² Not yet installed.

ARMORED STEEL VESSELS—

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|----------------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|----|
| | | | Officers. | Men. | | | | |
| 1 | Alabama (8).... | 2 cage m.; 2 funnels, abreast. | 34 | 662 | 4,228 | \$2,650,000 | June 10, 1896 | 1 |
| 2 | Arkansas (33) .. | 2 cage m.; 2 funnels..... | 1 62 | 978 | ..... | 4,675,000 | Mar. 3, 1909 | 2 |
| 3 | Connecticut (18). | 2 cage m.; 3 funnels..... | 1 57 | 962 | 5,877 | \$4,600,000 | July 1, 1902 | 3 |
| 4 | Delaware (38) .. | 2 cage m.; 2 funnels..... | 52 | 893 | ..... | 3,987,000 | June 29, 1906 | 4 |
| 5 | Florida (30) | 2 cage m.; 2 funnels..... | 1 60 | 888 | ..... | \$6,400,000 | May 13, 1908 | 5 |
| 6 | Georgia (15).... | 2 cage m.; 3 funnels..... | 1 52 | 888 | 5,316 | 3,590,000 | Mar. 3, 1899 | 6 |
| 7 | Idaho (34)..... | 2 cage m.; 2 funnels..... | 47 | 754 | ..... | 2,990,500 | Mar. 3, 1903 | 7 |
| 8 | Illinois (7) | 2 cage m.; 2 funnels, abreast. | 34 | 677 | 4,270 | 2,595,000 | June 10, 1896 | 8 |
| 9 | Indiana (1)..... | 1 mil. m.; 2 funnels..... | 34 | 619 | 3,204 | 3,063,000 | June 30, 1890 | 9 |
| 10 | Iowa (4)..... | 1 mil. m.; 1 cage m.; 2 funnels. | 34 | 646 | 3,806 | 3,010,000 | July 19, 1892 | 10 |
| 11 | Kansas (31).... | 2 cage m.; 3 funnels..... | 49 | 906 | 5,899 | 4,165,000 | Mar. 3, 1903 | 11 |
| 12 | Kearsarge (5) .. | 2 cage m.; 2 funnels..... | 34 | 691 | 4,205 | 2,250,000 | Mar. 2, 1895 | 12 |
| 13 | Kentucky (6) ... | 2 cage m.; 2 funnels..... | 34 | 664 | 4,209 | 2,250,000 | Mar. 2, 1895 | 13 |
| 14 | Louisiana (19). | 2 cage m.; 3 funnels..... | 1 52 | 906 | 5,866 | 3,990,000 | July 1, 1902 | 14 |
| 15 | Maine (10)..... | 2 cage m.; 3 funnels..... | 44 | 755 | 4,660 | 2,885,000 | May 4, 1898 | 15 |
| 16 | Massachusetts (3). | 1 mil. m.; 1 cage m.; 2 funnels. | 34 | 671 | 3,204 | 3,063,000 | June 30, 1890 | 16 |

¹ Flagship.² Limit of cost, act of Congress approved June 29, 1906.³ Limit of cost, act of Congress approved March 4, 1911.

FIRST-CLASS BATTLESHIPS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|----------------|------------------------------|---------------------------------|---|---------------------------|----|
| 1 | Sept. 24, 1896 | Dec. 1, 1896 | May 18, 1898 | Sept. 24, 1899 | Oct. 22, 1900 | Oct. 16, 1900 Aug. 17, 1909 ¹ | Alabama (6)... | 1 |
| 2 | Sept. 25, 1909 | Jan. 25, 1910 | Jan. 14, 1911 | May 26, 1912 | ..... | ..... | Arkansas (38). | 2 |
| 3 | ..... | Mar. 10, 1903 | Sept. 29, 1904 | Mar. 15, 1906 | ..... | Sept. 29, 1906 | Connecticut (13). | 3 |
| 4 | Aug. 6, 1907 | Nov. 11, 1907 | Feb. 6, 1909 | Aug. 6, 1910 | Feb. 15, 1910 | Apr. 4, 1910 | Delaware (28). | 4 |
| 5 | ..... | Mar. 9, 1909 | May 12, 1910 | ..... | ..... | Sept. 15, 1911 | Florida (30)... | 5 |
| 6 | Feb. 18, 1901 | Aug. 31, 1901 | Oct. 11, 1904 | Feb. 18, 1904 | Sept. 21, 1906 | Sept. 24, 1906 | Georgia (15)... | 6 |
| 7 | Jan. 25, 1904 | May 12, 1904 | Dec. 9, 1905 | May 25, 1907 | Mar. 26, 1908 | Apr. 1, 1908 | Idaho (24)..... | 7 |
| 8 | Sept. 26, 1896 | Feb. 10, 1897 | Oct. 4, 1898 | Sept. 26, 1899 | Sept. 16, 1901 | Sept. 16, 1901 Aug. 4, 1909 ¹ | Illinois (7)..... | 8 |
| 9 | Nov. 19, 1890 | May 7, 1891 | Feb. 28, 1893 | Nov. 19, 1893 | Nov. 19, 1895 | Nov. 20, 1895 May 3, 1911 | Indiana (1).... | 9 |
| 10 | Feb. 11, 1893 | Aug. 5, 1893 | Mar. 28, 1896 | Feb. 11, 1896 | June 15, 1897 | June 16, 1897 May 3, 1911 | Iowa (4)..... | 10 |
| 11 | June 16, 1903 | Feb. 10, 1904 | Aug. 12, 1905 | Dec. 16, 1906 | Apr. 5, 1907 | Apr. 18, 1907 | Kansas (21)... | 11 |
| 12 | Jan. 2, 1896 | June 30, 1896 | Mar. 24, 1898 | Jan. 2, 1899 | Nov. 8, 1899 | Feb. 20, 1900 Sept. 4, 1909 ¹ | Kearsarge (5). | 12 |
| 13 | Jan. 2, 1896 | June 30, 1896 | Mar. 24, 1898 | Jan. 2, 1899 | Dec. 30, 1899 | May 15, 1900 Aug. 28, 1909 ¹ | Kentucky (6).. | 13 |
| 14 | Oct. 15, 1902 | Feb. 7, 1903 | Aug. 27, 1904 | Mar. 15, 1906 | May 21, 1906 | June 2, 1906 | Louisiana (19). | 14 |
| 15 | Oct. 1, 1898 | Feb. 15, 1899 | July 27, 1901 | June 1, 1901 | Dec. 29, 1902 | Dec. 29, 1902 June 15, 1911 | Maine (10)..... | 15 |
| 16 | Nov. 18, 1890 | June 25, 1891 | June 10, 1893 | Nov. 18, 1893 | May 29, 1896 | June 10, 1896 May 3, 1911 | Massachusetts (2). | 16 |

¹ Date of placing out of commission.

ARMORED STEEL VESSELS—

| | Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship, fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|----|---------------------------------|--|------------------------------------|--|-----------------------------|----------------|------------------------|--|----|
| | | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 17 | Michigan (37).. | New York S. B. Co., Camden, N. J. | Atlantic Fleet... | 450 0 | 80 2½ | 24 6 | * 16,000 | 64.20 | 17 |
| 18 | Minnesota (22). ² | Newport News S. B. Co., Newp't N., Va. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | * 16,000 | 63.14 | 18 |
| 19 | Mississippi (23). | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Fleet... | 375 0 | 77 0 | 24 8 | * 13,000 | 51.43 | 19 |
| 20 | Missouri (11). ² | Newport News S. B. Co., Newp't N., Va. | Atlantic Fleet... | 388 0 | 72 2½ | 23 11 | * 12,500 | 50.35 | 20 |
| 21 | Nebraska (14). ³ | Moran Bros., Seattle Wash. | Atlantic Fleet... | 435 0 | 76 2½ | 23 9 | * 14,948 | 60.95 | 21 |
| 22 | Nevada (36) | ..... | Design being prepared. | 575 0 | 95 2½ | 28 6 | * 27,500 | 93.25 | 22 |
| 23 | New Hampshire (25). | New York S. B. Co., Camden, N. J. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | * 16,000 | 63.14 | 23 |
| 24 | New Jersey (16). ³ | Fore River S. & E. Co., Quincy, Mass. | Atlantic Fleet... | 435 0 | 76 2½ | 23 9 | * 14,948 | 60.55 | 24 |
| 25 | New York (34). ³ | Navy yard, New York. | Building, 1% complete. | 565 0 | 95 2½ | 28 6 | * 27,000 | 91.80 | 25 |
| 26 | North Dakota (29). | Fore River S. B. Co., Quincy, Mass. | Atlantic Fleet... | 510 0 | 85 2½ | 26 11 | * 20,000 | 71.70 | 26 |
| 27 | Ohio (12). ³ | Union Iron Works, San Francisco, Cal. | Atlantic Fleet... | 388 0 | 72 2½ | 23 7 | * 12,500 | 51.25 | 27 |
| 28 | Oklahoma (37). | ..... | Design being prepared. | 575 0 | 95 2½ | 28 6 | * 27,500 | 93.25 | 28 |
| 29 | Oregon (3).... | Union Iron Works, San Francisco, Cal. | Navy yard, Puget Sound. | 348 0 | 69 3 | 24 0 | * 10,288 | 42.75 | 29 |
| 30 | Rhode Island (17). ³ | Fore River S. & E. Co., Quincy, Mass. | Atlantic Fleet... | 435 0 | 76 2½ | 23 9 | * 14,948 | 60.95 | 30 |
| 31 | South Carolina (26). | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Fleet... | 450 0 | 80 2½ | 24 6 | * 16,000 | 64.20 | 31 |
| 32 | Texas (35). ³ | Newport News S. B. Co., Newp't N., Va. | Building, 19% complete. | 565 0 | 95 2½ | 28 6 | * 27,000 | 91.80 | 32 |
| 33 | Utah (31). ³ | New York S. B. Co., Camden, N. J. | Building, 99% complete. | 510 0 | 88 2½ | 28 6 | * 21,825 | 74.00 | 33 |
| 34 | Vermont (20). ³ | Fore River S. & E. Co., Quincy, Mass. | Atlantic Fleet... | 450 0 | 76 10 | 24 6 | * 16,000 | 63.14 | 34 |

¹ Length on designed L. W. L.² Two-thirds full supply of ammunition and stores.³ Fitted as a flagship.⁴ Full supply ammunition and stores, normal coal.⁵ Length on designer's L. W. L.⁶ Two-thirds full supply of stores and fuel, and full supply of ammunition.

FIRST-CLASS BATTLESHIPS—Continued.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|----|------------------|-------------------------|-----------------|------------------------|---|---------------------------|----|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 17 | 452 9 | 17,617 | 18.79 | 16,064 | 1 2,380 | Michigan (27)... | 17 |
| 18 | 456 4 | 17,650 | 18.85 | 16,002 | 1 2,364 | Minnesota (23). | 18 |
| 19 | 382 0 | 14,465 | 17.11 | 13,000 | 1 1,824 | Mississippi (23). | 19 |
| 20 | 393 11 | 13,500 | 18.15 | 12,300 | 1 1,887 | Missouri (11)... | 20 |
| 21 | 441 3 | 16,094 | 19.06 | 14,865 | 1 1,923 | Nebraska (14).. | 21 |
| 22 | 583 0 | ..... | 20.50 | 27,500 | 598,400 | Nevada (26).... | 22 |
| 23 | 456 4 | 17,784 | 18.16 | 16,145 | 1 2,592 | New Hampshire (25). | 23 |
| 24 | 441 3 | 16,094 | 19.18 | 14,930 | 1 1,946 | New Jersey (16). | 24 |
| 25 | 573 0 | 28,367 | 21.00 | 27,000 | 1 2,850 | New York (24). | 25 |
| 26 | 518 9 | 22,060 | 21.01 | 20,020 | 1 2,676 | North Dakota (29). | 26 |
| 27 | 393 10 | 13,500 | 17.82 | 12,500 | 1 2,281 | Ohio (12)..... | 27 |
| 28 | 583 0 | ..... | 20.50 | 27,500 | 598,400 | Oklahoma (27).. | 28 |
| 29 | 351 2 | 11,688 | 16.79 | 10,242 | 1 1,425 | Oregon (3)..... | 29 |
| 30 | 441 3 | 16,094 | 19.01 | 14,920 | 1 2,008 | Rhode Island (17). | 30 |
| 31 | 452 9 | 17,617 | 18.86 | 16,136 | 2 2,200 | South Carolina (26). | 31 |
| 32 | 573 0 | 28,367 | 21.00 | 27,000 | 1 2,850 | Texas (25)..... | 32 |
| 33 | 521 6 | 23,033 | 21.04 | 21,284 | 2 2,500 | Utah (31)..... | 33 |
| 34 | 456 4 | 17,650 | 18.33 | 16,000 | 1 2,428 | Vermont (20).. | 34 |

¹ Calculated to bottom of beams for steaming competition trials.

² Estimated.

³ Gallons of fuel oil.

⁴ Exclusive of 380 tons oil fuel.

⁵ Estimated, exclusive of 400 tons oil fuel.

ARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum, I. H. P. | Total weight of machinery. | | |
|----|---------------------------|-------------------|--------------------|-------|-------|-----------------------------|----------------------|------------------------|--|-------------------------|----------------------------|---------|----|
| | | | H. P. | I. P. | L. P. | | | | | | | Stroke. | |
| | | | In. | In. | In. | | Sq. ft. | Sq. ft. | | Tons. | | | |
| 17 | Michigan (27)... | Vert. 3-exp. (2). | 32 | 52 | 172 | 48 | 12 B. & W.. | 1,050 | 47,220 | 16,313 | 16,517 | 1,584 | 17 |
| 18 | Minnesota (28). | Vert. 3-exp. (2). | 32½ | 53 | 161 | 48 | 12 B. & W.. | 1,100 | 52,752 | 20,235 | 20,572 | 1,569 | 18 |
| 19 | Mississippi (28). | Vert. 3-exp. (2). | 25½ | 42 | 69 | 48 | 8 B. & W... | 768 | 32,640 | 13,607 | 13,900 | 998 | 19 |
| 20 | Missouri (11)... | Vert. 3-exp. (2). | 34½ | 53 | 163 | 48 | 12 Thornycroft. | 972 | 51,372 | 15,845 | 16,277 | 1,317 | 20 |
| 21 | Nebraska (14)... | Vert. 3-exp. (2). | 35 | 57 | 166 | 48 | 12 B. & W.. | 1,342 | 56,385 | 21,283 | 21,911 | 1,669 | 21 |
| 22 | Nevada (26)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 22 |
| 23 | New Hampshire (25). | Vert. 3-exp. (2). | 32½ | 53 | 161 | 48 | 12 B. & W.. | 1,100 | 47,112 | 17,100 | 17,267 | 1,568 | 23 |
| 24 | New Jersey (16). | Vert. 3-exp. (2). | 35 | 57 | 166 | 48 | 12 B. & W.. | 1,342 | 56,184 | 23,089 | 23,570 | 1,737 | 24 |
| 25 | New York (24). | Vert. 3-exp. (2). | 39 | 63 | 183 | 48 | 14 B. & W.. | 1,554 | 62,213 3,267 | ..... | 28,100 | ..... | 25 |
| 26 | North Dakota (28). | Curtis turbs. (2) | ..... | ..... | ..... | ..... | 14 B. & W... | 1,439 | 61,943 | 31,300 | 32,307 | 2,047 | 26 |
| 27 | Ohio (12)..... | Vert. 3-exp. (2). | 35½ | 53 | 163 | 48 | 12 Thornycroft. | 924 | 60,130 | 16,220 | 16,507 | 1,371 | 27 |
| 28 | Oklahoma (27)..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 28 |
| 29 | Oregon (3)..... | Vert. 3-exp. (2). | 34½ | 48 | 75 | 42 | 4 D. E..... | 552 | 16,832 | 11,037 | 11,111 | 1,009 | 29 |
| 30 | Rhode Island (17). | Vert. 3-exp. (2). | 35 | 57 | 166 | 48 | 12 B. & W... | 1,342 | 56,184 | 20,310 | 20,627 | 1,734 | 30 |
| 31 | South Carolina (26). | Vert. 3-exp. (2). | 32 | 52 | 172 | 48 | 12 B. & W... | 1,050 | 46,750 | ..... | 18,357 | 1,533 | 31 |
| 32 | Texas (25)..... | Vert. 3-exp. (2). | 39 | 63 | 183 | 48 | 14 B. & W... | 1,554 | 62,213 3,267 | ..... | 28,100 | ..... | 32 |
| 33 | Utah (31)..... | Parsons turb.(4) | ..... | ..... | ..... | ..... | 12 B. & W... | 1,428 | 64,234 | 27,661 | 28,000 | ..... | 33 |
| 34 | Vermont (20)... | Vert. 3-exp. (2). | 32½ | 53 | 161 | 48 | 12 B. & W... | 1,097 | 52,752 | 17,982 | 18,249 | 1,559 | 34 |

¹ Two low-pressure cylinders.

² Estimated.

³ Main engines only.

⁴ Eight with superheaters.

⁵ Shaft horsepower.

FIRST-CLASS BATTLESHIPS—Continued.

| | | Generating sets. | | | | | | | | |
|-----|-------------|------------------|------------|--------------|-------|----------------------------|---|------------------------|----|--|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. | | | |
| | | | Unit. | Total. | | | | | | |
| 17 | 4 | 200 | 125 | 1,600 | 6,400 | 14-200-1700 | General Electric Co..... | Michigan (27)... | 17 | |
| 18 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Minnesota (22)... | 18 | |
| 19 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Mississippi (23)... | 19 | |
| 20 | 4 4 | 50 32 | 80 80 | 625 400 | 4,100 | { 6-50-310 6-32-400 | General Electric Co..... | Missouri (11)... | 20 | |
| 21 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 10-100-350 8-50-400 | General Electric Co..... | Nebraska (14)... | 21 | |
| 22 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | Nevada (26)... | 22 | |
| 23 | 4 2 | 100 200 | 125 125 | 800 1,600 | 6,400 | { 8-100-350 14-200-1700 | General Electric Co..... | New Hampshire (25)... | 23 | |
| 24 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 10-100-350 8-50-400 | General Electric Co. (Sturtevant engine)..... | New Jersey (16)... | 24 | |
| 25 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | New York (24)... | 25 | |
| 26 | 4 | 300 | 125 | 2,400 | 9,600 | 16-300-1500 | General Electric Co..... | North Dakota (28)... | 26 | |
| 27 | 4 4 | 50 32 | 80 80 | 625 400 | 4,100 | { 6-50-350 4-32-400 | Union Iron Works..... | Ohio (12)..... | 27 | |
| 28 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | Oklahoma (27)... | 28 | |
| 29 | 3 | 100 | 125 | 800 | 2,400 | ..... | B. F. Sturtevant Co..... | Oregon (8)..... | 29 | |
| 30 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 10-100-350 8-50-400 | General Electric Co. (Sturtevant engine)..... | Rhode Island (17)... | 30 | |
| 31 | 4 | 200 | 125 | 1,600 | 6,400 | 14-200-1700 | General Electric Co..... | South Carolina (26)... | 31 | |
| 32 | 4 | 300 | 125 | 2,400 | 9,600 | (¹) | ..... | Texas (25)..... | 32 | |
| 33 | 4 | 300 | 125 | 2,400 | 9,600 | 14-300-1500 | General Electric Co..... | Utah (21)..... | 33 | |
| 34 | 8 | 100 | 125 | 800 | 6,400 | 10-100-350 | General Electric Co..... | Vermont (20)... | 34 | |

¹ Turbogenerators.² Not yet installed.

ARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | |
|----|---------------------------|--|-------------------|
| | | Guns. | Torpedo tubes. |
| 17 | Michigan (37)... | 8 12" 45 cal. B. L. R.; 22 3" 50 cal. R. F.; 4 3-pdr. saluting.... | 2 21", subm... 17 |
| 18 | Minnesota (33)... | 4 12" 45 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 12 7" 45 cal. B. L. R.; 20 3" 50 cal. R. F.; 4 6-pdr. saluting. | 4 21", subm... 18 |
| 19 | Mississippi (33)... | 4 12" 45 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 8 7" 45 cal. B. L. R.; 12 3" 50 cal. R. F.; 4 6-pdr. saluting. | 2 21", subm... 19 |
| 20 | Missouri (11)... | 4 12" 40 cal. B. L. R.; 16 6" 50 cal. B. L. R.; 6 3" 50 cal. R. F.; 4 3-pdr. saluting. | 2 18", subm... 20 |
| 21 | Nebraska (14)... | 4 12" 40 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 12 6" 50 cal. B. L. R.; 12 3" 50 cal. R. F.; 4 6-pdr. saluting. | 4 21", subm... 21 |
| 22 | Nevada (36).... | 10 14" 45 cal. B. L. R.; 21 5" 51 cal. B. L. R.; 4 3-pdr. saluting. | 4 21", subm... 22 |
| 23 | New Hampshire (25)... | 4 12" 45 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 12 7" 45 cal. B. L. R.; 20 3" 50 cal. R. F.; 4 6-pdr. saluting. | 4 21", subm... 23 |
| 24 | New Jersey (16)... | 4 12" 40 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 12 6" 50 cal. B. L. R.; 12 3" 50 cal. R. F.; 3 3-pdr. saluting. | 4 21", subm... 24 |
| 25 | New York (34)... | 10 14" 45 cal. B. L. R.; 21 5" 51 cal. B. L. R.; 4 3-pdr. saluting. | 4 21", subm... 25 |
| 26 | North Dakota (29)... | 10 12" 45 cal. B. L. R.; 14 5" 50 cal. B. L. R.; 4 3-pdr. saluting. | 2 21", subm... 26 |
| 27 | Ohio (12)..... | 4 12" 40 cal. B. L. R.; 16 6" 50 cal. B. L. R.; 6 3" 50 cal. R. F.; 4 6-pdr. saluting. | 2 18", subm... 27 |
| 28 | Oklahoma (37)... | 10 14" 45 cal. B. L. R.; 21 5" 51 cal. B. L. R.; 4 3-pdr. saluting. | 4 21", subm... 28 |
| 29 | Oregon (3)..... | 4 13" 35 cal. B. L. R.; 8 8" 35 cal. B. L. R.; 12 3" 50 cal. R. F.; 4 6-pdr. saluting. | 29 |
| 30 | Rhode Island (17)... | 4 12" 40 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 12 6" 50 cal. B. L. R.; 12 3" 50 cal. R. F.; 4 6-pdr. saluting. | 4 21", subm... 30 |
| 31 | South Carolina (26)... | 8 12" 45 cal. B. L. R.; 22 3" 50 cal. R. F.; 2 3-pdr. saluting.... | 2 21", subm... 31 |
| 32 | Texas (35)..... | 10 14" 45 cal. B. L. R.; 21 5" 51 cal. B. L. R.; 4 3-pdr. saluting. | 4 21", subm... 32 |
| 33 | Utah (31)..... | 10 12" 45 cal. B. L. R.; 16 5" 51 cal. R. F.; 4 3-pdr. saluting... | 2 21", subm... 33 |
| 34 | Vermont (20)... | 4 12" 45 cal. B. L. R.; 8 8" 45 cal. B. L. R.; 12 7" 45 cal. B. L. R.; 20 3" 50 cal. R. F.; 4 6-pdr. saluting. | 4 21", subm... 34 |

¹ 4 8" in superposed turrets.

FIRST-CLASS BATTLESHIPS—Continued.

| | Armor. | | | | | Protective deck. Total thickness. | | Name and official number. | |
|----|--|----------------------|------------------------|------------------|------------------------|---|----------------------|------------------------------|----|
| | Water-line belt amidships. | Turrets. | | Barbettes. | | At ends. | A-mid- ships. | | |
| | | Size. | Thickness. | Size. | Thick- ness. | | | | |
| 17 | <i>Inches.</i> 1 Top 11, bottom 9, water line 10½. | <i>Inches.</i> 12 | <i>Inches.</i> 12-8 | <i>In.</i> 12 | <i>Inches.</i> 10-8 | <i>Inches.</i> For'd 1½..... Aft 3..... | <i>Inches.</i> 1½ | Michigan (27)... | 17 |
| 18 | Top 9, bottom 9, water line 9. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Minnesota (22). | 18 |
| 19 | Top 9, bottom 9, water line 9. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Mississippi (23). | 19 |
| 20 | Top 11, bottom 7½, water line 11. | 12 | 12-11 | 12 | 12-8 | For'd 2½-3... Aft 2½-4..... | 2½ | Missouri (11)... | 20 |
| 21 | Top 11, bottom 8, water line 11. | *12-8 8 | 12-8-6 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Nebraska (14).. | 21 |
| 22 | | | | | | | | Nevada (26)... | 22 |
| 23 | Top 9, bottom 9, water line 9. | 12 8 | 12-8 6½-6 | 12 8 | 11-7½-6 6-4 | For'd 3..... Aft 3..... | 1½-3 | New Hamp- shire (25). | 23 |
| 24 | Top 11, bottom 8, water line 11. | *12-8 8 | 12-8-6 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | New Jersey (16). | 24 |
| 25 | | | | | | | | New York (24). | 25 |
| 26 | | | | | | | | North Dakota (29). | 26 |
| 27 | Top 11, bottom 7½, water line 11. | 12 | 12-11 | 12 | 12-8 | For'd 2½-2½ Aft 2½-4..... | 2½ | Ohio (12)..... | 27 |
| 28 | | | | | | | | Oklahoma (27).. | 28 |
| 29 | Top 18, bottom 8, water line 18. | 13 8 | 15 6 | 13 8 | 17 8-6 | For'd 3..... Aft 3..... | 2½ | Oregon (3)..... | 29 |
| 30 | Top 11, bottom 8, water line 11. | *12-8 8 | 12-8-6 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Rhode Island (17). | 30 |
| 31 | 1 Top 11, bottom 9, water line 10½. | 12 | 12-8 | 12 | 10-8 | For'd 1½..... Aft 3..... | 1½ | South Carolina (26). | 31 |
| 32 | | | | | | | | Texas (25)..... | 32 |
| 33 | | | | | | | | Utah (21)..... | 33 |
| 34 | Top 9, bottom 9, water line 9. | 12 8 | 12-8 6½-6 | 12 8 | 10-7½ 6-4 | For'd 3..... Aft 3..... | 1½-3 | Vermont (20)... | 34 |

1 In way of magazines 12" to 10".

2 In superposed turret.

ARMORED STEEL VESSELS—

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|----------------------------|-------------|-------|-----------------------------|---------------------------------------|---------------------------------------|----|
| | | | Officers. | Men. | | | | |
| 17 | Michigan (27)... | 2 cage m.; 2 funnels..... | 49 | 756 | ..... | \$3,585,000 | Mar. 3, 1905 | 17 |
| 18 | Minnesota (23). | 2 cage m.; 3 funnels..... | 152 | 931 | 5,882 | 4,110,000 | Mar. 3, 1903 | 18 |
| 19 | Mississippi (23). | 2 cage m.; 2 funnels..... | 47 | 754 | ..... | 2,999,500 | Mar. 3, 1903 | 19 |
| 20 | Missouri (11) ... | 2 cage m.; 3 funnels..... | 44 | 755 | 4,460 | 2,885,000 | May 4, 1898 | 20 |
| 21 | Nebraska (14) .. | 2 cage m.; 3 funnels..... | 49 | 857 | 5,305 | 3,733,600 | Mar. 3, 1899 | 21 |
| 22 | Nevada (26).... | 2 cage m.; 1 funnel..... | 55 | 808 | ..... | *6,000,000 | Mar. 4, 1911 | 22 |
| 23 | New Hampshire (25). | 2 cage m.; 3 funnels..... | 49 | 906 | ..... | 3,748,000 | Apr. 27, 1904 | 23 |
| 24 | New Jersey (16). | 2 cage m.; 3 funnels..... | 49 | 857 | 5,252 | 3,405,000 | June 7, 1900 | 24 |
| 25 | New York (24). | 2 cage m.; 2 funnels..... | 163 | 1,009 | ..... | *6,400,000 | June 24, 1910 | 25 |
| 26 | North Dakota (29). | 2 cage m.; 2 funnels..... | 52 | 892 | ..... | 4,377,000 | Mar. 2, 1907 | 26 |
| 27 | Ohio (12) | 2 cage m.; 3 funnels..... | 147 | 755 | 4,810 | 2,899,000 | May 4, 1898 | 27 |
| 28 | Oklahoma (27) .. | 2 cage m.; 1 funnel..... | 55 | 808 | ..... | *6,000,000 | Mar. 4, 1911 | 28 |
| 29 | Oregon (3)..... | 1 mill. m.; 2 funnels..... | 34 | 671 | 3,354 | 3,222,810 | June 30, 1890 | 29 |
| 30 | Rhode Island (17). | 2 cage m.; 3 funnels..... | 49 | 856 | 5,252 | 3,405,000 | June 7, 1900 | 30 |
| 31 | South Carolina (26). | 2 cage m.; 2 funnels..... | 49 | 756 | ..... | 3,540,000 | Mar. 3, 1905 | 31 |
| 32 | Texas (25) | 2 cage m.; 2 funnels..... | 163 | 1,009 | ..... | 5,830,000 | June 24, 1910 | 32 |
| 33 | Utah (21) | 2 cage m.; 2 funnels..... | 160 | 888 | ..... | 3,946,000 | May 13, 1908 | 33 |
| 34 | Vermont (20) ... | 2 cage m.; 3 funnels..... | 49 | 906 | 5,861 | 4,179,000 | Mar. 3, 1903 | 34 |

¹ Flagship.² Limit of cost, act of Congress approved Mar. 4, 1911.

FIRST-CLASS BATTLESHIPS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|----------------|------------------------------|---------------------------------|---|---------------------------|----|
| 17 | July 20, 1906 | Dec. 17, 1906 | May 26, 1906 | Nov. 20, 1909 | Aug. 31, 1909 | Jan. 4, 1910 | Michigan (37).. | 17 |
| 18 | June 20, 1903 | Oct. 27, 1903 | Apr. 8, 1905 | Dec. 20, 1906 | Mar. 4, 1907 | Mar. 9, 1907 | Minnesota (23) | 18 |
| 19 | Jan. 25, 1904 | May 12, 1904 | Sept. 30, 1905 | Mar. 25, 1907 | Jan. 22, 1908 | Feb. 1, 1908 | Mississippi (28) | 19 |
| 20 | Dec. 30, 1898 | Feb. 7, 1900 | Dec. 28, 1901 | Aug. 30, 1901 | Dec. 1, 1903 | Dec. 1, 1903 June 1, 1911 | Missouri (11).. | 20 |
| 21 | Mar. 7, 1901 | July 4, 1902 | Oct. 7, 1904 | Mar. 7, 1904 | May 31, 1907 | July 1, 1907 | Nebraska (14). | 21 |
| 22 | ..... | ..... | ..... | ..... | ..... | ..... | Nevada (36)... | 22 |
| 23 | Dec. 27, 1904 | May 1, 1905 | June 30, 1906 | Feb. 27, 1906 | Mar. 14, 1908 | Mar. 19, 1908 | New Hampshire (25). | 23 |
| 24 | Feb. 15, 1901 | Apr. 2, 1902 | Nov. 10, 1904 | Feb. 15, 1904 | May 12, 1906 | May 12, 1906 | New Jersey (16). | 24 |
| 25 | ..... | ..... | ..... | ..... | ..... | ..... | New York (34) | 25 |
| 26 | Aug. 6, 1907 | Dec. 16, 1907 | Nov. 10, 1908 | June 21, 1910 | Apr. 11, 1910 | Apr. 11, 1910 | North Dakota (29). | 26 |
| 27 | Oct. 5, 1898 | Apr. 22, 1899 | May 18, 1901 | June 5, 1901 | Sept. 10, 1904 | Oct. 4, 1904 June 1, 1911 | Ohio (12) | 27 |
| 28 | ..... | ..... | ..... | ..... | ..... | ..... | Oklahoma (37) | 28 |
| 29 | Nov. 19, 1890 | Nov. 19, 1891 | Oct. 26, 1893 | Nov. 19, 1893 | June 26, 1896 | July 15, 1896 Apr. 27, 1906 ¹ | Oregon (3) | 29 |
| 30 | Feb. 15, 1901 | May 1, 1902 | May 17, 1904 | Feb. 15, 1904 | Feb. 12, 1906 | Feb. 19, 1906 | Rhode Island (17). | 30 |
| 31 | July 21, 1906 | Dec. 18, 1906 | July 11, 1908 | Dec. 21, 1909 | Nov. 5, 1909 | Mar. 1, 1910 | South Carolina (26). | 31 |
| 32 | Dec. 17, 1910 | Apr. 17, 1911 | ..... | Dec. 17, 1913 | ..... | ..... | Texas (35)..... | 32 |
| 33 | Nov. 24, 1908 | Mar. 15, 1909 | Dec. 23, 1909 | July 24, 1911 | Aug. 30, 1911 | Aug. 31, 1911 | Utah (31)..... | 33 |
| 34 | June 20, 1903 | May 21, 1904 | Aug. 31, 1905 | Dec. 20, 1906 | Feb. 11, 1907 | Mar. 4, 1907 | Vermont (20).. | 34 |

¹ Date of placing out of commission.

ARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship, fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|--|---------------------------------------|------------------------------------|--|-----------------------------|------------------------|------------------------|--|----|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| 35 Virginia (13)² .. | Newport News S. B. Co., Newp'tN., Va. | Atlantic Fleet... | <i>Fl. in.</i> 435 0 | <i>Fl. in.</i> 76 2½ | <i>Fl. in.</i> 23 9 | <i>Tons.</i> 14,948 | <i>Tons.</i> 60.95 | 35 |
| 36 Wisconsin (9)² .. | Union Iron Works, San Francisco, Cal. | Navy yard, Portsmouth. | 368 0 | 72 2½ | 23 6 | 11,552 | 47.75 | 36 |
| 37 Wyoming (32)³ | Wm. Cramp & Sons, Philadelphia, Pa. | Building, 69% complete. | 554 0 | 93 2½ | 28 6 | 26,000 | 88.50 | 37 |
| Total normal displacement..... | | | | | | 610,796 | | |

¹ Length on designed L. W. L.² Fitted as a flagship.³ Two-thirds full supply of ammunition and stores.⁴ Two-thirds full supply of stores and fuel, and full supply of ammunition.

FIRST-CLASS BATTLESHIPS—Continued.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. |
|----|-------------------------|-------------------------|------------------------|------------------------|---|---------------------------|
| 35 | <i>Ft. in.</i> 441 3 | <i>Tons.</i> 16,094 | <i>Knots.</i> 19.01 | <i>Tons.</i> 14,980 | <i>Tons.</i> 1,924 | Virginia (13)... 35 |
| 36 | 373 10 | 12,150 | 17.17 | 11,565 | 1 1,413 | Wisconsin (8)... 36 |
| 37 | 562 0 | 27,243 | 20.50 | 26,000 | 2 2,500 | Wyoming (33).. 37 |

¹ Calculated to bottom of beams for steaming competition trials

² Estimated.

³ Estimated exclusive of 400 tons oil fuel.]

ARMORED STEEL VESSELS—

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---------------------------|---------------------|--------------------|--------|--------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|----|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 35 Virginia (18)... | Vert. 3-exp. (2) | In. 35 | In. 57 | In. 66 | In. 48 | 24 Niclausse. | Sq. ft. 1,431 | Sq. ft. 57,534 | 22,841 | 23,468 | Tons. 1,835 | 35 |
| 36 Wisconsin (9)... | Vert. 3-exp. (2) | 33½ | 51 | 78 | 48 | 8 S. E..... | 685 | 21,205 | 12,452 | 12,609 | 1,278 | 36 |
| 37 Wyoming (33)... | Parsons turb.(4)... | ..... | ..... | ..... | ..... | 12 B. & W... | 1,428 | 64,234 | ..... | 28,000 | ..... | 37 |

¹ Two low-pressure cylinders.

² Estimated.

FIRST-CLASS BATTLESHIPS—Continued.

| Generating sets. | | | | | | | | |
|------------------|--------|-------------|------------|------------|--------|-------------------------|--|---------------------------|
| | No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. |
| | | | | Unit. | Total. | | | |
| 35 | 2 6 | 100 50 | 125 125 | 800 400 | 4,000 | { 8-100-350 6-50-400 | Thresher Electric Co. (Forbes engine). | Virginia (18) . . . 35 |
| 36 | 4 4 | 32 32 | 80 80 | 400 400 | 3,200 | { 4-32-400 6-32-400 | Union Iron Works General Electric Co. | Wisconsin (9) . . . 36 |
| 37 | 1 4 | 300 | 125 | 2,400 | 9,600 | * 6-30-1500 | General Electric Co | Wyoming (33) . . . 37 |

¹ Not yet installed.² Turbogenerators.

ARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | |
|----|---------------------------|---|-------------------|
| | | Guns. | Torpedo tubes. |
| 35 | Virginia (13)... | 4 12" 40 cal. B. L. R.; ¹ 8 8" 45 cal. B. L. R.; 12 0" 50 cal. B. L. R.; 12 3" 50 cal. R. F.; 4 6-pdr. saluting. | 4 21", subm... 35 |
| 36 | Wisconsin (9)... | 4 13" 35 cal. B. L. R.; 14 6" 40 cal. R. F.; 4 3" 50 cal. R. F.; 4 6-pdr. saluting. | 36 |
| 37 | Wyoming (32)... | 12 12" 50 cal. B. L. R.; 21 5" 51 cal. R. F.; 4 3-pdr. saluting.... | 2 21", subm... 37 |

¹ Four 8" in superposed turrets.

FIRST-CLASS BATTLESHIPS—Continued.

| Armor. | | | | | Protective deck. Total thickness. | | Name and official number. |
|-------------------------------|---|------------------------|----------------------------------|-----------------|--------------------------------------|--|------------------------------------|
| Water-line belt amidships. | Turrets. | | Barbette. | | At ends. | Amid- ships. | |
| | Size. | Thickness. | Size. | Thick- ness. | | | |
| 35 | <i>Inches.</i> Top 11, bottom 8, water line 11. | ¹ 12-8 8 | <i>Inches.</i> 12-8-6 6½-6 | 12 8 | <i>Inches.</i> 10-7½ 6-4 | <i>Inches.</i> For'd 3..... Aft 3..... | 1½-3 Virginia (13)... 35 |
| 36 | Top 16½, bottom 9½, water line 13½. | 13 | 14 | 13 | 15-10 | For'd 2½-3... Aft 2½-4..... | 2½ Wisconsin (9)... 36 |
| 37 | ..... | ..... | ..... | ..... | ..... | ..... | Wyoming (33)... 37 |

¹ In superposed turrets.

ARMORED STEEL VESSELS—

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|--------------------------------|-----------------|------|-----------------------------|---------------------------------------|---------------------------------------|----|
| | | | Officers. | Men. | | | | |
| 35 | Virginia (13)... | 2 cage m.; 3 funnels..... | 49 | 881 | 5,272 | \$3,590,000 | Mar. 3, 1899 | 35 |
| 36 | Wisconsin (9)... | 2 cage m.; 2 funnels, abreast. | 34 | 677 | 4,257 | 2,674,950 | June 10, 1896 | 36 |
| 37 | Wyoming (32) .. | 2 cage m.; 2 funnels..... | ¹ 62 | 976 | ..... | 4,450,000 | Mar. 3, 1909 | 37 |

¹ Flagship.

FIRST-CLASS BATTLESHIPS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|--------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|----|
| 25 | Feb. 15, 1901 | May 21, 1902 | Apr. 5, 1904 | Feb. 15, 1904 | May 5, 1906 | May 7, 1906 | Virginia (13) | 35 |
| 36 | Sept. 19, 1896 | Feb. 9, 1897 | Nov. 26, 1898 | Sept. 19, 1899 | Jan. 17, 1901 | Feb. 4, 1901 Apr. 1, 1906 | Wisconsin (9) | 36 |
| 37 | Oct. 14, 1909 | Feb. 9, 1910 | May 25, 1911 | June 14, 1912 | ..... | ..... | Wyoming (22) | 37 |

ARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship, fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|-------------------------------------|--|------------------------------------|--|-----------------------------|----------------|------------------------|--|----|
| | | | Length between perpendiculars. | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 California (6) ² . | Union Iron Works, San Francisco, Cal. | Pacific Fleet | 502 0 | 69 6½ | 24 1 | * 13,680 | 57.80 | 1 |
| 2 Colorado (7) ² . | Wm. Cramp & Sons, Philadelphia, Pa. | Pacific Fleet | 502 0 | 69 6½ | 24 1 | * 13,680 | 57.80 | 2 |
| 3 Maryland (8) ² . | Newport News S. B. Co., Newp't N., Va. | Pacific Fleet | 502 0 | 69 6½ | 24 1 | * 13,680 | 57.80 | 3 |
| 4 Montana (13) ² . | Newport News S. B. Co., Newp't N., Va. | Atlantic Fleet | 502 0 | 72 10½ | 25 0 | * 14,500 | 59.70 | 4 |
| 5 N. Carolina (13) | Newport News S. B. Co., Newp't N., Va. | Atlantic Fleet | 502 0 | 72 10½ | 25 0 | * 14,500 | 59.70 | 5 |
| 6 Pennsylvania (4) ² . | Wm. Cramp & Sons, Philadelphia, Pa. | Pacific Fleet | 502 0 | 69 6½ | 24 1 | * 13,680 | 57.80 | 6 |
| 7 S. Dakota (9) ² . | Union Iron Works, San Francisco, Cal. | Pacific Fleet | 502 0 | 69 6½ | 24 1 | * 13,680 | 57.80 | 7 |
| 8 Tennessee (10) ² . | Wm. Cramp & Sons, Philadelphia, Pa. | Navy yard, Portsmouth, N. H. | 502 0 | 72 10½ | 25 0 | * 14,500 | 59.70 | 8 |
| 9 Washington (11) ² . | New York S. B. Co., Camden, N. J. | Atlantic Fleet | 502 0 | 72 10½ | 25 0 | * 14,500 | 59.70 | 9 |
| 10 W. Virginia (5) ² . | Newport News S. B. Co., Newp't N., Va. | Pacific Fleet | 502 0 | 69 6½ | 24 1 | * 13,680 | 57.80 | 10 |
| Total normal displacement | | | | | | 140,080 | | |

¹ Length on designed L. W. L.² Fitted as a flagship.³ Two-thirds full supply of ammunition and stores.

ARMORED CRUISERS.

| | Length over all. | Full load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams ($\frac{4}{3}$ cubic feet to the ton). | Name and official number. | |
|----|------------------|-------------------------|-----------------|------------------------|---|---------------------------|----|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 503 11 | 15, 138 | 22. 20 | 13, 750 | ¹ 2, 185 | California (6) . . | 1 |
| 2 | 504 0 | 15, 138 | 22. 24 | 13, 780 | ¹ 1, 929 | Colorado (7) . . . | 2 |
| 3 | 503 11 | 15, 138 | 22. 41 | 13, 749 | ¹ 2, 054 | Maryland (8) . . . | 3 |
| 4 | 504 5 | 15, 981 | 22. 26 | 14, 531 | ¹ 2, 113 | Montana (13) . . . | 4 |
| 5 | 504 5 | 15, 981 | 22. 48 | 14, 518 | ¹ 2, 113 | N. Carolina (12) | 5 |
| 6 | 504 0 | 15, 138 | 22. 44 | 13, 810 | ¹ 1, 946 | Pennsylvania (4). | 6 |
| 7 | 503 11 | 15, 138 | 22. 24 | 13, 750 | ¹ 2, 185 | S. Dakota (9) . . | 7 |
| 8 | 504 5 | 15, 712 | 22. 16 | 14, 500 | ¹ 1, 974 | Tennessee (10) . | 8 |
| 9 | 504 5 | 15, 712 | 22. 27 | 14, 500 | ¹ 2, 015 | Washington (11). | 9 |
| 10 | 503 11 | 15, 138 | 22. 15 | 13, 750 | ¹ 2, 054 | W. Virginia (5) . | 10 |

¹ Calculated to bottom of beams for steaming competition trials.

ARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|----|---------------------------|-------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|----|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 | California (6)... | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,592 | 70,928 | 29,381 | 29,658 | 2,174 | 1 |
| 2 | Colorado (7)... | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 32 Niclausse.. | 1,600 | 68,537 | 26,837 | 27,374 | 2,185 | 2 |
| 3 | Maryland (8)... | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,600 | 70,944 | 28,059 | 28,474 | 2,072 | 3 |
| 4 | Montana (18)... | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,590 | 68,000 | 27,938 | 28,280 | 2,106 | 4 |
| 5 | N. Carolina (12) | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,590 | 68,000 | 29,785 | ..... | 2,104 | 5 |
| 6 | Pennsylvania (4). | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 32 Niclausse.. | 1,600 | 68,308 | 28,600 | 29,071 | 2,185 | 6 |
| 7 | S. Dakota (9)... | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,592 | 70,928 | 28,543 | 28,843 | 2,191 | 7 |
| 8 | Tennessee (10) . | Vert. 3-exp. (2). | 38½ | 63½ | 174½ | 48 | 16 B. & W.... | 1,650 | 70,940 | 26,963 | 27,430 | 2,074 | 8 |
| 9 | Washington (11). | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,600 | 70,944 | 27,152 | 27,463 | 2,148 | 9 |
| 10 | W. Virginia (5) . | Vert. 3-exp. (2). | 38½ | 63½ | 174 | 48 | 16 B. & W.... | 1,600 | 70,944 | 26,135 | 26,466 | 2,066 | 10 |

1 Two low-pressure cylinders.

ARMORED CRUISERS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-----------------|--------|----------|--------|---------|---------------------------|------------------------------|----------------------|----|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 3 | 100 | 125 | 800 | } 4,000 | { 8-100-275 6- 50-350 | Union Iron Works..... | California (6)... | 1 |
| | 4 | 50 | 125 | 400 | | | | | |
| 2 | 3 | 100 | 125 | 800 | } 4,000 | { 10-100-350 8- 50-400 | General Electric Co..... | Colorado (7)... | 2 |
| | 4 | 50 | 125 | 400 | | | | | |
| 3 | 3 | 100 | 125 | 800 | } 4,000 | { 10-100-350 8- 50-400 | General Electric Co..... | Maryland (8)... | 3 |
| | 4 | 50 | 125 | 400 | | | | | |
| 4 | 6 | 100 | 125 | 800 | 4,800 | 8-100-350 | General Electric Co..... | Montana (13)... | 4 |
| 5 | 6 | 100 | 125 | 800 | 4,800 | 8-100-350 | General Electric Co..... | N. Carolina (12) | 5 |
| 6 | 3 | 100 | 125 | 800 | } 4,000 | { 10-100-350 8- 50-400 | General Electric Co..... | Pennsylvania (4). | 6 |
| | 4 | 50 | 125 | 400 | | | | | |
| 7 | 3 | 100 | 125 | 800 | } 4,000 | { 8-100-275 6- 50-350 | Union Iron Works..... | S. Dakota (9)... | 7 |
| | 4 | 50 | 125 | 400 | | | | | |
| 8 | 6 | 100 | 125 | 800 | 4,800 | 10-100-350 | General Electric Co..... | Tennessee (10). | 8 |
| 9 | 6 | 100 | 125 | 800 | 4,800 | 10-100-350 | General Electric Co..... | Washington (11). | 9 |
| 10 | 3 | 100 | 125 | 800 | } 4,000 | { 10-100-350 8- 50-400 | General Electric Co..... | W. Virginia (5). | 10 |
| | 4 | 50 | 125 | 400 | | | | | |

ARMORED STEEL VESSELS—

| Name and official number. | Batteries. | | Torpedo tubes (submerged). |
|---------------------------|--|--|----------------------------|
| | Guns. | | |
| 1 California (6)... | 4 8'' 45 cal. B. L. R.; 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 2 18''..... 1 |
| 2 Colorado (7)... | 4 8'' 45 cal. B. L. R.; 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 2 18''..... 2 |
| 3 Maryland (8)... | 4 8'' 45 cal. B. L. R.; 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 2 18''..... 3 |
| 4 Montana (18)... | 4 10'' 40 cal. B. L. R.; 16 6'' 50 cal. B. L. R.; 22 3'' 50 cal. R. F.; 4 6-pdr. saluting. | | 4 21''..... 4 |
| 5 N. Carolina (12) | 4 10'' 40 cal. B. L. R.; 16 6'' 50 cal. B. L. R.; 22 3'' 50 cal. R. F.; 4 6-pdr. saluting. | | 4 21''..... 5 |
| 6 Pennsylvania (4). | 4 8'' 45 cal. B. L. R.; 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 2 18''..... 6 |
| 7 S. Dakota (9)... | 4 8'' 45 cal. B. L. R.; 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 2 18''..... 7 |
| 8 Tennessee (10)... | 4 10'' 40 cal. B. L. R.; 16 6'' 50 cal. B. L. R.; 22 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 4 21''..... 8 |
| 9 Washington (11). | 4 10'' 40 cal. B. L. R.; 16 6'' 50 cal. B. L. R.; 22 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 4 21''..... 9 |
| 10 W. Virginia (5)... | 4 8'' 45 cal. B. L. R.; 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting. | | 2 18''..... 10 |

ARMORED CRUISERS—Continued.

| Armor. | | | | | Protective deck. Total thickness. | | Name and official number. |
|---|---------------------|------------------------|------------------|---------------------|--|------------------------|------------------------------|
| Water-line belt amidships. | Turrets. | | Barbettes. | | At ends. | Amid- ships. | |
| | Size. | Thickness. | Size. | Thick- ness. | | | |
| 1 <i>Inches.</i> Top 6, bottom 5, water line 6. | <i>Inches.</i> 8 | <i>Inches.</i> 6½-6 | <i>Ins.</i> 8 | <i>Inches.</i> 6 | <i>Inches.</i> For'd 4..... Aft 4..... | <i>Inches.</i> 1½-4 | California (6).. 1 |
| 2 Top 6, bottom 5, water line 6. | 8 | 6½-6 | 8 | 6 | For'd 4..... Aft 4..... | 1½-4 | Colorado (7)... 2 |
| 3 Top 6, bottom 5, water line 6. | 8 | 6½-6 | 8 | 6 | For'd 4..... Aft 4..... | 1½-4 | Maryland (8)... 3 |
| 4 Top 5, bottom 5, water line 5. | 10 | 9-7-5 | 10 | 8-6-4 | For'd 3..... Aft 3..... | 1½-4 | Montana (18)... 4 |
| 5 Top 5, bottom 5, water line 5. | 10 | 9-7-5 | 10 | 8-6-4 | For'd 3..... Aft 3..... | 1½-4 | N. Carolina (13) 5 |
| 6 Top 6, bottom 5, water line 6. | 8 | 6½-6 | 8 | 6 | For'd 4..... Aft 4..... | 1½-4 | Pennsylvania (4). 6 |
| 7 Top 6, bottom 5, water line 6. | 8 | 6½-6 | 8 | 6 | For'd 4..... Aft 4..... | 1½-4 | S. Dakota (9).. 7 |
| 8 Top 5, bottom 5, water line 5. | 10 | 9-7-5 | 10 | 7-4 | For'd 3..... Aft 3..... | 1½-4 | Tennessee (10). 8 |
| 9 Top 5, bottom 5, water line 5. | 10 | 9-7-5 | 10 | 7-4 | For'd 3..... Aft 3..... | 1½-4 | Washington (11). 9 |
| 10 Top 6, bottom 5, water line 6. | 8 | 6½-6 | 8 | 6 | For'd 4..... Aft 4..... | 1½-4 | W. Virginia (5). 10 |

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ARMORED STEEL VESSELS—

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|----------------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|----|
| | | | Officers. | Men. | | | | |
| 1 | California (6) .. | 1 mil. m., 1 cage m., 4 funnels. | 1 48 | 837 | 2 4,050 | \$3,800,000 | Mar. 3, 1899 | 1 |
| 2 | Colorado (7)... | 1 mil. m., 1 cage m., 4 funnels. | 41 | 837 | 4,000 | 3,780,000 | June 7, 1900 | 2 |
| 3 | Maryland (8)... | 1 mil. m., 1 cage m., 4 funnels. | 41 | 837 | 3,953 | 3,775,000 | June 7, 1900 | 3 |
| 4 | Montana (13)... | 2 mil. m., 4 funnels..... | 41 | 909 | 4,509 | 3,575,000 | Apr. 27, 1904 | 4 |
| 5 | N. Carolina (13) | 2 mil. m., 4 funnels..... | 41 | 909 | 4,509 | 3,575,000 | Apr. 27, 1904 | 5 |
| 6 | Pennsylvania (4). | 1 mil. m., 1 cage m., 4 funnels. | 41 | 837 | 4,000 | 3,890,000 | Mar. 3, 1899 | 6 |
| 7 | S. Dakota (9) .. | 2 mil. m., 4 funnels..... | 41 | 837 | 2 4,050 | 3,750,000 | June 7, 1900 | 7 |
| 8 | Tennessee (10). | 2 mil. m., 4 funnels..... | 1 44 | 930 | ..... | 4,035,000 | July 1, 1902 | 8 |
| 9 | Washington (11). | 2 mil. m., 4 funnels..... | 41 | 905 | ..... | 4,035,000 | July 1, 1902 | 9 |
| 10 | W. Virginia (5) . | 1 mil. m., 1 cage m., 4 funnels. | 1 44 | 866 | 3,953 | 3,885,000 | Mar. 3, 1899 | 10 |

1 Flagship.

2 Subject to possible change.

ARMORED CRUISERS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|----------------|----------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|----|
| 1 | Jan. 10, 1901 | May 7, 1902 | Apr. 28, 1904 | Jan. 10, 1904 | July 20, 1907 | Aug. 1, 1907 | California (6).. | 1 |
| 2 | Jan. 10, 1901 | Apr. 25, 1901 | Apr. 25, 1903 | Jan. 10, 1904 | Jan. 10, 1905 | Jan. 19, 1905 | Colorado (7).. | 2 |
| 3 | Jan. 24, 1901 | Oct. 29, 1901 | Sept. 12, 1903 | Jan. 24, 1904 | Apr. 18, 1905 | Apr. 18, 1905 | Maryland (8).. | 3 |
| 4 | Jan. 3, 1905 | Apr. 29, 1905 | Dec. 15, 1906 | Jan. 3, 1908 | July 10, 1908 | July 21, 1908 | Montana (13).. | 4 |
| 5 | Jan. 3, 1905 | Mar. 21, 1905 | Oct. 6, 1906 | Jan. 3, 1908 | Apr. 27, 1908 | May 7, 1908 | N. Carolina (12) | |
| 6 | Jan. 10, 1901 | Aug. 7, 1901 | Aug. 22, 1903 | Jan. 10, 1904 | Mar. 9, 1905 | Mar. 9, 1905 | Pennsylvania (4). | 6 |
| 7 | Jan. 10, 1901 | Sept. 30, 1902 | July 21, 1904 | Jan. 10, 1904 | Nov. 19, 1907 | Jan. 27, 1908 | S. Dakota (9).. | 7 |
| 8 | Feb. 9, 1903 | June 20, 1903 | Dec. 3, 1904 | Aug. 9, 1906 | July 11, 1906 | July 17, 1906 | Tennessee (10) | 8 |
| 9 | Feb. 10, 1903 | Sept. 23, 1903 | Mar. 18, 1905 | Aug. 10, 1906 | July 30, 1906 | Aug. 7, 1906 | Washington (11). | 9 |
| 10 | Jan. 24, 1901 | Sept. 16, 1901 | Apr. 18, 1903 | Jan. 24, 1904 | Feb. 23, 1905 | Feb. 23, 1905 | W. Virginia (5) | 10 |

FIRST-CLASS

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship, fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|---------------------------------------|---|------------------------------------|--|-----------------------------|------------------------|------------------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| 1 Brooklyn (3) ² .. | Wm. Cramp & Sons, Philadelphia, Pa. | Navy Yard, Philadelphia. | <i>Ft. in.</i> 400 6 | <i>Ft. in.</i> 64 8 | <i>Ft. in.</i> 24 0 | <i>Tons.</i> ³ 9,215 | <i>Tons.</i> 41.80 | 1 |
| 2 Charleston (22) . | Newport News S. B. Co., Newport News, Va. | Navy yard, Puget Sound. | 424 0 | 66 0 | 22 6 | 4 9,700 | 44.85 | 2 |
| 3 Milwaukee (21) . | Union Iron Works, San Francisco, Cal. | Navy yard, Puget Sound. | 424 0 | 66 0 | 22 6 | 4 9,700 | 44.85 | 3 |
| 4 Saratoga (2) ⁵ .. | Wm. Cramp & Sons, Philadelphia, Pa. | Asiatic Fleet.... | 380 6 | 64 10 | 23 3 | ³ 8,150 | 39.00 | 4 |
| 5 St. Louis (20) .. | Neafe & Levy, Philadelphia, Pa. | Navy yard, Puget Sound. | 424 0 | 66 0 | 22 6 | 4 9,700 | 44.85 | 5 |
| Total normal displacement..... | | | | | | | 46,465 | |

¹ Length on designed L. W. L.³ Full supply ammunition and stores, normal coal.² Fitted as a flagship.⁴ Two-thirds full supply of ammunition and stores.⁵ Formerly New York. Name changed Feb. 16, 1911.

CRUISERS.

| | Length over all. | Full load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. |
|---|------------------|-------------------------|-----------------|------------------------|---|---------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 | 402 7 | 10,068 | 21.91 | 8,150 | 1,350 | Brooklyn (8)... 1 |
| 2 | 426 6 | 10,839 | 22.04 | 9,681 | 1,776 | Charleston (32) 2 |
| 3 | 426 6 | 10,839 | 22.22 | 9,700 | 1,704 | Milwaukee (31) 3 |
| 4 | 384 0 | 8,900 | 21.00 | 8,480 | 1,075 | Saratoga (9)... 4 |
| 5 | 426 6 | 10,839 | 22.13 | 9,665 | 1,751 | St. Louis (30) .. 5 |

¹ Calculated to bottom of beams for steaming competition trials.

FIRST-CLASS

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---------------------------|------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|---------|------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| 1 Brooklyn (3) ... | Vert. 3-exp. (2) | In. | In. | In. | In. | 5 D. E.; 2 S. E. | 1,016 | 32,538 | 18,425 | 18,770 | 1,645 | 1 |
| 2 Charleston (32). | Vert. 3-exp. (2) | 36 5/8 | 1 6/8 | 45 | | 16 B. & W.... | 1,400 | 64,000 | 27,200 | 27,507 | 1,834 | 2 |
| 3 Milwaukee (31). | Vert. 3-exp. (2) | 36 5/8 | 1 6/8 | 45 | | 16 B. & W.... | 1,400 | 64,000 | 24,166 | 24,504 | 1,861 | 3 |
| 4 Saratoga (3) ... | Vert. 3-exp. (2) | 32 4/7 | 72 | 42 | | 12 B. & W.... | 1,020 | 40,908 | 17,075 | 17,401 | 1,607 | 4 |
| 5 St. Louis (30) .. | Vert. 3-exp. (2) | 36 5/8 | 1 6/8 | 45 | | 16 B. & W.... | 1,400 | 64,000 | 27,264 | 27,484 | 1,777 | 5 |

¹ Two low-pressure cylinders.

CRUISERS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|-----|----------|--------|-------------------------|---------------------------------------|---------------------------|---|
| No. | Kilo-watts. | Volts. | | Amperes. | | Type. | Builders. | Name and official number. | |
| | | | | Unit. | Total. | | | | |
| 1 | 4 | 32 | 80 | 400 | 1,600 | 4-32-400 | General Electric Co..... | Brooklyn (8) ... | 1 |
| 2 | 2 | 100 | 125 | 800 | 2,800 | {10-100-350 8-50-400 | General Electric Co..... | Charleston (22). | 2 |
| 3 | 3 | 50 | 125 | 400 | | | | | |
| 3 | 2 | 100 | 125 | 800 | 2,800 | {6-100-275 6-50-300 | Union Iron Works..... | Milwaukee (21). | 3 |
| 3 | 3 | 50 | 125 | 400 | | | | | |
| 4 | 4 | 50 | 125 | 400 | 1,600 | 6-50-400 | C. & C. Electric Co. (Forbes engine). | Saratoga (2) ... | 4 |
| 5 | 2 | 100 | 125 | 800 | 2,800 | {10-100-350 8-50-400 | B. F. Sturtevant Co..... | St. Louis (20) .. | 5 |
| 3 | 3 | 50 | 125 | 400 | | | | | |

FIRST-CLASS

| Name and official number. | Batteries. | |
|---------------------------|--|----------------------------|
| | Guns. | Torpedo tubes (submerged). |
| 1 Brooklyn (3)... | 8 8'' 35 cal. B. L. R.; 12 5'' 40 cal. R. F.; 12 6-pdr. R. F..... | 1 |
| 2 Charleston (33)... | 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting..... | 2 |
| 3 Milwaukee (31)... | 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting..... | 3 |
| 4 Saratoga (3)... | 4 8'' 45 cal. B. L. R.; 10 5'' 50 cal. B. L. R.; 8 3'' 50 cal. R. F.; 4 3-pdr. saluting. | 4 |
| 5 St. Louis (30)... | 14 6'' 50 cal. B. L. R.; 18 3'' 50 cal. R. F.; 4 3-pdr. saluting..... | 5 |

CRUISERS—Continued.

| Armor. | | | | | Protective deck. Total thickness. | | Name and official number. |
|---|---------------------|----------------------|------------------|-----------------------|--|-----------------------|------------------------------|
| Water-line belt amidships. | Turrets. | | Barbettes. | | At ends. | Amid- ships. | |
| | Size. | Thickness. | Size. | Thick- ness. | | | |
| 1 <i>Inches.</i> Top 3, bottom 3, water line 3. | <i>Inches.</i> 8 | <i>Inches.</i> 5½ | <i>Ins.</i> 8 | <i>Inches.</i> 8-4 | <i>Inches.</i> For'd 2½..... Aft 2½..... | <i>Inches.</i> 3-6 | Brooklyn (8)... 1 |
| 2 Top 4, bottom 4, water line 4. | ..... | ..... | ..... | ..... | ..... | 2-3 | Charleston (22) 2 |
| 3 Top 4, bottom 4, water line 4. | ..... | ..... | ..... | ..... | ..... | 2-3 | Milwaukee (21) 3 |
| 4 Top 4, bottom 4, water line 4. | 8 | 6½-6 | 8 | 6-4 | For'd 2½..... Aft 2½..... | 3-6 | Saratoga (2) ... 4 |
| 5 Top 4, bottom 4, water line 4. | ..... | ..... | ..... | ..... | ..... | 2-3 | St. Louis (20) .. 5 |

FIRST-CLASS

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---|---------------------------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|---|
| | | | Officers. | Men. | | | | |
| 1 | Brooklyn (3)... | 2 ml. m., 3 funnels | 34 | 538 | 3,368 | \$2,986,000 | July 19, 1892 | 1 |
| 2 | Charleston (32). | 2 ml. m., 4 funnels | 29 | 650 | ..... | 2,740,000 | June 7, 1900 | 2 |
| 3 | Milwaukee (31). | 2 ml. m., 4 funnels | 29 | 650 | 13,401 | 2,825,000 | June 7, 1900 | 3 |
| 4 | Saratoga (3)... | 2 ml. m., 3 funnels | 34 | 482 | 2,838 | 2,985,000 | Sept. 7, 1888 | 4 |
| 5 | St. Louis (30) .. | 2 ml. m., 4 funnels | 29 | 650 | ..... | 2,740,000 | June 7, 1900 | 5 |

¹ Subject to possible change.

CRUISERS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance | Date of first and latest commission. | Name and official number. | |
|---|------------------|----------------|----------------|------------------------------|--------------------------------|--|---------------------------|---|
| 1 | Feb. 11, 1893 | Aug. 2, 1893 | Oct. 2, 1895 | Feb. 11, 1896 | Dec. 1, 1896 | Dec. 1, 1896 June 23, 1908 ¹ | Brooklyn (8) .. | 1 |
| 2 | Mar. 30, 1901 | Jan. 30, 1902 | Jan. 23, 1904 | Mar. 30, 1904 | Aug. 31, 1905 | Oct. 17, 1905 Oct. 8, 1910 ¹ | Charleston (23). | 2 |
| 3 | Apr. 17, 1901 | July 30, 1902 | Sept. 10, 1904 | Apr. 17, 1904 | Dec. 6, 1906 | May 11, 1906 May 3, 1910 ¹ | Milwaukee (21). | 3 |
| 4 | Aug. 28, 1890 | Sept. 30, 1890 | Dec. 2, 1891 | Jan. 1, 1893 | June 17, 1893 | Aug. 1, 1893 Apr. 1, 1910 | Saratoga (9) .. | 4 |
| 5 | Mar. 11, 1901 | July 31, 1902 | May 6, 1905 | Mar. 11, 1904 | Aug. 14, 1906 | Aug. 18, 1906 May 3, 1910 ¹ | St. Louis (20) . | 5 |

¹ Date of placing out of commission.

ARMORED STEEL VESSELS—SINGLE

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|---------------------------------------|---|--------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Cheyenne (10) ² | Union Iron Works, San Francisco, Cal. | Naval Militia, Washington. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 1 |
| 2 Ozark (7) ⁴ | Newport News S. B. Co., Newport News, Va. | Naval Militia, District of Columbia. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 2 |
| 3 Tallahassee (8) ⁵ | Lewis Nixon, Elizabethport, N. J. | Navy yard, Norfolk. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 3 |
| 4 Tonopah (3) ⁶ | Bath Iron Works, Bath, Me. | Naval Militia, New Jersey. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 4 |
| Total normal displacement | | | | | | 12,900 | | |

¹ Length on designed L. W. L.² Formerly Wyoming. Name changed Jan. 1, 1909.³ Two-thirds full supply of ammunition and stores.⁴ Formerly Arkansas. Name changed Mar. 2, 1909.⁵ Formerly Florida. Name changed June 20, 1908.⁶ Formerly Nevada. Name changed Mar. 2, 1909.

TURRET HARBOR-DEFENSE MONITORS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|---|------------------|-------------------------|-----------------|------------------------|---|---------------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 255 1 | 3,356 | 11.80 | 3,230 | ¹ 129 | Cheyenne (10) .. | 1 |
| 2 | 255 1 | 3,356 | 12.03 | 3,215 | 344 | Osark (7)..... | 2 |
| 3 | 255 1 | 3,356 | 12.40 | 3,225 | 365 | Tallahassee (9). | 3 |
| 4 | 255 1 | 3,356 | 13.04 | 3,250 | 338 | Tonopah (8) ... | 4 |

¹ And 60,816 gallons of oil fuel.

FIRST-CLASS

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---------------------------|------------------|--------------------|------------|------------|------------------|-----------------------------|----------------------|---------|------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| | | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>In.</i> | | | | | | <i>Tons.</i> | |
| 1 Brooklyn (3) ... | Vert. 3-exp. (2) | 32 47 | 72 | 42 | 5 D. E.; 2 S. E. | 1,016 | 32,538 | 18,425 | 18,770 | 1,645 | 1 | |
| 2 Charleston (33). | Vert. 3-exp. (2) | 36 59½ | 169 | 45 | 16 B. & W.... | 1,400 | 64,000 | 27,200 | 27,507 | 1,834 | 2 | |
| 3 Milwaukee (31). | Vert. 3-exp. (2) | 36 59½ | 169 | 45 | 16 B. & W.... | 1,400 | 64,000 | 24,166 | 24,504 | 1,861 | 3 | |
| 4 Saratoga (3) ... | Vert. 3-exp. (2) | 32 47 | 72 | 42 | 12 B. & W.... | 1,020 | 40,908 | 17,075 | 17,401 | 1,607 | 4 | |
| 5 St. Louis (30) .. | Vert. 3-exp. (2) | 36 59½ | 169 | 45 | 16 B. & W.... | 1,400 | 64,000 | 27,264 | 27,484 | 1,777 | 5 | |

¹ Two low-pressure cylinders.

CRUISERS—Continued.

| No. | Generating sets. | | | | | | Type. | Builders. | Name and official number. | |
|-----|------------------|-----------|------------|------------|--------|-------------------------|---------------------------------------|-------------------|---------------------------|--|
| | Kilo-watts. | Volts. | Amperes. | | Total. | | | | | |
| | | | Unit. | Total. | | | | | | |
| 1 | 4 | 32 | 80 | 400 | 1,600 | 4-32-400 | General Electric Co..... | Brooklyn (8)... | 1 | |
| 2 | 2 3 | 100 50 | 125 125 | 800 400 | 2,800 | {10-100-350 8-50-400 | General Electric Co..... | Charleston (22). | 2 | |
| 3 | 2 3 | 100 50 | 125 125 | 800 400 | 2,800 | {6-100-275 6-50-300 | Union Iron Works..... | Milwaukee (21). | 3 | |
| 4 | 4 | 50 | 125 | 400 | 1,600 | 6-50-400 | C. & C. Electric Co. (Forbes engine). | Saratoga (8)... | 4 | |
| 5 | 2 3 | 100 50 | 125 125 | 800 400 | 2,800 | {10-100-350 8-50-400 | B. F. Sturtevant Co..... | St. Louis (20)... | 5 | |

FIRST-CLASS

| Name and official number. | Batteries. | |
|---------------------------|---|----------------------------|
| | Guns. | Torpedo tubes (submerged). |
| 1 Brooklyn (3)... | 8 8" 35 cal. B. L. R.; 12 5" 40 cal. R. F.; 12 6-pdr. R. F..... | 1 |
| 2 Charleston (22)... | 14 6" 50 cal. B. L. R.; 18 3" 50 cal. R. F.; 4 3-pdr. saluting..... | 2 |
| 3 Milwaukee (21)... | 14 6" 50 cal. B. L. R.; 18 3" 50 cal. R. F.; 4 3-pdr. saluting..... | 3 |
| 4 Saratoga (3)... | 4 8" 45 cal. B. L. R.; 10 5" 50 cal. B. L. R.; 8 3" 50 cal. R. F.; 4 3-pdr. saluting..... | 4 |
| 5 St. Louis (20)... | 14 6" 50 cal. B. L. R.; 18 3" 50 cal. R. F.; 4 3-pdr. saluting..... | 5 |

CRUISERS—Continued.

| Armor. | | | | | Protective deck. Total thickness. | | Name and official number. |
|--|---------------------|----------------------|------------------|-----------------------|--|-----------------------|------------------------------|
| Water-line belt amidships. | Turrets. | | Barbettes. | | At ends. | Amid- ships. | |
| | Size. | Thickness. | Size. | Thick- ness. | | | |
| 1 Top 3, bottom 3, water line 3. | <i>Inches.</i> 8 | <i>Inches.</i> 5½ | <i>Ins.</i> 8 | <i>Inches.</i> 8-4 | <i>Inches.</i> For'd 2½..... Aft 2½..... | <i>Inches.</i> 3-6 | Brooklyn (8)... 1 |
| 2 Top 4, bottom 4, water line 4. | ..... | ..... | ..... | ..... | ..... | 2-3 | Charleston (22) 2 |
| 3 Top 4, bottom 4, water line 4. | ..... | ..... | ..... | ..... | ..... | 2-3 | Milwaukee (31). 3 |
| 4 Top 4, bottom 4, water line 4. | 8 | 6½-6 | 8 | 6-4 | For'd 2½..... Aft 2½..... | 3-6 | Saratoga (3)... 4 |
| 5 Top 4, bottom 4, water line 4. | ..... | ..... | ..... | ..... | ..... | 2-3 | St. Louis (30) .. 5 |

FIRST-CLASS

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---|---------------------------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|---|
| | | | Officers. | Men. | | | | |
| 1 | Brooklyn (8)... | 2 mil. m., 3 funnels | 34 | 538 | 3,368 | \$2,986,000 | July 19, 1892 | 1 |
| 2 | Charleston (22). | 2 mil. m., 4 funnels | 29 | 650 | ..... | 2,740,000 | June 7, 1900 | 2 |
| 3 | Milwaukee (21). | 2 mil. m., 4 funnels | 29 | 650 | 13,401 | 2,825,000 | June 7, 1900 | 3 |
| 4 | Saratoga (2)... | 2 mil. m., 3 funnels | 34 | 482 | 2,838 | 2,985,000 | Sept. 7, 1888 | 4 |
| 5 | St. Louis (20) .. | 2 mil. m., 4 funnels | 29 | 650 | ..... | 2,740,000 | June 7, 1900 | 5 |

¹ Subject to possible change.

CRUISERS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance | Date of first and latest commission. | Name and official number. | |
|---|------------------|----------------|----------------|------------------------------|--------------------------------|--|---------------------------|---|
| 1 | Feb. 11, 1893 | Aug. 2, 1893 | Oct. 2, 1895 | Feb. 11, 1896 | Dec. 1, 1896 | Dec. 1, 1896 June 23, 1906 ¹ | Brooklyn (8).. | 1 |
| 2 | Mar. 30, 1901 | Jan. 30, 1902 | Jan. 23, 1904 | Mar. 30, 1904 | Aug. 31, 1905 | Oct. 17, 1905 Oct. 8, 1910 ¹ | Charleston (32). | 2 |
| 3 | Apr. 17, 1901 | July 30, 1902 | Sept. 10, 1904 | Apr. 17, 1904 | Dec. 6, 1906 | May 11, 1906 May 3, 1910 ¹ | Milwaukee (31). | 3 |
| 4 | Aug. 28, 1890 | Sept. 30, 1890 | Dec. 2, 1891 | Jan. 1, 1893 | June 17, 1893 | Aug. 1, 1893 Apr. 1, 1910 | Saratoga (9).. | 4 |
| 5 | Mar. 11, 1901 | July 31, 1902 | May 6, 1905 | Mar. 11, 1904 | Aug. 14, 1906 | Aug. 18, 1906 May 3, 1910 ¹ | St. Louis (30) | 5 |

¹ Date of placing out of commission.

ARMORED STEEL VESSELS—SINGLE

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|---------------------------------------|---|--------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Cheyenne (10) ² | Union Iron Works, San Francisco, Cal. | Naval Militia, Washington. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 1 |
| 2 Ozark (7) ⁴ | Newport News S. B. Co., Newport News, Va. | Naval Militia, District of Columbia. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 2 |
| 3 Tallahassee (9) ⁵ | Lewis Nixon, Elizabethport, N. J. | Navy yard, Norfolk. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 3 |
| 4 Tonopah (8) ⁶ | Bath Iron Works, Bath, Me. | Naval Militia, New Jersey. | 252 0 | 50 0 | 12 6 | * 3,225 | 25.25 | 4 |
| Total normal displacement | | | | | | 12,900 | | |

¹ Length on designed L. W. L.² Formerly Wyoming. Name changed Jan. 1, 1909.³ Two-thirds full supply of ammunition and stores.⁴ Formerly Arkansas. Name changed Mar. 2, 1909.⁵ Formerly Florida. Name changed June 20, 1908.⁶ Formerly Nevada. Name changed Mar. 2, 1909.

TURRET HARBOR-DEFENSE MONITORS.

| | Length over all. | Full-load dis- placement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and offi- cial number. |
|---|---------------------|------------------------------|-----------------|---------------------------|---|--------------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 | 255 1 | 3,356 | 11.80 | 3,230 | ¹ 129 | Cheyenne (10) .. 1 |
| 2 | 255 1 | 3,356 | 12.03 | 3,215 | 344 | Osark (7)..... 2 |
| 3 | 255 1 | 3,356 | 12.40 | 3,225 | 355 | Tallahassee 3 (8). |
| 4 | 255 1 | 3,356 | 13.04 | 3,250 | 338 | Tonopah (8) ... 4 |

¹ And 60,816 gallons of oil fuel.

ARMORED STEEL VESSELS—SINGLE

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---------------------------|------------------|--------------------|-------------------|------------------|------------------|-----------------------------|-----------------------|-------------------------|--|------------------------|----------------------------|---|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 Cheyenne (10)... | Vert. 3 exp. (2) | <i>In.</i> 17 | <i>In.</i> 26½ | <i>In.</i> 40 | <i>In.</i> 24 | 4 B. & W... | <i>Sq. ft.</i> 216 | <i>Sq. ft.</i> 8,800 | 2,359 | 2,452 | <i>Tons.</i> 265 | 1 |
| 2 Ozark (7)..... | Vert. 3 exp. (2) | 17 | 26½ | 40 | 24 | 4 Thornycroft. | 198 | 9,370 | 1,739 | 1,830 | 252 | 2 |
| 3 Tallahassee (9). | Vert. 3 exp. (1) | 17 | 26½ | 40 | 24 | 4 Mosher.... | 240 | 9,460 | 2,336 | 2,395 | 222 | 3 |
| 4 Tonopah (8)... | Vert. 3 exp. (2) | 17 | 26½ | 40 | 24 | 4 Niclausse.. | 220 | 8,876 | 1,970 | 2,004 | 227 | 4 |

TURRET HARBOR-DEFENSE MONITORS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|---------------------------|---------------------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 4 | 32 | 90 | 400 | 1,600 | 4-32-400 | Union Iron Works..... | Cheyenne (10)... | 1 |
| 2 | 4 | 32 | 80 | 400 | 1,600 | 6-32-400 | General Electric Co..... | Ozark (7)..... | 2 |
| 3 | 2 | 32 | 80 | 400 | 800 | 6-32-400 | General Electric Co..... | Tallahassee (9)... | 3 |
| 4 | 4 | 32 | 80 | 400 | 1,600 | 6-32-400 | General Electric Co..... | Tonopah (8)... | 4 |

ARMORED STEEL VESSELS—SINGLE

| Name and official number. | Batteries. | |
|----------------------------|--|----------------|
| | Guns. | Torpedo tubes. |
| 1 Cheyenne (10) .. | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F..... | 1 |
| 2 Ozark (7) | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F..... | 2 |
| 3 Tallahassee (9) . | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F..... | 3 |
| 4 Tonopah (8) ... | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F..... | 4 |

TURRET HARBOR-DEFENSE MONITORS—Continued.

| Armor. | | | | | | Protective deck amidships. Total thickness. | | Name and official number. |
|--|----------------------|------------------------|------------------|------------------------|----------------------|---|-------------------------|---------------------------|
| Water-line belt amidships. | Turrets. | | Barbettes. | | Flat. | Slope. | | |
| | Size. | Thickness. | Size. | Thickness. | | | | |
| 1 <i>Inches.</i> Top 11, bottom 5, water line 8. | <i>Inches.</i> 12 | <i>Inches.</i> 10-9 | <i>In.</i> 12 | <i>Inches.</i> 11-9 | <i>Inches.</i> 1½ | ..... | Obeyesse (10)... | 1 |
| 2 Top 11, bottom 5, water line 8. | 12 | 10-9 | 12 | 11-9 | 1½ | ..... | Osark (7)..... | 2 |
| 3 Top 11, bottom 5, water line 8. | 12 | 10-9 | 12 | 11-9 | 1½ | | Tallahassee (9). | 3 |
| 4 Top 11, bottom 5, water line 8. | 12 | 10-9 | 12 | 11-9 | 1½ | | Tomopah (8)... | 4 |

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ARMORED STEEL VESSELS—SINGLE

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---|---------------------------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|---|
| | | | Officers. | Men. | | | | |
| 1 | Cheyenne (10) .. | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | \$975,000 | May 4, 1898 | 1 |
| 2 | Ozark (7) | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | 960,000 | May 4, 1898 | 2 |
| 3 | Tallahassee (9) . | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | 925,000 | May 4, 1898 | 3 |
| 4 | Tonopah (8) ... | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | 962,000 | May 4, 1898 | 4 |

TURRET HARBOR-DEFENSE MONITORS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|------------------|---------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|---|
| 1 | Oct. 5, 1898 | Apr. 11, 1899 | Sept. 8, 1900 | Mar. 5, 1901 | Dec. 1, 1902 | Dec. 8, 1902 July 11, 1910 | Cheyenne (10) | 1 |
| 2 | Oct. 11, 1898 | Nov. 14, 1899 | Nov. 10, 1900 | Mar. 11, 1901 | Sept. 8, 1902 | Oct. 28, 1902 | Ozark (7) | 2 |
| 3 | Oct. 11, 1898 | Jan. 23, 1899 | Nov. 30, 1901 | Mar. 11, 1901 | May 2, 1902 | June 18, 1902 Aug. 1, 1910 | Gallasssee (9) | 3 |
| 4 | Oct. 19, 1898 | Apr. 17, 1899 | Nov. 24, 1900 | Mar. 19, 1901 | Mar. 5, 1902 | Mar. 5, 1902 May 14, 1903 | Tonopah (8) . . . | 4 |

ARMORED VESSELS—DOUBLE

| Name. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, all stores on board. Normal coal supply. | | | | | |
|---------------------------------|--|---------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Amphitrite | Harlan & Hollingsworth, Wilmington, Del., and navy yard, Norfolk. | Navy Militia, Missouri. | 259 3 | 55 4 | 14 6 | 3,990 | 27.67 | 1 |
| 2 Miantonomoh .. | John Roach, Chester, Pa., and navy yard, New York. | Navy yard, Philadelphia. ² | 260 3 | 55 4 | 14 6 | 3,990 | 27.67 | 2 |
| 3 Monadnock ... | Continental Iron Works, Vallejo, Cal., and navy yard, Mare Island. | Asiatic Fleet.... | 258 6 | 55 5 | 14 6 | 3,990 | 27.67 | 3 |
| 4 Monterey | Union Iron Works, San Francisco, Cal. | Asiatic Fleet ³ ... | 256 0 | 59 0½ | 14 10 | 4,084 | 26.74 | 4 |
| 5 Puritan | John Roach, Chester, Pa., and navy yard, New York. | Navy yard, Norfolk. ¹ | 290 3 | 60 1½ | 18 0 | 6,060 | 33.64 | 5 |
| 6 Terror | Wm. Cramp & Sons, Philadelphia, Pa., and navy yard, New York. | Navy yard, Philadelphia. ² | 258 8 | 55 6 | 14 8 | 3,990 | 27.67 | 6 |
| Total normal displacement | | | | | | 26,104 | | |

¹ Length on designed L. W. L.² Out of commission.³ In reserve.

TURRET MONITORS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name. | |
|---|------------------|-------------------------|--------------------|------------------------|---|-----------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 262 9 | ..... | 10.50 | 3,990 | 271 | Amphitrite..... | 1 |
| 2 | 263 1 | ..... | 10.50 | 3,990 | 250 | Miantonomoh.. | 2 |
| 3 | 262 3 | ..... | 11.63 | 3,990 | 386 | Monadnock..... | 3 |
| 4 | 260 11 | ..... | 13.60 | 4,084 | 206 | Monterey..... | 4 |
| 5 | 296 3 | ..... | 12.40 | 6,060 | 306 | Furitan..... | 5 |
| 6 | 263 1 | ..... | ¹ 10.50 | 3,990 | 276 | Terror..... | 6 |

¹ Estimated.

ARMORED VESSELS—DOUBLE

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate service. | | Total heating service. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|-------------------------|-------------------|--------------------|-----------------|-----------------|---------|-----------------------------|----------------------|---------|------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | | |
| 1 | Amphitrite | Incl. comp. (2). | In. 32 | In. 48 | In. 42 | In. 42 | 4 B. & W. | 314 | 12,240 | | 1,600 | | | 1 |
| 2 | Miantonomoh .. | Incl. comp. (2). | 32 | 48 | 42 | | 6 S. E. | 369 | 8,781 | | 1,426 | 510 | | 2 |
| 3 | Monadnock | Hor. 3-exp. (2). | 19 ¹ | 30 ¹ | 52 ¹ | 30 | 4 S. E. | 200 | 6,242 | | 2,163 | 293 | | 3 |
| 4 | Monterey | Vert. 3-exp. (2). | 27 | 41 | 64 | 30 | 4 B. & W. | 253 | 9,500 | 5,104 | 5,244 | 452 | | 4 |
| 5 | Puritan | Hor. comp. (2). | 50 | 86 | 42 | | 8 S. E. | 566 | 13,280 | | 3,700 | | | 5 |
| 6 | Terror | Incl. comp. (2). | 32 | 48 | 46 | | 6 S. E. | 378 | 8,781 | | 1,600 | 487 | | 6 |

¹ Estimated.

TURRET MONITORS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|----------|--------------------------|------------------|---|--|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 24 | 80 | 300 | 4-24-400 | General Electric Co..... | Amphitrite..... | 1 | |
| | 1 | 16 | 80 | 200 | | | | | |
| 2 | 2 | 16 | 80 | 200 | 4-16-400 | Thomson-Houston..... | Miantonomoh..... | 2 | |
| 3 | 2 | 16 | 80 | 200 | 6-16-450 | General Electric Co..... | Monadnock..... | 3 | |
| 4 | 3 | 16 | 80 | 200 | 6-16-450 | General Electric Co..... | Monterey..... | 4 | |
| 5 | 2 | 32 | 80 | 400 | 6-32-400 | General Electric Co..... | Puritan..... | 5 | |
| 6 | 1 | 24 | 80 | 300 | 4-24-400 | General Electric Co..... | Terror..... | 6 | |
| | 1 | 24 | 80 | 300 |  |  |  |  |  | 2-24-400 | Siemens Bros..... |

ARMORED STEEL VESSELS—SINGLE

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|---------------------------|------------------|--------------------|-------------------|------------------|------------------|-----------------------------|-----------------------|-------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 | Cheyenne (10) ... | Vert. 3 exp. (2) | <i>In.</i> 17 | <i>In.</i> 26½ | <i>In.</i> 40 | <i>In.</i> 24 | 4 B. & W... | <i>Sq. ft.</i> 216 | <i>Sq. ft.</i> 8,800 | 2,359 | 2,452 | <i>Tons.</i> 265 | 1 |
| 2 | Ozark (7) | Vert. 3 exp. (2) | 17 | 26½ | 40 | 24 | 4 Thornycroft. | 198 | 9,370 | 1,739 | 1,830 | 252 | 2 |
| 3 | Tallahassee (9) . | Vert. 3 exp. (1) | 17 | 26½ | 40 | 24 | 4 Mosher.... | 240 | 9,460 | 2,336 | 2,395 | 222 | 3 |
| 4 | Tonopah (8) ... | Vert. 3 exp. (2) | 17 | 26½ | 40 | 24 | 4 Niclausse.. | 220 | 8,876 | 1,970 | 2,004 | 227 | 4 |

TURRET HARBOR-DEFENSE MONITORS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|---------------------------|---------------------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 4 | 32 | 90 | 400 | 1,600 | 4-32-400 | Union Iron Works..... | Cheyenne (10)... | 1 |
| 2 | 4 | 32 | 80 | 400 | 1,600 | 6-32-400 | General Electric Co..... | Ozark (7)..... | 2 |
| 3 | 2 | 32 | 80 | 400 | 800 | 6-32-400 | General Electric Co..... | Tallahassee (9)... | 3 |
| 4 | 4 | 32 | 80 | 400 | 1,600 | 6-32-400 | General Electric Co..... | Tomopah (8)... | 4 |

ARMORED STEEL VESSELS—SINGLE

| Name and official number. | Batteries. | |
|---------------------------|---|----------------|
| | Guns. | Torpedo tubes. |
| 1 Cheyenne (10) .. | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F | 1 |
| 2 Osark (7) | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F | 2 |
| 3 Tallahassee (9). | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F | 3 |
| 4 Tonopah (8) ... | 2 12'' 40 cal. B. L. R.; 4 4'' 50 cal. R. F.; 3 6-pdr. R. F | 4 |

TURRET HARBOR-DEFENSE MONITORS—Continued.

| Armor. | | | | | | Protective deck amidships. Total thickness. | | Name and official number. |
|-----------------------------------|---------------|-----------------|------------|-----------------|---------------|---|-------------------------|---------------------------|
| Water-line belt amidships. | Turrets. | | Barbettes. | | Flat. | Slope. | | |
| | Size. | Thickness. | Size. | Thickness. | | | | |
| 1 Top 11, bottom 5, water line 8. | Inches. 12 | Inches. 10-9 | In. 12 | Inches. 11-9 | Inches. 1½ | ..... | Cheyenne (10)... | 1 |
| 2 Top 11, bottom 5, water line 8. | 12 | 10-9 | 12 | 11-9 | 1½ | ..... | Osark (7)..... | 2 |
| 3 Top 11, bottom 5, water line 8. | 12 | 10-9 | 12 | 11-9 | 1½ | ..... | Tallahassee (9). | 3 |
| 4 Top 11, bottom 5, water line 8. | 12 | 10-9 | 12 | 11-9 | 1½ | ..... | Tonopah (8)... | 4 |

12418—12—4

ARMORED STEEL VESSELS—SINGLE

| | Name and official number. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---|---------------------------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|---|
| | | | Officers. | Men. | | | | |
| 1 | Cheyenne (10) .. | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | \$975,000 | May 4, 1898 | 1 |
| 2 | Ozark (7) | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | 960,000 | May 4, 1898 | 2 |
| 3 | Tallahassee (9) . | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | 925,000 | May 4, 1898 | 3 |
| 4 | Tonopah (8) ... | 1 mil. m.; 1 funnel..... | 13 | 209 | ..... | 962,000 | May 4, 1898 | 4 |

TURRET HARBOR-DEFENSE MONITORS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|------------------|---------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|---|
| 1 | Oct. 5, 1898 | Apr. 11, 1899 | Sept. 8, 1900 | Mar. 5, 1901 | Dec. 1, 1902 | Dec. 8, 1902 July 11, 1910 | Cheyenne (10) | 1 |
| 2 | Oct. 11, 1898 | Nov. 14, 1899 | Nov. 10, 1900 | Mar. 11, 1901 | Sept. 8, 1902 | Oct. 28, 1902 | Ozark (7) | 2 |
| 3 | Oct. 11, 1898 | Jan. 23, 1899 | Nov. 30, 1901 | Mar. 11, 1901 | May 2, 1901 | June 18, 1901 Aug. 1, 1910 | Callahassee (9) | 3 |
| 4 | Oct. 19, 1898 | Apr. 17, 1899 | Nov. 24, 1900 | Mar. 19, 1901 | Mar. 5, 1902 | Mar. 5, 1902 May 14, 1902 | Tonopah (8) ... | 4 |

ARMORED VESSELS—DOUBLE

| Name. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, all stores on board. Normal coal supply. | | | | | |
|---------------------------------|--|---------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Amphitrite | Harlan & Hollingsworth, Wilmington, Del., and navy yard, Norfolk. | Naval Militia, Missouri. | 259 3 | 55 4 | 14 6 | 3,990 | 27.67 | 1 |
| 2 Miantonomoh . | John Roach, Chester, Pa., and navy yard, New York. | Navy yard, Philadelphia. ² | 260 3 | 55 4 | 14 6 | 3,990 | 27.67 | 2 |
| 3 Monadnock ... | Continental Iron Works, Vallejo, Cal., and navy yard, Mare Island. | Asiatic Fleet.... | 258 6 | 55 5 | 14 6 | 3,990 | 27.67 | 3 |
| 4 Monterey | Union Iron Works, San Francisco, Cal. | Asiatic Fleet ² ... | 256 0 | 59 0½ | 14 10 | 4,084 | 26.74 | 4 |
| 5 Puritan | John Roach, Chester, Pa., and navy yard, New York. | Navy yard, Norfolk. ² | 290 3 | 60 1½ | 18 0 | 6,060 | 33.64 | 5 |
| 6 Terror | Wm. Cramp & Sons, Philadelphia, Pa., and navy yard, New York. | Navy yard, Philadelphia. ² | 258 8 | 55 6 | 14 8 | 3,990 | 27.67 | 6 |
| Total normal displacement | | | | | | 26,104 | | |

¹ Length on designed L. W. L.² Out of commission.³ In reserve.

TURRET MONITORS.

| Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name. |
|------------------|-------------------------|--------------------|------------------------|---|--------------------------|
| <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 262 9 | | 10.50 | 3,900 | 271 | Amphitrite..... 1 |
| 263 1 | | 10.50 | 3,900 | 250 | Miantonomoh.. 2 |
| 262 3 | | 11.63 | 3,900 | 386 | Monadnock..... 3 |
| 260 11 | | 13.60 | 4,084 | 206 | Monterey..... 4 |
| 296 3 | | 12.40 | 6,060 | 306 | Puritan..... 5 |
| 263 1 | | ¹ 10.50 | 3,900 | 276 | Terror..... 6 |

¹ Estimated.

ARMORED VESSELS—DOUBLE

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate service. | Total heating service. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|-------------------------|------------------|--------------------|------------------|------------------|---------|-----------------------------|-----------------------|--------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 | Amphitrite | Incl. comp. (2) | <i>In.</i> 32 | <i>In.</i> 48 | <i>In.</i> 42 | | 4 B. & W.... | <i>Sq. ft.</i> 314 | <i>Sq. ft.</i> 12,240 | | 11,600 | | 1 |
| 2 | Miantonomoh .. | Incl. comp. (2) | 32 | 48 | 42 | | 6 S. E..... | 369 | 8,781 | | 1,426 | 510 | 2 |
| 3 | Monadnock | Hor. 3-exp. (2) | 19 $\frac{1}{2}$ | 30 $\frac{1}{2}$ | 52 $\frac{1}{2}$ | 30 | 4 S. E..... | 200 | 6,242 | | 2,163 | 293 | 3 |
| 4 | Monterey | Vert. 3-exp. (2) | 27 | 41 | 64 | 30 | 4 B. & W.... | 253 | 9,500 | 5,104 | 5,244 | 452 | 4 |
| 5 | Puritan | Hor. comp. (2) | 50 | | 86 | 42 | 8 S. E..... | 566 | 13,280 | | 3,700 | | 5 |
| 6 | Terror | Incl. comp. (2) | 32 | 48 | 46 | | 6 S. E..... | 378 | 8,781 | | 1,600 | 487 | 6 |

¹ Estimated.

TURRET MONITORS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|----------|----------------------|-------------|---|--|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 24 | 80 | 300 | 4-24-400 | General Electric Co. | Amphitrite | 1 | |
| | 1 | 16 | 80 | 200 | | | | | |
| 2 | 2 | 16 | 80 | 200 | 4-16-400 | Thomson-Houston | Miantonomoh | 2 | |
| 3 | 2 | 16 | 80 | 200 | 6-16-450 | General Electric Co. | Monadnock | 3 | |
| 4 | 3 | 16 | 80 | 200 | 6-16-450 | General Electric Co. | Monterey | 4 | |
| 5 | 2 | 32 | 80 | 400 | 6-32-400 | General Electric Co. | Puritan | 5 | |
| 6 | 1 | 24 | 80 | 300 | 4-24-400 | General Electric Co. | Terror | 6 | |
| | 1 | 24 | 80 | 300 |  |  |  |  |  | 2-24-400 | Siemens Bros |

ARMORED VESSELS—DOUBLE

| Name. | Batteries. | |
|---------------------------|--|----------------|
| | Guns. | Torpedo tubes. |
| 1 Amphitrite | 4 10'' 30 cal. B. L. R.; 2 4'' 40 cal. R. F.; 2 3-pdr. R. F..... | 1 |
| 2 Miantonomoh .. | 4 10'' 30 cal. B. L. R.; 2 6-pdr. R. F..... | 2 |
| 3 Monadnock | 4 10'' 30 cal. B. L. R.; 2 4'' 40 cal. R. F.; 5 6-pdr. R. F..... | 3 |
| 4 Monterey | 2 12'' 35 cal. B. L. R.; 2 10'' 30 cal. B. L. R.; 6 6-pdr. R. F..... | 4 |
| 5 Puritan | 4 12'' 35 cal. B. L. R.; 6 4'' 40 cal. R. F.; 6 6-pdr. R. F..... | 5 |
| 6 Terror | 4 10'' 30 cal. B. L. R.; 4 4'' 40 cal. R. F.; 2 6-pdr. R. F..... | 6 |

TURRET MONITORS—Continued.

| Armor. | | | | | Protective deck amidships. Total thickness. | | Name. | |
|---|------------|------------|------------|-------------|---|--------|--------------------------|---|
| Water-line belt amidships. | Turrets. | | Barbettes. | | Flat. | Slope. | | |
| | Size. | Thickness. | Size. | Thick-ness. | | | | |
| 1 Top 9, bottom 4, water line 9. | Inches. 10 | Inches. 7½ | In. 10 | Inches. 11½ | Inches. 1½ | | Amphitrite . . . | 1 |
| 2 Top 7, bottom 4, water line 7. | 10 | 11½ | | | 1½ | | Miantonomoh . . | 2 |
| 3 Top 9, bottom 5, water line 9. | 10 | 7½ | 10 | 11½ | 1½ | | Monadnock . . . | 3 |
| 4 Top 13, bottom 5, water line 13. | 12 10 | 8 7½ | 12 10 | 13 11½ | 2½ | | Monterey | 4 |
| 5 ^a Top 14, bottom 6, water line 14. | 12 | 8 | 12 | 14 | 2 | | Puritan | 5 |
| 6 Top 7, bottom 4, water line 7. | 10 | 11½ | | | 1½ | | Terror | 6 |

ARMORED VESSELS—DOUBLE

| | Name. | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---|-------------------------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|---|
| | | | Officers. | Men. | | | | |
| 1 | Amphitrite | 1 mil. m.; 1 funnel..... | 19 | 115 | | (¹) | Aug. 3, 1886 Mar. 3, 1887 | 1 |
| 2 | Miantonomoh .. | 1 mil. m.; 1 funnel..... | 19 | 164 | | (¹) | Aug. 3, 1886 Mar. 3, 1887 | 2 |
| 3 | Monadnock | 1 mil. m.; 1 funnel..... | 19 | 210 | ² 988 | (¹) | Aug. 3, 1886 Mar. 3, 1887 | 3 |
| 4 | Monterey | 1 mil. m.; 1 funnel..... | 19 | 212 | ² 840 | \$1,628,950 | Mar. 3, 1887 | 4 |
| 5 | Puritan | 1 mil. m.; 1 funnel..... | 19 | 210 | | (¹) | Aug. 3, 1886 Mar. 3, 1887 | 5 |
| 6 | Terror | 1 mil. m.; 1 funnel..... | 19 | 210 | | (¹) | Aug. 3, 1886 Mar. 3, 1887 | 6 |

¹ Appropriation to complete Amphitrite, Miantonomoh, Monadnock, Puritan, and Terror, \$3,178,046.

² Subject to possible change.

TURRET MONITORS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name. | |
|---|------------------|---------------|----------------|------------------------------|---------------------------------|--|-------------------------|---|
| 1 | | 1874 | June 7, 1883 | | | Apr. 23, 1895 June 14, 1910 | Amphitrite | 1 |
| 2 | | 1874 | Dec. 5, 1876 | | | Oct. 27, 1891 Dec. 21, 1907 ¹ | Miantonomoh .. | 2 |
| 3 | | 1875 | Sept. 19, 1883 | | | Feb. 21, 1896 Apr. 20, 1911 | Monadnock ... | 3 |
| 4 | June 14, 1889 | Dec. 20, 1889 | Apr. 28, 1891 | June 14, 1892 | Feb. 6, 1893 | Feb. 13, 1893 Sept. 28, 1907 | Monterey | 4 |
| 5 | | 1875 | Dec. 6, 1882 | | | Dec. 10, 1896 Sept. 12, 1906 ¹ | Puritan | 5 |
| 6 | | 1874 | Mar. 24, 1883 | | | Apr. 15, 1896 May 8, 1906 ¹ | Terror | 6 |

¹ Date of placing out of commission.

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|--|---|--------------------------------------|---|-----------------------------|------------------------|------------------------|--|----|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| 1 Albany st. | Armstrong, Mitchell & Co., Newcastle on Tyne, England. ² | Asiatic Fleet.... | <i>Ft in.</i> 346 0 | <i>Ft in.</i> 43 9 | <i>Ft in.</i> 16 10 | <i>Tons.</i> 3,430 | <i>Tons.</i> 23.00 | 1 |
| 2 Atlanta | John Roach & Sons, Chester, Pa. | Barrack ship, navy yard, Charleston. | 277 5 | 42 2 | 16 10 | 3,000 | 20.00 | 2 |
| 3 Boston ⁴ | John Roach & Sons, Chester, Pa. | Navy yard, Puget Sound. | 277 5 | 42 2 | 16 10 | 3,000 | 20.00 | 3 |
| 4 Chattanooga (16) sg. | Crescent Ship Yard, Elizabethport, N.J. | Navy yard, Puget Sound. | 292 0 | 44 0 | 15 9 | 3,200 | 22.30 | 4 |
| 5 Chicago ⁶ | John Roach & Sons, Chester, Pa. | Naval Militia, Massachusetts. | 325 0 | 48 2½ | 19 0 | 4,500 | 27.00 | 5 |
| 6 Cincinnati (7) . | Navy yard, New York. | Navy yard, Mare Island. | 300 0 | 42 0 | 18 0 | 3,183 | 20.00 | 6 |
| 7 Cleveland (19) sg. | Bath Iron Works, Bath, Me. | Navy yard, Mare Island. | 292 0 | 44 0 | 15 9 | 3,200 | 22.30 | 7 |
| 8 Columbia (12) . | Wm. Cramp & Sons, Philadelphia, Pa. | Navy yard, Philadelphia. | 411 7 | 58 2 | 22 6 | 7,350 | 36.87 | 8 |
| 9 Denver (14) sg. | Neafe & Levy, Philadelphia, Pa. | Navy yard, Mare Island. | 292 0 | 44 0 | 15 9 | 3,200 | 22.30 | 9 |
| 10 Des Moines (15) sg. | Fore River Engine Co., Quincy, Mass. | Special service.. | 292 0 | 44 0 | 15 9 | 3,200 | 22.30 | 10 |
| 11 Galveston (17) sg. | Wm. R. Trigg Co., Richmond, Va. | Navy yard, Puget Sound. | 292 0 | 44 0 | 15 9 | 3,200 | 22.30 | 11 |
| 12 Minneapolis (13)⁶ | Wm. Cramp & Sons, Philadelphia, Pa. | Navy yard, Philadelphia. | 411 7 | 58 2 | 22 6 | 7,350 | 36.87 | 12 |
| 13 Newark (1)⁶... | Wm. Cramp & Sons, Philadelphia, Pa. | Station ship, Guantanamo Bay. | 311 5 | 49 2 | 18 9 | 4,083 | 25.00 | 13 |

(*st*) Sheathed with teak below water line.

(*sg*) Sheathed with Georgia pine below water line.

¹ Length on designed L. W. L.

² Engines and boilers built by R. & W. Hawthorn, Leslie & Co. (Ltd.), St. Peter's Works, Newcastle on Tyne, England.

³ One-half full supply of ammunition and stores.

⁴ Order of July 12, 1910, striking the Boston from the Navy list, annulled Dec. 23, 1910.

⁵ Two-thirds full supply of ammunition and stores.

⁶ Fitted as a flagship.

⁷ Full supply of ammunition and stores.

PROTECTED CRUISERS.

| Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | | Name and official number. |
|-----------------------|-------------------------|--------------------|------------------------|---|-------|------------------------------------|
| | | | | Tons. | Tons. | |
| 1 Ft. in. 354 4 | Tons. 3,954 | Knots. 20.52 | Tons. 3,450 | Tons. 1,821 | | Albany 1 |
| 2 288 6 | ..... | 15.60 | 3,070 | 575 | | Atlanta 2 |
| 3 288 3 | ..... | 15.60 | 3,025 | 428 | | Boston 3 |
| 4 308 11 | 3,514 | 16.65 | 3,207 | 1,733 | | Chattanooga (16)..... 4 |
| 5 342 2 | ..... | 18.00 | 4,546 | 850 | | Chicago 5 |
| 6 305 9 | 3,339 | 19.91 | ..... | 575 | | Cincinnati (7)..... 6 |
| 7 308 10 | 3,514 | 16.45 | 3,202 | 675 | | Cleveland (19)..... 7 |
| 8 413 1 | 8,270 | 22.80 | 7,387 | 1,525 | | Columbia (12)..... 8 |
| 9 308 9 | 3,514 | 16.75 | 3,200 | 675 | | Denver (14)..... 9 |
| 10 309 10 | 3,514 | 16.65 | 3,196 | 700 | | Des Moines (15)..... 10 |
| 11 308 10 | 3,514 | 16.41 | 3,255 | 724 | | Galveston (17)..... 11 |
| 12 413 1 | 8,270 | 23.07 | 7,387 | 1,400 | | Minneapolis (13)..... 12 |
| 13 327 7 | 4,533 | ¹ 19.00 | 3,970 | 800 | | Newark (1)..... 13 |

¹ Calculated to bottom of beams for steaming competition trials.² Estimated.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|-------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|---------|------------------------|--------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | Tons. | | | | |
| 1 | Albany | Vert. 3-exp. (2). | 31 | 40 | 70 | 30 | 4 D. E. | 468 | 13,156 | 17,400 | 17,500 | 605 | 1 | |
| 2 | Atlanta | Hor. 3-exp. (1). | 34 | 50½ | 74½ | 42 | 4 B. & W.; 2 S. E. | 303 | 10,824 | 13,500 | 1539 | 2 | | |
| 3 | Boston | Hor. comp. (1). | 54 | ..... | 74 | 42 | 8 S. E. | 382 | 8,920 | 4,300 | 663 | 3 | | |
| 4 | Chattanooga (16) . | Vert. 3-exp. (2). | 18 | 29 | *35½ | 30 | 6 B. & W. | 300 | 13,200 | 5,303 | 5,398 | 435 | 4 | |
| 5 | Chicago | Hor. 3-exp. (2). | 33½ | 50½ | 76 | 40 | 6 B. & W.; 4 S. E. | 634 | 23,253 | 9,000 | 922 | 5 | | |
| 6 | Cincinnati (7) ... | Vert. 3-exp. (2). | 24 | 44½ | *57 | 33 | 8 B. & W. | 507 | 19,840 | 8,290 | 8,491 | 6 | | |
| 7 | Cleveland (19) . | Vert. 3-exp. (2). | 18 | 29 | *35½ | 30 | 6 B. & W. | 300 | 13,200 | 4,640 | 4,685 | 457 | 7 | |
| 8 | Columbia (12) .. | Vert. 3-exp. (3). | 42 | 59 | 92 | 42 | 8 D. E.; 2 S. E. | 1,408 | 45,221 | 18,209 | 18,509 | 1,706 | 8 | |
| 9 | Denver (14) | Vert. 3-exp. (2). | 18 | 29 | *35½ | 30 | 6 B. & W. | 300 | 13,200 | 6,135 | 6,202 | 445 | 9 | |
| 10 | Des Moines (15) . | Vert. 3-exp. (2). | 18 | 29 | *35½ | 30 | 6 B. & W. | 300 | 13,200 | 5,340 | 5,400 | 452 | 10 | |
| 11 | Galveston (17) . | Vert. 3-exp. (2). | 18 | 29 | *35½ | 30 | 6 B. & W. | 300 | 13,200 | 5,073 | 5,178 | 448 | 11 | |
| 12 | Minneapolis (13) . | Vert. 3-exp. (3). | 42 | 59 | 92 | 42 | 8 D. E.; 2 S. E. | 1,520 | 50,147 | 20,544 | 20,862 | 1,672 | 12 | |
| 13 | Newark (1) | Hor. 3-exp. (2). | 34½ | 52½ | 76½ | 40 | 4 D. E. | 540 | 16,736 | 8,727 | 8,868 | 653 | 13 | |

¹ Estimated.

* Two low-pressure cylinders.

PROTECTED CRUISERS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|----------|----------|------------|-------|----------------------|--|-----------------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 | 50 | 125 | 400 | 800 | 8-50-400 | General Electric Co. | Albany | 1 |
| 2 | 2 | 16 | 80 | 200 | 400 | 4-16-450 | General Electric Co. | Atlanta | 2 |
| 3 | 2 1 | 16 16 | 80 80 | 200 200 | 600 | 4-16-400 4-16-400 | General Electric Co. Edison dynamo (U. I. W. engine). | Boston | 3 |
| 4 | 4 | 24 | 80 | 300 | 1,200 | 6-24-400 | General Electric Co. | Chattanooga (16). | 4 |
| 5 | 3 | 24 | 80 | 300 | 900 | 6-24-410 | General Electric Co. | Chicago | 5 |
| 6 | 2 | 30 | 125 | 240 | 480 | 14-30-3600 | General Electric Co. | Cincinnati (7) | 6 |
| 7 | 4 | 24 | 80 | 300 | 1,200 | 6-24-400 | General Electric Co. | Cleveland (19). | 7 |
| 8 | 2 | 32 | 80 | 400 | 800 | 4-32-400 | General Electric Co. | Columbia (12) | 8 |
| 9 | 4 | 24 | 80 | 300 | 1,200 | 6-24-400 | General Electric Co. | Denver (14) | 9 |
| 10 | 4 | 24 | 80 | 300 | 1,200 | 6-24-400 | General Electric Co. | Des Moines (15). | 10 |
| 11 | 4 | 24 | 80 | 300 | 1,200 | 8-24-380 | Bullock Electric Co. (Forbes engine.) | Galveston (17). | 11 |
| 12 | 3 | 24 | 80 | 300 | 900 | 4-24-400 | General Electric Co. | Minneapolis (13). | 12 |
| 13 | 4 | 24 | 125 | 192 | 768 | 6-24-400 | General Electric Co. | Newark (1) | 13 |

¹Turbogenerators.

UNARMORED STEEL VESSELS—

| Name and official number. | Batteries. | |
|----------------------------------|---|----------------|
| | Guns. | Torpedo tubes. |
| 1 Albany | 10 5'' 50 cal. B. L. R.; 8 3-pdr. R. F. | 1 |
| 2 Atlanta | | 2 |
| 3 Boston | 2 8'' 30 cal. B. L. R.; 3 6'' 30 cal. R. F.; 1 4'' 40 cal. R. F.; 6 6-pdr. R. F. | 3 |
| 4 Chattanooga (16) | 10 5'' 50 cal. B. L. R.; 8 6-pdr. R. F. | 4 |
| 5 Chicago | 4 8'' 35 cal. B. L. R.; 14 5'' 40 cal. R. F.; 9 6-pdr. R. F.; added temporarily, 2 4'' 40 cal. R. F.; 2 3-pdr. R. F. | 5 |
| 6 Cincinnati (7) | 11 5'' 40 cal. R. F.; 6 6-pdr. R. F. | 6 |
| 7 Cleveland (19) | 10 5'' 50 cal. B. L. R.; 8 6-pdr. R. F. | 7 |
| 8 Columbia (12) | 3 6'' 45 cal. R. F.; 8 4'' 40 cal. R. F.; 12 6-pdr. R. F. | 8 |
| 9 Denver (14) | 10 5'' 50 cal. B. L. R.; 8 6-pdr. R. F. | 9 |
| 10 Des Moines (15) | 10 5'' 50 cal. B. L. R.; 8 6-pdr. R. F. | 10 |
| 11 Galveston (17) | 10 5'' 50 cal. B. L. R.; 8 6-pdr. R. F. | 11 |
| 12 Minneapolis (13) | 3 6'' 45 cal. R. F.; 8 4'' 40 cal. R. F.; 12 6-pdr. R. F. | 12 |
| 13 Newark (1) | 12 6'' 30 cal. R. F.; 6 3-pdr. R. F. | 13 |

PROTECTED CRUISERS—Continued.

| Protective deck amidships; total thickness. | | Rig and number of funnels. | Complement. | | Name and official number. | |
|---|----------------|----------------------------|---------------------------|------|---------------------------|------------------------------------|
| Flat. | Slope. | | Officers. | Men. | | |
| <i>Inches.</i> | <i>Inches.</i> | | | | | |
| 1 | 1½ | 3½ | 2 mil. m.; 2 funnels..... | 18 | 328 | Albany 1 |
| 2 | 1½ | 1½ | Schooner; 2 funnels..... | 18 | 285 | Atlanta 2 |
| 3 | 1½ | 1½ | Schooner; 2 funnels..... | 18 | 251 | Boston 3 |
| 4 | ½ | 2½ | Schooner; 2 funnels..... | 18 | 304 | Chattanooga (16)..... 4 |
| 5 | 1½ | 1½ | Schooner; 2 funnels..... | 18 | 411 | Chicago 5 |
| 6 | 1 | 2½ | 1 pole m.; 2 funnels..... | 18 | 289 | Cincinnati (7) .. 6 |
| 7 | ½ | 2½ | Schooner; 2 funnels..... | 18 | 279 | Cleveland (19) .. 7 |
| 8 | 2½ | 4 | Schooner; 4 funnels..... | 18 | 360 | Columbia (19) .. 8 |
| 9 | ½ | 2½ | Schooner; 2 funnels..... | 18 | 279 | Denver (14)..... 9 |
| 10 | ½ | 2½ | Schooner; 2 funnels..... | 18 | 279 | Des Moines (15) 10 |
| 11 | ½ | 2½ | Schooner; 2 funnels..... | 18 | 279 | Galveston (17) .. 11 |
| 12 | 2½ | 4 | Schooner; 2 funnels..... | 18 | 360 | Minneapolis (18)..... 12 |
| 13 | 2 | 3 | Schooner; 2 funnels..... | 18 | 359 | Newark (1)..... 1 |

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UNARMORED STEEL VESSELS—

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|----|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|--------------------|----|
| 1 | Albany..... | ¹ 1,121 | | | | 1 |
| 2 | Atlanta..... | ¹ 1,295 | \$617,000 | Mar. 3, 1883..... | July 23, 1883..... | 2 |
| 3 | Boston..... | ¹ 1,280 | 619,000 | Mar. 3, 1883..... | July 23, 1883..... | 3 |
| 4 | Chattanooga (16)..... | | 1,039,966 | Mar. 3, 1899..... | Dec. 14, 1899..... | 4 |
| 5 | Chicago..... | ¹ 1,560 | 889,000 | Mar. 3, 1883..... | July 26, 1883..... | 5 |
| 6 | Cincinnati (7)..... | ¹ 934 | ² 1,100,000 | Sept. 7, 1888..... | | 6 |
| 7 | Cleveland (19)..... | | 1,041,650 | Mar. 3, 1899..... | Dec. 14, 1899..... | 7 |
| 8 | Columbia (12)..... | 2,536 | 2,725,000 | June 30, 1890..... | Nov. 19, 1890..... | 8 |
| 9 | Denver (14)..... | 1,566 | 1,080,000 | Mar. 3, 1899..... | Dec. 14, 1899..... | 9 |
| 10 | Des Moines (15)..... | | 1,065,000 | Mar. 3, 1899..... | Dec. 14, 1899..... | 10 |
| 11 | Galveston (17)..... | | 1,027,000 | Mar. 3, 1899..... | Dec. 14, 1899..... | 11 |
| 12 | Minneapolis (18)..... | 2,537 | 2,690,000 | Mar. 2, 1891..... | Aug. 31, 1891..... | 12 |
| 13 | Newark (1)..... | ¹ 1,438 | 1,248,000 | Mar. 3, 1885..... | Oct. 27, 1887..... | 13 |

¹ Subject to possible change.² Limit of cost..

PROTECTED CRUISERS—Continued.

| Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | | |
|------------|---------------|------------------------------|---------------------------------|---|--|----------------------|----|
| 1 | Jan. 14, 1899 | (¹) | | May 29, 1900 June 10, 1907 | Albany..... | 1 | |
| 2 | Nov. 8, 1883 | Oct. 9, 1884 | Jan. 23, 1885 | July 19, 1886 May 8, 1905 | Atlanta..... | 2 | |
| 3 | Nov. 15, 1883 | Dec. 4, 1884 | Jan. 23, 1885 | May 2, 1887 June 10, 1907 ² | Boston..... | 3 | |
| 4 | Mar. 29, 1900 | Mar. 7, 1903 | June 14, 1902 | Mar. 3, 1905 | Oct. 11, 1904 Sept. 17, 1910 ² | Chattanooga (16). | 4 |
| 5 | Dec. 29, 1883 | Dec. 5, 1885 | Jan. 26, 1885 | Apr. 17, 1889 May 14, 1909 | Chicago..... | 5 | |
| 6 | Jan. —, 1890 | Nov. 10, 1892 | | June 16, 1894 Mar. 8, 1911 | Cincinnati (7). | 6 | |
| 7 | June 1, 1900 | Sept. 28, 1901 | June 14, 1902 | Oct. 29, 1903 | Nov. 2, 1903 Aug. 31, 1910 ² | Cleveland (19). | 7 |
| 8 | Dec. 30, 1890 | July 26, 1892 | May 19, 1893 | Dec. 22, 1893 | Apr. 23, 1894 May 3, 1907 ² | Columbia (12). | 8 |
| 9 | June 28, 1900 | June 21, 1902 | June 14, 1902 | Mar. 5, 1904 | May 17, 1904 Mar. 12, 1910 ² | Denver (14).... | 9 |
| 10 | Aug. 28, 1900 | Sept. 20, 1902 | June 14, 1902 | Mar. 5, 1904 | Mar. 5, 1904 | Des Moines (15) | 10 |
| 11 | Jan. 19, 1901 | July 23, 1903 | June 14, 1902 | June 10, 1905 | Feb. 15, 1905 Mar. 23, 1910 ² | Galveston (17). | 11 |
| 12 | Dec. 16, 1891 | Aug. 12, 1893 | Aug. 31, 1893 | Dec. 6, 1894 | Dec. 13, 1894 Nov. 17, 1906 ² | Minneapolis (13). | 12 |
| 13 | June 12, 1888 | Mar. 19, 1890 | Oct. 27, 1889 | Jan. 31, 1891 | Feb. 2, 1891 Mar. 23, 1908 | Newark (1).... | 13 |

¹ Date of purchase, Mar 16, 1898.² Date of placing out of commission.

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|------------------------------------|---|------------------------------------|---|-----------------------------|----------------|------------------------|--|----|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 14 New Orleans <i>st</i> | Armstrong, Mitchell & Co., Newcastle on Tyne, England. ² | Asiatic Fleet... | 346 0 | 43 9 | 16 10 | * 3,430 | 23.00 | 14 |
| 15 Olympia (6) ⁴ | Union Iron Works, San Francisco, Cal. | Naval Academy. | 340 0 | 53 0 ⁴ | 21 6 | * 5,865 | 29.35 | 15 |
| 16 Raleigh (8).... | Navy yard, Norfolk, Va. | Navy yard, Mare Island. | 300 0 | 42 0 | 18 0 | * 3,183 | 20.00 | 16 |
| 17 Tacoma (18) <i>st</i> . | Union Iron Works, San Francisco, Cal. | Special service.. | 292 0 | 44 0 | 15 9 | * 3,200 | 22.30 | 17 |
| Total normal displacement..... | | | | | | 67,574 | | |

st Sheathed with teak below water line.

¹ Length on designed L. W. L.

² Engines and boilers built by Humphreys & Tennant (Ltd.), London.

³ One-half full supply of ammunition and stores.

⁴ Fitted as a flagship.

⁵ Full supply of ammunition and stores.

⁶ Two-thirds full supply of ammunition and stores.

PROTECTED CRUISERS—Continued.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. |
|----|------------------|-------------------------|--------------------|------------------------|---|---------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 14 | 354 5 | 3,954 | ¹ 20.00 | ..... | 750 | New Orleans... 14 |
| 15 | 344 1 | 6,558 | 21.69 | 5,566 | 1,000 | Olympia (6).... 15 |
| 16 | 305 10 | 3,339 | 21.12 | ..... | 575 | Raleigh (6)..... 16 |
| 17 | 308 6 | 3,514 | 16.58 | 3,211 | ² 710 | Tacoma (18).... 17 |

¹ Estimated.² Calculated to bottom of beams for steaming competition trials.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Stroke. | Number and type of boilers. | Total grate surface. | | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|-------------------|--------------------|-------|-------|-----|-----------------------|-----------------------------|----------------------|---------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | | | | Sq. ft. | Sq. ft. | | | |
| | | | In. | In. | In. | In. | | | | | | Tons. | |
| 14 | New Orleans ... | Vert. 3-exp. (2). | 31 | 46 | 70 | 30 | 4 D. E.; 1 auxiliary. | 480 | 14,378 | ..... | 7,500 | ..... | 14 |
| 15 | Olympia (6) | Vert. 3-exp. (2). | 42 | 59 | 92 | 42 | 4 D. E.; 2 S. E. | 824 | 28,299 | 17,080 | 17,313 | 1,163 | 15 |
| 16 | Raleigh (8)..... | Vert. 3-exp. (2). | 24 | 44½ | 157 | 33 | 8 B. & W ... | 506 | 21,130 | ..... | 8,159 | 784 | 16 |
| 17 | Tacoma (16).... | Vert. 3-exp. (2). | 18 | 29 | 135½ | 30 | 6 B. & W ... | 300 | 13,200 | 5,288 | 5,424 | 442 | 17 |

¹ Two low-pressure cylinders.

PROTECTED CRUISERS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|--------|----------|--------|-------|----------------------|---------------------------|-----------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 14 | 2 | 50 | 125 | 400 | 1,200 | 8-50-400 | B. F. Sturtevant Co | New Orleans ... | 14 |
| 15 | 4 | 32 | 80 | 400 | 2,200 | 8-32-400 8-24-400 | General Electric Co | Olympia (8).... | 15 |
| | 2 | 24 | 80 | 300 | | | | | |
| 16 | 2 | 30 | 125 | 240 | 480 | 4-30-3600 | General Electric Co | Raleigh (8).... | 16 |
| 17 | 4 | 24 | 80 | 300 | 1,200 | 4-24-400 | Union Iron Works | Tacoma (18).... | 17 |

¹ Turbogenerators.

UNARMORED STEEL VESSELS—

| | | Batteries. | |
|---------------------------|-------------------------|---|----------------|
| Name and official number. | | Guns. | Torpedo tubes. |
| 14 | New Orleans ... | 10 5" 50 cal. B. L. R.; 8 3-pdr. R. F. | 14 |
| 15 | Olympia (6) | 4 8" 35 cal. B. L. R.; 10 5" 40 cal. R. F.; 4 6-pdr. R. F. | 15 |
| 16 | Raleigh (8) | 11 5" 40 cal. R. F.; 6 3-pdr. R. F. | 16 |
| 17 | Tacoma (18) | 10 5" 50 cal. B. L. R.; 8 6-pdr. R. F. | 17 |

PROTECTED CRUISERS—Continued.

| Protective deck amidships; total thickness. | | Rig and number of funnels. | Complement. | | Name and official number. | |
|---|----------------|----------------------------|---------------------------|------|---------------------------|----------------------------|
| Flat. | Slope. | | Officers. | Men. | | |
| <i>Inches.</i> | <i>Inches.</i> | | | | | |
| 14 | 1½ | 3½ | 2 mil. m.; 2 funnels..... | 18 | 325 | New Orleans ... 14 |
| 15 | 2 | 4½ | Schooner; 2 funnels..... | 20 | 426 | Olympia (6) 15 |
| 16 | 1 | 2½ | Schooner; 2 funnels..... | 18 | 289 | Raleigh (6) 16 |
| 17 | ¾ | 2½ | Schooner; 2 funnels..... | 18 | 279 | Tacoma (16) ... 17 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|----|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|--------------------|----|
| 14 | New Orleans ... | ¹ 1,130 | | | | 14 |
| 15 | Olympia (8).... | ¹ 1,806 | \$1,796,000 | Sept. 7, 1888..... | July 10, 1890..... | 15 |
| 16 | Raleigh (8)..... | ¹ 934 | 1,100,000 | Sept. 7, 1888..... | | 16 |
| 17 | Tacoma (18).... | 1,554 | 1,041,900 | Mar. 3, 1899..... | Dec. 14, 1899..... | 17 |

¹ Subject to possible change.

PROTECTED CRUISERS—Concluded.

| Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|------------|----------------|------------------------------|---------------------------------|--------------------------------------|--------------------------------|-------------------|
| 14 | Dec. 4, 1896 | (¹) | | Mar. 18, 1898 Nov. 15, 1909 | New Orleans... 14 | |
| 15 | June 17, 1891 | Nov. 5, 1892 | Apr. 1, 1893 | Feb. 20, 1894 | Feb. 5, 1895 May 14, 1909 | Olympia (6)... 15 |
| 16 | Dec. —, 1889 | Mar. 31, 1892 | | | Apr. 17, 1894 Feb. 21, 1911 | Raleigh (8)... 16 |
| 17 | Sept. 27, 1900 | June 2, 1903 | June 14, 1902 | Jan. 18, 1904 | Jan. 30, 1904 | Tacoma (18)... 17 |

¹Date of purchase, Mar. 16, 1896.

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, full stores and ammunition; normal coal. | | | | | |
|---------------------------------------|--------------------------------------|------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Marblehead (11). | City Point Works, Boston, Mass. | Naval Militia, California. | 257 0 | 37 0 | 14 6 | 2,072 | 15.75 | 1 |
| 2 Montgomery (9). ² | Columbian Iron Works, Baltimore, Md. | Special service.. | 257 0 | 37 0 | 14 6 | 2,072 | 15.75 | 2 |
| Total normal displacement..... | | | | | | 4,144 | | |

¹ Length on designed L. W. L.² Fitted as a torpedo practice ship.

UNPROTECTED CRUISERS.

| | Length over all. | Full-load dis- placement. | Speed on trial. | Displacement on trial. | Bunker capaci- ty to 6 inches below beams (43 cubic feet to the ton). | Name and official number. |
|---|---------------------|------------------------------|-----------------|---------------------------|---|------------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons</i> | |
| 1 | 269 6 | 2,212 | 18.44 | 2,054 | 346 | Marblehead 1 (11). |
| 2 | 269 6 | 2,212 | 19.06 | 2,080 | 265 | Montgomery 2 (9). |

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|---------------------------|------------------|--------------------|------------------|------------------|------------------|-----------------------------|-----------------------|--------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 | Marblehead (11). | Vert. 3-exp. (2) | <i>In.</i> 26½ | <i>In.</i> 39 | <i>In.</i> 63 | <i>In.</i> 26 | 3 D. E., 2 S. E. | <i>Sq. ft.</i> 414 | <i>Sq. ft.</i> 11,058 | 4,937 | 5,450 | <i>Tons.</i> 429 | 1 |
| 2 | Montgomery (9). | Vert. 3-exp. (2) | 26½ | 39 | 63 | 26 | 6 Almy..... | 242 | 9,300 | 5,543 | 5,584 | 401 | 2 |

UNPROTECTED CRUISERS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-----------------|--------|----------|--------|-------|-----------|---|---------------------|---|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 | 16 | 80 | 200 | 400 | 4-16-400 | Crocker Wheeler Co. (Forbes en- gine). | Marblehead (11). | 1 |
| 2 | 3 | 50 | 125 | 400 | 1,200 | 8-50-400 | General Electric Co..... | Montgomery (8). | 2 |

UNARMORED STEEL VESSELS—

| Name and official number. | Batteries. | | |
|---------------------------|--|--|---|
| | Guns. | Torpedo tubes. | |
| 1 Marblehead (11). | 8 5" 40 cal. R. F.; 4 6-pdr. R. F.; added temporarily, 2 4" 40 cal. R. F.; 2 3-pdr. R. F. | | 1 |
| 2 Montgomery (9). | 2 6-pdr. R. F. | 1 21" subm. 1 18" subm. 1 21" above water 1 18" above water | 2 |

UNPROTECTED CRUISERS—Continued.

| | Water-tight deck. | | Rig and number of funnels. | Complement. | | Name and official number. |
|---|-------------------------------|-------------------------------|----------------------------|-------------|------|-----------------------------|
| | Flat. | Slope. | | Officers. | Men. | |
| 1 | <i>Inch.</i> $\frac{1}{8}$ | <i>Inch.</i> $\frac{1}{8}$ | Schooner; 2 funnels..... | 13 | 239 | Marblehead (11). |
| 2 | $\frac{1}{8}$ | $\frac{1}{8}$ | Schooner; 2 funnels..... | 19 | 239 | Montgomery 2 (9). |

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UNARMORED STEEL VESSELS—

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|--------------------|---|
| 1 | Marblehead (11). | ¹ 626 | \$674,000 | Sept. 7, 1888..... | Nov. 11, 1889..... | 1 |
| 2 | Montgomery (9). | ¹ 587 | 612,500 | Sept. 7, 1888..... | Nov. 2, 1889..... | 2 |

¹ Subject to possible change.

UNPROTECTED CRUISERS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|------------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|---|
| 1 | Oct., 1890 | Aug. 11, 1892 | May 11, 1892 | Jan. 8, 1894 | Apr. 2, 1894 Mar. 31, 1910 | Marblehead (11). | 1 |
| 2 | Feb., 1890..... | Dec. 5, 1891 | May 2, 1892 | Mar. 5, 1894 | June 21, 1894 Jan. 2, 1908 | Montgomery (9). | 2 |

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|--|--|------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Birmingham (3). ² | Fore River Shipbuilding Co., Quincy, Mass. | Navy yard, Portsmouth, N. H. | 420 0 | 47 1 | 16 9 | * 3,750 | 31.00 | 1 |
| 2 Chester (1). ² ... | Bath Iron Works, Bath, Me. | Atlantic Fleet... | 420 0 | 47 1 | 16 9 | * 3,750 | 31.00 | 2 |
| 3 Salem (3). ² | Fore River Shipbuilding Co., Quincy, Mass. | Atlantic Fleet... | 420 0 | 47 1 | 16 9 | * 3,750 | 31.00 | 3 |
| Total normal displacement..... | | | | | | 11,250 | | |

¹ Length on designed L. W. L.² 2" N. S. water-line protection.³ 40 tons Supplies and Accounts, two-thirds full supply other stores and ammunition.

SCOUT CRUISERS.

| | Length over all. | Full-load dis- placement. | Speed on trial. | Displacement on trial. | Bunker capaci- ty to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|---|---------------------|------------------------------|-----------------|---------------------------|---|------------------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 423 1 | 4,687 | 24.33 | 3,720 | 1,400 | Birmingham (3). | 1 |
| 2 | 423 1 | 4,687 | 26.52 | 3,673 | 1,375 | Chester (1)..... | 2 |
| 3 | 423 1 | 4,687 | 25.95 | 3,751 | 1,480 | Salem (3)..... | 3 |

UNARMORED STEEL VESSELS—

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---------------------------|-----------------------|--------------------|------------------|-------------------|------------------|-----------------------------|-----------------------|--------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 Birmingham (3). | Vert. 3-exp. (2). | <i>In.</i> 23½ | <i>In.</i> 45 | <i>In.</i> 162 | <i>In.</i> 36 | 12 Fore River. | <i>Sq. ft.</i> 696 | <i>Sq. ft.</i> 37,992 | 15,670 | 15,889 | <i>Tons.</i> 844 |
| 2 Chester (1)..... | Parsons turb.(4)..... | ..... | ..... | ..... | ..... | 12 Normand. | 696 | 32,040 | * 23,900 | ..... | 801 |
| 3 Salem (3)..... | Curtis turb. (2)..... | ..... | ..... | ..... | ..... | 12 Fore River. | 696 | 37,992 | * 19,578 | ..... | 909 |

¹ Two low-pressure cylinders.² Estimated.³ S. H. P. main engines only.

SCOUT CRUISERS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-----------------|--------|----------|--------|-------|-----------|------------------------------|------------------|---|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 3 | 32 | 125 | 256 | 768 | 8-32-400 | General Electric Co..... | Birmingham (3) | 1 |
| 2 | 3 | 32 | 125 | 256 | 768 | 8-32-400 | General Electric Co..... | Chester (1)..... | 2 |
| 3 | 3 | 32 | 125 | 256 | 768 | 8-32-400 | General Electric Co..... | Salem (3)..... | 3 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | |
|---|---------------------------|--|-----------------|---|
| | | Guns. | Torpedo tubes. | |
| 1 | Birmingham (2). | 2 5'' 50 cal. B. L. R.; 6 3'' 50 cal. R. F.; 2 3-pdr. R. F | 2 21'' subm.... | 1 |
| 2 | Chester (1)..... | 2 5'' 50 cal. B. L. R.; 6 3'' 50 cal. R. F.; 2 3-pdr. R. F | 2 21'' subm.... | 2 |
| 3 | Salem (3)..... | 2 5'' 50 cal. B. L. R.; 6 3'' 50 cal. R. F.; 2 3-pdr. R. F | 2 21'' subm.... | 3 |

SCOUT CRUISEES—Continued.

| Water-tight deck. | | Rig and number of funnels. | Complement. | | Name and official number. | |
|-------------------|----------------|----------------------------|-------------|------|---------------------------|---|
| Flat. | Slope. | | Officers. | Men. | | |
| <i>Inches.</i> | <i>Inches.</i> | | | | | |
| 1 | | 4 funnels; 2 masts | 22 | 355 | Birmingham (8) | 1 |
| 2 | | 4 funnels; 2 masts | 22 | 351 | Chester (1) | 2 |
| 3 | | 4 funnels; 2 masts | 22 | 351 | Salem (8) | 3 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|-------------------|---|
| 1 | Birmingham (8). | ..... | \$1,556,000 | Apr. 27, 1904..... | May 17, 1905..... | 1 |
| 2 | Chester (1)..... | ..... | 1,688,000 | Apr. 27, 1904..... | May 4, 1905..... | 2 |
| 3 | Salem (3)..... | ..... | 1,556,000 | Apr. 27, 1904..... | May 17, 1905..... | 3 |

SCOUT CRUISERS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|----------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|---|
| 1 | Aug. 14, 1905 | May 29, 1907 | Nov. 17, 1907 | Apr. 10, 1908 | Apr. 11, 1908 | Birmingham (2). | 1 |
| 2 | Sept. 25, 1905 | June 26, 1907 | May 4, 1908 | Apr. 24, 1908 | Apr. 25, 1908 | Chester (1) .. | 2 |
| 3 | Aug. 28, 1905 | July 27, 1907 | Mar. 17, 1908 | July 27, 1908 | Aug. 1, 1908 | Salem (3) | 3 |

UNARMORED STEEL

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | |
|---|--|------------------------------------|---|-----------------------------|----------------|------------------------|--|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> |
| 1 Concord (3) ² . | N. F. Palmer, jr., & Co., Chester, Pa. | Naval Militia, Washington. | 230 0 | 36 0 | 14 0 | ³ 1,710 | 13.79 |
| 2 Don Juan de Austria. ⁴ | Cartagena, Spain.... | Naval Militia, Michigan. | 210 0 | ⁵ 32 0 | 12 6 | 1,130 | 11.65 |
| 3 Isla de Cuba. ⁴ | W. G. Armstrong, Newcastle on Tyne, England. | Naval Militia, Maryland. | 192 10 | 30 1½ | 11 6 | 1,030 | 9.73 |
| 4 Isla de Luzon. ⁴ | W. G. Armstrong, Newcastle on Tyne, England. | Naval Militia, Louisiana. | 192 10 | 30 1½ | 11 6 | 1,030 | 9.73 |
| 5 Machias (5).... | Bath Iron Works, Bath, Me. | Naval Militia, Connecticut. | 204 0 | 32 1½ | 12 0 | ⁶ 1,177 | 10.78 |
| 6 Petrel (2)..... | Columbian Iron Works, Baltimore, Md. | Special service.. | 181 4 | 31 0 | 11 6 | 890 | 9.26 |
| 7 Sacramento (19). | ..... | Design being prepared. | ..... | ..... | ..... | ..... | ..... |
| 8 Yorktown (1). | Wm. Cramp & Sons, Philadelphia, Pa. | Special service.. | 230 0 | 36 0 | 14 0 | ⁶ 1,710 | 13.75 |
| 9 Gunboat No. 16. | ..... | Contract not awarded. | ..... | ..... | ..... | ..... | ..... |
| Total normal displacement (excepting Nos. 16 and 19)..... | | | | | | 8,677 | ..... |

¹ Length on designed L. W. L.² Order of July 12, 1910, striking the Concord from the Navy List, annulled Dec. 23, 1910.³ Full supply ammunition and stores, normal coal.⁴ Captured during War with Spain.⁵ Iron.⁶ Molded.

VESSELS—GUNBOATS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|---|------------------|-------------------------|-----------------|------------------------|---|---------------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 244 5 | 1,910 | 16.80 | 1,725 | 354 | Concord (3).... | 1 |
| 2 | 215 6 | ..... | 12.20 | 1,015 | 204 | Don Juan de Austria. | 2 |
| 3 | 196 9 | ..... | 13.08 | 950 | 159 | Isla de Cuba... | 3 |
| 4 | 196 9 | ..... | 11.23 | 1,020 | 159 | Isla de Luzon... | 4 |
| 5 | 212 4 | 1,293 | 15.46 | 1,067 | 261 | Machias (5).... | 5 |
| 6 | 188 0 | ..... | 11.40 | 867 | 193 | Petrel (2)..... | 6 |
| 7 | ..... | ..... | ..... | ..... | ..... | Sacramento (19). | 7 |
| 8 | 244 5 | 1,910 | 16.14 | 1,720 | 341 | Yorktown (1).. | 8 |
| 9 | ..... | ..... | ..... | ..... | ..... | Gunboat No. 16. | 9 |

UNARMORED STEEL

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|---------------------------|------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | | |
| 1 | Concord (3).... | Hor. 3-exp. (2) | 22 | 31 | 50 | 30 | 4 Low. Loco. | 220 | 8,210 | 3,359 | 3,404 | 285 | 1 |
| 2 | Don Juan de Austria. | Hor. comp. (1) | 40 | ... | 70 | 30 | 4 S. W. | 164 | 4,442 | ..... | 941 | ..... | 2 |
| 3 | Isla de Cuba... | Hor. 3-exp. (2) | 18½ | 29 | 43 | 24 | 2 S. W. | 148 | 5,508 | 844 | 851 | ..... | 3 |
| 4 | Isla de Luzon.. | Hor. 3-exp. (2) | 18½ | 29 | 43 | 24 | 2 S. W. | 149 | 5,508 | 516 | 535 | ..... | 4 |
| 5 | Machias (5).... | Vert. 3-exp. (2) | 15½ | 22½ | 35½ | 24 | 2 S. W. | 106 | 3,954 | 1,848 | 1,873 | 144 | 5 |
| 6 | Petrel (3)..... | Hor. comp. (1) | 25 | ... | 46 | 33 | 4 S. E. | 93 | 2,505 | 1,008 | 1,045 | 130 | 6 |
| 7 | Sacramento (19). | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7 |
| 8 | Yorktown (1).. | Hor. 3-exp. (2) | 22 | 31 | 50 | 30 | 4 S. W. | 220 | 8,092 | 3,341 | 3,392 | 330 | 8 |
| 9 | Gunboat No. 16. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9 |

VESSELS—GUNBOATS—Continued.

| Generating sets. | | | | | | | Type. | Builders. | Name and official number. |
|------------------|-------------|--------|----------|--------|-----|----------|--------------------------|----------------------|---------------------------|
| No. | Kilo-watts. | Volts. | Amperes. | | | | | | |
| | | | Unit. | Total. | | | | | |
| 1 | | | | | | | | Concord (3).... | 1 |
| 2 | 2 | 8 | 125 | 64 | 128 | 6-8-480 | B. F. Sturtevant Co..... | Don Juan de Austria. | 2 |
| 3 | 2 | 5 | 80 | 62.5 | 125 | 4-5-500 | General Electric Co..... | Isla de Cuba... | 3 |
| 4 | 2 | 5 | 80 | 62.5 | 125 | 4-5-500 | General Electric Co..... | Isla de Luzon... | 4 |
| 5 | 2 | 8 | 125 | 64 | 128 | 6-8-550 | General Electric Co..... | Machias (5).... | 5 |
| 6 | 2 | 10 | 125 | 80 | 160 | 6-10-450 | General Electric Co..... | Petrel (2)..... | 6 |
| 7 | | | | | | | | Sacramento (19). | 7 |
| 8 | 2 | 16 | 125 | 128 | 256 | 6-16-450 | General Electric Co..... | Yorktown (1).. | 8 |
| 9 | | | | | | | | Gunboat No. 16. | 9 |

UNARMORED STEEL

| Name and official number. | Batteries. | | |
|---------------------------|--|----------------|---|
| | Guns. | Torpedo tubes. | |
| 1 Concord (3).... | 3 6'' 30 cal. R. F.; 1 4'' 40 cal. R. F.; 4 3-pdr. R. F. .... | ..... | 1 |
| 2 Don Juan de Austria. | 2 4'' 40 cal. R. F.; 8 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. | ..... | 2 |
| 3 Isla de Cuba... | 2 4'' 40 cal. R. F.; 2 6-pdr. R. F.; 4 3-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | ..... | 3 |
| 4 Isla de Luzon .. | 4 4'' 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | ..... | 4 |
| 5 Machias (5)..... | 8 4'' 40 cal. R. F.; 2 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily; 2 3-pdr. R. F. | ..... | 5 |
| 6 Petrel (3)..... | 4 4'' 40 cal. R. F.; 2 3-pdr. R. F.; 2 1-pdr. R. F. .... | ..... | 6 |
| 7 Sacramento (19). | ..... | ..... | 7 |
| 8 Yorktown (1).. | 6 6'' 30 cal. R. F.; 4 3-pdr. R. F.; 4 1-pdr. R. F. .... | ..... | 8 |
| 9 Gunboat No. 16. | ..... | ..... | 9 |

VESSELS—GUNBOATS—Continued.

| Water-tight deck. | | Rig and number of funnels. | Complement. | | Name and official number. |
|-------------------|-------------------|--|-------------|------|------------------------------------|
| Flat. | Slope. | | Officers. | Men. | |
| Inches. | Inches. | | | | |
| 1 | $\frac{3}{8}$ | Schooner; 1 funnel..... | 10 | 177 | Concord (3) 1 |
| 2 | | Schooner; 1 funnel..... | 8 | 145 | Don Juan de Austria 2 |
| 3 | 1 1 $\frac{1}{2}$ | 1 2 $\frac{1}{2}$ Schooner; 2 funnels..... | 8 | 137 | Isla de Cuba ... 3 |
| 4 | 1 1 $\frac{1}{2}$ | 1 2 $\frac{1}{2}$ Schooner; 2 funnels..... | 8 | 137 | Isla de Luzon ... 4 |
| 5 | $\frac{1}{8}$ | $\frac{3}{8}$ Schooner; 1 funnel..... | 10 | 138 | Machias (5) 5 |
| 6 | $\frac{3}{8}$ | 3-masted schooner; 1 funnel..... | 8 | 131 | Petrel (2) 6 |
| 7 | | | | | Sacramento (19) 7 |
| 8 | $\frac{3}{8}$ | Schooner; 1 funnel..... | 10 | 177 | Yorktown (1) .. 8 |
| 9 | | | | | Gunboat No. 18 9 |

¹ Protective deck.

UNARMORED STEEL

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|--------------------|---|
| 1 | Concord (3).... | 1 481 | \$490,000 | Mar. 3, 1887..... | Nov. 15, 1887..... | 1 |
| 2 | Don Juan de Austria. | 1 366 | * 180,000 | ..... | ..... | 2 |
| 3 | Isla de Cuba... | 1 314 | * 215,000 | ..... | ..... | 3 |
| 4 | Isla de Luzon... | 1 314 | * 215,000 | ..... | ..... | 4 |
| 5 | Machias (5)..... | 1 398 | 318,500 | Mar. 2, 1889..... | Apr. 12, 1890..... | 5 |
| 6 | Petrel (3)..... | 362 | 247,000 | Mar. 3, 1885..... | Dec. 22, 1886..... | 6 |
| 7 | Sacramento (19). | ..... | * 500,000 | Mar. 4, 1911..... | ..... | 7 |
| 8 | Yorktown (1).. | 1 482 | 455,000 | Mar. 3, 1885..... | Jan. 31, 1887..... | 8 |
| 9 | Gunboat No. 16. | ..... | * 260,000 | May 4, 1898..... | ..... | 9 |

¹ Subject to possible change.² Estimated value.³ Limit of cost.

VESSELS—GUNBOATS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. |
|---|---------------|---------------|------------------------------|---------------------------------|--|---------------------------|
| 1 | May, 1888 | Mar. 8, 1890 | May 15, 1889 | Feb. 6, 1891 | Feb. 14, 1891 June 15, 1911 | Concord (3) ... 1 |
| 2 | ..... | 1887 | ..... | ..... | Apr. 11, 1900 Mar. 7, 1907 ¹ | Don Juan de Austria. 2 |
| 3 | ..... | 1886 | Dec., 1886 | ..... | Apr. 11, 1900 June 9, 1904 ¹ | Isla de Cuba ... 3 |
| 4 | ..... | 1887 | Dec., 1886 | ..... | Jan. 31, 1900 Apr. 4, 1903 ¹ | Isla de Luzon . 4 |
| 5 | Feb., 1891 | Dec 8, 1891 | Apr. 12, 1892 | June 23, 1893 | July 20, 1893 May 14, 1904 ¹ | Machias (5).... 5 |
| 6 | Aug. 27, 1887 | Oct. 13, 1888 | Dec. 22, 1887 | Oct. 15, 1889 | Dec. 10, 1889 May 2, 1910 | Petrel (2)..... 6 |
| 7 | ..... | ..... | ..... | ..... | ..... | Sacramento (19). 7 |
| 8 | May 14, 1887 | Apr. 28, 1888 | Jan. 31, 1888 | Mar. 23, 1889 | Apr. 23, 1889 Oct. 1, 1906 | Yorktown (1). 8 |
| 9 | ..... | ..... | ..... | ..... | ..... | Gunboat No. 16. 9 |

¹ Date of placing out of commission.

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service, July 1, 1911. | Ship fully equipped ready for sea, full stores and ammunition, normal coal. | | | | | |
|--|--|-------------------------------------|---|-----------------------------|-----------------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| 1 Helena (9) ² ... | Newport News S. B. Co., Newp't N., Va. | Asiatic Fleet... | <i>Ft. in.</i> 250 9 | <i>Ft. in.</i> 39 8 | <i>Ft. in.</i> 9 0 | <i>Tons.</i> 1,392 | <i>Tons</i> 17.10 | 1 |
| 2 Nashville (7)... | Newport News S. B. Co., Newp't N., Va. | Special service... | 220 0 | 38 1½ | 11 0 | 1,371 | 13.16 | 2 |
| 3 Monocacy..... | ..... | Not yet designed..... | ..... | ..... | ..... | ..... | ..... | 3 |
| 4 Wilmington (8) ² | Newport News S. B. Co., Newp't N., Va. | Asiatic Fleet..... | 250 9 | 39 8 | 9 0 | 1,392 | 17.10 | 4 |
| Total normal displacement (excepting river gunboat)..... | | | | | | 4,155 | | |

¹ Length on designed L. W. L.² 1-inch plate on side.³ Extreme breadth, 40' 1¼".

LIGHT-DRAFT GUNBOATS.

| | Length over all. | Full-load dis- placement. | Speed on trial. | Displacement on trial. | Bunker capaci- ty to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|---|---------------------|------------------------------|-----------------|---------------------------|---|------------------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 251 10 | 1,571 | 15.50 | 1,340 | 300 | Helena (9)..... | 1 |
| 2 | 233 8 | 1,620 | 16.30 | 1,379 | 363 | Nashville (7).... | 2 |
| 3 | | | | | | Monocacy..... | 3 |
| 4 | 251 10 | 1,571 | 15.06 | 1,330 | 300 | Wilmington (8). | 4 |

UNARMORED STEEL

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | |
|---|--|------------------------------------|---|-----------------------------|----------------|------------------------|--|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> |
| 1 Concord (3) ² .. | N. F. Palmer, jr., & Co., Chester, Pa. | Naval Militia, Washington. | 230 0 | 36 0 | 14 0 | * 1,710 | 13.79 |
| 2 Don Juan de Austria ⁴ ⁵ | Cartagena, Spain.... | Naval Militia, Michigan. | 210 0 | *32 0 | 12 6 | 1,130 | 11.65 |
| 3 Isla de Cuba ⁴ .. | W. G. Armstrong, Newcastle on Tyne, England. | Naval Militia, Maryland. | 192 10 | 30 1½ | 11 6 | 1,030 | 9.73 |
| 4 Isla de Luzon ⁴ .. | W. G. Armstrong, Newcastle on Tyne, England. | Naval Militia, Louisiana. | 192 10 | 30 1½ | 11 6 | 1,030 | 9.73 |
| 5 Machias (5) | Bath Iron Works, Bath, Me. | Naval Militia, Connecticut. | 204 0 | 32 1½ | 12 0 | * 1,177 | 10.78 |
| 6 Petrel (2) | Columbian Iron Works, Baltimore, Md. | Special service.. | 181 4 | 31 0 | 11 6 | 890 | 9.26 |
| 7 Sacramento (19)..... | ..... | Design being prepared. | ..... | ..... | ..... | ..... | ..... |
| 8 Yorktown (1) | Wm. Cramp & Sons, Philadelphia, Pa. | Special service.. | 230 0 | 36 0 | 14 0 | * 1,710 | 13.75 |
| 9 Gunboat No. 16..... | ..... | Contract not awarded. | ..... | ..... | ..... | ..... | ..... |
| Total normal displacement (excepting Nos. 16 and 19)..... | | | | | | 8,677 | |

¹ Length on designed L. W. L.² Order of July 12, 1910, striking the Concord from the Navy List, annulled Dec. 23, 1910.³ Full supply ammunition and stores, normal coal.⁴ Captured during War with Spain.⁵ Iron.⁶ Molded.

VESSELS—GUNBOATS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|---|------------------|-------------------------|-----------------|------------------------|---|---------------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 244 5 | 1,910 | 16.80 | 1,725 | 354 | Concord (3).... | 1 |
| 2 | 215 6 | ..... | 12.20 | 1,015 | 204 | Don Juan de Austria. | 2 |
| 3 | 196 9 | ..... | 13.08 | 950 | 189 | Isla de Cuba... | 3 |
| 4 | 196 9 | ..... | 11.23 | 1,020 | 159 | Isla de Luzon... | 4 |
| 5 | 212 4 | 1,293 | 15.46 | 1,067 | 261 | Machias (5)..... | 5 |
| 6 | 188 0 | ..... | 11.40 | 867 | 193 | Petrel (3)..... | 6 |
| 7 | ..... | ..... | ..... | ..... | ..... | Sacramento (19). | 7 |
| 8 | 244 5 | 1,910 | 16.14 | 1,720 | 341 | Yorktown (1).. | 8 |
| 9 | ..... | ..... | ..... | ..... | ..... | Gunboat No. 16. | 9 |

UNARMORED STEEL

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|---------------------------|------------------|--------------------|--------|--------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 | Concord (3).... | Hor. 3-exp. (2) | In. 22 | In. 31 | In. 50 | In. 30 | 4 Low. Loco. | Sq. ft. 220 | Sq. ft. 8,210 | 3,359 | 3,404 | Tons. 285 | 1 |
| 2 | Don Juan de Austria. | Hor. comp. (1) | 40 | ... | 70 | 30 | 4 S. W. | 164 | 4,442 | ... | 941 | ... | 2 |
| 3 | Isla de Cuba... | Hor. 3-exp. (2) | 18½ | 29 | 43 | 24 | 2 S. W. | 148 | 5,508 | 844 | 851 | ... | 3 |
| 4 | Isla de Luzon.. | Hor. 3-exp. (2) | 18½ | 29 | 43 | 24 | 2 S. W. | 149 | 5,508 | 516 | 535 | ... | 4 |
| 5 | Machias (5).... | Vert. 3-exp. (2) | 15½ | 22½ | 35½ | 24 | 2 S. W. | 106 | 3,954 | 1,848 | 1,873 | 144 | 5 |
| 6 | Petrel (3)..... | Hor. comp. (1) | 25 | ... | 46 | 33 | 4 S. E. | 93 | 2,505 | 1,008 | 1,045 | 130 | 6 |
| 7 | Sacramento (19). | | | | | | | | | | | | 7 |
| 8 | Yorktown (1).. | Hor. 3-exp. (2) | 22 | 31 | 50 | 30 | 4 S. W. | 220 | 8,092 | 3,341 | 3,392 | 330 | 8 |
| 9 | Gunboat No. 16. | | | | | | | | | | | | 9 |

VESSELS—GUNBOATS—Continued.

| Generating sets. | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|-----------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. |
| | | | Unit. | Total. | | | |
| 1 | | | | | | | Concord (3).... 1 |
| 2 | 2 | 8 | 125 | 64 | 128 | 6-8-480 | B. F. Sturtevant Co..... Don Juan de Austria. 2 |
| 3 | 2 | 5 | 80 | 62.5 | 125 | 4-5-500 | General Electric Co..... Isla de Cuba... 3 |
| 4 | 2 | 5 | 80 | 62.5 | 125 | 4-5-500 | General Electric Co..... Isla de Luzon... 4 |
| 5 | 2 | 8 | 125 | 64 | 128 | 6-8-550 | General Electric Co..... Machias (5).... 5 |
| 6 | 2 | 10 | 125 | 80 | 160 | 6-10-450 | General Electric Co..... Petrel (2)..... 6 |
| 7 | | | | | | | Sacramento (19). 7 |
| 8 | 2 | 16 | 125 | 128 | 256 | 6-16-450 | General Electric Co..... Yorktown (1).. 8 |
| 9 | | | | | | | Gunboat No. 16. 9 |

UNARMORED STEEL

| Name and official number. | Batteries. | |
|---------------------------|--|----------------|
| | Guns. | Torpedo tubes. |
| 1 Concord (3).... | 3 6'' 30 cal. R. F.; 1 4'' 40 cal. R. F.; 4 3-pdr. R. F..... | 1 |
| 2 Don Juan de Austria. | 2 4'' 40 cal. R. F.; 8 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. | 2 |
| 3 Isla de Cuba... | 2 4'' 40 cal. R. F.; 2 6-pdr. R. F.; 4 3-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 3 |
| 4 Isla de Luzon... | 4 4'' 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 4 |
| 5 Machias (5).... | 8 4'' 40 cal. R. F.; 2 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily; 2 3-pdr. R. F. | 5 |
| 6 Petrel (3)..... | 4 4'' 40 cal. R. F.; 2 3-pdr. R. F.; 2 1-pdr. R. F..... | 6 |
| 7 Sacramento (19). | ..... | 7 |
| 8 Yorktown (1).. | 6 6'' 30 cal. R. F.; 4 3-pdr. R. F.; 4 1-pdr. R. F..... | 8 |
| 9 Gunboat No. 16. | ..... | 9 |

VESSELS—GUNBOATS—Continued.

| Water-tight deck. | | Rig and number of funnels. | Complement. | | Name and official number. |
|-------------------|----------------|---|-------------|------|-------------------------------|
| Flat. | Slope. | | Officers. | Men. | |
| Inches. | Inches. | | | | |
| 1 | $\frac{3}{8}$ | Schooner; 1 funnel..... | 10 | 177 | Concord (8).... 1 |
| 2 | | Schooner; 1 funnel..... | 8 | 145 | Don Juan de Austria. 2 |
| 3 | $1\frac{1}{2}$ | $1\frac{1}{2}$ Schooner; 2 funnels..... | 8 | 137 | Isla de Cuba... 3 |
| 4 | $1\frac{1}{2}$ | $1\frac{1}{2}$ Schooner; 2 funnels..... | 8 | 137 | Isla de Luzon... 4 |
| 5 | $\frac{1}{8}$ | $\frac{3}{8}$ Schooner; 1 funnel..... | 10 | 138 | Machias (8).... 5 |
| 6 | $\frac{3}{8}$ | 3-masted schooner; 1 funnel..... | 8 | 131 | Petrel (2)..... 6 |
| 7 | | | | | Sacramento (19). 7 |
| 8 | $\frac{3}{8}$ | Schooner; 1 funnel..... | 10 | 177 | Yorktown (1)... 8 |
| 9 | | | | | Gunboat No. 18. 9 |

¹ Protective deck.

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UNARMORED STEEL

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|-------------------------|---|
| 1 | Concord (3) | ¹ 481 | \$400,000 | Mar. 3, 1887 | Nov. 15, 1887 | 1 |
| 2 | Don Juan de Austria. | ¹ 366 | ² 180,000 | ..... | ..... | 2 |
| 3 | Isla de Cuba | ¹ 314 | ² 215,000 | ..... | ..... | 3 |
| 4 | Isla de Luzon | ¹ 314 | ² 215,000 | ..... | ..... | 4 |
| 5 | Machias (5) | ¹ 398 | 318,500 | Mar. 2, 1889 | Apr. 12, 1890 | 5 |
| 6 | Petrel (3) | 362 | 247,000 | Mar. 3, 1885 | Dec. 22, 1886 | 6 |
| 7 | Sacramento (19). | ..... | ² 500,000 | Mar. 4, 1911 . . . . . | ..... | 7 |
| 8 | Yorktown (1) | ¹ 482 | 455,000 | Mar. 3, 1885 | Jan. 31, 1887 | 8 |
| 9 | Gunboat No. 16. | ..... | ² 260,000 | May 4, 1898 . . . . . | ..... | 9 |

¹ Subject to possible change.² Estimated value.³ Limit of cost.

VESSELS—GUNBOATS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|---------------|---------------|------------------------------|---------------------------------|--|---------------------------|---|
| 1 | May, 1888 | Mar. 8, 1890 | May 15, 1889 | Feb. 6, 1891 | Feb. 14, 1891 June 15, 1911 | Concord (3)... | 1 |
| 2 | ..... | 1887 | ..... | ..... | Apr. 11, 1900 Mar. 7, 1907 ¹ | Don Juan de Austria. | 2 |
| 3 | ..... | 1886 | Dec., 1886 | ..... | Apr. 11, 1900 June 9, 1904 ¹ | Isla de Cuba... | 3 |
| 4 | ..... | 1887 | Dec., 1886 | ..... | Jan. 31, 1900 Apr. 4, 1903 ¹ | Isla de Luzon . | 4 |
| 5 | Feb., 1891 | Dec 8, 1891 | Apr. 12, 1892 | June 23, 1893 | July 20, 1893 May 14, 1904 ¹ | Machias (5).... | 5 |
| 6 | Aug. 27, 1887 | Oct. 13, 1888 | Dec. 22, 1887 | Oct. 15, 1889 | Dec. 10, 1889 May 2, 1910 | Petrel (3)..... | 6 |
| 7 | ..... | ..... | ..... | ..... | ..... | Sacramento (19). | 7 |
| 8 | May 14, 1887 | Apr. 23, 1888 | Jan. 31, 1888 | Mar. 23, 1889 | Apr. 23, 1889 Oct. 1, 1906 | Yorktown (1). | 8 |
| 9 | ..... | ..... | ..... | ..... | ..... | Gunboat No. 16. | 9 |

¹ Date of placing out of commission.

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service, July 1, 1911. | Ship fully equipped ready for sea, full stores and ammunition, normal coal. | | | | | |
|--|--|-------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons</i> | |
| 1 Helena (9) ² | Newport News S. B. Co., Newp't N., Va. | Asiatic Fleet.... | 250 9 | ² 39 8 | 9 0 | 1,392 | 17.10 | 1 |
| 2 Nashville (7) ... | Newport News S. B. Co., Newp't N., Va. | Special service.... | 220 0 | 38 1½ | 11 0 | 1,371 | 13.16 | 2 |
| 3 Monocacy..... | ..... | Not yet designed | ..... | ..... | ..... | ..... | ..... | 3 |
| 4 Wilmington (8) ² | Newport News S. B. Co., Newp't N., Va. | Asiatic Fleet.... | 250 9 | ² 39 8 | 9 0 | 1,392 | 17.10 | 4 |
| Total normal displacement (excepting river gunboat)..... | | | | | | 4,155 | | |

¹ Length on designed L. W. L.² 1-inch plate on side.³ Extreme breadth, 40' 1¼".

LIGHT-DRAFT GUNBOATS.

| | Length over all. | Full-load dis- placement. | Speed on trial. | Displacement on trial. | Bunker capaci- ty to 6 inches below beams (43 cubic feet to the ton). | Name and official number. | |
|---|---------------------|------------------------------|-----------------|---------------------------|---|------------------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 251 10 | 1,571 | 15.50 | 1,340 | 300 | Helena (8)..... | 1 |
| 2 | 233 8 | 1,620 | 16.30 | 1,379 | 363 | Nashville (7).... | 2 |
| 3 | | | | | | Monocacy..... | 3 |
| 4 | 251 10 | 1,571 | 15.08 | 1,330 | 300 | Wilmington (8). | 4 |

UNARMORED STEEL VESSELS—

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----------------------------|-------------------|--------------------|------------------|-------------------|------------------|-----------------------------|-----------------------|-------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 Helena (9)..... | Vert. 3-exp. (2). | <i>In.</i> 14½ | <i>In.</i> 22 | <i>In.</i> 33½ | <i>In.</i> 18 | 4 Hohenstein | <i>Sq. ft.</i> 153 | <i>Sq. ft.</i> 5,092 | 1,959 | 1,988 | <i>Tons.</i> |
| 2 Nashville (7).... | Vert. 4-exp. (2). | 11 | 17 24 | 34 | 18 | 6 Mosher..... | 159 | 6,156 | 2,524 | 2,536 | ..... |
| 3 Monocacy..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 4 Wilmington (8). | Vert. 3-exp. (2). | 14½ | 22 | 33½ | 18 | 4 Hohenstein | 152 | 5,092 | 1,868 | 1,896 | ..... |

LIGHT-DRAFT GUNBOATS—Continued.

| | | Generating sets. | | | | | | Name and official number. | |
|-----|-----------------|------------------|--------|----------|--------|----------|--------------------------|------------------------------|---|
| No. | Kilo- watts. | Volts. | | Amperes. | | Type. | Builders. | | |
| | | Unit. | Total. | Unit. | Total. | | | | |
| 1 | 2 | 16 | 125 | 128 | 256 | 4-16-450 | B. F. Sturtevant Co..... | Helena (9)..... | 1 |
| 2 | 2 | 16 | 80 | 200 | 400 | 4-16-400 | General Electric Co..... | Nashville (7).... | 2 |
| 3 | | | | | | | | Monocacy..... | 3 |
| 4 | 2 | 16 | 125 | 128 | 256 | 6-16-450 | General Electric Co..... | Wilmington (8). | 4 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | |
|---|---------------------------|---|----------------|---|
| | | Guns. | Torpedo tubes. | |
| 1 | Helena (9) | 8 4" 40 cal. R. F.; 4 3-pdr. R. F | | 1 |
| 2 | Nashville (7) | 8 4" 40 cal. R. F.; 2 6-pdr. R. F.; 2 3 pdr. R. F.; 2 1 pdr. R. F. | | 2 |
| 3 | Monocacy..... | ..... |  | 3 |
| 4 | Wilmington (8) . | 8 4" 40 cal. R. F.; 4 3-pdr. R. F | | 4 |

LIGHT-DRAFT GUNBOATS—Continued.

| Water-tight deck. | | Rig and number of funnels. | Complement. | | Name and official number. | |
|-------------------|----------------|----------------------------|-------------|------|---------------------------|---|
| Flat. | Slope. | | Officers. | Men. | | |
| <i>Inches.</i> | <i>Inches.</i> | | | | | |
| 1 | | 1 mil. m.; 1 funnel..... | 10 | 177 | Helena (9) | 1 |
| 2 | $\frac{1}{4}$ | Schooner; 2 funnels..... | 11 | 169 | Nashville (7) | 2 |
| 3 | | | | | Monocacy | 3 |
| 4 | | 1 mil. m.; 1 funnel..... | 10 | 177 | Wilmington (8) .. | 4 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date [of act authorizing] the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---|--------------------|---|
| 1 | Helena (9)..... | ¹ 921 | \$280,000 | Mar. 3, 1893..... | Jan. 29, 1894..... | 1 |
| 2 | Nashville (7).... | ¹ 756 | 280,000 | Mar. 3, 1893..... | Jan. 22, 1894..... | 2 |
| 3 | Monocacy..... | ..... | ¹ 215,000 | Mar. 4, 1911..... | ..... | 3 |
| 4 | Wilmington (8) . | ¹ 921 | 280,000 | Mar. 3, 1893..... | Jan. 29, 1894..... | 4 |

¹ Subject to possible change.² Limit of cost.

LIGHT-DRAFT GUNBOATS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|---------------|---------------|---------------------------------|---------------------------------------|--|------------------------------|---|
| 1 | Oct. 11, 1894 | Jan. 30, 1896 | Jan. 29, 1896 | May 24, 1897 | July 8, 1897 July 16, 1906 | Helena (9) | 1 |
| 2 | Aug. 9, 1894 | Oct. 19, 1895 | Jan. 22, 1896 | June 25, 1897 | Aug. 19, 1897 July 24, 1911 | Nashville (7) | 2 |
| 3 | | | | | | Monocacy | 3 |
| 4 | Oct. 8, 1894 | Oct. 19, 1895 | Jan. 29, 1896 | May 17, 1897 | May 13, 1897 Apr. 2, 1906 | Wilmington (8). | 4 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|--------------------|---|
| 1 | Helena (9)..... | 1 921 | \$280,000 | Mar. 3, 1893..... | Jan. 29, 1894..... | 1 |
| 2 | Nashville (7).... | 1 756 | 280,000 | Mar. 3, 1893..... | Jan. 22, 1894..... | 2 |
| 3 | Monocacy..... | ..... | 215,000 | Mar. 4, 1911..... | ..... | 3 |
| 4 | Wilmington (8) . | 1 921 | 280,000 | Mar. 3, 1893..... | Jan. 29, 1894..... | 4 |

¹ Subject to possible change.² Limit of cost.

LIGHT-DRAFT GUNBOATS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|---------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|---|
| 1 | Oct. 11, 1894 | Jan. 30, 1896 | Jan. 29, 1896 | May 24, 1897 | July 8, 1897 July 16, 1906 | Helena (9) | 1 |
| 2 | Aug. 9, 1894 | Oct. 19, 1895 | Jan. 22, 1896 | June 25, 1897 | Aug. 19, 1897 July 24, 1911 | Nashville (7) | 2 |
| 3 | | | | | | Monocacy | 3 |
| 4 | Oct. 8, 1894 | Oct. 19, 1895 | Jan. 29, 1896 | May 17, 1897 | May 13, 1897 Apr. 2, 1906 | Wilmington (8). | 4 |

UNARMORED COMPOSITE

| | Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|--------------------------------|---------------------------|---|------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 | Annapolis (10) | Lewis Nixon, Elizabethport, N. J. | Station ship Tutuila, Samoa. | 168 0 | 36 0 | 12 0 | 2 1,010 | 10.72 | 1 |
| 2 | Dubuque (17) | Gas Engine and Power Co. and Chas. L. Seabury & Co. (Consolidated), Morris Heights, N. Y. | Special service .. | 174 0 | 35 0 | 12 3 | 2 1,085 | 10.66 | 2 |
| 3 | Marietta (15) .. | Union Iron Works, San Francisco, Cal. | Special service .. | 174 0 | 34 0 | 12 0 | 2 990 | 10.10 | 3 |
| 4 | Newport (13) .. | Bath Iron Works, Bath, Me. | Public Marine School, New York. | 168 0 | 36 0 | 12 0 | 2 1,010 | 10.72 | 4 |
| 5 | Paducah (18) .. | Gas Engine and Power Co. and Chas. L. Seabury & Co. (Consolidated), Morris Heights, N. Y. | Special service .. | 174 0 | 35 0 | 12 3 | 2 1,085 | 10.66 | 5 |
| 6 | Princeton (13) .. | J. H. Dialogue & Son, Camden, N. J. | Special service .. | 168 0 | 36 0 | 12 0 | 2 1,010 | 10.72 | 6 |
| 7 | Vicksburg (11) | Bath Iron Works, Bath, Me. | Special service .. | 168 0 | 36 0 | 12 0 | 2 1,010 | 10.72 | 7 |
| 8 | Wheeling (14) .. | Union Iron Works, San Francisco, Cal. | Special service .. | 174 0 | 34 0 | 12 0 | 2 990 | 10.10 | 8 |
| Total normal displacement..... | | | | | | | 8,190 | | |

TRAINING SHIPS—

| | | | | | | | | | |
|--------------------------------|----------------------|-------------------------|--------------------------------|-------|------|------|---------|-------|---|
| 1 | Cumberland... | Navy yard, Boston.. | Training station, Newport. | 176 5 | 45 8 | 16 5 | 2 1,800 | 14.16 | 1 |
| 2 | Intrepid..... | Navy yard, Mare Island. | Training station, Yerba Buena. | 176 5 | 45 8 | 16 5 | 2 1,800 | 14.16 | 2 |
| Total normal displacement..... | | | | | | | 3,600 | | |

TRAINING BRIGANTINE—

| | | | | | | | | | |
|---|-------------------|------------------------------|----------------------------|-------|------|-----|-------|------|---|
| 1 | Boxer..... | Navy yard, Portsmouth, N. H. | Training station, Newport. | 108 0 | 29 9 | 9 2 | 2 346 | 5.47 | 1 |
|---|-------------------|------------------------------|----------------------------|-------|------|-----|-------|------|---|

¹ Length on designed L. W. L.² Two-thirds full supply of ammunition and stores.³ Full supply ammunition and stores, normal coal.⁴ Full supply of stores.

VESSELS—GUNBOATS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name and official number. |
|---|------------------|-------------------------|-----------------|------------------------|---|---------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 | 203 6 | 1,153 | 13.17 | 951 | 230 | Annapolis (10) ... 1 |
| 2 | 200 5 | 1,237 | 12.90 | 1,084 | 246 | Dubuque (17) ... 2 |
| 3 | 189 7 | 1,106 | 13.02 | 990 | 229 | Marietta (16) ... 3 |
| 4 | 204 5 | 1,153 | 12.29 | 990 | 224 | Newport (12) ... 4 |
| 5 | 200 5 | 1,237 | 12.85 | 1,084 | 236 | Paducah (18) ... 5 |
| 6 | 204 5 | 1,153 | 10.64 | 1,038 | 226 | Princeton (13) ... 6 |
| 7 | 204 5 | 1,153 | 12.71 | 990 | 243 | Vicksburg (11) ... 7 |
| 8 | 189 7 | 1,106 | 12.88 | 1,000 | 250 | Wheeling (14) ... 8 |

STEEL.

| | | | | | | |
|---|-------|-------|--|--|------|------------------|
| 1 | 211 7 | 1,910 | | | 2100 | Cumberland ... 1 |
| 2 | 211 7 | 1,910 | | | 2100 | Intrepid ... 2 |

WOOD.

| | | | | | | |
|---|-------|--|--|--|--|-------------|
| 1 | 125 4 | | | | | Boxer ... 1 |
|---|-------|--|--|--|--|-------------|

¹ Calculated to bottom of beams for steaming competition trials.² Estimated.

UNARMORED COMPOSITE

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|---------------------------|-------------------|--------------------|-------------------|------------------|------------------|-----------------------------|-----------------------|-------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 | Annapolis (10) . | Vert. 3-exp. (1). | <i>In.</i> 15 | <i>In.</i> 24½ | <i>In.</i> 40 | <i>In.</i> 28 | 2 B. & W... | <i>Sq. ft.</i> 100 | <i>Sq. ft.</i> 3,814 | 1,223 | 1,227 | <i>Tons.</i> 124 |
| 2 | Dubuque (17) .. | Vert. 3-exp. (2). | 9 | 15½ | 25½ | 21 | 2 B. & W... | 100 | 4,159 | 1,193 | 1,220 | 133 |
| 3 | Marietta (15) ... | Vert. 3-exp. (2). | 12 | 18 | 28 | 18 | 2 B. & W... | 98 | 3,664 | 1,036 | 1,054 | 126 |
| 4 | Newport (12) ... | Vert. 3-exp. (1). | 15½ | 23½ | 30 | 30 | 2 S. E..... | 78 | 2,524 | 998 | 1,009 | 138 |
| 5 | Paducah (18) ... | Vert. 3-exp. (2). | 9 | 15½ | 25½ | 21 | 2 B. & W... | 100 | 4,200 | 1,247 | 1,268 | 133 |
| 6 | Princeton (13) .. | Vert. 3-exp. (1). | 15½ | 23½ | 36 | 30 | 2 S. E..... | 78 | 2,524 | 835 | 923 | 128 |
| 7 | Vicksburg (11) . | Vert. 3-exp. (1). | 15 | 23½ | 36 | 30 | 2 S. E..... | 78 | 2,524 | 1,111 | 1,118 | 138 |
| 8 | Wheeling (14) .. | Vert. 3-exp. (2). | 12 | 18 | 28 | 18 | 2 S. E..... | 60 | 2,508 | 1,063 | 1,080 | 144 |

TRAINING SHIPS—

| | | | | | | | | | | | | |
|---|-------------------------|--|--|--|--|--|--|--|--|--|--|---|
| 1 | Cumberland | | | | | | | | | | | 1 |
| 2 | Intrepid | | | | | | | | | | | 2 |

TRAINING BRIGANTINE—

| | | | | | | | | | | | | |
|---|--------------------|--|--|--|--|--|--|--|--|--|--|---|
| 1 | Boxer | | | | | | | | | | | 1 |
|---|--------------------|--|--|--|--|--|--|--|--|--|--|---|

VESSELS—GUNBOATS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-----------------|--------|----------|--------|-------|-----------|------------------------------|-------------------|---|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 | 10 | 125 | 80 | 160 | 6-10-460 | B. F. Sturtevant Co | Annapolis (10) .. | 1 |
| 2 | 2 | 24 | 125 | 192 | 384 | 8-24-400 | General Electric Co | Dubuque (17) .. | 2 |
| 3 | 2 | 8 | 125 | 64 | 128 | 6-8-475 | B. F. Sturtevant Co | Marietta (16) ... | 3 |
| 4 | 2 | 4 | 80 | 50 | 100 | 4-4-600 | Westinghouse Co | Newport (12) ... | 4 |
| 5 | 2 | 24 | 125 | 192 | 384 | 8-24-400 | General Electric Co..... | Paducah (18) ... | 5 |
| 6 | 2 | 10 | 110 | 90.9 | 181.8 | 6-10-450 | General Electric Co | Princeton (13) .. | 6 |
| 7 | 2 | 10 | 125 | 80 | 160 | 6-10-480 | B. F. Sturtevant Co..... | Vicksburg (11) .. | 7 |
| 8 | 2 | 8 | 80 | 100 | 200 | 4-8-575 | B. F. Sturtevant Co..... | Wheeling (14) .. | 8 |

STEEL—Continued.

| | | | | | | | | | |
|---|---|----|-----|-----|-----|----------|---------------------------|----------------|---|
| 1 | 2 | 24 | 125 | 192 | 384 | 8-24-400 | General Electric Co | Cumberland.... | 1 |
| 2 | 2 | 24 | 125 | 192 | 384 | 8-24-400 | General Electric Co | Intrepid..... | 2 |

WOOD—Continued.

| | | | | | | | | | |
|---|--|--|--|--|--|--|--|------------|---|
| 1 | | | | | | | | Bozer..... | 1 |
|---|--|--|--|--|--|--|--|------------|---|

UNARMORED COMPOSITE

| | Name and official number. | Batteries. | | |
|---|---------------------------|--|----------------|---|
| | | Guns. | Torpedo tubes. | |
| 1 | Annapolis (10) | 4 6-pdr. R. F.; 2 1-pdr. | | 1 |
| 2 | Dubuque (17) | 6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F. | | 2 |
| 3 | Marietta (15) | 6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F. | | 3 |
| 4 | Newport (12) | | | 4 |
| 5 | Paducah (18) | 6 4" 50 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F. | | 5 |
| 6 | Princeton (13) | 6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F. | | 6 |
| 7 | Vicksburg (11) | 6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F. | | 7 |
| 8 | Wheeling (14) | 6 4" 40 cal. R. F.; 4 3-pdr. R. F.; 2 1-pdr. R. F. | | 8 |

TRAINING SHIPS—

| | | | | |
|---|------------|--|--|---|
| 1 | Cumberland | 6 4" 40 cal. R. F.; 4 6-pdr.; 2 1-pdr. | | 1 |
| 2 | Intrepid | 6 4" 40 cal. R. F.; 4 6-pdr.; 2 1-pdr. | | 2 |

TRAINING BRIGANTINE—

| | | | | |
|---|-------|--|--|---|
| 1 | Boxer | | | 1 |
|---|-------|--|--|---|

VESSELS—GUNBOATS—Continued.

| Water-tight deck. | | Rig and number of funnels. | Complement. | | Name and official number. |
|-------------------|----------------|----------------------------------|-------------|------|---------------------------|
| Flat. | Slope. | | Officers. | Men. | |
| <i>Inches.</i> | <i>Inches.</i> | | | | |
| 1 | | 3 masted schooner; 1 funnel..... | 8 | 148 | Annapolis (10) . 1 |
| 2 | | Schooner; 2 funnels..... | 8 | 154 | Dubuque (17) .. 2 |
| 3 | | Schooner; 1 funnel..... | 8 | 155 | Marietta (16) ... 3 |
| 4 | | Barkentine; 1 funnel..... | 8 | 135 | Newport (13) ... 4 |
| 5 | | Schooner; 2 funnels..... | 8 | 154 | Paducah (18) ... 5 |
| 6 | | Barkentine; 1 funnel..... | 8 | 148 | Princeton (13) .. 6 |
| 7 | | Barkentine; 1 funnel..... | 8 | 151 | Vicksburg (11) . 7 |
| 8 | | Schooner; 1 funnel..... | 8 | 155 | Wheeling (14) .. 8 |

STEEL—Continued.

| | | | | | |
|---|--|-----------|----|-----|------------------|
| 1 | | Bark..... | 16 | 120 | Cumberland.... 1 |
| 2 | | Bark..... | 16 | 120 | Intrepid..... 2 |

WOOD—Continued.

| | | | | | |
|---|--|-----------------|---|----|--------------|
| 1 | | Brigantine..... | 4 | 60 | Boxer..... 1 |
|---|--|-----------------|---|----|--------------|

¹ 150 additional apprentice seamen.

UNARMORED COMPOSITE

| | Name and official number. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------------------|-----------------------------|---------------------------------------|---------------------------------------|-------------------------|---|
| 1 | Annapolis (10) . | ¹ 560 | \$227, 700 | Mar. 2, 1895 | Nov. 20, 1895 | 1 |
| 2 | Dubuque (17) . . . | 568 | 295, 000 | July 1, 1902 | May 29, 1903 | 2 |
| 3 | Marietta (15) . . . | ¹ 532 | 223, 000 | Mar. 2, 1895 | Nov. 26, 1895 | 3 |
| 4 | Newport (12) . . . | ¹ 560 | 229, 400 | Mar. 2, 1895 | Nov. 15, 1895 | 4 |
| 5 | Paducah (18) . . . | 568 | 355, 000 | July 1, 1902 | July 6, 1903 | 5 |
| 6 | Princeton (13) . . | ¹ 560 | 230, 000 | Mar. 2, 1895 | Nov. 20, 1895 | 6 |
| 7 | Vicksburg (11) . . | ¹ 560 | 229, 400 | Mar. 2, 1895 | Nov. 15, 1895 | 7 |
| 8 | Wheeling (14) . . | 518 | 219, 000 | Mar. 2, 1895 | Nov. 26, 1895 | 8 |

TRAINING SHIPS

| | | | | | | |
|---|--------------------|--------|-------------------------|------------------------|--|---|
| 1 | Cumberland | 1, 400 | ² \$410, 000 | Mar. 3, 1903 | | 1 |
| 2 | Intrepid | | ² \$410, 000 | Mar. 3, 1903 | | 2 |

TRAINING BRIGANTINE

| | | | | | | |
|---|-----------------|--|------------------------|------------------------|--|---|
| 1 | Boxer | | ² \$50, 000 | Mar. 3, 1903 | | 1 |
|---|-----------------|--|------------------------|------------------------|--|---|

¹ Subject to possible change.² Limit of cost.³ Act of Congress approved June 29, 1906.

VESSELS—GUNBOATS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|---|----------------|---------------|------------------------------|---------------------------------|--|---------------------------|---|
| 1 | Apr., 1896 | Dec. 23, 1896 | Feb. 20, 1897 | May 18, 1897 | July 20, 1897 Mar. 25, 1907 | Annapolis (10) | 1 |
| 2 | Sept. 22, 1903 | Aug. 15, 1904 | Nov. 29, 1904 | May 31, 1905 | June 3, 1905 | Dubuque (17).. | 2 |
| 3 | Apr. 13, 1896 | Mar. 18, 1897 | Feb. 26, 1897 | Aug. 6, 1897 | Sept. 1, 1897 May 14, 1906 | Marietta (15).. | 3 |
| 4 | Mar., 1896 | Dec. 5, 1896 | Feb. 15, 1897 | July 8, 1897 | Oct. 5, 1897 Nov. 17, 1906 ¹ | Newport (13).. | 4 |
| 5 | Sept. 22, 1903 | Oct. 11, 1904 | Mar. 6, 1905 | Aug. 31, 1905 | Sept. 2, 1905 | Paducah (18).. | 5 |
| 6 | May, 1896 | June 3, 1897 | Feb. 20, 1897 | July 25, 1898 | May 27, 1898 Nov. 5, 1909 | Princeton (13). | 6 |
| 7 | Mar., 1896 | Dec. 5, 1896 | Feb. 15, 1897 | July 8, 1897 | Oct. 23, 1897 May 17, 1909 | Vicksburg (11) | 7 |
| 8 | Apr. 11, 1896 | Mar. 18, 1897 | Feb. 26, 1897 | Aug. 6, 1897 | Aug. 10, 1897 May 3, 1910 | Wheeling (14). | 8 |

STEEL—Concluded.

| | | | | | | | |
|---|---------------|---------------|-------|-------|---------------|---------------|---|
| 1 | Jan. 21, 1904 | Aug. 17, 1904 | ..... | ..... | July 20, 1907 | Cumberland... | 1 |
| 2 | Jan. 2, 1904 | Oct. 8, 1904 | ..... | ..... | Aug. 16, 1907 | Intrepid..... | 2 |

WOOD—Concluded.

| | | | | | | | |
|---|---------------|---------------|-------|-------|--------------|------------|---|
| 1 | Jan. 15, 1904 | Oct. 11, 1904 | | | May 11, 1905 | Boxer..... | 1 |
|---|---------------|---------------|-------|-------|--------------|------------|---|

¹ Date of placing out of commission.

UNARMORED STEEL VESSELS—

| | Name. | By whom and where built or building. | Condition or service, July 1, 1911. | Ship fully equipped ready for sea, full stores, ammunition, and coal. | | | | | |
|--------------------------------|-----------------------------|--|-------------------------------------|---|-----------------------------|------------------------|------------------------|--|---|
| | | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| 1 | Dolphin ² | John Roach & Sons, Chester, Pa. | Special service... | <i>Ft. in.</i> 240 0 | <i>Ft. in.</i> 32 0 | <i>Ft. in.</i> 14 3 | <i>Tons.</i> 1,486 | <i>Tons.</i> 13.31 | 1 |
| 2 | Vesuvius ² | Pneumatic Dynamite Gun Co., at Wm. Cramp & Sons, Philadelphia, Pa. | Torpedo station, Newport. | 252 4 | 26 6½ | 10 7 | 930 | 10.65 | 2 |
| Total normal displacement..... |  |  |  | ..... |  |  | 2,416 | | |

¹ Length on designed L. W. L.² Dispatch boat.³ Torpedo cruiser for use as a torpedo training vessel.

SPECIAL CLASS.

| | Length over all. | Full-load dis- placement. | Speed on trial. | Displacement on trial. | Bunker capaci- ty to 6 inches below beams (43 cubic feet to the ton). | Name. | |
|---|---------------------|------------------------------|-----------------|---------------------------|---|-----------------------|---|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 256 6 | ..... | 15.50 | 1,413 | 265 | Dolphin | 1 |
| 2 | 252 4 | ..... | 21.65 | 793 | 132 | Vesuvius | 2 |

UNARMORED STEEL VESSELS—

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|---|---------------|-------------------|--------------------|----------------------|------------------|---------|-----------------------------|-----------------------|-------------------------|--|------------------------|----------------------------|---|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| 1 | Dolphin..... | Vert. comp. (2). | <i>In.</i> 42 | <i>In.</i> ... 78 | <i>In.</i> 48 | | 2 D. E.; 2 S. E. | <i>Sq. ft.</i> 270 | <i>Sq. ft.</i> 8,182 | 2,263 | 2,265 | <i>Tons.</i> 1410 | 1 |
| 2 | Vesuvius..... | Vert. 3-exp. (2). | 21½ | 31 | 34 | 20 | 4 Normand.. | 200 | 8,204 | 3,975 | 4,295 | 215 | 2 |

¹ Estimated.² Two low-pressure cylinders.

SPECIAL CLASS—Continued.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|--------------------------|---------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 | 10 | 125 | 80 | 160 | 6-10-450 | General Electric Co..... | Delphin..... | 1 |
| 2 | 1 | 10 | 125 | 80 | 80 | 6-10-450 | General Electric Co..... | Vesuvius..... | 2 |

UNARMORED STEEL VESSELS—

| | | Batteries. | | |
|---|-----------------------|---|---|---|
| | Name. | Guns. | Torpedo tubes. | |
| 1 | Dolphin | 2 4" 40 cal. R. F.; 5 3-pdr. R. F. | | 1 |
| 2 | Vesuvius | 1 3-pdr. signaling | 1 18", subm. 1 21", subm. 2 18", above water. | 2 |

SPECIAL CLASS—Continued.

| Water-tight deck. | | Rig and number of funnels. | Complement. | | Name. |
|-------------------|----------------|----------------------------|---------------|------|----------------|
| Flat. | Slope. | | Off- cers. | Men. | |
| <i>Inches.</i> | <i>Inches.</i> | | | | |
| 1 | | Schooner, 1 funnel..... | 8 | 144 | Dolphin..... 1 |
| 2 | | 1 pole, 1 funnel..... | 4 | 31 | Vesuvius..... |

UNARMORED STEEL VESSELS—

| | Name. | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | |
|---|---------------|-----------------------------|---------------------------------------|---------------------------------------|--------------------|---|
| 1 | Dolphin..... | ¹ 447 | \$315,000 | Mar. 3, 1883..... | July 23, 1883..... | 1 |
| 2 | Vesuvius..... | ..... | 350,000 | Aug. 3, 1886..... | Feb. 11, 1887..... | 2 |

¹ Subject to possible change.

SPECIAL CLASS—Concluded.

| | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name. | |
|---|---------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------|---|
| 1 | Oct. 11, 1883 | Apr. 12, 1884 | July 23, 1884 | ..... | Dec. 8, 1885 Mar. 24, 1886 | Dolphin..... | 1 |
| 2 | Sept., 1887 | Apr. 28, 1888 | Feb. 11, 1888 | ..... | June 7, 1890 Feb. 14, 1910 | Vesuvius..... | 2 |

UNARMORED VESSELS—

| | Name. | By whom and where built or building. | Condition or service July 1, 1911. | |
|---|--------------------------------|--|------------------------------------|---|
| 1 | Alvarado ^{1 6} | Clydebank Engineering & Shipbuilding Co..... | Naval Militia, Louisiana..... | 1 |
| 2 | Callao ^{2 6} | Manila Slip Co., Cavite, P. I..... | Asiatic Fleet..... | 2 |
| 3 | Eloano ^{2 6} | Carraca, Spain..... | Asiatic Fleet..... | 3 |
| 4 | Pampanga ^{2 6} | Manila Slip Co., Cavite, P. I..... | Asiatic Fleet..... | 4 |
| 5 | Panay ^{1 6} | Navy yard, Cavite, P. I..... | Naval station, Cavite..... | 5 |
| 6 | Quiros ^{2 6} | Hongkong & Whampoa Dock Co..... | Asiatic Fleet..... | 6 |
| 7 | Samar ^{2 6} | Manila Slip Co., Cavite, P. I..... | Asiatic Fleet..... | 7 |
| 8 | Sandoval ^{1 6} | Clydebank Engineering & Shipbuilding Co..... | Naval Militia, New York..... | 8 |
| 9 | Villaloba ^{2 6} | Hongkong & Whampoa Dock Co..... | Asiatic Fleet..... | 9 |
| | Total displacement..... | | | |

¹ Captured during war with Spain.² Captured in Manila Bay, June, 1898.³ Transferred to the Navy from the Army Nov. 9, 1899.⁴ Composite.⁵ Steel.⁶ Iron.

NOTE.—The Arayat was stricken from the Navy List Nov. 11, 1910. The Mindoro was stricken from the Navy List June 19, 1911. The Paragua was stricken from the Navy List June 17, 1911.

GUNBOATS UNDER 500 TONS.

| Ship fully equipped ready for sea, full stores, ammunition, and coal. | | | | | | | | | |
|---|-------------------|------------------|------------------|--|------------------|---------------|---|-----------------|---|
| Length on load water line. | Extreme breadth. | Mean draft. | Displacement. | Tons per inch immersion at normal draft. | Length over all. | Speed. | Bunker capacity (43 cubic feet to the ton). | Name. | |
| <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Ft. in.</i> | <i>Knots.</i> | <i>Tons.</i> | | |
| 1 110 0 | 15 6 | 5 4 | 100 | 2.70 | 116 10 | 19.00 | 16 | Alvarado..... | 1 |
| 2 115 3 | 17 10 | 6 6 | 243 | 3.80 | 121 0 | 10.00 | 33 | Callao..... | 2 |
| 3 157 11 | 26 0 | 10 0 | 620 | 7.50 | 165 6 | 11.00 | 94 | Elcano..... | 3 |
| 4 115 3 | 17 10 | 6 6 | 243 | 3.80 | 121 0 | 10.00 | 33 | Pampanga..... | 4 |
| 5 94 10 | 17 3 | 7 1 | 170 | 1.00 | 99 9 | 8.00 | 20 | Panay..... | 5 |
| 6 ¹ 137 9 | ² 22 9 | ² 7 9 | ² 350 | | 145 0 | 11.00 | 78 | Quiros..... | 6 |
| 7 115 3 | 17 10 | 6 6 | 243 | 3.80 | 121 0 | 10.50 | 33 | Samar..... | 7 |
| 8 110 0 | 15 6 | 5 4 | 100 | 2.70 | 116 10 | 8.00 | 16 | Sandoval..... | 8 |
| 9 ¹ 148 0 | ² 23 0 | ² 7 6 | ² 370 | ² 5.10 | 156 2 | 11.00 | 65 | Villalobos..... | 9 |
| | | | 2,439 | | | | | | |

¹ Estimated.² Designed.

UNARMORED VESSELS—

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|-----------------|-----------------|--------------------|------------|------------|------------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| | | | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>Sq. ft.</i> | <i>Sq. ft.</i> | | | | <i>Tons.</i> |
| 1 | Alvarado..... | | | | | | | | | | 1 690 | 1 |
| 2 | Callao..... | | | | | | | | | | 1 250 | 2 |
| 3 | Elcano..... | | | | | | | | | | 1 600 | 3 |
| 4 | Pampanga..... | | | | | | | | | | 1 250 | 4 |
| 5 | Panay..... | | | | | | | | | | 1 125 | 5 |
| 6 | Quros..... | | | | | | | | | | 1 550 | 6 |
| 7 | Samar..... | | | | | | | | | | 1 250 | 7 |
| 8 | Sandoval..... | | | | | | | | | | 1 666 | 8 |
| 9 | Villalobos..... | | | | | | | | | 1 450 | 1 500 | 9 |

¹ Estimated.² Twin screws.

GUNBOATS UNDER 500 TONS—Continued.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|--------------------------|-------------------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | | | | | | | Alvarado | 1 | |
| 2 | | | | | | | Callao | 2 | |
| 3 | 1 | 10 | 110 | 91 | 91 | 4-10-450 | General Electric Co..... | Elcano | 3 |
| 4 | | | | | | | | Pampanga | 4 |
| 5 | | | | | | | | Panay | 5 |
| 6 | | | | | | | | Quiros | 6 |
| 7 | | | | | | | | Samar | 7 |
| 8 | | | | | | | | Sandoval | 8 |
| 9 | | | | | | | | Villalobos | 9 |

UNARMORED VESSELS—

| Name. | Batteries. | | Water-tight deck. | | Rig and number of funnels. |
|---------------------------|---|----------------|-------------------|--------|------------------------------|
| | Guns. | Torpedo tubes. | Flat. | Slope. | |
| 1 Alvarado | 2 3-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | | | | Schooner; 1 funnel..... 1 |
| 2 Callao | 4 3-pdr. R. F.; 2 1-pdr. R. F. | | | | Schooner; 1 funnel..... 2 |
| 3 Elcano | 4 4" 40 cal. R. F. | | | | Schooner; 1 funnel..... 3 |
| 4 Pampanga | 4 3-pdr. R. F.; 2 1-pdr. R. F. | | | | Signal mast; 1 funnel..... 4 |
| 5 Panay | 1 3-pdr. R. F.; 2 1-pdr. R. F. | | | | Signal mast; 1 funnel..... 5 |
| 6 Quiros | 4 3-pdr. R. F. | | | | Schooner..... 6 |
| 7 Samar | 4 3-pdr. R. F.; 2 1-pdr. R. F. | | | | Signal mast; 1 funnel..... 7 |
| 8 Sandoval | 2 3-pdr. R. F.; 1 1-pdr. R. F. | | | | Schooner; 1 funnel..... 8 |
| 9 Villalobos | 4 3-pdr. R. F.; 2 1-pdr. R. F. | | | | Schooner; 1 funnel..... 9 |

GUNBOATS UNDER 500 TONS—Concluded.

| Complement. | Complement. | | Net tonnage for Suez Canal. | Purchase price. | Keel laid. | Launched. | Date of completion. | Date of first and latest commission. | Name. | |
|-------------|-------------|------|-----------------------------|-----------------|-------------|------------|---------------------|---|------------------------|---|
| | Officers. | Men. | | | | | | | | |
| 1 | | 21 | (1) | | | | | Aug. 4, 1898 Mar. 22, 1906 ² | Alvarado | 1 |
| 2 | 2 | 29 | (3) | | Mar., 1887 | June, 1888 | 1888 | July 31, 1898 Dec. 20, 1902 | Callao | 2 |
| 3 | 6 | 97 | (4) | | | 1885 | | Nov. 20, 1902 Dec. 5, 1910 | Elcano | 3 |
| 4 | 2 | 29 | (4) | | Mar., 1887 | Feb., 1888 | 1888 | June 8, 1899 Apr. 12, 1911 | Pampanga | 4 |
| 5 | 2 | 20 | (4) | | 1884 | | 1885 | June 2, 1899 Oct. 1, 1908 ² | Panay | 5 |
| 6 | 3 | 54 | (5) | | June, 1894 | 1895 | Apr., 1895 | Mar. 14, 1900 Oct. 11, 1910 | Quiros | 6 |
| 7 | 2 | 29 | (4) | | Mar., 1887 | Nov., 1887 | 1888 | May 26, 1899 Mar. 11, 1908 | Samar | 7 |
| 8 | | 23 | (1) | | | | | Sept. 2, 1898 Mar. 22, 1906 ² | Sandoval | 8 |
| 9 | 3 | 54 | (5) | | Sept., 1895 | 1896 | July, 1896 | Mar. 5, 1900 Jan. 21, 1903 | Villalobos | 9 |

¹ Captured during War with Spain.² Date of placing out of commission.³ Captured in Manila Bay, June, 1898.⁴ Transferred to the Navy from the Army Nov. 9, 1899.⁵ Transferred to the Navy from the Army Feb. 21, 1900, together with the General Alava, at a cost of \$215,000 Mexican.

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service, July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | |
|----------------------------|--|-------------------------------------|---|-----------------------------|------------------|------------------------|--|
| | | | Length between perpendiculars. ¹ | Breadth on lead water line. | Mean hull draft. | Displacement (normal). | Tons per inch immersion at normal draft. |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> |
| 1 Ammen (35) ... | New York S. B. Co., Camden, N. J. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 |
| 2 Bainbridge (1) | Neafie & Levy, Philadelphia, Pa. | Asiatic Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 |
| 3 Barry (2) | Neafie & Levy, Philadelphia, Pa. | Asiatic Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 |
| 4 Beale (40) | Wm. Cramp & Sons, Philadelphia, Pa. | Building; 33% complete. | *289 0 | 26 1½ | 8 4 | 742 | 12.00 |
| 5 Burrows (39) ... | New York S. B. Co., Camden, N. J. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 |
| 6 Chauncey (3) ... | Neafie & Levy, Philadelphia, Pa. | Asiatic Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 |
| 7 Dale (4) | Wm. R. Trigg Co., Richmond, Va. | Asiatic Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 |
| 8 Decatur (5) ... | Wm. R. Trigg Co., Richmond, Va. | Asiatic Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 |
| 9 Drayton (33) .. | Bath Iron Works, Bath, Me. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 |
| 10 Fanning (37) .. | Newport News S. B. Co., Newp't N., Va. | Building; 27% complete. | *289 0 | 26 1½ | 8 4 | 742 | 12.00 |
| 11 Flusser (20) ... | Bath Iron Works, Bath, Me. | Atlantic Torpedo Fleet. | 289 0 | 26 0 | 8 0 | 700 | 11.86 |
| 12 Henley (39) ... | Fore River S. B. Co., Quincy, Mass. | Building; 12% complete. | *289 0 | 26 1½ | 8 4 | 742 | 12.00 |
| 13 Hopkins (6) ... | Harlan & Hollingsworth Co., Wilmington, Del. | Pacific Torpedo Fleet. | 238 9 | 23 1½ | 6 0 | 408 | 9.50 |
| 14 Hull (7) | Harlan & Hollingsworth Co., Wilmington, Del. | Pacific Torpedo Fleet. | 238 9 | 23 1½ | 6 0 | 408 | 9.50 |

¹ Length on designed L. W. L.² Length on designer's L. W. L.

TORPEDO-BOAT DESTROYERS.

| 1 | Length over all. | Full-load displacement. ¹ | Highest speed on trial. | Mean displac- ment on trial. | Bunker ca- pacity to 6 inches below beams (43 cubic feet to the ton). ¹ | Increase in capacity due to stowing to under side of beams. | Name and official number. | |
|----|---------------------|---|-------------------------------|---------------------------------|---|---|------------------------------|----|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 1 | 293 10 | 883 | 30.48 | 736 | | | Ammen (34)..... | 1 |
| 2 | 250 0 | 592 | 28.45 | 452 | 169 | 12 | Bainbridge (1)... | 2 |
| 3 | 250 0 | 592 | 28.13 | 462 | 169 | 12 | Barry (3)..... | 3 |
| 4 | 293 10 | 883 | 29.50 | 742 | 65,974 | | Beale (40)..... | 4 |
| 5 | 293 10 | 887 | 30.67 | 720 | 70,176 | | Burrows (33).... | 5 |
| 6 | 250 0 | 592 | 28.64 | 460 | 169 | 12 | Chauncey (3).... | 6 |
| 7 | 250 0 | 592 | 28.00 | 457 | 174 | 12 | Dale (4)..... | 7 |
| 8 | 250 0 | 592 | 28.10 | 450 | 174 | 12 | Decatur (5)..... | 8 |
| 9 | 293 10 | 887 | 30.83 | 721 | 70,500 | | Drayton (33).... | 9 |
| 10 | 293 10 | 883 | 29.50 | 742 | 65,974 | | Fanning (37).... | 10 |
| 11 | 293 10 | 902 | 30.41 | 686 | 303 | 13 | Flusser (30)..... | 11 |
| 12 | 293 10 | 891 | 29.50 | 742 | 68,487 | | Henley (39)..... | 12 |
| 13 | 248 8 | 568 | 29.02 | 467 | 143 | 10 | Hopkins (6)..... | 13 |
| 14 | 248 8 | 568 | 28.04 | 449 | 143 | 10 | Hull (7)..... | 14 |

¹ Does not include reserve coal.
² Four-hour trial.

³ Estimated.
⁴ Gallons of oil fuel.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|----|---------------------------|-------------------------|--------------------|--------------|--------------|----------------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|----|
| | | | H. P. In. | I. P. In. | L. P. In. | Stroke. In. | | | | | | | |
| 1 | Ammen (35) | Parsons turb. (3). | | | | | 4 Thornycroft. | Sq. ft. (1) 19,200 | Sq. ft. 14,001 | | Tons. 289 | 1 | |
| 2 | Bainbridge (1) .. | Vert. 3-exp. (2). | 20½ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,768 | 4,800 | 209 | 2 | |
| 3 | Barry (2) | Vert. 3-exp. (2). | 20½ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,768 | 4,800 | 209 | 3 | |
| 4 | Beale (40) | Parsons turb. | | | | | White-Foster. | (1) 18,000 | | 12,000 | 273 | 4 | |
| 5 | Burrows (29) ... | Parsons turb. (3). | | | | | 4 Thornycroft. | (1) 19,200 | 13,254 | | 287 | 5 | |
| 6 | Chauncey (3) ... | Vert. 3-exp. (2). | 20½ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,768 | 4,800 | 210 | 6 | |
| 7 | Dale (4) | Vert. 3-exp. (2). | 20½ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,768 | 4,800 | 204 | 7 | |
| 8 | Decatur (5) | Vert. 3-exp. (2). | 20½ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,768 | 4,800 | 204 | 8 | |
| 9 | Drayton (23) ... | Parsons turb. (3). | | | | | 4 Normand.. | (1) 18,000 | 15,524 | | 269 | 9 | |
| 10 | Fanning (37) ... | Parsons turb. | | | | | 4 Thornycroft. | (1) 18,136 | | 12,000 | 276 | 10 | |
| 11 | Flusser (20) | Parsons turb. (3). | | | | | 4 Normand.. | 347 | 16,177 | 11,541 | 11,842 | 229 | 11 |
| 12 | Henley (39) | Curtis turb. and recip. | | | | | 4 Yarrow.... | (1) 18,000 | | 12,000 | 285 | 12 | |
| 13 | Hopkins (6) | Vert. 3-exp. (2). | 22 | 32½ | 34 | 18 | 4 Thornycroft. | 294 | 17,612 | | 8,456 | 201 | 13 |
| 14 | Hull (7) | Vert. 3-exp. (2). | 22 | 32½ | 34 | 18 | 4 Thornycroft. | 294 | 17,612 | | 9,119 | 202 | 14 |

¹ Oil fuel.
² Main engines only.

³ Two low-pressure cylinders.
⁴ Estimated.

TORPEDO-BOAT DESTROYERS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|------------|-------------------------------------|-----------------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 5 | 125 | 40 | 40 | 1 4-5-4000 | Terry-Diehl | Ammen (86) | 1 |
| 2 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | General Electric Co..... | Bainbridge (1) | 2 |
| 3 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | General Electric Co..... | Barry (8) | 3 |
| 4 | 2 | 5 | 125 | 40 | 80 | 1 2-5-5000 | General Electric Co..... | Beale (40) | 4 |
| 5 | 2 | 5 | 125 | 40 | 80 | 1 2-5-5000 | General Electric Co..... | Burrows (89) | 5 |
| 6 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | General Electric Co..... | Chauncey (3) | 6 |
| 7 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | Diehl Electric Co. (Terry turbine). | Dale (4) | 7 |
| 8 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | Diehl Electric Co. (Terry turbine). | Decatur (5) | 8 |
| 9 | 2 | 5 | 125 | 40 | 80 | 1 2-5-5000 | General Electric Co..... | Drayton (83) | 9 |
| 10 | 2 | 5 | 125 | 40 | 80 | 1 4-5-3800 | Terry-Diehl | Fanning (37) | 10 |
| 11 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | General Electric Co..... | Flusser (80) | 11 |
| 12 | 2 | 5 | 125 | 40 | 80 | 1 2-5-5000 | General Electric Co..... | Henley (89) | 12 |
| 13 | 1 | 5 | 125 | 40 | 40 | 1 6-5-700 | General Electric Co..... | Hopkins (6) | 13 |
| 14 | 1 | 5 | 125 | 40 | 40 | 1 2-5-5000 | General Electric Co..... | Hull (7) | 14 |

1 Turbo-generators.

2 Not yet installed.

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. |
|----|---------------------------|-------------------------------------|-----------------------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|
| | | Guns. | Torpedo tubes (long). | | Officers. | Men. | | | |
| 1 | Ammen (85) ... | 5 3'' 50 cal. R. F. | 3 twin 18'' | 2 masts; 4 funnels. | 4 | 79 | \$648,000 | Mar. 3, 1909 | 1 |
| 2 | Bainbridge (1) . | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 72 | 229 283,000 | May 4, 1898 | 2 |
| 3 | Barry (8) | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 72 | 229 283,000 | May 4, 1898 | 3 |
| 4 | Beale (40) | 5 3'' 50 cal. R. F. | 3 twin 18'' | 2 masts; 3 funnels. | 4 | 79 | 654,000 | June 24, 1910 | 4 |
| 5 | Barrows (89) ... | 5 3'' 50 cal. R. F. | 3 twin 18'' | 2 masts; 4 funnels. | 4 | 79 | 665,000 | May 13, 1908 | 5 |
| 6 | Chauncey (3) ... | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 72 | 229 283,000 | May 4, 1898 | 6 |
| 7 | Dale (4) | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 72 | 229 260,000 | May 4, 1898 | 7 |
| 8 | Decatur (5) | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 73 | 229 260,000 | May 4, 1898 | 8 |
| 9 | Drayton (23) ... | 5 3'' 50 cal. R. F. | 3 twin 18'' | 2 masts; 4 funnels. | 4 | 79 | 644,000 | May 13, 1908 | 9 |
| 10 | Fanning (37) ... | 5 3'' 50 cal. R. F. | 3 twin 18'' | 2 masts; 3 funnels. | 4 | 79 | 630,500 | June 24, 1910 | 10 |
| 11 | Flusser (30) | 5 3'' 50 cal. R. F. | 3 18'' | 2 masts; 4 funnels. | 4 | 83 | 624,000 | Mar. 2, 1907 | 11 |
| 12 | Henley (39) | 5 3'' 50 cal. R. F. | 3 twin 18'' | 2 masts; 4 funnels. | 4 | 79 | 648,700 | June 24, 1910 | 12 |
| 13 | Hopkins (6) | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 75 | 291,000 | May 4, 1898 | 13 |
| 14 | Hull (7) | 2 3'' 50 cal. R. F.; 6 6-pdr. R. F. | 2 18'' | Signal pole; 4 funnels. | 3 | 75 | 291,000 | May 4, 1898 | 14 |

TORPEDO-BOAT DESTROYERS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|----------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|----|
| 1 | June 18, 1909 | Mar. 29, 1910 | Sept. 20, 1910 | Apr. 18, 1911 | May 20, 1911 | May 23, 1911 | Ammen (35) ... | 1 |
| 2 | Oct. 1, 1898 | Aug. 15, 1899 | Aug. 27, 1901 | Apr. 1, 1900 | Nov. 4, 1902 | Nov. 24, 1902 Apr. 2, 1908 | Bainbridge (1) | 2 |
| 3 | Oct. 1, 1898 | Sept. 2, 1899 | Mar. 22, 1902 | Apr. 1, 1900 | Oct. 30, 1902 | Nov. 24, 1902 Dec. 21, 1908 | Barry (3) | 3 |
| 4 | Dec. 1, 1910 | May 8, 1911 | ..... | Dec. 1, 1912 | ..... | ..... | Beale (40) | 4 |
| 5 | Oct. 5, 1908 | June 19, 1909 | June 23, 1910 | Oct. 5, 1910 | Feb. 17, 1911 | Feb. 21, 1911 | Burrows (39) ... | 5 |
| 6 | Oct. 1, 1898 | Dec. 2, 1899 | Oct. 26, 1901 | Apr. 1, 1900 | Oct. 22, 1902 | Nov. 20, 1902 Jan. 12, 1907 | Chauncey (3) ... | 6 |
| 7 | Nov. 16, 1898 | July 12, 1899 | July 24, 1900 | May 16, 1900 | July 17, 1902 | Oct. 24, 1902 | Dale (4) | 7 |
| 8 | Nov. 16, 1898 | July 26, 1899 | Sept. 26, 1900 | May 16, 1900 | Apr. 1, 1902 | May 19, 1902 Apr. 22, 1910 | Decatur (5) | 8 |
| 9 | Sept. 29, 1908 | Aug. 19, 1909 | Aug. 22, 1910 | Sept. 29, 1910 | Oct. 29, 1910 | Oct. 29, 1910 | Drayton (38) ... | 9 |
| 10 | Dec. 6, 1910 | Apr. 29, 1911 | ..... | Dec. 6, 1912 | ..... | ..... | Fanning (37) ... | 10 |
| 11 | Sept. 28, 1907 | Aug. 3, 1908 | July 20, 1909 | Sept. 28, 1909 | Sept. 29, 1909 | Oct. 28, 1909 | Flusser (30) ... | 11 |
| 12 | Nov. 28, 1910 | ..... | ..... | Nov. 28, 1912 | ..... | ..... | Henley (39) | 12 |
| 13 | Oct. 19, 1898 | Feb. 2, 1899 | Apr. 24, 1902 | Apr. 19, 1900 | May 27, 1903 | Sept. 23, 1903 June 22, 1909 | Hopkins (6) ... | 13 |
| 14 | Oct. 19, 1898 | Feb. 22, 1899 | June 21, 1902 | Apr. 19, 1900 | Mar. 18, 1903 | May 20, 1903 Nov. 14, 1906 | Hull (7) | 14 |

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|-----------------------------|--|---|---|-----------------------------|-----------------------|------------------------|--|----|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean hull draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| 15 Jarvis (38) | New York S. B. Co., Camden, N. J. | Building; 18% complete. | <i>Ft. in.</i> 289 0 | <i>Ft. in.</i> 26 1½ | <i>Ft. in.</i> 8 4 | <i>Tons.</i> 742 | <i>Tons.</i> 12.00 | 15 |
| 16 Jenkins (43) ... | Bath Iron Works, Bath, Me. | Building; 34% complete. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 16 |
| 17 Jouett (41) | Bath Iron Works, Bath, Me. | Building; 44% complete. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 17 |
| 18 Lamson (18) ... | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Torpedo Fleet. | 289 0 | 26 0 | 8 0 | 700 | 11.86 | 18 |
| 19 Lawrence (8) .. | Fore River Engine Co., Weymouth, Mass. | Pacific Torpedo Fleet. | 240 7 | 22 2½ | 6 2 | 400 | 8.56 | 19 |
| 20 McCall (38) | New York S. B. Co., Camden, N. J. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 20 |
| 21 Macdonough (9) . | Fore River Engine Co., Weymouth, Mass. | Reserve Torpedo divisions. ² | 240 7 | 22 2½ | 6 2 | 400 | 8.56 | 21 |
| 22 Mayrant (31) .. | Wm. Cramp & Sons, Philadelphia, Pa. | Building, 100% complete. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 22 |
| 23 Monaghan (32) | Newport News S. B. Co., Newp't N., Va. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 23 |
| 24 Patterson (36) | Wm. Cramp & Sons, Philadelphia, Pa. | Building, 86% complete. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 24 |
| 25 Paulding (22) .. | Bath Iron Works, Bath, Me. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 25 |
| 26 Paul Jones (10) | Union Iron Works, San Francisco, Cal. | Pacific Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 | 26 |
| 27 Perkins (26) ... | Fore River S. B. Co., Quincy, Mass. | Atlantic Torpedo Fleet. | 289 0 | 26 1½ | 8 4 | 742 | 12.00 | 27 |
| 28 Perry (11) | Union Iron Works, San Francisco, Cal. | Pacific Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 | 28 |
| 29 Preble (12) | Union Iron Works, San Francisco, Cal. | Pacific Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 | 29 |

¹ Length on designed L. W. L.² Length on designer's L. W. L.
Navy yard, Charleston.

TORPEDO-BOAT DESTROYERS—Continued.

| | Length overall. | Full-load displacement. ¹ | Highest speed on trial. | Mean displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). ¹ | Increase in capacity due to stowing to underside of beams. | Name and official number. | |
|----|-----------------|--------------------------------------|-------------------------|-----------------------------|--|--|---------------------------|----|
| | <i>ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | | |
| 15 | 296 10 | 883 | 29.50 | 742 | 65,974 | | Jarvis (38) | 15 |
| 16 | 293 10 | 883 | 30.00 | 742 | 65,974 | | Jenkins (42) | 16 |
| 17 | 293 10 | 883 | 30.00 | 742 | 65,974 | | Jouett (41) | 17 |
| 18 | 293 10 | 902 | 28.61 | 690 | 284 | | Lamson (18) | 18 |
| 19 | 246 3 | 505 | 28.41 | 412 | 108 | 8 | Lawrence (8) | 19 |
| 20 | 293 10 | 887 | 30.66 | 738 | 70,575 | | McCall (32) | 20 |
| 21 | 246 3 | 505 | 28.03 | 405 | 108 | 8 | Macdonough (9) | 21 |
| 22 | 293 10 | 887 | 30.22 | 734 | 73,583 | | Mayrant (31) | 22 |
| 23 | 293 10 | 883 | 30.45 | 735 | 70,074 | | Monaghan (32) | 23 |
| 24 | 293 10 | 883 | 29.69 | 757 | 71,457 | | Patterson (36) | 24 |
| 25 | 293 10 | 887 | 32.80 | 711 | 70,580 | | Paulding (32) | 25 |
| 6 | 250 2 | 592 | 28.91 | 475 | 168 | 11 | Paul Jones (10) | 26 |
| 27 | 293 10 | 893 | 29.76 | 765 | 73,815 | | Perkins (36) | 27 |
| 28 | 250 2 | 592 | 28.32 | 476 | 168 | 11 | Perry (11) | 28 |
| 29 | 250 2 | 592 | 28.03 | 475 | 168 | 11 | Preble (12) | 29 |

¹ Does not include reserve coal.² Gallons of oil fuel.³ Estimated.⁴ Four-hour trial.⁵ Calculated to bottom of beams for steaming competition trials.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|----|---------------------------|--------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|----|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | | |
| 15 | Jarvis (38)..... | Parsons turb. | | | | | 4 Thornycroft. | (¹) | 19,200 | 12,000 | 276 | 15 | |
| 16 | Jenkins (42).... | Parsons turb. | | | | | 4 Normand.. | (¹) | 18,021 | 12,000 | 276 | 16 | |
| 17 | Jouett (41)..... | Parsons turb. | | | | | 4 Normand.. | (¹) | 18,021 | 12,000 | 276 | 17 | |
| 18 | Lamson (18).... | Parsons turb. (3). | | | | | 4 Mosher.... | 368 | 17,500 | 10,769 | 11,041 | 251 | 18 |
| 19 | Lawrence (8)... | Vert. 3-exp. (2) | 22 | 31 | 34 | 20 | 4 Mod. Normand. | 304 | 18,117 | 8,400 | | 182 | 19 |
| 20 | McCall (38)..... | Parsons turb. (3). | | | | | 4 Thornycroft. | (¹) | 19,200 | 13,072 | | 287 | 20 |
| 21 | Macdonough (9). | Vert. 3-exp. (2) | 22 | 31 | 34 | 24 | 4 Mod. Normand. | 304 | 18,117 | 8,400 | | 183 | 21 |
| 22 | Mayrant (31)... | Zoelly turb. (2) | | | | | 4 White-Forster. | (¹) | 18,000 | 13,140 | | 284 | 22 |
| 23 | Monaghan (32).. | Parsons turb. (3). | | | | | 4 Thornycroft. | (¹) | 18,000 | 12,410 | | 277 | 23 |
| 24 | Patterson (36).. | Parsons turb. (3). | | | | | 4 White-Forster. | (¹) | 18,000 | 12,622 | | 271 | 24 |
| 25 | Paulding (32).. | Parsons turb. (3). | | | | | 4 Normand.. | (¹) | 18,000 | 17,393 | | 269 | 25 |
| 26 | Paul Jones (10). | Vert. 3-exp. (2) | 20 ¹ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,783 | 8,000 | | 206 | 26 |
| 27 | Perkins (26).... | Curtis turb. (2) | | | | | 4 Yarrow.... | (¹) | 18,000 | 11,668 | 12,000 | | 27 |
| 28 | Perry (11)..... | Vert. 3-exp. (2) | 20 ¹ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,763 | 7,950 | | 206 | 28 |
| 29 | Preble (12)..... | Vert. 3-exp. (2) | 20 ¹ | 32 | 38 | 22 | 4 Thornycroft. | 315 | 17,782 | 7,310 | 7,370 | 206 | 29 |

¹ Oil fuel.
² Estimated.

³ Two low-pressure cylinders.
⁴ Main engines only.

TORPEDO-BOAT DESTROYERS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|------------|---|-------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. | | |
| | | | Unit. | Total. | | | | | |
| 15 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Jarvis (38)..... | 15 |
| 16 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Jenkins (42)..... | 16 |
| 17 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Jouett (41)..... | 17 |
| 18 | 1 | 5 | 125 | 40 | 40 | * 2-5-5000 | General Electric Co..... | Lamson (18)..... | 18 |
| 19 | 1 | 5 | 80 | 62.5 | 62.5 | * 6-5-700 | General Electric Co. (Fore River engine). | Lawrence (8).... | 19 |
| 20 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | McCall (38)..... | 20 |
| 21 | 1 | 5 | 80 | 62.5 | 62.5 | * 6-5-700 | General Electric Co. (Fore River engine). | Macdonough (9). | 21 |
| 22 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Mayrant (31).... | 22 |
| 23 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Monaghan (33).. | 23 |
| 24 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Patterson (36) .. | 24 |
| 25 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Paulding (32) .. | 25 |
| 26 | 1 | 5 | 125 | 40 | 40 | * 4-5-4000 | Terry-Diehl | Paul Jones (10).. | 26 |
| 27 | 2 | 5 | 125 | 40 | 80 | * 2-5-5000 | General Electric Co..... | Perkins (26)..... | 27 |
| 28 | 1 | 5 | 125 | 40 | 40 | * 2-5-5000 | General Electric Co..... | Perry (11)..... | 28 |
| 29 | 1 | 5 | 125 | 40 | 40 | * 2-5-5000 | General Electric Co..... | Preble (12)..... | 29 |

* Not yet installed.

* Turbo-generators.

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|-------------------------------------|-----------------------|----------------------------|-------------|---------------------|-----------------------------|---------------------------------------|---------------------------------------|--|
| | | Guns. | Torpedo tubes (long). | | Officers. | Men. | | | | |
| 15 | Jarvis (38)..... | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 3 funnels. | 4 | 79 | \$640,000 | June 24, 1910 | 15 | |
| 16 | Jenkins (42).... | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 4 funnels. | 4 | 79 | 654,500 | June 24, 1910 | 16 | |
| 17 | Jouett (41)..... | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 4 funnels. | 4 | 79 | 654,500 | June 24, 1910 | 17 | |
| 18 | Lamson (18).... | 5 3'' 50 cal. R. F. | 3 13''..... | 2 masts; 4 funnels. | 4 | 83 | 585,000 | June 29, 1906 | 18 | |
| 19 | Lawrence (8)... | 7 6-pdr. R. F. | 2 18''..... | Signal pole; 4 funnels. | 3 | 75 | 281,000 | May 4, 1898 | 19 | |
| 20 | McCall (28)..... | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 4 funnels. | 4 | 79 | 665,000 | May 13, 1908 | 20 | |
| 21 | Macdonough (9). | 7 6-pdr. R. F. | 2 18''..... | Signal pole; 4 funnels. | 3 | 73 | 281,000 | May 4, 1898 | 21 | |
| 22 | Mayrant (31)... | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 3 funnels. | 4 | 79 | 664,000 | May 13, 1908 | 22 | |
| 23 | Monaghan (32). | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 3 funnels. | 4 | 79 | 629,000 | Mar. 3, 1909 | 23 | |
| 24 | Patterson (36) . | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 3 funnels. | 4 | 79 | 637,000 | Mar. 3, 1909 | 24 | |
| 25 | Paulding (22) . . | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 4 funnels. | 4 | 79 | 644,000 | May 13, 1908 | 25 | |
| 26 | Paul Jones (10). | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18''..... | Signal pole; 4 funnels. | 3 | 75 ¹ 229 | 285,000 | May 4, 1898 | 26 | |
| 27 | Perkins (26).... | 5 3'' 50 cal. R. F. | 3 twin 18''. | 2 masts; 3 funnels. | 4 | 79 | 610,000 | May 13, 1908 | 27 | |
| 28 | Perry (11)..... | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18''..... | Signal pole; 4 funnels. | 3 | 75 ¹ 229 | 285,000 | May 4, 1898 | 28 | |
| 29 | Preble (12)..... | 2 3'' 50 cal. R. F.; 5 6-pdr. R. F. | 2 18''..... | Signal pole; 4 funnels. | 3 | 75 ¹ 229 | 285,000 | May 4, 1898 | 29 | |

¹ Subject to possible change.

TORPEDO-BOAT DESTROYERS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|---------------|------------------------------|---------------------------------|--------------------------------------|-----------------------------|----|
| 15 | Dec. 3, 1910 | July 1, 1911 | | Dec. 3, 1912 | | | Jarvis (38) | 15 |
| 16 | Nov. 30, 1910 | Mar. 24, 1911 | | Nov. 30, 1912 | | | Jenkins (42) | 16 |
| 17 | Nov. 30, 1910 | Mar. 7, 1911 | | Nov. 30, 1912 | | | Jouett (41) | 17 |
| 18 | Oct. 10, 1907 | Mar. 18, 1908 | June 16, 1909 | Oct. 10, 1909 | Jan. 27, 1910 | Feb. 10, 1910 | Lamson (18) ... | 18 |
| 19 | Dec. 3, 1898 | Apr. 10, 1899 | Nov. 7, 1900 | Apr. 3, 1900 | Apr. 7, 1903 | Apr. 14, 1903 July 23, 1907 | Lawrence (8) ... | 19 |
| 20 | Oct. 5, 1908 | June 8, 1909 | June 4, 1910 | Oct. 5, 1910 | Jan. 18, 1911 | Jan. 23, 1911 | McCall (28) | 20 |
| 21 | Dec. 3, 1898 | Apr. 21, 1899 | Dec. 24, 1900 | May 3, 1900 | July 3, 1903 | Sept. 5, 1903 Nov. 21, 1908 | Macdonough (9) | 21 |
| 22 | Oct. 1, 1908 | Apr. 22, 1909 | Apr. 23, 1910 | Oct. 1, 1910 | July 10, 1911 | July 12, 1911 | Mayrant (31) .. | 22 |
| 23 | June 23, 1909 | June 1, 1910 | Feb. 18, 1911 | June 23, 1911 | June 20, 1911 | June 21, 1911 | Monaghan (32) .. | 23 |
| 24 | June 14, 1909 | Apr. 27, 1910 | Apr. 29, 1911 | June 14, 1911 | Oct. 7, 1911 | | Patterson (36) .. | 24 |
| 25 | Sept. 29, 1908 | July 24, 1909 | Apr. 12, 1910 | Sept. 29, 1910 | Sept. 27, 1910 | Sept. 29, 1910 | Paulding (22) .. | 25 |
| 26 | Oct. 5, 1898 | Apr. 20, 1899 | June 14, 1902 | Apr. 5, 1900 | July 19, 1902 | July 19, 1902 Jan. 7, 1909 | Paul Jones (10) .. | 26 |
| 27 | Oct. 1, 1908 | Mar. 22, 1909 | Apr. 9, 1910 | Sept. 1, 1910 | Nov. 15, 1910 | Nov. 18, 1910 | Perkins (36) ... | 27 |
| 28 | Oct. 5, 1898 | Apr. 19, 1899 | Oct. 27, 1900 | Apr. 5, 1900 | May 31, 1902 | Sept. 4, 1902 July 11, 1907 | Perry (11) | 28 |
| 29 | Oct. 5, 1898 | Apr. 21, 1899 | Mar. 2, 1901 | Apr. 5, 1900 | June 21, 1902 | June 21, 1902 Sept. 17, 1909 | Preble (13) | 29 |

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|---------------------------|---|-------------------------------------|---|-----------------------------|------------------|------------------------|--|----|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean hull draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 30 Preston (19)... | New York S. B. Co., Camden, N. J. | Atlantic Torpedo Fleet. | 239 0 | 26 0 | 8 0 | 700 | 11.86 | 30 |
| 31 Reid (21)..... | Bath Iron Works, Bath, Me. | Atlantic Torpedo Fleet. | 239 0 | 26 0 | 8 0 | 700 | 11.86 | 31 |
| 32 Roe (24)..... | Newport News S. B. Co., Newport N., Va. | Atlantic Torpedo Fleet. | 239 0 | 26 1½ | 8 4 | 742 | 12.00 | 32 |
| 33 Smith (17)..... | Wm. Cramp & Sons, Philadelphia, Pa. | Atlantic Torpedo Fleet. | 239 0 | 26 0 | 8 0 | 700 | 11.86 | 33 |
| 34 Starrett (27)... | Fore River S. B. Co., Quincy Mass. | Atlantic Torpedo Fleet. | 239 0 | 26 1½ | 8 4 | 742 | 12.00 | 34 |
| 35 Stewart (13)... | Gas Engine & Power Co. and Chas. L. Seabury & Co., Cons., Morris Heights, N. Y. | Pacific Torpedo Fleet. | 245 0 | 23 1 | 6 6 | 420 | 9.40 | 35 |
| 36 Terry (25)..... | Newport News S. B. Co., Newport N., Va. | Atlantic Torpedo Fleet. | 239 0 | 26 1½ | 8 4 | 742 | 12.00 | 36 |
| 37 Tripps (22)... | Bath Iron Works, Bath Me. | Atlantic Torpedo Fleet. | 239 0 | 26 1½ | 8 4 | 742 | 12.00 | 37 |
| 38 Truxtun (14)... | Maryland Steel Co., Sparrows Point, Md. | Pacific Torpedo Fleet. | 248 0 | 22 3½ | 6 0 | 433 | 9.56 | 38 |
| 39 Walke (34)..... | Fore River S. B. Co., Quincy, Mass. | Building; 99% complete. | 239 0 | 26 1½ | 8 4 | 742 | 12.00 | 39 |
| 40 Warrington (30) | Wm. Cramp & Sons, Philadelphia, Pa. | Navy yard, Philadelphia. | 239 0 | 26 1½ | 8 4 | 742 | 12.00 | 40 |
| 41 Whipple (15)... | Maryland Steel Co., Sparrows Point, Md. | Pacific Torpedo Fleet. | 248 0 | 22 3½ | 6 0 | 433 | 9.56 | 41 |
| 42 Worden (16)... | Maryland Steel Co., Sparrows Point, Md. | Navy yard, Charleston. ² | 248 0 | 22 3½ | 6 0 | 433 | 9.56 | 42 |
| 43 Number 43.... | Bath Iron Works, Bath, Me. | Contract not awarded. | 300 0 | 30 5 | 9 4 | 1,020 | 14.28 | 43 |
| 44 Number 44.... | Bath Iron Works, Bath, Me. | Contract not awarded. | 300 0 | 30 5 | 9 4 | 1,020 | 14.28 | 44 |

¹Length on designed L. W. L.²Length on designer's L. W. L.³In reserve.

TORPEDO-BOAT DESTROYERS—Continued.

| | Length over all. | | Full-load displacement. | Highest speed. on trial. | Mean displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | | Increase in capacity due to stowing to underside of beams. | Name and official number. |
|----|------------------|--------------|-------------------------|--------------------------|-----------------------------|---|--------------|--|---------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | | | | <i>Tons.</i> | <i>Tons.</i> | | |
| 30 | 293 | 10 | 902 | ¹ 29.18 | 719 | 271 | 12 | Preston (19).... | 30 |
| 31 | 293 | 10 | 902 | ¹ 31.82 | 690 | 303 | 13 | Reid (21)..... | 31 |
| 32 | 293 | 10 | 887 | ¹ 29.60 | 711 | ² 70,074 | ..... | Roe (24)..... | 32 |
| 33 | 293 | 10 | 902 | ¹ 28.35 | 716 | 286 | 12 | Smith (17)..... | 33 |
| 34 | 293 | 10 | 893 | ¹ 30.37 | 754 | ² 73,815 | ..... | Starrett (27).... | 34 |
| 35 | 250 | 6 | 592 | 29.69 | 439 | 172 | 12 | Stewart (13) ... | 35 |
| 36 | 293 | 10 | 887 | ¹ 30.24 | 722 | ² 70,074 | ..... | Terry (25)..... | 36 |
| 37 | 293 | 10 | 883 | ¹ 30.89 | 733 | ² 70,580 | ..... | Trippe (23)..... | 37 |
| 38 | 259 | 6 | 605 | 29.58 | 486 | 173 | 11 | Truxtun (14).... | 38 |
| 39 | 293 | 10 | 899 | ¹ 29.78 | 772 | ² 67,817 | ..... | Walke (24)..... | 39 |
| 40 | 293 | 10 | 887 | ¹ 30.12 | 729 | ² 73,583 | ..... | Warrington (30). | 40 |
| 41 | 259 | 6 | 605 | 28.24 | 481 | 173 | 11 | Whipple (15)... | 41 |
| 42 | 259 | 6 | 605 | 29.86 | 476 | 173 | 11 | Worden (16).... | 42 |
| 43 | 305 | 8 | 1,128 | ² 29.00 | ² 1,010 | ² 91,830 | ..... | Number 43..... | 43 |
| 44 | 305 | 8 | 1,128 | ² 29.00 | ² 1,010 | ² 91,830 | ..... | Number 44..... | 44 |

¹ Four-hour trial.² Gallons of oil fuel.³ Estimated.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|----------------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | |
| 30 | Preston (19) . . . | Parsons turb.(3) | | | | | 333 | 15,200 | 10,918 | 11,356 | 255 | 30 |
| 31 | Reid (31) | Parsons turb.(3) | | | | | 347 | 16,177 | 12,421 | 12,734 | 228 | 31 |
| 32 | Roe (34) | Parsons turb.(3) | | | | | (*) | 18,000 | 11,999 | 12,299 | 277 | 32 |
| 33 | Smith (17) | Parsons turb.(3) | | | | | 368 | 17,500 | 9,946 | 10,362 | 250 | 33 |
| 34 | Sterett (27) | Curtis turb. (2) | | | | | (*) | 18,000 | 12,789 | | 300 | 34 |
| 35 | Stewart (13) | Vert. 3-exp. (2) | 20½ | 32³ | 38 | 22 | 315 | 17,782 | | 8,000 | 205 | 35 |
| 36 | Terry (35) | Parsons turb.(3) | | | | | (*) | 18,900 | 13,350 | | 277 | 36 |
| 37 | Trippe (33) | Parsons (3) | | | | | (*) | 18,000 | 14,978 | | 270 | 37 |
| 38 | Truxtun (14) | Vert. 3-exp. (2) | 23 | 34³ | 37 | 20 | 300 | 19,748 | | 8,300 | 207 | 38 |
| 39 | Walke (34) | Curtis (2) | | | | | (*) | 18,000 | 12,573 | | | 39 |
| 40 | Warrington (30) | Zoelly turb. (2) | | | | | (*) | 18,000 | 12,846 | | 283 | 40 |
| 41 | Whipple (15) | Vert. 3-exp. (2) | 23 | 34³ | 37 | 20 | 300 | 19,748 | | 8,300 | 208 | 41 |
| 42 | Worden (16) | Vert. 3-exp. (2) | 23 | 34³ | 37 | 20 | 300 | 19,748 | | 8,300 | 207 | 42 |
| 43 | Number 43 | (*) | | | | | | | | 16,000 | | 43 |
| 44 | Number 44 | (*) | | | | | | | | 16,000 | | 44 |

¹ Main engines only.

² Oil fuel.

³ Two low-pressure cylinders.

⁴ Estimated.

⁵ Department's design for class; 3-screw Parsons turbines with reciprocating engines. Accepted designs all to be 2 screws, various types of turbines and reciprocating engines; detail not settled at date of preparation of data.

TORPEDO-BOAT DESTROYERS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|--------|----------|--------|-------|-----------------------|---------------------------------------|-------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 30 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Preston (19).... | 30 |
| 31 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Raid (31)..... | 31 |
| 32 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Roe (34)..... | 32 |
| 33 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Smith (17)..... | 33 |
| 34 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Starrett (37).... | 34 |
| 35 | 2 | 5 | 125 | 40 | 80 | 2-5-4000 | Diehl Electric Co. (Terry turbines).. | Stewart (13) ... | 35 |
| 36 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Terry (35)..... | 36 |
| 37 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Trippe (33)..... | 37 |
| 38 | 1 | 5 | 125 | 40 | 40 | ¹ 2-5-4000 | Diehl Electric Co. (Terry turbines).. | Truxtun (14).... | 38 |
| 39 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Walke (34)..... | 39 |
| 40 | 2 | 5 | 125 | 40 | 80 | ¹ 2-5-5000 | General Electric Co | Warrington (30). | 40 |
| 41 | 1 | 5 | 125 | 40 | 40 | ¹ 2-5-5000 | General Electric Co | Whipple (15)... | 41 |
| 42 | 1 | 5 | 125 | 40 | 40 | 8-5-675 | B. F. Sturtevant Co | Worden (16).... | 42 |
| 43 | 2 | 10 | 125 | 80 | 160 | | | Number 43 | 43 |
| 44 | 2 | 10 | 125 | 80 | 160 | | | Number 44 | 44 |

¹ Turbo-generators.

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | Rig and number of funnels. | Comple- ment. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|------------------------------------|-----------------------|----------------------------|------------------|--------------|-----------------------------|---------------------------------------|---------------------------------------|--|
| | | Guns. | Torpedo tubes (long). | | Officers. | Men. | | | | |
| 30 | Preston (19) | 5 3" 50 cal. R. F. | 3 18" | 2 masts; 4 funnels. | 4 | 83 | \$645,000 | June 29, 1906 | 30 | |
| 31 | Reid (21) | 5 3" 50 cal. R. F. | 3 18" | 2 masts; 4 funnels. | 4 | 83 | 624,000 | Mar. 2, 1907 | 31 | |
| 32 | Roe (24) | 5 3" 50 cal. R. F. | 3 twin 18" | 2 masts; 3 funnels. | 4 | 79 | 620,000 | May 13, 1908 | 32 | |
| 33 | Smith (17) | 5 3" 50 cal. R. F. | 3 18" | 2 masts; 4 funnels. | 4 | 83 | 585,000 | June 29, 1906 | 33 | |
| 34 | Starrett (27) | 5 3" 50 cal. R. F. | 3 twin 18" | 2 masts; 3 funnels. | 4 | 79 | 610,000 | May 13, 1908 | 34 | |
| 35 | Stewart (12) | 2 3" 50 cal. R. F.; 6 6-pdr. R. F. | 2 18" | Signal pole; 4 funnels. | 3 | 75 | 282,000 | May 4, 1898 | 35 | |
| 36 | Terry (25) | 5 3" 50 cal. R. F. | 3 twin 18" | 2 masts; 3 funnels. | 4 | 79 | 620,000 | May 13, 1908 | 36 | |
| 37 | Trippe (33) | 5 3" 50 cal. R. F. | 3 twin 18" | 2 masts; 3 funnels. | 4 | 79 | 659,500 | Mar. 3, 1909 | 37 | |
| 38 | Truxtun (14) | 2 3" 50 cal. R. F.; 6 6-pdr. R. F. | 2 18" | Signal pole; 4 funnels. | 3 | 75 | 286,000 | May 4, 1898 | 38 | |
| 39 | Walke (34) | 5 3" 50 cal. R. F. | 3 twin 18" | 2 masts; 3 funnels. | 4 | 79 | 644,000 | Mar. 3, 1909 | 39 | |
| 40 | Warrington (30) | 5 3" 50 cal. R. F. | 3 twin 18" | 2 masts; 3 funnels. | 4 | 79 | 664,000 | May 13, 1908 | 40 | |
| 41 | Whipple (15) | 2 3" 50 cal. R. F.; 6 6-pdr. R. F. | 2 18" | Signal pole; 4 funnels. | 3 | 75 | 286,000 | May 4, 1898 | 41 | |
| 42 | Worden (16) | 2 3" 50 cal. R. F.; 6 6-pdr. R. F. | 2 18" | Signal pole; 4 funnels. | 3 | 73 | 286,000 | May 4, 1898 | 42 | |
| 43 | Number 43 | 5 4" 50 cal. R. F. | 3 twin 18" | 2 masts; 4 funnels. | 5 | 93 | 761,500 | Mar. 4, 1911 | 43 | |
| 44 | Number 44 | 5 4" 50 cal. R. F. | 3 twin 18" | 2 masts; 4 funnels. | 5 | 93 | 761,500 | Mar. 4, 1911 | 44 | |

TORPEDO-BOAT DESTROYERS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|----|
| 30 | Sept. 28, 1907 | Apr. 28, 1908 | July 14, 1909 | Sept. 28, 1909 | Dec. 21, 1909 | Dec. 24, 1909 | Preston (19) ... | 30 |
| 31 | Sept. 28, 1907 | Aug. 3, 1908 | Aug. 17, 1909 | Sept. 28, 1909 | Oct. 27, 1909 | Dec. 3, 1909 | Reid (21) | 31 |
| 32 | Oct. 12, 1908 | Jan. 18, 1909 | July 24, 1909 | Oct. 12, 1910 | Sept. 15, 1910 | Sept. 17, 1910 | Roe (24) | 32 |
| 33 | Oct. 10, 1907 | Mar. 18, 1908 | Apr. 20, 1909 | Oct. 10, 1909 | Nov. 24, 1909 | Nov. 26, 1909 | Smith (17) | 33 |
| 34 | Oct. 1, 1908 | Mar. 22, 1909 | May 12, 1910 | Oct. 1, 1910 | Dec. 12, 1910 | Dec. 15, 1910 | Sterett (27) | 34 |
| 35 | Sept. 30, 1898 | Jan. 24, 1900 | May 10, 1902 | Feb. 28, 1900 | Nov. 14, 1902 | Dec. 17, 1902 Nov. 18, 1909 | Stewart (13) .. | 35 |
| 36 | Oct. 12, 1908 | Feb. 8, 1909 | Aug. 21, 1909 | Oct. 12, 1910 | Oct. 12, 1910 | Oct. 18, 1910 | Terry (25) | 36 |
| 37 | June 15, 1909 | Apr. 12, 1910 | Dec. 20, 1910 | June 15, 1911 | Mar. 21, 1911 | Mar. 23, 1911 | Trippe (33) | 37 |
| 38 | Oct. 4, 1898 | Nov. 13, 1899 | Aug. 15, 1901 | Apr. 4, 1900 | Aug. 16, 1902 | Sept. 11, 1902 Nov. 18, 1907 | Truxtun (14) .. | 38 |
| 39 | June 29, 1909 | Mar. 5, 1910 | Nov. 3, 1910 | June 29, 1911 | July 18, 1911 | July 22, 1911 | Walke (34) | 39 |
| 40 | Oct. 1, 1908 | June 21, 1909 | June 18, 1910 | Oct. 1, 1910 | Mar. 17, 1911 | Mar. 20, 1911 | Warrington (30) . | 40 |
| 41 | Oct. 4, 1898 | Nov. 13, 1899 | Aug. 15, 1901 | Apr. 4, 1900 | Oct. 9, 1902 | Oct. 21, 1902 July 16, 1906 | Whipple (15) .. | 41 |
| 42 | Oct. 4, 1898 | Nov. 13, 1899 | Aug. 15, 1901 | Apr. 4, 1900 | Oct. 17, 1902 | Dec. 31, 1902 May 12, 1909 | Worden (16) ... | 42 |
| 43 | Sept. 6, 1911 | ..... | ..... | Sept. 6, 1913 | ..... | ..... | Number 43 | 43 |
| 44 | Sept. 6, 1911 | ..... | ..... | Sept. 6, 1913 | ..... | ..... | Number 44 | 44 |

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | |
|--|--------------------------------------|------------------------------------|---|-----------------------------|------------------|------------------------|--|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean hull draft. | Displacement (normal). | Tons per inch immersion at normal draft. |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> |
| 45 Number 45 | New York S. B. Co., Camden, N. J. | Contract not awarded. | ..... | ..... | ..... | 1,073 | 45 |
| 46 Number 46 | Fore River S. B. Co., Quincy, Mass. | Contract not awarded. | 300 0 | 30 5 | 9 3 | 1,014 | 46 |
| 47 Number 47 | Wm. Cramp & Sons, Philadelphia, Pa. | Contract not awarded. | ..... | ..... | ..... | 1,036 | 47 |
| 48 Number 48 | Wm. Cramp & Sons, Philadelphia, Pa. | Contract not awarded. | ..... | ..... | ..... | 1,036 | 48 |
| 49 Number 49 | Wm. Cramp & Sons, Philadelphia, Pa. | Contract not awarded. | ..... | ..... | ..... | 1,036 | 49 |
| 50 Number 50 | Wm. Cramp & Sons, Philadelphia, Pa. | Contract not awarded. | ..... | ..... | ..... | 1,036 | 50 |
| Total normal displacement | | | | | | 34,048 | |

¹ Length on designed L. W. L.² Length on designer's L. W. L.

TORPEDO-BOAT DESTROYERS—Continued.

| | Length overall. | Full-load displacement. | Highest speed on trial. | Mean displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Increase in capacity due to stowing to under side of beams. | Name and official number. |
|----|-----------------|-------------------------|-------------------------|-----------------------------|---|---|---------------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 45 | | | ¹ 29.00 | ¹ 1,073 | | | Number 45..... 45 |
| 46 | 305 3 | | ¹ 29.00 | ¹ 1,014 | ² 91,830 | | Number 46..... 46 |
| 47 | | | ¹ 29.50 | ¹ 1,036 | | | Number 47..... 47 |
| 48 | | | ¹ 29.50 | ¹ 1,036 | | | Number 48..... 48 |
| 49 | | | ¹ 29.50 | ¹ 1,036 | | | Number 49..... 49 |
| 50 | | | ¹ 29.50 | ¹ 1,036 | | | Number 50..... 50 |

¹ Estimated.² Gallons of oil fuel.

UNARMORED STEEL VESSELS—

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---------------------------|-----------------|--------------------|------------|------------|------------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 45 Number 45..... | (1) | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>In.</i> | | <i>Sq. ft.</i> | <i>Sq. ft.</i> | \$16,000 | | <i>Tons.</i> |
| 46 Number 46..... | (1) | | | | | | | | \$16,000 | | |
| 47 Number 47..... | (1) | | | | | | | | \$16,000 | | |
| 48 Number 48..... | (1) | | | | | | | | \$16,000 | | |
| 49 Number 49..... | (1) | | | | | | | | \$16,000 | | |
| 50 Number 50..... | (1) | | | | | | | | \$16,000 | | |

¹ Department's design for class; 3-screw Parsons turbines with reciprocating engines. Accepted designs all to be 2 screws, various types of turbines and reciprocating engines; details not settled at date of preparation of data.

² Estimated, department's design.

TORPEDO-BOAT DESTROYERS—Continued.

| Generating sets. | | | | | | | Name and official number. |
|------------------|-----------------|--------|----------|--------|-------|-----------|------------------------------|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | |
| | | | Unit. | Total. | | | |
| 45 | 2 | 10 | 125 | 80 | 160 | ..... | Number 45..... 45 |
| 46 | 2 | 10 | 125 | 80 | 160 | ..... | Number 46..... 46 |
| 47 | 2 | 10 | 125 | 80 | 160 | ..... | Number 47..... 47 |
| 48 | 2 | 10 | 125 | 80 | 160 | ..... | Number 48..... 48 |
| 49 | 2 | 10 | 125 | 80 | 160 | ..... | Number 49..... 49 |
| 50 | 2 | 10 | 125 | 80 | 160 | ..... | Number 50..... 50 |

UNARMORED STEEL VESSELS—

| Name and official number. | Batteries. | | Rig and number of funnels. | Comple-ment. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---------------------------|----------------------|-----------------------|----------------------------|--------------|------|-----------------------------|---------------------------------------|---------------------------------------|--|
| | Guns. | Torpedo tubes (long). | | Officers. | Men. | | | | |
| 45 Number 45..... | 5 1/2" 50 cal. R. F. | 3 twin 18". | 2 masts; 4 funnels. | 5 | 93 | \$777,500 | Mar. 4, 1911 | 45 | |
| 46 Number 46..... | 5 1/2" 50 cal. R. F. | 3 twin 18". | 2 masts; 4 funnels. | 5 | 93 | 779,450 | Mar. 4, 1911 | 46 | |
| 47 Number 47..... | 5 1/2" 50 cal. R. F. | 3 twin 18". | 2 masts; 4 funnels. | 5 | 93 | 766,100 | Mar. 4, 1911 | 47 | |
| 48 Number 48..... | 5 1/2" 50 cal. R. F. | 3 twin 18". | 2 masts; 4 funnels. | 5 | 93 | 766,100 | Mar. 4, 1911 | 48 | |
| 49 Number 49..... | 5 1/2" 50 cal. R. F. | 3 twin 18". | 2 masts; 4 funnels. | 5 | 93 | 766,100 | Mar. 4, 1911 | 49 | |
| 50 Number 50..... | 5 1/2" 50 cal. R. F. | 3 twin 18". | 2 masts; 4 funnels. | 5 | 93 | 766,100 | Mar. 4, 1911 | 50 | |

TORPEDO-BOAT DESTROYERS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|------------|-----------|------------------------------|---------------------------------|--------------------------------------|---------------------------|----|
| 45 | Sept. 8, 1911 | | | Sept. 8, 1913 | | | Number 45 | 45 |
| 46 | Sept. 6, 1911 | | | Sept. 6, 1913 | | | Number 46 | 46 |
| 47 | Sept. 7, 1911 | | | July 22, 1913 | | | Number 47 | 47 |
| 48 | Sept. 7, 1911 | | | Aug. 7, 1913 | | | Number 48 | 48 |
| 49 | Sept. 7, 1911 | | | Aug 22, 1913 | | | Number 48 | 49 |
| 50 | Sept. 7, 1911 | | | Sept. 7, 1913 | | | Number 50 | 50 |

UNARMORED STEEL VESSELS—

| | Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, all stores on board, normal coal supply. | | | | | Full-load displacement. |
|----|---------------------------|---|---|---|-------------------------|------------------------|---------------------|---------------------|-------------------------|
| | | | | Length on load water line. | Extreme breadth. | Mean draft. | Displacement. | | |
| 1 | Bagley (24).... | Bath Iron Works, Bath, Me. | Naval Academy. | <i>Ft. in.</i> 157 0 | <i>Ft. in.</i> 17 7½ | <i>Ft. in.</i> 4 11 | <i>Tons.</i> 175 | <i>Tons.</i> 211 | 1 |
| 2 | Balley (21).... | Gas Engine & Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y. | Naval Academy. | 205 0 | 19 3 | 6 10 | 290 | 379 | 2 |
| 3 | Barney (25)... | Bath Iron Works, Bath, Me. | Reserve torpedo divisions. ¹ | 157 0 | 17 7½ | 4 11 | 175 | 211 | 3 |
| 4 | Biddle (26).... | Bath Iron Works, Bath, Me. | Reserve torpedo divisions. ¹ | 157 0 | 17 7½ | 4 11 | 175 | 211 | 4 |
| 5 | Blakely (27)... | Lawley & Sons, S. Boston, Mass. | Reserve torpedo divisions. ¹ | 175 1 | 17 9 | 5 11 | 196 | 262 | 5 |
| 6 | Cushing (1).... | Herreshoff Mfg. Co., Bristol, R. I. | Reserve torpedo divisions. ¹ | 138 9 | 14 3 | 4 10 | 105 | 142 | 6 |
| 7 | Dahlgren (9) .. | Bath Iron Works, Bath, Me. | Reserve torpedo divisions. ¹ | 147 0 | 16 4½ | 4 7 | 146 | ..... | 7 |
| 8 | Davis (12)..... | Wolf & Zwicker, Portland, Oreg. | Reserve torpedo divisions. ² | 146 0 | 15 4 | 5 10 | 154 | 155 | 8 |
| 9 | De Long (28).. | Lawley & Sons, S. Boston, Mass. | Reserve torpedo divisions. ¹ | 175 1 | 17 9 | 5 11 | 196 | 262 | 9 |
| 10 | Dupont (7).... | Herreshoff Mfg. Co., Bristol, R. I. | Reserve torpedo divisions. ² | 175 0 | 17 8½ | 4 8 | 165 | ..... | 10 |
| 11 | Ericsson (2) ... | Iowa Iron Works, Dubuque, Iowa. | Reserve torpedo divisions. ¹ | 149 7 | 15 6 | 4 9 | 120 | 170 | 11 |
| 12 | Farragut (11). | Union Iron Works, San Francisco, Cal. | Pacific Torpedo Fleet. | 213 6 | 20 8 | 6 0 | 279 | 340 | 12 |
| 13 | Foote (3)..... | Columbian Iron Works, Balt., Md. | Naval Militia, N. Carolina. | 160 0 | 16 1 | 5 0 | 142 | 180 | 13 |
| 14 | Fox (12)..... | Wolf & Zwicker, Portland, Oreg. | Reserve torpedo divisions. ² | 146 0 | 15 4 | 5 10 | 154 | 155 | 14 |
| 15 | Goldsborough (20). | Wolf & Zwicker, Portland, Oreg. | Pacific torpedo fleet. | 198 0 | 20 7 | 6 10 | 255 | ..... | 15 |
| 16 | Gwin (16)..... | Herreshoff Mfg. Co., Bristol, R. I. | Torpedo station, Newport. | 99 6 | 12 6 | 3 3 | 46 | 58 | 16 |

¹ Navy yard, Charleston.² Navy yard, Mare Island.

NOTE.—The Winslow was stricken from the Navy List July 12, 1910. The Stiletto was stricken from the Navy List Jan. 27, 1911.

TORPEDO BOATS.

| | Net tonnage for Suez Canal. | Highest speed on trial. | Mean displace- ment on trial. | Tons per inch immersion at normal draft. | Bunker capacity at 43 cubic feet per ton. | Name and official number. | |
|----|-----------------------------------|----------------------------|----------------------------------|--|--|------------------------------------|----|
| | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | | <i>Tons.</i> | | |
| 1 | 68 | 29.15 | 167 | 4.40 | 43 | Bagley (24) | 1 |
| 2 | ..... | 30.20 | 280 | 7.05 | 99 | Bailey (21) | 2 |
| 3 | 68 | 29.04 | 167 | 4.40 | 43 | Barney (25) | 3 |
| 4 | 68 | 28.57 | 168 | 4.40 | 43 | Biddle (26) | 4 |
| 5 | ..... | 25.58 | 192 | 5.30 | 72 | Blakely (27) | 5 |
| 6 | ..... | 22.50 | 103 | 3.10 | 36 | Cushing (1) | 6 |
| 7 | ..... | 30.00 | 146 | 4.08 | 132 | Dahlgren (9) ... | 7 |
| 8 | ..... | 23.41 | 132 | 3.68 | 40 | Davis (12) | 8 |
| 9 | ..... | 25.52 | 192 | 5.30 | 72 | De Long (28) ... | 9 |
| 10 | ..... | 28.58 | 165 | 4.52 | 76 | Dupont (7) | 10 |
| 11 | ..... | 22.62 | 120 | 3.56 | 36 | Eriesson (2) | 11 |
| 12 | ² 160 | 30.13 | 236 | 7.20 | 95 | Farragut (11) .. | 12 |
| 13 | ..... | 24.53 | 142 | 4.07 | 44 | Foote (3) | 13 |
| 14 | ..... | 23.13 | 132 | 3.68 | 40 | Fox (13) | 14 |
| 15 | ..... | 27.40 | 256 | 6.33 | 89 | Goldsbrough (20). | 15 |
| 16 | ..... | 20.88 | 46 | 1.87 | 9 | Gwin (16) | 16 |

¹ Estimated.² Subject to possible change.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|------------------|--------------------------------|--------------------------------|--------------------------------|------------------|-----------------------------|-----------------------|-------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 | Bagley (34)..... | Vert. 3-exp. (2) | <i>In.</i> 17 $\frac{1}{2}$ | <i>In.</i> 24 $\frac{1}{2}$ | <i>In.</i> 37 $\frac{3}{8}$ | <i>In.</i> 21 | 2 Normand.. | <i>Sq. ft.</i> 118 | <i>Sq. ft.</i> 5,552 | ..... | 13,920 | <i>Tons.</i> 91 |
| 2 | Bailey (31)..... | Vert. 3-exp. (2) | 20 | 30 $\frac{1}{2}$ | 32 | 18 | 3 Seabury... | 178 | 8,328 | ..... | 15,000 | 148 |
| 3 | Barney (35)..... | Vert. 3-exp. (2) | 17 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | 37 $\frac{3}{8}$ | 21 | 2 Normand.. | 118 | 5,552 | ..... | 13,920 | 90 |
| 4 | Biddle (36)..... | Vert. 3-exp. (2) | 17 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | 37 $\frac{3}{8}$ | 21 | 2 Normand.. | 118 | 5,552 | ..... | 13,910 | 90 |
| 5 | Blakely (37)..... | Vert. 3-exp. (2) | 14 | 22 | 25 $\frac{1}{2}$ | 18 | 3 Normand.. | 150 | 7,575 | ..... | 3,000 | 85 |
| 6 | Cushing (1)..... | Vert. 4-exp. (2) | 11 $\frac{1}{2}$ | 16 22 $\frac{1}{2}$ | 22 $\frac{1}{2}$ | 15 | 2 Thornycroft. | 77 | 4,750 | ..... | 1,720 | 55 |
| 7 | Dahlgren (9)... | Vert. 3-exp. (2) | 17 $\frac{1}{2}$ | 24 $\frac{1}{2}$ | 37 | 21 | 2 Normand.. | 119 | 5,553 | ..... | 4,200 | 81 |
| 8 | Davis (13)..... | Vert. 3-exp. (2) | 11 $\frac{1}{2}$ | 19 | 22 $\frac{1}{2}$ | 15 | 2 Thornycroft. | 88 | 4,763 | ..... | 1,750 | 52 |
| 9 | De Long (38)... | Vert. 3-exp. (2) | 14 | 22 | 25 $\frac{1}{2}$ | 18 | 3 Normand.. | 150 | 7,575 | ..... | 13,000 | 180 |
| 10 | Dupont (7)..... | Vert. 3-exp. (2) | 16 | 22 $\frac{1}{2}$ | 25 | 16 | 3 mod. Normand. | 161 | 8,288 | ..... | 13,800 | 78 |
| 11 | Ericsson (3)..... | Vert. 4-exp. (2) | 11 $\frac{1}{2}$ | 16 21 $\frac{1}{2}$ | 30 | 16 | 2 Thornycroft. | 85 | 4,698 | 11,800 | 1,875 | 60 |
| 12 | Farragut (11).. | Vert. 3-exp. (2) | 20 | 29 | 30 | 18 | 3 Thornycroft. | 196 | 9,912 | ..... | 5,600 | 108 |
| 13 | Foots (3)..... | Vert. 3-exp. (2) | 12 | 19 $\frac{1}{2}$ | 22 | 16 | 2 Mosher.... | 95 | 5,260 | ..... | 2,000 | 51 |
| 14 | Fox (13)..... | Vert. 3-exp. (2) | 11 $\frac{1}{2}$ | 19 | 22 $\frac{1}{2}$ | 15 | 2 Thornycroft. | 88 | 4,763 | ..... | 1,750 | 52 |
| 15 | Goldborough (30). | Vert. 3-exp. (2) | 19 $\frac{1}{2}$ | 31 $\frac{1}{2}$ | 35 $\frac{1}{2}$ | 20 | 3 Thornycroft. | 216 | 13,500 | ..... | 5,850 | 126 |
| 16 | Gwin (16)..... | Vert. 3-exp. (1) | 12 $\frac{1}{2}$ | 18 | 25 | 13 $\frac{1}{2}$ | 1 Normand.. | 38 | 1,870 | ..... | 850 | 20 |

¹ Estimated.² Two low-pressure cylinders.

TORPEDO BOATS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|--------|----------|--------|-------|------------|-------------------------------------|---------------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co | Bagley (24) | 1 |
| 2 | 1 | 5 | 80 | 32 | 32 | 8-5-725 | B. F. Sturtevant Co | Bailey (21) | 2 |
| 3 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co | Barney (25) | 3 |
| 4 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co | Biddle (26) | 4 |
| 5 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co | Blakely (27) | 5 |
| 6 | 1 | 2 | 80 | 25 | 25 | 4-2-760 | General Electric Co | Cushing (1) | 6 |
| 7 | 1 | 1.5 | 80 | 19 | 19 | 4-1.5-1100 | B. F. Sturtevant Co | Dahlgren (9) ... | 7 |
| 8 | 1 | 2.5 | 80 | 32 | 32 | 2-2.5-800 | General Electric Co | Davis (12) | 8 |
| 9 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co | De Long (28) ... | 9 |
| 10 | 1 | 2 | 80 | 25 | 25 | 4-2-800 | Riker Electric Co | Dupont (7) | 10 |
| 11 | 1 | 2 | 80 | 25 | 25 | 4-2-800 | General Electric Co. (Case engine). | Ericsson (2) | 11 |
| 12 | 1 | 5 | 80 | 62.5 | 62.5 | 4-5-700 | Union Iron Works | Farragut (11) .. | 12 |
| 13 | 1 | 2 | 80 | 25 | 25 | 4-2-650 | General Electric Co | Foots (3) | 13 |
| 14 | 1 | 2.5 | 80 | 32 | 32 | 2-2.5-800 | General Electric Co | Fox (13) | 14 |
| 15 | 1 | 3.6 | 80 | 45 | 45 | 4-3.6-800 | General Electric Co | Goldsbrough (20) . | 15 |
| 16 | | | | | | | | Gwir (18) | 16 |

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | Complement. | | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|----------------------------|------------------|-------------------------|-------------|------|---------------------------------------|---------------------------------------|----|
| | | Guns. | Torpedo tubes. | Officers. | Men. | | | |
| 1 | Bagley (24) | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 26 | \$161,000 | May 4, 1898 | 1 |
| 2 | Bailey (21) | 4 6-pdr. R. F... | 2 18" Whitehead..... | 2 | 57 | 210,000 | Mar. 3, 1897 | 2 |
| 3 | Barney (25) | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 27 | 161,000 | May 4, 1898 | 3 |
| 4 | Biddle (26) | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 26 | 161,000 | May 4, 1898 | 4 |
| 5 | Blakely (27) | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 159,400 | May 4, 1898 | 5 |
| 6 | Cushing (1) | 3 1-pdr. R. F... | 2 18" Whitehead..... | 2 | 21 | 82,750 | Aug. 3, 1886 | 6 |
| 7 | Dahlgren (9) ... | 4 1-pdr. R. F... | 2 18" Whitehead. Long.. | 2 | 26 | 194,000 | June 10, 1896 | 7 |
| 8 | Davis (12) | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 27 | 81,546 | June 10, 1896 | 8 |
| 9 | De Long (28) ... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 159,400 | May 4, 1898 | 9 |
| 10 | Dupont (7) | 4 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 144,000 | Mar. 2, 1895 | 10 |
| 11 | Ericsson (8) | 4 1-pdr. R. F... | 2 18" Whitehead..... | 2 | 21 | 113,500 | June 30, 1890 | 11 |
| 12 | Farragut (11) .. | 4 6-pdr. R. F... | 2 18" Whitehead..... | 2 | 62 | 227,500 | June 10, 1896 | 12 |
| 13 | Foote (3) | 3 1-pdr. R. F... | 2 18" Whitehead. Long.. | 2 | 26 | 97,500 | July 26, 1894 | 13 |
| 14 | Fox (13) | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 27 | 81,546 | June 10, 1896 | 14 |
| 15 | Goldsborough (20) . | 4 6-pdr. R. F... | 2 18" Whitehead. Long.. | 3 | 61 | 214,500 | Mar. 3, 1897 | 15 |
| 16 | Gwin (16) | 1 1-pdr. R. F... | 2 18" Whitehead..... | 2 | 13 | 39,000 | June 10, 1896 | 16 |

TORPEDO BOATS—Continued.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|---------------|----------------|------------------------------|---------------------------------|--------------------------------------|---------------------------|----|
| 1 | Oct. 19, 1898 | Jan. 4, 1900 | Sept. 25, 1900 | Oct. 19, 1899 | June 12, 1901 | Oct. 18, 1901 Jan. 7, 1910 | Bagley (24).... | 1 |
| 2 | July 28, 1897 | Apr. 30, 1898 | Dec. 5, 1899 | Jan. 28, 1899 | May 29, 1901 | June 10, 1901 Nov. 7, 1909 | Bailey (21).... | 2 |
| 3 | Oct. 19, 1898 | Jan. 3, 1900 | July 28, 1900 | Oct. 19, 1899 | May 31, 1901 | Oct. 21, 1901 July 1, 1908 | Barney (25)... | 3 |
| 4 | Oct. 19, 1898 | Feb. 21, 1900 | May 18, 1901 | Oct. 19, 1899 | Aug. 5, 1901 | Oct. 26, 1901 May 14, 1909 | Biddle (26).... | 4 |
| 5 | Sept. 27, 1898 | Jan. 12, 1899 | Nov. 22, 1900 | Sept. 27, 1899 | Sept. 14, 1904 | Dec. 27, 1904 May 6, 1909 | Blakely (27)... | 5 |
| 6 | Mar. 1, 1888 | Apr. —, 1888 | Jan. 23, 1890 | June 1, 1889 | Apr. 12, 1890 | Apr. 22, 1890 Oct. 29, 1901 | Cushing (1).... | 6 |
| 7 | Oct. 6, 1896 | Dec. 11, 1897 | May 29, 1899 | Apr. 6, 1898 | Nov. 24, 1899 | June 16, 1900 | Dahlgren (9) .. | 7 |
| 8 | Oct. 6, 1896 | Mar. 2, 1897 | June 4, 1898 | Oct. 6, 1897 | Jan. 26, 1899 | May 10, 1899 Nov. 1, 1910 | Davis (12)..... | 8 |
| 9 | Sept. 27, 1898 | Jan. 24, 1899 | Nov. 23, 1900 | Sept. 27, 1899 | Aug. 11, 1902 | Oct. 27, 1902 Apr. 30, 1910 | De Long (28)... | 9 |
| 10 | Oct. 19, 1895 | Feb. —, 1896 | Mar. 30, 1897 | Nov. 19, 1896 | Sept. 17, 1897 | Sept. 23, 1897 May 14, 1909 | Dupont (7).... | 10 |
| 11 | Oct. 8, 1891 | July 21, 1892 | May 12, 1894 | Oct. 8, 1892 | June 16, 1896 | Feb. 18, 1897 | Ericsson (2)... | 11 |
| 12 | Oct. 5, 1896 | July 23, 1897 | July 16, 1898 | Apr. 5, 1898 | Jan. 30, 1899 | Mar. 22, 1899 May 10, 1911 | Farragut (11). | 12 |
| 13 | May 3, 1895 | May 1, 1896 | Oct. 1, 1896 | Aug. 3, 1896 | July 28, 1897 | Aug. 7, 1897 Nov. 9, 1900 | Foote (3)..... | 13 |
| 14 | Oct. 6, 1896 | Mar. 4, 1897 | July 4, 1898 | Oct. 6, 1897 | Mar. 13, 1899 | July 8, 1899 Nov. 6, 1910 | Fox (13)..... | 14 |
| 15 | July 30, 1897 | July 14, 1898 | July 29, 1899 | Jan. 30, 1899 | ..... | Apr. 9, 1908 | Goldsbrough (20). | 15 |
| 16 | Oct. 6, 1896 | Apr. 14, 1897 | Nov. 15, 1897 | Oct. 6, 1897 | Mar. 26, 1898 | Apr. 4, 1898 July 10, 1903 | Gwin (16)..... | 16 |

UNARMORED STEEL VESSELS—

| Name and official number. | By whom and where built or building. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, all stores on board; normal coal supply. | | | | Full-load displacement. |
|----------------------------------|---|---|---|------------------------|-----------------------|--------------------|-------------------------|
| | | | Length on load water line. | Extreme breadth. | Mean draft. | Displacement. | |
| 17 McKee (18) | Columbian Iron Works, Balt., Md. | Torpedo station, Newport. | <i>Ft. in.</i> 99 3 | <i>Ft. in.</i> 12 9 | <i>Ft. in.</i> 4 3 | <i>Tons.</i> 65 | 17 |
| 18 Mackenzie (17) | The Chas. Hillman Co., Phila., Pa. | Reserve torpedo divisions. ¹ | 99 3 | 12 9 | 4 3 | 65 | 75 18 |
| 19 Manly (22)* | Yarrow..... | Naval Academy. | 60 8 | 9 5 | ..... | *30 | 19 |
| 20 Morris (14) | Herreshoff Mfg. Co., Bristol, R. I. | Torpedo station, Newport. | 138 3 | 15 6 | 4 1 | 105 | 124 20 |
| 21 Porter (8) | Herreshoff Mfg. Co., Bristol, R. I. | Reserve torpedo divisions. ¹ | 175 0 | 17 8½ | 4 8 | 165 | 21 |
| 22 Rodgers (4) ... | Columbian Iron Works, Balt., Md. | Naval Militia, Massachusetts. | 160 0 | 16 1 | 5 0 | 142 | 180 22 |
| 23 Rowan (8) | Moran Bros. Co., Seattle, Wash. | Pacific torpedo fleet. | 170 0 | 17 0 | 5 11 | 210 | 23 |
| 24 Shubrick (31) .. | Wm. R. Trigg Co., Richmond, Va. | Reserve torpedo divisions. ¹ | 175 0 | 17 6 | 5 2 | 200 | 269 24 |
| 25 Somers (22)* ... | Schichau Works, Elbing, Germany. | Naval Militia, Maryland. | 149 4 | 17 6 | 5 10 | 150 | 25 |
| 26 Stockton (22) | Wm. R. Trigg Co., Richmond, Va. | Reserve torpedo divisions. ¹ | 175 0 | 17 6 | 5 2 | 200 | 269 26 |
| 27 Stringham (19) | Harlan & Hollingsworth Co., Wilmington, Del. | Naval Academy. | 225 0 | 22 0 | 6 6 | 340 | 401 27 |
| 28 T. A. M. Craven (10) , | Bath Iron Works, Bath, Me. | Reserve torpedo divisions. ¹ | 147 0 | 16 4½ | 4 7 | 146 | 28 |
| 29 Thornton (33) .. | Wm. R. Trigg Co., Richmond, Va. | Reserve torpedo divisions. ¹ | 175 0 | 17 6 | 5 2 | 200 | 269 29 |
| 30 Tingey (24) | Columbian Iron Works, Balt., Md. | Reserve torpedo divisions. ¹ | 175 0 | 17 6 | 4 8 | 165 | 30 |
| 31 Wilkes (35) | Gas Engine & Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y. | Reserve torpedo divisions. ¹ | 175 0 | 17 7½ | 4 8 | 165 | 261 31 |
| Total displacement..... | | | | | | 5,111 | |

¹ Navy yard, Charleston.² Purchased during war with Spain.³ Approximate.

TORPEDO BOATS—Continued.

| | Net tonnage for Suez Canal. | Highest speed on trial. | Mean displace- ment on trial. | Tons per inch immersion at normal draft. | Bunker capacity at 43 cubic feet per ton. | Name and official number. | |
|----|-----------------------------------|----------------------------|----------------------------------|--|--|------------------------------|----|
| | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | | <i>Tons.</i> | | |
| 17 | | 19.82 | 78 | 2.10 | | McKee (18)..... | 17 |
| 18 | | 20.11 | 78 | | 115 | Mackenzie (17) . | 18 |
| 19 | | 17.00 | 30 | | | Manly (23)..... | 19 |
| 20 | | 24.00 | 98 | | 26 | Morris (14)..... | 20 |
| 21 | | 28.63 | 165 | 4.52 | 76 | Porter (6)..... | 21 |
| 22 | | 24.49 | 143 | 4.07 | 44 | Rodgers (4).... | 22 |
| 23 | | 27.07 | 182 | 4.65 | 63 | Rowan (8)..... | 23 |
| 24 | 104 | 26.07 | 189 | 5.40 | 82 | Shubrick (31)... | 24 |
| 25 | | ¹ 17.50 | 147 | 3.75 | 37 | Somers (22)..... | 25 |
| 26 | 104 | 25.79 | 197 | 5.40 | 79 | Stockton (22).. | 26 |
| 27 | | 25.33 | 378 | 8.25 | 95 | Stringham (19). | 27 |
| 28 | | 30.00 | 146 | 4.08 | ¹ 32 | T. A. M. Craven (10). | 28 |
| 29 | 104 | 24.88 | 193 | 5.40 | 85 | Thornton (23).. | 29 |
| 30 | 103 | 24.94 | 190 | 5.40 | 73 | Tingey (24)..... | 30 |
| 31 | | 25.99 | 205 | 5.62 | 66 | Wilkes (25)..... | 31 |

¹ Estimated.

UNARMORED STEEL VESSELS—

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|------------------|--------------------|-----------|--------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 17 | McKee (18)..... | Vert. 3-exp. (1) | In. 12 | In. 19½ | In. 22 | In. 16 | 2 Thornycroft. | Sq. ft. 40 | Sq. ft. 2,294 | | 850 | Tons. 23 17 |
| 18 | Mackenzie (17) . | Vert. 3-exp. (1) | 12 | 19½ | 22 | 16 | 2 Thornycroft. | 40 | 2,168 | 850 | 1,192 | 27 18 |
| 19 | Manly (23) | Vert. 3-exp. (1) | 8 | 12 | 17½ | 10 | 1 Yarrow.... | 13 | 500 | | 250 | 19 |
| 20 | Morris (14)..... | Vert. 3-exp. (2) | 12½ | 18 | 25 | 13½ | 2 mod. Normand. | 80 | 4,004 | | 1,750 | 41 20 |
| 21 | Porter (8)..... | Vert. 3-exp. (2) | 16 | 22½ | 25 | 16 | 3 mod. Normand. | 156 | 8,288 | | 3,500 | 78 21 |
| 22 | Rodgers (4)..... | Vert. 3-exp. (2) | 12 | 19½ | 22 | 16 | 2 Mosher.... | 95 | 5,260 | 2,295 | 2,411 | 51 22 |
| 23 | Rowan (8)..... | Vert. 3-exp. (2) | 14½ | 23 | 25½ | 18 | 3 Mosher.... | 143 | 7,890 | | 3,200 | 83 23 |
| 24 | Shubrick (21)... | Vert. 3-exp. (2) | 14 | 22 | 25½ | 18 | 3 Thornycroft. | 137 | 7,548 | | 3,000 | 89 24 |
| 25 | Somers (22) | Vert. 4-exp. (1) | 17 | 24 33½ | 42½ | 18½ | 1 locomotive. | 47 | 2,242 | | 1,900 | 25 |
| 26 | Stockton (22) .. | Vert. 3-exp. (2) | 14 | 22 | 25½ | 18 | 3 Thornycroft. | 137 | 7,548 | | 3,000 | 89 26 |
| 27 | Stringham (19). | Vert. 3-exp. (2) | 22 | 32½ | 34 | 18 | 4 Thornycroft. | 252 | 16,020 | | 7,200 | 7 |
| 28 | T. A. M. Craven (16). | Vert. 3-exp. (2) | 17½ | 24½ | 37 | 21 | 2 Normand.. | 119 | 5,553 | | 4,200 | 28 |
| 29 | Thornton (23) .. | Vert. 3-exp. (2) | 14 | 22 | 25½ | 18 | 3 Thornycroft. | 137 | 7,548 | | 3,000 | 89 29 |
| 30 | Tingey (24)..... | Vert. 3-exp. (2) | 14 | 22 | 25½ | 18 | 3 Thornycroft. | 137 | 7,548 | | 3,000 | 89 30 |
| 31 | Wilkes (25)..... | Vert. 3-exp. (2) | 14 | 22 | 25½ | 18 | 3 Seabury... | 137 | 7,800 | | 3,000 | 95 31 |

¹ Two low-pressure cylinders.² Estimated.

TORPEDO BOATS—Continued.

| No. | Kilo-watts. | Volts. | Generating sets. | | | | Type. | Builders. | Name and official number. |
|-----|-------------|--------|------------------|--------|-------|------------|--------------------------|----------------------------------|---------------------------|
| | | | Amperes. | | Unit. | Total. | | | |
| | | | Unit. | Total. | | | | | |
| 17 | | | | | | | | McKee (18) 17 | |
| 18 | | | | | | | | Mackenzie (17) .. 18 | |
| 19 | | | | | | | | Manly (23) 19 | |
| 20 | 1 | 2 | 80 | 25 | 25 | 4-2-800 | Riker Electric Co..... | Morris (14) 20 | |
| 21 | 1 | 2 | 80 | 25 | 25 | 4-2-800 | Riker Electric Co..... | Porter (6) 21 | |
| 22 | 1 | 2 | 80 | 25 | 25 | 4-2-650 | General Electric Co..... | Rodgers (4) 22 | |
| 23 | 1 | 2 | 80 | 25 | 25 | 6-2-500 | B. F. Sturtevant Co..... | Rowan (8) 23 | |
| 24 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co..... | Shubrick (31) .. 24 | |
| 25 | | | | | | | | Somers (23) 25 | |
| 26 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co..... | Stockton (28) .. 26 | |
| 27 | 1 | 5 | 80 | 62.5 | 62.5 | 4-5-700 | General Electric Co..... | Stringham (19) . 27 | |
| 28 | 1 | 1.5 | 80 | 19 | 19 | 4-1.5-1100 | B. F. Sturtevant Co..... | T. A. M. Craven (10) . 28 | |
| 29 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co..... | Thornton (33) .. 29 | |
| 30 | 1 | 2.5 | 80 | 32 | 32 | 4-2.5-800 | B. F. Sturtevant Co..... | Tingey (34) 30 | |
| 31 | 1 | 2.5 | 80 | 32 | 32 | 6-2.5-800 | General Electric Co..... | Wilkes (35) 31 | |

UNARMORED STEEL VESSELS—

| | Name and official number. | Batteries. | | Complement. | | Contract price of hull and machinery. | Date of act authorizing the building. | |
|----|---------------------------|------------------|-------------------------|-------------|------|---------------------------------------|---------------------------------------|----|
| | | Guns. | Torpedo tubes. | Officers. | Men. | | | |
| 17 | McKee (18)..... | 2 1-pdr. R. F... | 2 18" Whitehead..... | | 13 | \$45,000 | June 10, 1896 | 17 |
| 18 | Mackenzie (17) .. | 1 1-pdr. R. F... | 2 18" Whitehead..... | 2 | 13 | 48,500 | June 10, 1896 | 18 |
| 19 | Manly (28)..... | | | | 5 | | | 19 |
| 20 | Morris (14)..... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 21 | 85,000 | June 10, 1896 | 20 |
| 21 | Porter (6)..... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 144,000 | Mar. 2, 1895 | 21 |
| 22 | Rodgers (4)..... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 24 | 97,500 | July 26, 1894 | 22 |
| 23 | Rowan (8)..... | 4 1-pdr. R. F... | 2 18" Whitehead. Long.. | 2 | 36 | 160,000 | Mar. 2, 1895 | 23 |
| 24 | Shubrick (31)... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 26 | 129,750 | May 4, 1898 | 24 |
| 25 | Somers (22)..... | | | | 21 | | | 25 |
| 26 | Stockton (32) .. | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 27 | 129,750 | May 4, 1898 | 26 |
| 27 | Stringham (19). | 4 6-pdr. R. F... | 2 18" Whitehead. Long.. | 3 | 55 | 236,000 | Mar. 3, 1897 | 27 |
| 28 | T. A. M. Craven (10). | 4 1-pdr. R. F... | 2 18" Whitehead. Long.. | 2 | 26 | 194,000 | June 10, 1896 | 28 |
| 29 | Thornton (23)... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 129,750 | May 4, 1898 | 29 |
| 30 | Tingey (34)..... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 168,000 | May 4, 1898 | 30 |
| 31 | Wilkes (35)..... | 3 1-pdr. R. F... | 3 18" Whitehead. Long.. | 2 | 30 | 146,000 | May 4, 1898 | 31 |

TORPEDO BOATS—Concluded.

| | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|------------------|----------------|----------------|------------------------------|---------------------------------|---|------------------------------------|----|
| 17 | Oct. 7, 1896 | Sept. 11, 1897 | Mar. 5, 1898 | Oct. 7, 1897 | May 24, 1898 | May 16, 1898 Aug. 6, 1904 | McKee (18) | 17 |
| 18 | Oct. 7, 1896 | Apr. 15, 1897 | Feb. 19, 1898 | Oct. 7, 1897 | Jan. 7, 1899 | May 1, 1899 Nov. 7, 1902 | Mackenzie (17) | 18 |
| 19 | | | | | | | Manly (23) | 19 |
| 20 | Oct. 6, 1896 | Nov. 17, 1897 | Apr. 13, 1898 | Oct. 6, 1897 | May 12, 1898 | May 11, 1898 Dec. 26, 1906 | Morris (14) | 20 |
| 21 | Oct. 19, 1896 | Feb. —, 1896 | Sept. 9, 1896 | Aug. 19, 1896 | Feb. 12, 1897 | Feb. 20, 1897 May 14, 1909 | Porter (6) | 21 |
| 22 | May 3, 1896 | May 6, 1896 | Nov. 10, 1896 | Aug. 3, 1896 | Apr. 19, 1898 | Apr. 2, 1898 May 19, 1911 | Rodgers (4) | 22 |
| 23 | Oct. 19, 1896 | June 22, 1896 | Apr. 8, 1898 | Jan. 19, 1897 | Jan. 31, 1899 | Apr. 1, 1899 Dec. 21, 1909 | Rowan (8) | 23 |
| 24 | Nov. 16, 1898 | Mar. 11, 1899 | Oct. 31, 1899 | Nov. 16, 1899 | May 31, 1901 | May 14, 1909 | Shubrick (31) .. | 24 |
| 25 | | | | | | Mar. 28, 1898 June 26, 1909 ¹ | Somers (22) | 25 |
| 26 | Nov. 16, 1898 | Mar. 18, 1899 | Dec. 27, 1899 | Nov. 16, 1899 | Jan. 18, 1901 | Nov. 16, 1902 May 14, 1909 | Stockton (32) .. | 26 |
| 27 | July 29, 1897 | Mar. 21, 1898 | June 10, 1899 | Jan. 29, 1899 | | Nov. 7, 1905 Aug. 14, 1909 | Stringham (19) | 27 |
| 28 | Oct. 6, 1896 | Dec. 6, 1897 | Sept. 25, 1899 | Apr. 6, 1898 | Mar. 20, 1900 | June 9, 1900 | T. A. M. Cra- ven (10). | 28 |
| 29 | Nov. 16, 1898 | Mar. 16, 1899 | May 15, 1900 | Nov. 16, 1899 | Apr. 1, 1902 | June 9, 1902 June 19, 1907 | Thornton (33) .. | 29 |
| 30 | Oct. 1, 1898 | Mar. 29, 1899 | Mar. 25, 1901 | Oct. 1, 1899 | Dec. 15, 1903 | Jan. 7, 1904 Dec. 11, 1907 | Tingey (34) | 30 |
| 31 | Sept. 30, 1898 | June 3, 1899 | Sept. 28, 1901 | Sept. 30, 1899 | June 27, 1902 | Sept. 18, 1902 Nov. 23, 1908 | Wilkes (35) | 31 |

¹ Date of placing out of commission.

UNARMORED STEEL VESSELS—

| | Name and official number. | Contractor. | By whom and where built or building. | |
|----|--|---|---|----|
| 1 | A-2 , formerly Adder (3). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Crescent Shipyard, Elizabethport, N. J. | 1 |
| 2 | F-2 , formerly Barracuda (21). ¹ | Electric Boat Co., New York, N. Y. . . . | Union Iron Works, San Francisco, Cal. . . . | 2 |
| 3 | C-4 , formerly Bonita (15). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 3 |
| 4 | K-2 , formerly Cachalot (33). ¹ | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 4 |
| 5 | F-1 , formerly Carp (20). ¹ | Electric Boat Co., New York, N. Y. . . . | Union Iron Works, San Francisco, Cal. . . . | 5 |
| 6 | B-2 , formerly Cuttlefish (11). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 6 |
| 7 | H-3 , formerly Garfish (30). ¹ | Electric Boat Co., New York, N. Y. . . . | The Moran Co., Seattle, Wash. | 7 |
| 8 | A-3 , formerly Grampus (4). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Union Iron Works, San Francisco, Cal. . . . | 8 |
| 9 | D-2 , formerly Grayling (18). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 9 |
| 10 | K-1 , formerly Haddock (32). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 10 |
| 11 | A-4 , formerly Moccasin (5). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Crescent Shipyard, Elizabethport, N. J. | 11 |
| 12 | D-1 , formerly Narwhal (17). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 12 |
| 13 | H-2 , formerly Nautilus (29). ¹ | Electric Boat Co., New York, N. Y. . . . | Union Iron Works, San Francisco, Cal. . . . | 13 |
| 14 | C-1 , formerly Octopus (9). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 14 |
| 15 | K-3 , formerly Orca (34). ¹ | Electric Boat Co., New York, N. Y. . . . | Union Iron Works, San Francisco, Cal. . . . | 15 |
| 16 | F-3 , formerly Pickerel (22). ¹ | Electric Boat Co., New York, N. Y. . . . | The Moran Co., Seattle, Wash. | 16 |
| 17 | A-5 , formerly Pike (6). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Union Iron Works, San Francisco, Cal. . . . | 17 |
| 18 | A-1 , formerly Plunger (1). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Crescent Shipyard, Elizabethport, N. J. | 18 |
| 19 | A-6 , formerly Porpoise (7). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Crescent Shipyard, Elizabethport, N. J. | 19 |
| 20 | D-3 , formerly Salmon (19). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. . . . | 20 |

¹ Building.

NOTE.—The Holland was stricken from the Navy List Nov. 21, 1910.

SUBMARINE TORPEDO BOATS.

| | Date of act authorizing the building. | Contract signed. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|---------------------------------------|------------------|------------------------------|---------------------------------|--------------------------------------|--------------------------------|----|
| 1 | June 7, 1900 ¹ | Aug. 25, 1900 | Apr. 25, 1901 | Jan. 9, 1903 | Jan. 12, 1903 Feb. 10, 1910 | A-2, formerly Adder (3). | 1 |
| 2 | May 13, 1908 | Mar. 5, 1909 | June 5, 1911 | ..... | ..... | F-2, formerly Barracuda (21). | 2 |
| 3 | June 29, 1906 ² | Nov. 19, 1907 | Sept. 19, 1909 | Oct. 20, 1909 | Nov. 23, 1909 | C-4, formerly Bonita (15). | 3 |
| 4 | June 24, 1910 | May 31, 1911 | June 30, 1913 | ..... | ..... | K-2, formerly Cachalot (33). | 4 |
| 5 | May 13, 1908 | Mar. 5, 1909 | June 5, 1911 | ..... | ..... | F-1, formerly Carp (20). | 5 |
| 6 | Apr. 27, 1904 | Mar. 18, 1905 | Sept. 18, 1906 | Oct. 12, 1907 | Oct. 18, 1907 Apr. 15, 1910 | B-2, formerly Cuttlefish (11). | 6 |
| 7 | Mar. 3, 1909 | Aug. 10, 1910 | Feb. 10, 1913 | ..... | ..... | H-3, formerly Garfish (30). | 7 |
| 8 | June 7, 1900 ¹ | Aug. 25, 1900 | Apr. 25, 1901 | May 11, 1903 | May 28, 1903 June 9, 1908 | A-3, formerly Grampus (4). | 8 |
| 9 | June 29, 1906 ² | Nov. 23, 1907 | Nov. 23, 1909 | Oct. 11, 1909 | Nov. 23, 1909 | D-2, formerly Grayling (18). | 9 |
| 10 | June 24, 1910 | May 31, 1911 | June 30, 1913 | ..... | ..... | K-1, formerly Haddock (32). | 10 |
| 11 | June 7, 1900 ¹ | Aug. 25, 1900 | May 25, 1901 | Jan. 13, 1903 | Jan. 17, 1903 Feb. 10, 1910 | A-4, formerly Moccasin (5). | 11 |
| 12 | June 29, 1906 ² | Nov. 23, 1907 | Nov. 23, 1909 | Oct. 7, 1909 | Nov. 23, 1909 | D-1, formerly Narwhal (17). | 12 |
| 13 | Mar. 3, 1909 | Aug. 10, 1910 | Jan. 10, 1913 | ..... | ..... | H-2, formerly Nautilus (29). | 13 |
| 14 | Apr. 27, 1904 | Mar. 6, 1905 | Sept. 6, 1906 | June 23, 1908 | June 30, 1908 | C-1, formerly Octopus (9). | 14 |
| 15 | June 24, 1910 | May 31, 1911 | July 31, 1913 | ..... | ..... | K-3, formerly Orca (34). | 15 |
| 16 | May 13, 1908 | Mar. 5, 1909 | Aug. 5, 1911 | ..... | ..... | F-3, formerly Pickerel (22). | 16 |
| 17 | June 7, 1900 ¹ | Aug. 25, 1900 | May 25, 1901 | May 11, 1903 | May 28, 1903 June 9, 1908 | A-5, formerly Pike (6). | 17 |
| 18 | Mar. 3, 1899 ¹ | Nov. 19, 1900 | Oct. 19, 1901 | June 24, 1903 | Sept. 19, 1903 Feb. 25, 1907 | A-1, formerly Plunger (1). | 18 |
| 19 | June 7, 1900 ¹ | Aug. 25, 1900 | June 25, 1901 | June 24, 1903 | Sept. 19, 1903 | A-6, formerly Porpoise (7). | 19 |
| 20 | June 29, 1906 ² | Nov. 23, 1907 | Dec. 23, 1909 | Sept. 1, 1910 | Sept. 8, 1910 | D-3, formerly Salmon (19). | 20 |

¹ Together with acts of June 10, 1893, and Mar. 3, 1899.² Together with act of Mar. 2, 1907.

UNARMORED STEEL VESSELS—

| | Name and official number. | Contractor. | By whom and where built or building. | |
|----|---|---|---|----|
| 21 | G-1, formerly Seal. ¹ | Lake Torpedo Boat Co., Bridgeport, Conn. | Newport News S. B. Co., Newport News, Va. | 21 |
| 22 | H-1, formerly Seawolf (28). ² | Electric Boat Co., New York, N. Y. . . . | Union Iron Works, San Francisco, Cal. . . . | 22 |
| 23 | A-7, formerly Shark (8). | J. P. Holland Torpedo Boat Co., New York, N. Y. | Crescent Shipyard, Elizabethport, N. J. | 23 |
| 24 | F-4, formerly Skate (23). ² | Electric Boat Co., New York, N. Y. . . . | The Moran Co., Seattle, Wash. | 24 |
| 25 | E-1, formerly Skipjack (24). ² | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 25 |
| 26 | C-5, formerly Snapper (16). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 26 |
| 27 | C-2, formerly Stingray (13). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 27 |
| 28 | E-2, formerly Sturgeon (25). ² | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 28 |
| 29 | B-3, formerly Tarantula (12). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 29 |
| 30 | C-3, formerly Tarpon (14). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 30 |
| 31 | G-4, formerly Thrasher (26). ² | American Laurenti Co., Philadelphia, Pa. | Win. Cramp & Sons, Philadelphia, Pa. . . . | 31 |
| 32 | G-2, formerly Tuna (27). ² | Lake Torpedo Boat Co., Bridgeport, Conn. | Newport News S. B. Co., Newport News, Va. | 32 |
| 33 | G-3, formerly Turbot (31). ² | Lake Torpedo Boat Co., Bridgeport, Conn. | Lake Torpedo Boat Co., Bridgeport, Conn. | 33 |
| 34 | B-1, formerly Viper (10). | Electric Boat Co., New York, N. Y. . . . | Fore River S. B. Co., Quincy, Mass. | 34 |
| 35 | K-4, formerly Walrus (35). ³ | Electric Boat Co., New York, N. Y. . . . | The Moran Co., Seattle, Wash. | 35 |
| 36 | K-5, formerly Number 36. ³ | ..... | ..... | 36 |
| 37 | K-6, formerly Number 37. ³ | ..... | ..... | 37 |
| 38 | K-7, formerly Number 38. ³ | ..... | ..... | 38 |
| 39 | K-8, formerly Number 39. ³ | ..... | ..... | 39 |

¹ Building under agreement.² Building.³ Contract not awarded.

SUBMARINE TORPEDO BOATS—Concluded.

| | Date of act authorizing the building. | Contract signed. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name and official number. | |
|----|---------------------------------------|------------------|------------------------------|---------------------------------|--------------------------------------|-------------------------------|----|
| 21 | June 29, 1906 ¹ | Feb. 3, 1908 | May 3, 1910 | | | G-1, formerly Seal. | 21 |
| 22 | Mar. 3, 1909 | Aug. 10, 1910 | Jan. 10, 1913 | | | H-1, formerly Seawolf (28). | 22 |
| 23 | June 7, 1906 ² | Aug. 25, 1900 | July 25, 1901 | June 24, 1903 | Sept. 19, 1903 | A-7, formerly Shark (8). | 23 |
| 24 | May 13, 1908 | Mar. 5, 1909 | Aug. 5, 1911 | | | F-4, formerly Skate (23). | 24 |
| 25 | May 13, 1908 | June 3, 1909 | Aug. 3, 1911 | | | E-1, formerly Skipjack (24). | 25 |
| 26 | June 29, 1906 ¹ | Nov. 19, 1907 | Sept. 19, 1909 | Dec. 22, 1909 | Feb. 2, 1910 | C-5, formerly Snapper (16). | 26 |
| 27 | June 29, 1906 ¹ | Nov. 19, 1907 | July 19, 1909 | Oct. 16, 1909 | Nov. 23, 1909 | C-2, formerly Stingray (13). | 27 |
| 28 | May 13, 1908 | June 3, 1909 | Aug. 3, 1911 | | | E-2, formerly Sturgeon (25). | 28 |
| 29 | Apr. 27, 1904 | Mar. 18, 1905 | Sept. 18, 1906 | Nov. 11, 1907 | Dec. 3, 1907 Apr. 15, 1910 | B-3, formerly Tarantula (12). | 29 |
| 30 | June 29, 1906 ¹ | Nov. 19, 1907 | July 19, 1909 | Oct. 14, 1909 | Nov. 23, 1909 | C-3, formerly Tarpon (14). | 30 |
| 31 | May 13, 1908 | Apr. 24, 1909 | Oct. 24, 1911 | | | G-4, formerly Thrasher (26). | 31 |
| 32 | May 13, 1908 | Apr. 21, 1909 | Aug. 21, 1911 | | | G-2, formerly Tuna (27). | 32 |
| 33 | Mar. 3, 1909 | Jan. 19, 1911 | Sept. 19, 1912 | | | G-3, formerly Turbot (31). | 33 |
| 34 | Apr. 27, 1904 | Mar. 6, 1905 | Sept. 6, 1906 | Oct. 12, 1907 | Oct. 18, 1907 Apr. 15, 1910 | B-1, formerly Viper (10). | 34 |
| 35 | June 24, 1910 | May 31, 1911 | Aug. 31, 1913 | | | K-4, formerly Walrus (35). | 35 |
| 36 | Mar. 4, 1911 | | | | | K-5, formerly Number 36. | 36 |
| 37 | Mar. 4, 1911 | | | | | K-6, formerly Number 37. | 37 |
| 38 | Mar. 4, 1911 | | | | | K-7, formerly Number 38. | 38 |
| 39 | Mar. 4, 1911 | | | | | K-8, formerly Number 39. | 39 |

¹ Together with act of Mar. 2, 1907.² Together with acts of June 10, 1896, and Mar. 3, 1899.

IRON AND WOODEN

| Name. | Built. | | | Condition or service July 1, 1911. | Rig. |
|--------------------------------------|-----------|---------------------|--|--------------------------------------|---------------|
| | When. | Where. | By whom. | | |
| IRON. | | | | | |
| 1 Alert | 1873-1875 | Chester, Pa..... | John Rosch..... | Navy Yard, Mare Island. ¹ | Barkentine 1 |
| 2 Ranger | 1873-1876 | Wilmington, Del. | Harlan & Hollingsworth. | Public Marine School, Boston. | Barkentine 2 |
| 3 Wolverine ² | 1842-1844 | Erie, Pa..... | Stackhouse & Tomlinson, of Pittsburgh, Pa. | Special service, Great Lakes. | Schooner... 3 |
| WOODEN. | | | | | |
| 1 Adams | 1874-1876 | Boston, Mass..... | United States and Donald Mackay. | Public Marine School, Philadelphia. | Bark..... 1 |
| 2 Essex | 1874-1876 | Kittery and Boston. | United States and Donald Mackay. | Naval Militia, Ohio. | Bark..... 2 |
| 3 Hartford | 1858 | Boston, Mass..... | United States... | Station ship, Naval Academy. | Bark..... 3 |

¹ Out of commission.² Formerly Michigan. Name changed June 17, 1905.

STEAM VESSELS.

| | Dimensions. | | | Displacement. | Net tonnage for Suez Canal. | | Speed. | Batteries. | Bunker capacity. | Complement. | | Name. |
|---|--------------------------------|----------------|----------------|---------------------------|-----------------------------|-------------|--|------------|------------------|-------------|------------------------|----------------|
| | Length between perpendiculars. | Breadth. | Mean draft. | | Tons. | Tons. | | | | Tons. | Officers. |  | Men. |
| | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | <i>Kts.</i> | | | <i>Tons.</i> | | | IRON. |
| 1 | 177 4 | 32 0 | 13 0 | 1,110 | 1,713 | 10.00 | 6 4" 40 cal. R. F.; 4 6-pdr. R. F. | 197 | 10 | 133 | Alert | 1 |
| 2 | 177 4 | 32 0 | 13 0 | 1,261 | | 10.00 | | 178 | | 133 | Ranger | 2 |
| 3 | 164 11 | 27 0 | 9 0 | 685 | | 10.50 | 6 6-pdr. R. F.; 2 1-pdr. R. F. | 115 | | 82 | Wolverine | 3 |
| | | | | | | | | | | | | WOODEN. |
| 1 | 187 3 | 35 0 | 14 10 | 1,400 | | 9.80 | | 141 | | 139 | Adams | 1 |
| 2 | 185 0 | 35 0 | 14 3 | 1,375 | | 10.50 | 2 6-pdr. R. F.; 2 1-pdr. R. F. | 155 | | 6 | Essex | 2 |
| 3 | 226 0 | 43 10 | 18 2 | 2,790 | 1,273 | 12.00 | 9 5" 40 cal. R. F.; 8 6-pdr. R. F.; 2 1-pdr. R. F. | 262 | 14 | 256 | Hartford | 3 |
| | | | | 8,621 total displacement. | | | | | | | | |

¹ Subject to possible change.² On L. W. L.³ Molded.

IRON AND WOODEN

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----------------|------------------------|------------------|--------------------|-------------------|-------------------|------------------|-----------------------------|----------------------|-------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| IRON. | | | | | | | | | | | | |
| 1 | Alert | Hor. comp. (1). | <i>In.</i> 28½ | <i>In.</i> ... | <i>In.</i> 42½ | <i>In.</i> 42 | 2 B. & W... | <i>Sq. ft.</i> 96 | <i>Sq. ft.</i> 4,260 | 500 | 560 | <i>Tons.</i> |
| 2 | Ranger | Hor. comp. (1). | 28 | ... | 42 | 42 | 4 S. E..... | 120 | 2,945 | ..... | 1,500 | ..... |
| 3 | Wolverine | Inclined simple. | ..... | ..... | 36 | 96 | 2 S. E..... | 91 | 2,572 | ..... | 1,365 | ..... |
| WOODEN. | | | | | | | | | | | | |
| 1 | Adams | Hor. comp. (1). | 34½ | ... | 51½ | 42 | 4 S. E..... | 124 | 3,172 | ..... | 800 | ..... |
| 2 | Essex | Vert. 3-exp. (1) | 20 | 32½ | 53 | 36 | 2 S. E..... | 38½ | 1,149 | ..... | 1,200 | ..... |
| 3 | Hartford | Hor. comp. (1). | 35 | ... | 66 | 48 | 4 S. E..... | 186 | 6,340 | ..... | 2,000 | 1,290 |

¹ Estimated.² Two low-pressure cylinders.

STEAM VESSELS—Concluded.

| Generating sets. | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|---|--------------------------|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name. |
| | | | Unit. | Total. | | | |
| IRON. | | | | | | | |
| 1 | 1 | 10 | 125 | 80 | 80 | 6-10-375 Westinghouse Co..... | Alert 1 |
| 2 | 1 | 5 | 110 | 45.5 | 45.5 | 4-5-600 Eddy Electric Mfg. Co. (New Brit-ton engine). | Ranger 2 |
| 3 | 1 | 4 | 110 | 37 | 37 | 2-4-440 Burke Electric Co. (Erico engine) .. | Wolverine 3 |
| WOODEN. | | | | | | | |
| 1 | | | | | | | Adams 1 |
| 2 | | | | | | | Essex 2 |
| 3 | 2 | 16 | 80 | 200 | 400 | 6-16-450 General Electric Co..... | Hartford 3 |

WOODEN SAILING

| | Name. | Built. | | | Condition or service July 1, 1911. | Rig. |
|---|------------------------------------|-----------|------------------|------------------|---|-------------|
| | | When. | Where. | By whom. | | |
| 1 | Alliance ¹ | 1873-1876 | Norfolk, Va..... | United States... | Station and store- ship, Culebra, P. R. | Bark..... 1 |
| 2 | Constellation .. | 1797 | Baltimore, Md... | United States... | Stationary train- ing ship, New- port. | Ship..... 2 |
| 3 | Jamestown ... | 1845 | Norfolk, Va..... | United States... | Navy yard, Nor- folk. | Ship..... 3 |
| 4 | Portsmouth ... | 1843 | Kittery, Me..... | United States... | Transferred to Marine-Hospital Service. | Ship..... 4 |

¹ Stricken from the Navy List Aug. 9, 1911.

NOTE.—The Eagle was stricken from the Navy List Sept. 10, 1910.

VESSELS.

| | Dimensions. | | | Displacement. | | Net tonnage for Suez Canal. | Batteries. | Comple- ment. | | Name. | |
|---|-----------------------------------|------------------------|------------------------|---------------------------|------------------|-----------------------------|----------------------------------|------------------|------|--------------------------|---|
| | Length between perpendiculars. | Breadth. | Mean draft. | Tons. | Tons. | | | Officers. | Men. | | |
| 1 | <i>Ft. in.</i> 185 0 | <i>Ft. in.</i> 36 0 | <i>Ft. in.</i> 14 3 | <i>Tons.</i> 1,375 | <i>Tons.</i> | | | 18 | 107 | Alliance | 1 |
| 2 | 176 0 | 42 0 | 20 0 | 1,970 | | | 26-pdr. R. F.; 2 1-pdr. R. F. | 15 | 196 | Constellation ... | 2 |
| 3 | 163 6 | 36 6 | 16 0 | 1,150 | | | | | | Jamestown | 3 |
| 4 | 153 0 | 38 3 | 16 6 | 1,125 | | | | 15 | | Portsmouth ... | 4 |
| | | | | 5,620 total displacement. | | | | | | | |

WOODEN SAILING

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|---------------------|-----------------|--------------------|------------|------------|------------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 | Alliance | | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>Sq. ft.</i> | <i>Sq. ft.</i> | | | <i>Tons.</i> | 1 |
| 2 | Constellation | | | | | | | | | | | 2 |
| 3 | Jamestown | | | | | | | | | | | 3 |
| 4 | Portsmouth | | | | | | | | | | | 4 |

VESSELS—Concluded.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|---------|----------|------------|-------|-----------------------|---|---------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 2 | 5 16 | 80 80 | 125 200 | } 650 | { 6-5-700 4-16-400 | { General Electric Co. (Thompson, Houston, Armington & Simms engine). | Alliance..... | 1 |
| 2 | | | | | | | | | |
| 3 | | | | | | | | Jamestown... | 3 |
| 4 | | | | | | | | Portsmouth... | 4 |

12418-12—12

| | Name and official number. | Built. | | Material. |
|----|-----------------------------------|----------------------------------|--|--------------|
| | | Where. | By whom. | |
| 1 | Accomac | Newport News, Va..... | Newport News Shipbuilding & Dry Dock Co. | Iron.... 1 |
| 2 | Active | San Francisco, Cal..... | Union Iron Works..... | Steel.... 2 |
| 3 | Alice | Tompkins Cove, N. Y..... | Rodermond & Co..... | Wood... 3 |
| 4 | Apache | Tottenville, N. Y..... | A. C. Brown..... | Wood... 4 |
| 5 | Chickasaw | Camden, N. J..... | J. H. Dialogue..... | Iron.... 5 |
| 6 | Choctaw | Philadelphia, Pa..... | Neafie & Levy..... | Iron.... 6 |
| 7 | Hercules | Camden, N. J..... | J. H. Dialogue & Son..... | Iron.... 7 |
| 8 | Iroquois | San Francisco, Cal..... | Union Iron Works..... | Steel.... 8 |
| 9 | Iwana (2) | Boston, Mass..... | City Point Iron Works..... | Steel.... 9 |
| 10 | Locust | Tacoma, Wash..... | Crawford & Reid..... | Wood... 10 |
| 11 | Massasoit | Philadelphia, Pa..... | Neafie & Levy..... | Steel.... 11 |
| 12 | Modoc | Camden, N. J..... | J. H. Dialogue & Son..... | Iron.... 12 |
| 13 | Mohawk | Newburgh, N. Y..... | T. S. Marvel & Co..... | Steel.... 13 |
| 14 | Narkeeta (3) .. | Boston, Mass..... | City Point Iron Works..... | Steel.... 14 |
| 15 | Navajo ¹ | Philadelphia, Pa..... | Neafie & Levy..... | Steel.... 15 |
| 16 | Osceola | Philadelphia, Pa..... | Chas. Hillman..... | Steel.... 16 |
| 17 | Patapsco (10) ² | Navy yard, Portsmouth, N. H..... | United States..... | Steel.... 17 |
| 18 | Patuxent (11) ² | Navy yard, Norfolk, Va..... | United States..... | Steel.... 18 |
| 19 | Pawnee | Tompkins Cove, N. Y..... | Rodermond & Co..... | Wood... 19 |
| 20 | Pawtucket (7) | Navy yard, Mare Island, Cal..... | United States..... | Steel.... 20 |
| 21 | Penacook (6) .. | Navy yard, New York, N. Y..... | United States..... | Steel.... 21 |

¹ Has towing machine.² Has towing machine; twin screw.

WOODEN STEAM TUGS.

| | Condition of service July 1, 1911. | Rig. | Dimensions. | | | Displacement. | Name and official number. |
|----|--|-------------------------|--------------------|---------------------|-------------|------------------|---------------------------|
| | | | Length. | Breadth. | Mean draft. | | |
| 1 | Navy yard, Pensacola..... | | ¹ 81 5 | ² 18 10½ | 8 5 | 187 | Aocomac..... 1 |
| 2 | Navy yard, Mare Island.. | Light-s i g n a l mast. | ³ 107 0 | 22 6 | 10 0 | 296 | Active..... 2 |
| 3 | Navy yard, Norfolk..... | 1 mast, 1 derrick. | 101 9 | 25 6 | 8 0 | 356 | Alice..... 3 |
| 4 | Iona Island..... | 2 masts..... | 141 6 | 29 0 | 10 0 | 650 | Apache..... 4 |
| 5 | Newport, R. I..... | | 77 2 | 18 0 | 8 0 | ⁴ 100 | Chickasaw..... 5 |
| 6 | Navy yard, Washington.. | 1 mast..... | 91 5 | 21 0 | 10 0 | ⁴ 350 | Choctaw..... 6 |
| 7 | Navy yard, Norfolk..... | 1 mast..... | 101 6 | 20 6 | 9 0 | 198 | Hercules..... 7 |
| 8 | Navy yard, Mare Island.. | Schooner..... | ³ 152 0 | 26 0 | 13 6 | 702 | Iroquois..... 8 |
| 9 | Navy yard, Boston..... | | ¹ 92 6 | 20 11½ | 8 0 | 192 | Iwana (3)..... 9 |
| 10 | Naval coal depot, California. | 1 pole mast..... | ³ 80 9 | ³ 16 3 | | | Locust..... 10 |
| 11 | Naval station, Key West. | 1 pole mast..... | ³ 89 5 | 19 0 | 8 6 | 202 | Massasoit..... 11 |
| 12 | Navy yard, Philadelphia.. | | ³ 96 9 | 20 10 | 9 3 | 241 | Modoc..... 12 |
| 13 | Navy yard, Norfolk..... | | ¹ 104 0 | 24 0 | 11 0 | 420 | Mohawk..... 13 |
| 14 | Navy yard, New York.... | | ¹ 92 6 | 20 11½ | 8 0 | 192 | Narkeeta (3)... 14 |
| 15 | Navy yard, Mare Island.. | 2 masts..... | ³ 141 4 | ³ 27 6 | 14 1 | 800 | Navajo..... 15 |
| 16 | Naval station, Key West. | Schooner..... | 125 5 | 26 3 | 14 0 | 571 | Osceola..... 16 |
| 17 | Tender, Atlantic Fleet.... | 2 pole masts..... | ¹ 148 0 | 29 0½ | 12 3 | 755 | Patapsco (10).. 17 |
| 18 | Tender, Atlantic Fleet.... | 2 pole masts..... | ¹ 148 0 | 29 0½ | 12 3 | 755 | Patuxent (11).. 18 |
| 19 | Navy yard, New York.... | 1 mast, 1 derrick. | 112 0 | 27 3 | 7 0 | 275 | Pawnee..... 19 |
| 20 | Navy yard, Puget Sound.. | Schooner..... | ¹ 92 6 | 21 1 | 8 9 | 225 | Pawtucket (7).. 20 |
| 21 | Navy yard, Portsmouth... ¹ Between perpendiculars. | | ¹ 92 6 | 21 1 | 9 0 | 230 | Penacook (6)... 21 |

¹ Between perpendiculars.
² Molded.

³ Over all.
⁴ Estimated.

⁵ On water line.

STEEL, IRON, AND

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|-------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | |
| 1 | Accomac..... | | | | | | | | | 250 | 1 | |
| 2 | Active..... | | | | | | | | | 600 | 2 | |
| 3 | Alice..... | | | | | | | | | 250 | 3 | |
| 4 | Apache..... | | | | | | | | | 550 | 4 | |
| 5 | Chickasaw..... | | | | | | | | | 1 160 | 5 | |
| 6 | Choctaw..... | | | | | | | | | 188 | 6 | |
| 7 | Hercules..... | | | | | | | | | 1 350 | 7 | |
| 8 | Iroquois..... | | | | | | | | | 1,000 | 8 | |
| 9 | Iwana (2)..... | Vert. 3-exp. (1). | 13 | 20 | 31½ | 24 | 1 S. E. | 49 | 1,491 | 300 | 9 | |
| 10 | Locust..... | | | | | | | | 225 | | 10 | |
| 11 | Massasoit..... | | | | | | | | | 1 150 | 11 | |
| 12 | Modoc..... | | | | | | | | | 1 175 | 12 | |
| 13 | Mohawk..... | | | | | 1 S. E. | 62 | 1,850 | | 400 | 13 | |
| 14 | Narkeeta (3)... | Vert. 3-exp. (1). | 13 | 20 | 31½ | 24 | 1 S. E. | 62 | 2,416 | 300 | 14 | |
| 15 | Navajo..... | Vert. (1)..... | 16½ | 24 | 41 | 30 | 2 S. E. | 92 | 2,638 | 935 | 15 | |
| 16 | Osceola..... | | | | | 2 S. E. | 88 | 2,291 | | 11,000 | 16 | |
| 17 | Patapsco (10) .. | Vert. 3-exp. (2). | 11½ | 18½ | 32 | 27 | 2 S. E. | 97 | 3,078 | 11,160 | 17 | |
| 18 | Patuxent (11) .. | Vert. 3-exp. (2). | 11½ | 18½ | 32 | 27 | 2 S. E. | 97 | 3,078 | 11,160 | 18 | |
| 19 | Pawnee..... | | | | | | | | | 250 | 19 | |
| 20 | Pawtucket (7) .. | Vert. 3-exp. (1). | 13 | 20 | 31 | 30 | 1 S. E. | 48 | 1,351 | 500 | 20 | |
| 21 | Penacook (6) .. | Vert. 3-exp. (1). | 13 | 20 | 31½ | 24 | 1 S. E. | 48 | 1,351 | 450 | 21 | |

¹ Estimated.

WOODEN STEAM TUGS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|-----------|--|---------------------------|--|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. | | |
| | | | Unit. | Total. | | | | | |
| 1 | | | | | | | Accomac..... | | 1 |
| 2 | 1 4 | 125 | 32 | 32 | 4-4-600 | General Electric Co..... | Active..... | | 2 |
| 3 | | | | | | | Altoe..... | | 3 |
| 4 | 1 2 | 80 | 25 | 25 | 4-2-720 | General Electric Co..... | Apache..... | | 4 |
| 5 | | | | | | | Chickasaw..... | | 5 |
| 6 | 1 7.5 | 110 | 68 | 68 | | B. F. Sturtevant Co..... | Chocotaw..... | | 6 |
| 7 | | | | | | | Hercules..... | | 7 |
| 8 | 1 1.6 | 80 | 20 | 20 | 4-1.6-500 | Thompson-Houston Co. (Union Iron Works engine). | Iroquois..... | | 8 |
| 9 | | | | | | | Iwana (8)..... | | 9 |
| 10 | | | | | | | Locust..... | | 10 |
| 11 | | | | | | | Massasoit..... | | 11 |
| 12 | 1 2 | 80 | 25 | 25 | 4-2-670 | General Electric Co..... | Modoc..... | | 12 |
| 13 | | | | | | | Mohawk..... | | 13 |
| 14 | 1 2.5 | 110 | 23 | 23 | 4-2.5-800 | B. F. Sturtevant Co..... | Narkeeta (8)..... | | 14 |
| 15 | | | | | | | Navajo..... | | 15 |
| 16 | 1 5 | 110 | 50 | 50 | 4-5-450 | B. F. Sturtevant Co..... | Osceola..... | | 16 |
| 17 | 1 8 | 125 | 64 | 64 | 6-8-500 | B. F. Sturtevant Co..... | Patapsco (10)..... | | 17 |
| 18 | 1 8 | 125 | 64 | 64 | 6-8-500 | B. F. Sturtevant Co..... | Patuxent (11)..... | | 18 |
| 19 | | | | | | | Pawnee..... | | 19 |
| 20 | 1 11 | 110 | 100 | 100 | 4-10-1300 | Crocker-Wheeler 15-horsepower motor (Sturtevant engine). | Pawtucket (7)..... | | 20 |
| 21 | | | | | | | Penacook (6)..... | | 21 |

| | Name and official number. | Net tonnage for Suez Canal. | Speed. | Coal capacity. | Guns. | Contract price of hull and machinery. |
|----|---------------------------|-----------------------------|--------------------|---------------------|-------|---------------------------------------|
| | | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | | |
| 1 | Accomac..... | | 10 | 33 | | ¹ \$40,000 |
| 2 | Active..... | | 12 | 80 | | ¹ 75,000 |
| 3 | Alice..... | | 10 | 15 | | ¹ 19,000 |
| 4 | Apache..... | | 10 | 120 | | ¹ 54,510 |
| 5 | Chickasaw..... | | 10 | 20 | | ¹ 15,000 |
| 6 | Choctaw..... | | 10 | 70 | | ¹ 82,500 |
| 7 | Hercules..... | | 12 | 40 | | ¹ 40,000 |
| 8 | Iroquois..... | | 13.25 | 205 | | ¹ 150,000 |
| 9 | Iwana (2)..... | | 11.50 | 35 | | 32,438 |
| 10 | Locust..... | | | ⁴ 71,400 | | |
| 11 | Massasoit..... | | ² 9.00 | 34 | | ¹ 30,000 |
| 12 | Modoc..... | | 10 | 40 | | ¹ 30,000 |
| 13 | Mohawk..... | | 12 | 32 | | ¹ 44,000 |
| 14 | Narkeeta (3)..... | | 11.50 | 35 | | 32,438 |
| 15 | Navajo..... | | ² 12.00 | | | ¹ 115,000 |
| 16 | Osceola..... | | 14 | 150 | | ¹ 100,000 |
| 17 | Patapsco (10)..... | | ² 13 | 316 | | ³ 175,000 |
| 18 | Patuxent (11)..... | | ² 13 | 316 | | ³ 175,000 |
| 19 | Pawnee..... | | 10 | 16 | | ¹ 25,000 |
| 20 | Pawtucket (7)..... | | 12.2 | 30 | | ³ 50,000 |
| 21 | Penacook (6)..... | | 12 | 28 | | ³ 50,000 |

¹ Purchase price.² Estimated.³ Limit of cost.⁴ Gallons of oil fuel.

WOODEN STEAM TUGS—Continued.

| | Date of act authorizing building. | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Name and official number. | |
|----|-----------------------------------|------------------|---------------|---------------|------------------------------|----------------------------|----|
| 1 | | | 1891 | | | Accomac | 1 |
| 2 | | | 1888 | | | Active | 2 |
| 3 | | | 1893 | | | Alloe | 3 |
| 4 | | | 1889 | | | Apache | 4 |
| 5 | | | 1882 | | | Chickasaw | 5 |
| 6 | | | 1892 | | | Choctaw | 6 |
| 7 | | | 1888 | | | Hercules | 7 |
| 8 | | | 1892 | | | Iroquois | 8 |
| 9 | Mar. 2, 1889 | Dec. 20, 1890 | Apr. —, 1891 | Mar. 12, 1892 | Dec. 20, 1891 | Iwana (2) | 9 |
| 10 | | | | | | Locust | 10 |
| 11 | | | 1898 | | | Massasoit | 11 |
| 12 | | | 1890 | | | Modoc | 12 |
| 13 | | | 1893 | | | Mohawk | 13 |
| 14 | Mar. 2, 1889 | Dec. 20, 1890 | Apr. —, 1891 | Feb. 11, 1892 | Dec. 20, 1891 | Narkeeta (3) | 14 |
| 15 | | | | | | Navajo | 15 |
| 16 | | | 1896 | | | Osceola | 16 |
| 17 | Apr. 27, 1904 | | May 12, 1907 | June 29, 1908 | | Patapsco (10) | 17 |
| 18 | Apr. 27, 1904 | | July 25, 1907 | May 16, 1908 | | Patuxent (11) | 18 |
| 19 | | | 1896 | | | Pawnee | 19 |
| 20 | Mar. 3, 1897 | | July 22, 1898 | Nov. 17, 1898 | | Pawtucket (7) | 20 |
| 21 | Mar. 3, 1897 | | Feb. 8, 1898 | Oct. 29, 1898 | | Penacook (6) | 21 |

| | Name and official number. | Built. | | Material. |
|----|---------------------------|------------------------------|----------------------|-------------|
| | | Where. | By whom. | |
| 22 | Pentucket (8) | Navy yard, Boston, Mass. | United States | Steel... 22 |
| 23 | Peoria | Philadelphia, Pa. | Neafe & Levy | Steel... 23 |
| 24 | Piscataqua ¹ | West Bay City, Mich. | F. W. Wheeler & Co. | Steel... 24 |
| 25 | Pontiac | Athens, N. Y. | Peter McGiehan | Wood... 25 |
| 26 | Potomac | West Bay City, Mich. | F. W. Wheeler & Co. | Steel... 26 |
| 27 | Powhatan | Baltimore, Md. | Maryland Steel Co. | Steel... 27 |
| 28 | Rapido | | | Wood... 28 |
| 29 | Rocket | Wilmington, Del. | Pusey & Jones Co. | Steel... 29 |
| 30 | Samoset (5) | Navy yard, Norfolk, Va. | United States | Steel... 30 |
| 31 | Sebago | Camden, N. J. | J. H. Dialogue & Son | Steel... 31 |
| 32 | Sioux | Philadelphia, Pa. | Neafe & Levy | Iron... 32 |
| 33 | Sotoyomo (9) | Navy yard, Mare Island, Cal. | United States | Steel... 33 |
| 34 | Standish | Boston, Mass. | James Tetlow | Iron... 34 |
| 35 | Tecumseh | Camden, N. J. | J. H. Dialogue & Son | Steel... 35 |
| 36 | Traffic | South Brooklyn, N. Y. | D. McCarty | Wood... 36 |
| 37 | Transfer ² | Navy yard, New York | United States | Steel... 37 |
| 38 | Triton | Camden, N. J. | J. H. Dialogue | Steel... 38 |
| 39 | Unadilla (4) | Navy yard, Mare Island, Cal. | United States | Steel... 39 |
| 40 | Uncas | Camden, N. J. | J. H. Dialogue | Steel... 40 |
| 41 | Vigilant | Philadelphia, Pa. | Wm. Cramp & Son | Steel... 41 |
| 42 | Waban | Philadelphia, Pa. | Wm. Cramp & Son | Iron... 42 |

¹ Has towing machine.² Steam-propelled derrick freight lighter. Taken up on the Navy Register July 19, 1910, as a tug.

WOODEN STEAM TUGS—Continued.

| | Condition or service July 1, 1911. | Rig. | Dimensions. | | | Displacement. | Name and official number. |
|----|------------------------------------|--------------------|-------------------|--------------------------------|------------------|------------------|---------------------------|
| | | | Length. | Breadth. | Mean draft. | | |
| 22 | Navy yard, New York.... | Schooner..... | ¹ 92 6 | 21 1 | 9 0 | Tons. 230 | Pentucket (8)... 23 |
| 23 | Naval station, San Juan, P. R. | Schooner..... | 121 0 | 25 0 | 10 6 | 487 | Peoria..... 23 |
| 24 | Naval station, Cavite, P. I. | 2 masts..... | 1149 0 | 28 7 | 12 0 | 854 | Piscataqua..... 24 |
| 25 | Navy yard, New York.... | 1 mast, 1 derrick. | 124 4 | 27 0 | 9 6 | 401 | Pontiac..... 25 |
| 26 | Navy yard, Charleston... | 2 pole masts.... | 1138 9 | 28 6 | 12 0 | 785 | Potomac..... 26 |
| 27 | Navy yard, New York..... | | 1101 0 | 21 0 | 10 0 | 194 | Powhatan..... 27 |
| 28 | Naval station, Cavite, P. I. | 1 pole mast..... | 96 0 | 16 4 | 7 6 | 186 | Rapido..... 28 |
| 29 | Navy yard, Norfolk..... | Derrick mast.... | 193 0 | 28 0 | 9 0 | 270 | Rocket..... 29 |
| 30 | Navy yard, Philadelphia..... | | 192 6 | 21 0 | 8 9 | 225 | Samoset (5)... 30 |
| 31 | Navy yard, Charleston..... | | 99 0 | 21 0 | ² 8 0 | ² 243 | Sebago..... 31 |
| 32 | Navy yard, Boston..... | | 184 6 | 19 0 | 8 0 | 155 | Sioux..... 32 |
| 33 | Navy yard, Puget Sound. | Schooner..... | 192 6 | 21 1 | 9 0 | 230 | Sotoyomo (9).. 33 |
| 34 | Naval Academy, Annapolis. | Schooner..... | 1137 0 | 26 0 | 9 6 | 450 | Standish..... 34 |
| 35 | Navy yard, Washington.. | Schooner..... | 88 6 | 21 6 | 9 3 | 214 | Tecumseh..... 35 |
| 36 | Navy yard, New York.... | Derrick mast.... | 1106 0 | 29 4 | 9 0 | 280 | Traffic..... 36 |
| 37 | Navy yard, New York..... | | 110 0 | 30 0 | 10 0 | 700 | Transfer..... 37 |
| 38 | Navy yard, Washington.. | | 196 9 | 20 9 | 9 0 | 212 | Triton..... 38 |
| 39 | Navy yard, Mare Island.. | Schooner..... | 1110 0 | 25 0 | 9 11 | 355 | Unadilla (4)... 39 |
| 40 | Naval sta., Guantanamo. | Schooner..... | 119 3 | 25 0 | 12 0 | 441 | Uncas..... 40 |
| 41 | Training station, San Francisco. | Schooner..... | 1116 0 | 21 0 | 9 0 | 300 | Vigilant..... 41 |
| 42 | Navy yard, Pensacola..... | | 185 0 | ⁵ 17 6 ¹ | 8 0 | 150 | Waban..... 42 |

¹ Between perpendiculars.² Maximum draft.³ Approximate.⁴ Over all.⁵ Molded.

STEEL, IRON, AND

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. Sq. ft. | Total heating surface. Sq. ft. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. Tons. |
|---------------------------|-------------------|--------------------|-----|-----|-----|-----------------------------|---------------------------------|-----------------------------------|--|------------------------|-------------------------------------|
| | | H. P. I. P. | In. | In. | In. |  |  |  |  |  |  | Stroke. L. P. |
| 22 Pentucket (8) .. | Vert. 3-exp. (1). | 13 | 20 | 31½ | 24 | 1 S. E. | | | | 450 | 22 |
| 23 Peoria | | | | | | | | | | 1 270 | 23 |
| 24 Piscataqua | Vert. 3 exp. (1). | 20 | 32½ | 55 | 36 | | | | | 2,000 | 24 |
| 25 Pontiac | | | | | | | | | | 425 | 25 |
| 26 Potomac | | | | | | | | | | 2,000 | 26 |
| 27 Powhatan | | | | | | 1 S. E. | 45 | 1,060 | | 397 | 27 |
| 28 Rapido | | | | | | | | | | 1 125 | 28 |
| 29 Rocket | | | | | | | | | | 450 | 29 |
| 30 Samoset (5) | | | | | | | | | | 450 | 30 |
| 31 Sebago | | | | | | | | | | 500 | 31 |
| 32 Sioux | Vert. 3-exp. (1). | 15 | 20 | 26 | 22 | 1 S. E. | 42 | 1,186 | | 290 | 32 |
| 33 Sotoyomo (9) .. | Vert. 3-exp. (1). | 13 | 20 | 31½ | 24 | 1 S. E. | 48 | 1,351 | | 500 | 33 |
| 34 Standish | | | | | | | | | | 340 | 34 |
| 35 Tecumseh | | | | | | 1 S. E. | 58 | 1,716 | | 500 | 35 |
| 36 Traffic | | | | | | 1 B. & W. | 44 | 1,148 | | 1 190 | 36 |
| 37 Transfer | | | | | | | | | | | 37 |
| 38 Triton | Vert. 3-exp. (1). | 13 | 21 | 32 | 24 | 1 S. E. | 42 | 1,156 | | 300 | 38 |
| 39 Unadilla (4) .. | Vert. 3-exp. (1). | 13 | 20 | 31 | 30 | 1 S. E. | 66 | 1,792 | | 500 | 39 |
| 40 Uncas | | | | | | | | | | 750 | 40 |
| 41 Vigilant | Vert. comp. (1). | 18 | 33 | 28 | | 1 S. E. | 44½ | 1,449 | | 450 | 41 |
| 42 Waban | | | | | | | | | 1 300 | 450 | 42 |

Estimated

WOODEN STEAM TUGS—Continued.

| Generating sets. | | | | | | | Name and official number. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|-----------------------------------|------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 22 | 1 | 5 | 125 | 40 | 40. | 6-5-700 | General Electric Co..... | Pentucket (8)... | 22 |
| 23 | 1 | 8 | 110 | 72 | 72 | 4-8-650 | General Electric Co..... | Peoria..... | 23 |
| 24 | 1 | 7 | 110 | 64 | 64 | 4-7-550 | General Electric Co..... | Piscataqua..... | 24 |
| 25 | 1 | 4 | 110 | 38 | 38 | 6-4-420 | Engeberg Electric & Machine Co.. | Pontiac..... | 25 |
| 26 | 1 | 7 | 110 | 64 | 64 | 4-7-550 | General Electric Co..... | Potomac..... | 26 |
| 27 | 1 | 2.5 | 110 | 23 | 23 | 4-2.5-800 | B. F. Sturtevant Co..... | Powhatan..... | 27 |
| 28 | | | | | | | | Rapido..... | 28 |
| 29 | | | | | | | | Rocket..... | 29 |
| 30 | | | | | | | | Samoset (5)..... | 30 |
| 31 | | | | | | | | Sebago..... | 31 |
| 32 | | | | | | | | Sioux..... | 32 |
| 33 | 1 | 6 | 80 | 75 | 75 | 4-6-600 | Westinghouse Co. (Forbes engine). | Sotoyomo (9)... | 33 |
| 34 | 1 | 5 | 125 | 40 | 40 | 6-5-600 | B. F. Sturtevant Co..... | Standish..... | 34 |
| 35 | 1 | 5 | 125 | 40 | 40 | 6-5-700 | General Electric Co..... | Tecumseh..... | 35 |
| 36 | | | | | | | | Traffic..... | 36 |
| 37 | | | | | | | | Transfer..... | 37 |
| 38 | 1 | 8 | 110 | 72 | 72 | 6-8-575 | B. F. Sturtevant Co..... | Triton..... | 38 |
| 39 | 1 | 4 | 80 | 50 | 50 | 4-4-600 | Westinghouse Co. (Forbes engine). | Unadilla (4).... | 39 |
| 40 | 1 | 2 | 80 | 25 | 25 | 4-2-745 | General Electric Co..... | Uncas..... | 40 |
| 41 | 1 | 2.5 | 80 | 32 | 32 | 4-2.5-600 | Westinghouse Co. (Forbes engine). | Vigilant..... | 41 |
| 42 | | | | | | | | Waban..... | 42 |

| Name and official number. | Net tonnage for Suez Canal. | Speed. | Coal capacity. | Guns. | Contract price of hull and machinery. |
|---------------------------|-----------------------------|-------------------|------------------|---------------------|---------------------------------------|
| | Tons. | Knots. | Tons. | | |
| 22 Pentucket (8) | | 12 | 28 | | ¹ \$70,000 22 |
| 23 Peoria | | ² 9.00 | 68 | 4 3-pdr. R. F. | ³ 100,000 23 |
| 24 Piscataqua | | 16 | 236 | | ³ 130,000 24 |
| 25 Pontiac | | 10.5 | 45 | | ³ 30,000 25 |
| 26 Potomac | | 16 | 200 | | ³ 125,300 26 |
| 27 Powhatan | | 13 | 57 | | ³ 42,500 27 |
| 28 Rapido | | 10 | 14 | | 28 |
| 29 Rocket | | 8 | 33 | | 29,000 29 |
| 30 Samoset (5) | | 12 | 30 | | ¹ 25,000 30 |
| 31 Sebago | | 12 | 30 | | ³ 28,000 31 |
| 32 Sioux | | 10 | 45 | | ³ 25,553 32 |
| 33 Sotoyomo (9) | | 11.10 | 28 | | ¹ 70,000 33 |
| 34 Standish | | 10 | 80 | | 84,640 34 |
| 35 Tecumseh | | 11 | 40 | | ³ 45,000 35 |
| 36 Traffic | | 10 | | | 36 |
| 37 Transfer | | | | | 37 |
| 38 Triton | | 13 | 45 | | ³ 35,000 38 |
| 39 Unadilla (4) | | 12 | (⁴) | | ¹ 80,000 39 |
| 40 Uncas | | 12 | 120 | | ³ 75,000 40 |
| 41 Vigilant | | 12 | 75 | | ³ 60,000 41 |
| 42 Waban | | 13 | 30 | | ³ 20,000 42 |

¹ Limit of cost.² Estimated.³ Purchase price.⁴ 7,885 gallons oil fuel.

WOODEN STEAM TUGS—Continued.

| | Date of act authorizing building. | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Name and official number. |
|----|-----------------------------------|------------------|---------------|----------------|------------------------------|---------------------------|
| 22 | July 1, 1902 | | Jan. 29, 1903 | July 16, 1903 | | Pentucket (8).. 22 |
| 23 | | | | | | Peoria..... 23 |
| 24 | | | 1897 | | | Piscataquis.... 24 |
| 25 | | | 1891 | | | Pontiac..... 25 |
| 26 | | | 1897 | | | Potomac..... 26 |
| 27 | | | 1892 | | | Powhatan..... 27 |
| 28 | | | | | | Rapido..... 28 |
| 29 | | 1899 | | | | Rocket..... 29 |
| 30 | Mar. 2, 1895 | | Jan. 13, 1895 | Mar. 20, 1897 | | Samoset (5)... 30 |
| 31 | | | 1893 | | | Sebago..... 31 |
| 32 | | | 1892 | | | Sioux..... 32 |
| 33 | July 1, 1902 | | Mar. 2, 1903 | Aug. 20, 1903 | | Sotoyomo (9). 33 |
| 34 | | | 1865 | | Oct. 20, 1864 | Standish..... 34 |
| 35 | | | 1896 | | | Tecumseh..... 35 |
| 36 | | | 1891 | | | Traffic..... 36 |
| 37 | | | Aug. 18, 1904 | May 24, 1905 | | Transfer..... 37 |
| 38 | | | 1888 | | | Triton..... 38 |
| 39 | July 26, 1894 | | Apr. 29, 1895 | Sept. 21, 1895 | | Unadilla (4)... 39 |
| 40 | | | 1893 | | | Uncas..... 40 |
| 41 | | | 1883 | | | Vigilant..... 41 |
| 42 | | | 1880 | | | Waban..... 42 |

STEEL, IRON, AND

| Name and official number. | Built. | | Material. |
|--------------------------------------|----------------------|-----------------------------|--------------|
| | Where. | By whom. | |
| 43 Wahnetta (1) ... | Boston, Mass..... | City Point Iron Works..... | Steel.... 43 |
| 44 Wompatuck ... | Wilmington, Del..... | Harlan & Hollingsworth..... | Steel.... 44 |
| 45 Number 12 ¹ ... | Camden, N. J..... | New York S. B. Co..... | Steel.... 45 |
| 46 Number 13 ¹ ... | Camden, N. J..... | New York S. B. Co..... | Steel.... 46 |

¹ Has towing machine.

WOODEN STEAM TUGS—Continued.

| Condition or service July 1, 1911. | Rig. | Dimensions. | | | Displacement. | Name and official number. |
|--|-------------------|-------------------------|--------------------------|-----------------------|---------------------|---------------------------|
| | | Length. | Breadth. | Mean draft. | | |
| 43 Navy yard, Norfolk..... | | <i>Ft. in.</i> 192 0 | <i>Ft. in.</i> 20 11½ | <i>Ft. in.</i> 8 0 | <i>Tons.</i> 192 | Wahnetta (1).... 43 |
| 44 Naval station, Olongapo, P. I. | Schooner..... | 117 6 | 25 6 | 12 0 | 462 | Wompatzuk..... 44 |
| 45 Contract not awarded.... | 2 pole masts..... | 1175 0 | 34 0 | 12 6 | 1,120 | Number 12..... 45 |
| 46 Contract not awarded.... | 2 pole masts..... | 1175 0 | 34 0 | 12 6 | 1,120 | Number 13..... 46 |
| Total displacement (excepting Locust)..... | | | | | 17,953 | |

¹ Between perpendiculars.² Molded.

STEEL, IRON, AND

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|---------------------|--------------------|-----------|------------|-----------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 43 | Wahnetta (1).... | Vert. 3-exp. (1)... | In. 13 | In. 20 | In. 31½ | In. 24 | I S. E. | Sq. ft. 49 | Sq. ft. 1,491 | | 300 | Tons. 43 |
| 44 | Wompatuck..... | | | | | | | | | | 650 | 44 |
| 45 | Number 13..... | | | | | | | | | 11,800 | | 45 |
| 46 | Number 13..... | | | | | | | | | 11,800 | | 46 |

¹ Estimated.

WOODEN STEAM TUGS—Continued.

| Generating sets. | | | | | | | Name and official number. |
|------------------|-----------------|--------|----------|--------|-------|-----------|---|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | |
| | | | Unit. | Total. | | | |
| 43 | | | | | | | Wahnetta (1) 43 |
| 44 | 1 | 5 | 80 | 62.5 | 62.5 | 8-5-725 | B. F. Sturtevant Co Wompatuck 44 |
| 45 | | | | | | | Number 12 45 |
| 46 | | | | | | | Number 13 46 |

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STEEL, IRON, AND

| | Name and official number. | Net tonnage for Suez Canal. | Speed. | Coal capacity. | Guns. | Contract price of hull and machinery. |
|----|---------------------------|-----------------------------|---------------|----------------|-------|---------------------------------------|
| | | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | | |
| 43 | Wahnetta (1) | | 11.50 | 35 | | \$32,438 43 |
| 44 | Wompatuck | | 13 | 130 | | 1 65,000 44 |
| 45 | Number 13 | | 14 | 450 | | 194,000 45 |
| 46 | Number 13 | | 14 | 450 | | 194,000 46 |

¹ Purchase price.² Estimated.

WOODEN STEAM TUGS—Concluded.

| | Date of act authorizing building. | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Name and official number. | |
|----|-----------------------------------|------------------|--------------|--------------|------------------------------|---------------------------|----|
| 43 | Mar. 2, 1890 | Dec. 20, 1890 | Apr. —, 1891 | Mar. 3, 1892 | Dec. 20, 1891 | Wahnetta (1) .. | 43 |
| 44 | ..... | ..... | 1896 | ..... | ..... | Wompatuck... | 44 |
| 45 | Mar. 4, 1911 | Aug. 24, 1911 | Nov. 7, 1911 | ..... | Aug. 24, 1912 | Number 13 | 45 |
| 46 | Mar. 4, 1911 | Aug. 24, 1911 | ..... | ..... | Aug. 24, 1912 | Number 13 | 46 |

WOODEN STEAM VESSELS

| | Name. | Built. | | | Condition or service July 1, 1911. | Rig. |
|---|---------------------------|-----------|--------------------|--------------------|---|--------------|
| | | When. | Where. | By whom. | | |
| 1 | Gopher ¹ | 1871 | New York, N. Y.. | Delamater & Stack. | Naval Militia, Minnesota. | Schooner.. 1 |
| 2 | Omaha..... | 1867-1869 | Philadelphia, Pa.. | United States... | Transferred to Marine-Hospital Service. | Bark..... 2 |
| 3 | Yantic..... | 1864 | Philadelphia, Pa.. | United States... | Naval Militia, Michigan. | Bark..... 3 |
| | Total displacement | | | | | |

¹ Formerly Fern. Name changed Dec. 27, 1905.

WOODEN SAILING VESSELS

| | Name. | Built. | | | Condition or service July 1, 1911. | Rig. |
|---|----------------------------|--------|-----------------|-----------------|------------------------------------|-----------------|
| | | When. | Where. | By whom. | | |
| 1 | Constitution.. | 1797 | Boston, Mass.. | United States.. | Navy yard, Boston... | Ship..... 1 |
| 2 | Granite State ¹ | 1818 | Kittery, Me.... | United States.. | Naval Militia, New York. | Housed over.. 2 |
| | Total displacement | | | | | |

¹ Formerly New Hampshire. Name changed Nov. 30, 1904.

UNFIT FOR SEA SERVICE.

| Dimensions. | | | Displacement. | Net tonnage for Suez Canal. | Speed. | Coal capacity at 43 cubic kwt per ton. | Comple- ment. | | Name. |
|-----------------------------------|------------------------|------------------------|---------------------|-----------------------------|--------------------|---|------------------|------|-----------------------|
| Length between perpendiculars. | Breadth. | Mean draft. | | | | | Officers. | Men. | |
| <i>Ft. in.</i> 160 0 | <i>Ft. in.</i> 28 0 | <i>Ft. in.</i> 11 9 | <i>Tons.</i> 840 | | <i>Knots.</i> 9 | <i>Tons.</i> 80 | | | Gopher 1 |
| 250 6 | 38 0 | 16 6 | 2,400 | | 11.3 | | | | Omaha 2 |
| 180 0 | 30 0 | 12 2 | 900 | | 8.3 | 130 | | | Yantic 3 |
| | | | 4,140 | | | | | | |

UNFIT FOR SEA SERVICE.

| Dimensions. | | | Displace- ment. | Net ton- nage for Suez Canal. | Batteries. | Name. |
|--|------------------------|------------------------|-----------------------|-------------------------------------|--------------------|----------------------------|
| Length between perpen- diculars. | Breadth. | Mean draft. | | | | |
| <i>Ft. in.</i> 175 0 | <i>Ft. in.</i> 45 0 | <i>Ft. in.</i> 20 0 | <i>Tons.</i> 2,200 | | | Constitution 1 |
| 196 3 | 53 0 | 25 6 | 4,150 | | 1 4" 40 cal. R. F. | Granite State ... 2 |
| | | | 6,350 | | | |

| | Name and official number. | Net tonnage for Suez Canal. | Speed. | Coal capacity. | Guns. | Contract price of hull and machinery. | |
|----|---------------------------|-----------------------------|-------------------|------------------|---------------------|---------------------------------------|----|
| | | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | | | |
| 22 | Pentucket (8) | | 12 | 28 | | ¹ \$70,000 | 22 |
| 23 | Peoria | | ² 9.00 | 68 | 4 3-pdr. R. F. | ³ 100,000 | 23 |
| 24 | Piscataqua | | 16 | 236 | | ³ 130,000 | 24 |
| 25 | Pontiac | | 10.5 | 45 | | ³ 30,000 | 25 |
| 26 | Potomac | | 16 | 200 | | ³ 125,300 | 26 |
| 27 | Powhatan | | 13 | 57 | | ³ 42,500 | 27 |
| 28 | Rapido | | 10 | 14 | | | 28 |
| 29 | Rocket | | 8 | 33 | | 29,000 | 29 |
| 30 | Samoset (5) | | 12 | 30 | | ¹ 25,000 | 30 |
| 31 | Sebago | | 12 | 30 | | ³ 28,000 | 31 |
| 32 | Sloux | | 10 | 45 | | ³ 25,553 | 32 |
| 33 | Sotoyomo (9) | | 11.10 | 28 | | ¹ 70,000 | 33 |
| 34 | Standish | | 10 | 80 | | 84,640 | 34 |
| 35 | Tecumseh | | 11 | 40 | | ³ 45,000 | 35 |
| 36 | Traffic | | 10 | | | | 36 |
| 37 | Transfer | | | | | | 37 |
| 38 | Triton | | 13 | 45 | | ³ 35,000 | 38 |
| 39 | Unadilla (4) | | 12 | (⁴) | | ¹ 80,000 | 39 |
| 40 | Uncas | | 12 | 120 | | ³ 75,000 | 40 |
| 41 | Vigilant | | 12 | 75 | | ³ 60,000 | 41 |
| 42 | Waban | | 13 | 30 | | ³ 20,000 | 42 |

¹ Limit of cost.² Estimated.³ Purchase price.⁴ 7,885 gallons oil fuel.

WOODEN STEAM TUGS—Continued.

| | Date of act authorizing building. | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Name and official number. |
|----|-----------------------------------|------------------|---------------|----------------|------------------------------|---------------------------|
| 22 | July 1, 1902 | | Jan. 29, 1903 | July 16, 1903 | | Pentucket (8).. 22 |
| 23 | | | | | | Peoria..... 23 |
| 24 | | | 1897 | | | Piscataqua.... 24 |
| 25 | | | 1891 | | | Pontiac..... 25 |
| 26 | | | 1897 | | | Potomac..... 26 |
| 27 | | | 1892 | | | Powhatan..... 27 |
| 28 | | | | | | Rapido..... 28 |
| 29 | | 1899 | | | | Rocket..... 29 |
| 30 | Mar. 2, 1895 | | Jan. 13, 1895 | Mar. 20, 1897 | | Samoset (5)... 30 |
| 31 | | | 1893 | | | Sebago..... 31 |
| 32 | | | 1892 | | | Sioux..... 32 |
| 33 | July 1, 1902 | | Mar. 2, 1903 | Aug. 20, 1903 | | Sotoyomo (9). 33 |
| 34 | | | 1865 | | Oct. 20, 1864 | Standish..... 34 |
| 35 | | | 1896 | | | Tecumseh..... 35 |
| 36 | | | 1891 | | | Traffic..... 36 |
| 37 | | | Aug. 18, 1904 | May 24, 1905 | | Transfer..... 37 |
| 38 | | | 1888 | | | Triton..... 38 |
| 39 | July 26, 1894 | | Apr. 29, 1895 | Sept. 21, 1895 | | Unadilla (4)... 39 |
| 40 | | | 1893 | | | Uncas..... 40 |
| 41 | | | 1883 | | | Vigilant..... 41 |
| 42 | | | 1880 | | | Waban..... 42 |

| Name and official number. | Built. | | Material. |
|--------------------------------------|----------------------|-----------------------------|-------------|
| | Where. | By whom. | |
| 43 Wahnetta (1)... | Boston, Mass..... | City Point Iron Works..... | Steel... 43 |
| 44 Wompatuck ... | Wilmington, Del..... | Harlan & Hollingsworth..... | Steel... 44 |
| 45 Number 12 ¹ ... | Camden, N. J..... | New York S. B. Co..... | Steel... 45 |
| 46 Number 13 ¹ ... | Camden, N. J..... | New York S. B. Co..... | Steel... 46 |

¹ Has towing machine.

WOODEN STEAM TUGS—Continued.

| Condition or service July 1, 1911. | Rig. | Dimensions. | | | Displacement. | Name and official number. |
|--|-------------------|-------------------------|--------------------------|-----------------------|---------------------|-----------------------------|
| | | Length. | Breadth. | Mean draft. | | |
| 43 Navy yard, Norfolk..... | | <i>Ft. in.</i> 192 0 | <i>Ft. in.</i> 20 11½ | <i>Ft. in.</i> 8 0 | <i>Tons.</i> 192 | Wahnetta (1) 43 |
| 44 Naval station, Olongapo, P. I. | Schooner..... | 117 6 | 25 6 | 12 0 | 462 | Wompatuck 44 |
| 45 Contract not awarded.... | 2 pole masts..... | 175 0 | ² 34 0 | 12 6 | 1,120 | Number 12 45 |
| 46 Contract not awarded.... | 2 pole masts..... | 175 0 | ² 34 0 | 12 6 | 1,120 | Number 13 46 |
| Total displacement (excepting Locust)..... | | | | | 17,953 | |

¹ Between perpendiculars.² Molded.

STEEL, IRON, AND

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|---------------------|--------------------|-----------|------------|-----------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 43 | Wahnetta (1).... | Vert. 3-exp. (1)... | In. 13 | In. 20 | In. 31½ | In. 24 | I S. E..... | Sq. ft. 49 | Sq. ft. 1,491 | ..... | 300 | 43 |
| 44 | Wompatuck..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 650 | 44 |
| 45 | Number 12..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11,800 | ..... | ..... 45 |
| 46 | Number 13..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11,800 | ..... | ..... 46 |

¹ Estimated.

WOODEN STEAM TUGS—Continued.

| Generating sets. | | | | | | | Name and official number. |
|------------------|-----------------|--------|----------|--------|-------|-------------------------------------|------------------------------|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | |
| | | | Unit. | Total. | | | |
| 43 | | | | | | | Wahnetts (1)..... 43 |
| 44 | 1 | 5 | 80 | 62.5 | 62.5 | 8-5-725 B. F. Sturtevant Co | Wompatuck..... 44 |
| 45 | | | | | | | Number 13..... 45 |
| 46 | | | | | | | Number 13..... 46 |

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| | Name and official number. | Net tonnage for Suez Canal. | Speed. | Coal capacity. | Guns. | Contract price of hull and machinery. |
|----|---------------------------|-----------------------------|---------------|----------------|-------|---------------------------------------|
| | | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | | |
| 43 | Wahnetta (1) ..... | ..... | 11.50 | 35 | ..... | \$32,438 43 |
| 44 | Wompatuck ..... | ..... | 13 | 130 | ..... | 1 55,000 44 |
| 45 | Number 12 ..... | ..... | 2 14 | 450 | ..... | 194,000 45 |
| 46 | Number 13 ..... | ..... | 2 14 | 450 | ..... | 194,000 46 |

¹ Purchase price.² Estimated.

WOODEN STEAM TUGS—Concluded.

| | Date of act authorizing building. | Contract signed. | Keel laid. | Launched. | Contract date of completion. | Name and official number. |
|----|-----------------------------------|------------------|--------------|--------------|------------------------------|---------------------------|
| 43 | Mar. 2, 1889 | Dec. 20, 1890 | Apr. —, 1891 | Mar. 3, 1892 | Dec. 20, 1891 | Wahnetta (1) .. 43 |
| 44 | ..... | ..... | 1896 | ..... | ..... | Wompatuck... 44 |
| 45 | Mar. 4, 1911 | Aug. 24, 1911 | Nov. 7, 1911 | ..... | Aug. 24, 1912 | Number 12 45 |
| 46 | Mar. 4, 1911 | Aug. 24, 1911 | ..... | ..... | Aug. 24, 1912 | Number 13 46 |

WOODEN STEAM VESSELS

| | Name. | Built. | | | Condition or service July 1, 1911. | Rig. |
|---|---------------------------|-----------|--------------------|-----------------------|---|--------------|
| | | When. | Where. | By whom. | | |
| 1 | Gopher ¹ | 1871 | New York, N. Y.. | Delamater & Stack. | Naval Militia, Minnesota. | Schooner.. 1 |
| 2 | Omaha..... | 1867-1869 | Philadelphia, Pa.. | United States... | Transferred to Ma- rine-Hospital Service. | Bark..... 2 |
| 3 | Yantic..... | 1864 | Philadelphia, Pa.. | United States... | Naval Militia, Michigan. | Bark..... 3 |
| | Total displacement | | | | | |

¹ Formerly Fern. Name changed Dec. 27, 1905.

WOODEN SAILING VESSELS

| | Name. | Built. | | | Condition or service July 1, 1911. | Rig. |
|---|----------------------------|--------|----------------|-----------------|---------------------------------------|------------------|
| | | When. | Where. | By whom. | | |
| 1 | Constitution .. | 1797 | Boston, Mass.. | United States.. | Navy yard, Boston... | Ship..... 1 |
| 2 | Granite State ¹ | 1818 | Kittery, Me... | United States.. | Naval Militia, New York. | Housed over... 2 |
| | Total displacement | | | | | |

¹ Formerly New Hampshire. Name changed Nov. 30, 1904.

UNFIT FOR SEA SERVICE.

| | Dimensions. | | | Displacement. | Net tonnage for Suez Canal. | Speed. | Coal capacity at 43 cubic feet per ton. | Complement. | | Name. | |
|---|--------------------------------|------------------------|------------------------|---------------------|-----------------------------|--------------------|---|-------------|------|-------------|---|
| | Length between perpendiculars. | Breadth. | Mean draft. | | | | | Officers. | Men. | | |
| 1 | <i>Ft. in.</i> 160 0 | <i>Ft. in.</i> 28 0 | <i>Ft. in.</i> 11 9 | <i>Tons.</i> 840 | <i>Tons.</i> | <i>Knots.</i> 9 | <i>Tons.</i> 80 | | | Gopher..... | 1 |
| 2 | 250 6 | 38 0 | 16 6 | 2,400 | | 11.3 | | | | Omaha..... | 2 |
| 3 | 180 0 | 30 0 | 12 2 | 900 | | 8.3 | 130 | | | Yantic..... | 3 |
| | | | | 4,140 | | | | | | | |

UNFIT FOR SEA SERVICE.

| | Dimensions. | | | Displacement. | Net tonnage for Suez Canal. | Batteries. | Name. | |
|---|--------------------------------|------------------------|------------------------|-----------------------|-----------------------------|--------------------|------------------|---|
| | Length between perpendiculars. | Breadth. | Mean draft. | | | | | |
| 1 | <i>Ft. in.</i> 175 0 | <i>Ft. in.</i> 45 0 | <i>Ft. in.</i> 20 0 | <i>Tons.</i> 2,200 | <i>Tons.</i> | | Constitution.... | 1 |
| 2 | 186 3 | 53 0 | 25 6 | 4,150 | | 1 4" 40 cal. R. F. | Granite State.. | 2 |
| | | | | 6,350 | | | | |

WOODEN STEAM VESSELS

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|---------------------|-----------------|--------------------|------------|------------|------------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| | | | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>In.</i> | <i>Sq. ft.</i> | <i>Sq. ft.</i> | | | <i>Tons.</i> | |
| 1 | Gopher | | | | | | | | | 300 | 1 | |
| 2 | Omaha | | | | | | | | 953 | | 2 | |
| 3 | Yantic | | | | | | | | | 310 | 3 | |

UNFIT FOR SEA SERVICE—Concluded.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|-----------------------|---------------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 15 | 110 | 137 | 137 | 6-15-400 | B. F. Sturtevant..... | Gopher | 1 |
| 2 | | | | | | | | Omaha | 2 |
| 3 | | | | | | | | Yantic | 3 |

| | Name. | Material. | Rig. | Built. | | | |
|---|-------------------------|-----------|-------------------|--------|----------------------|--------------------------------|---|
| | | | | When. | Where. | By whom. | |
| 1 | Buffalo..... | Steel.... | Topsail schooner. | 1892 | Newport News, Va... | Newport News S. B. & D. D. Co. | 1 |
| 2 | Dixie..... | Steel.... | Brig..... | 1893 | Newport News, Va... | Newport News S. B. & D. D. Co. | 2 |
| 3 | Prairie..... | Iron..... | Brig..... | 1890 | Philadelphia, Pa.... | Wm. Cramp & Sons... | 3 |
| 4 | Yankee..... | Iron..... | Schooner.... | 1892 | Newport News, Va... | Newport News S. B. & D. D. Co. | 4 |
| | Total displacement..... | | | | | | |

CRUISERS.

| | Condition or service July 1, 1911. | Length. ¹ | | Breadth, extreme. | | Mean draft. | | Displacement. | Net tonnage for Suez Canal. | | Name. | |
|---|---|----------------------|-----|-------------------|-----|-------------|-----|---------------|-----------------------------|-------|----------------------|---|
| | | Ft. | in. | Ft. | in. | Ft. | in. | | Tons. | Tons. | | |
| 1 | Special service..... | 391 | 6 | 48 | 3 | 19 | 5 | 6,000 | | | Buffalo | 1 |
| 2 | Tender, Atlantic Torpedo Fleet. | 391 | 6 | 48 | 3 | 19 | 11 | 6,114 | * 3,074 | | Dixie | 2 |
| 3 | Special service..... | 391 | 6 | 48 | 3 | 20 | 9 | 6,620 | | | Prairie | 3 |
| 4 | Aground at entrance of Buzzards Bay, New Bedford, Mass. | 391 | 10 | 48 | 4 | 20 | 1 | 6,225 | | | Yankee | 4 |
| | | | | | | | | 24,959 | | | | |

¹ Fore side of stem to center of rudder stock.² Subject to possible change.

AUXILIARY

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|--------------|-------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|---------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| 1 | Buffalo..... | Vert. 3-exp. (1). | In. | In. | In. | In. | 3 D. E..... | Sq. ft. | Sq. ft. | ..... | ..... | Tons. | |
| | | | 32 | 52 | 84 | 54 | | 410 | 13,513 | | 13,600 | 1 | |
| 2 | Dixie..... | Vert. 3-exp. (1). | 33 | 52 | 84 | 54 | 3 D. E..... | 414 | 10,581 | ..... | 13,800 | 2 | |
| 3 | Prairie..... | Vert. 3-exp. (1). | 32 | 52 | 84 | 54 | 3 D. E. 1; auxiliary. | 447 | 10,506 | ..... | 13,800 | 3 | |
| 4 | Yankee..... | Vert. 3-exp. (1). | 32 | 52 | 84 | 54 | 3 D. E..... | 414 | 10,581 | ..... | 13,800 | 4 | |

¹ Estimated.

CRUISERS—Continued.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|--|----------------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 | 30 | 125 | 240 | 480 | 2-30-1250 | Edison General Electric Co. (Ideal engines). | Buffalo | 1 |
| 2 | 3 | 32 | 125 | 256 | 768 | 8-32-400 | General Electric Co..... | Dixie | 2 |
| 3 | 3 | 15 | 110 | 136 | 408 | 4-15-400 | General Electric Co..... | Prairie | 3 |
| 4 | 3 | 30 | 125 | 240 | 720 | 6-30-305 | General Electric Co..... | Yankee | 4 |

| | Name. | Speed. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Batteries. | |
|---|--------------|-------------------|---|--|---|
| 1 | Buffalo..... | ¹ 14.5 | ¹ 1,375 | 2 5" 40 cal. R. F.; 4 4" 40 cal. R. F.; 6 3-pdr. R. F..... | 1 |
| 2 | Dixie..... | ¹ 14.5 | 1,075 | 10 3" 50 cal. R. F.; 2 6-pdr. R. F..... | 2 |
| 3 | Prairie..... | ¹ 14.5 | 1,300 | 10 3" 50 cal. R. F.; 2 6-pdr. R. F.; 3 1-pdr. R. F..... | 3 |
| 4 | Yankee..... | ¹ 14.5 | 1,175 | ..... | 4 |

¹ Estimated.

CRUISERS—Concluded.

| | Complement. | | Date of first and latest commission. | Name. | |
|---|-------------|------|---|----------------------|---|
| | Officers. | Men. | | | |
| 1 | 29 | 171 | July 18, 1898; Nov. 17, 1906..... | Buffalo | 1 |
| 2 | 21 | 203 | Apr. 19, 1898; Feb. 2, 1909..... | Dixie | 2 |
| 3 | 18 | 268 | Apr. 14, 1898; Sept. 26, 1906..... | Prairie | 3 |
| 4 | 30 | 172 | Apr. 14, 1898; Jan. 18, 1909 ¹ | Yankee | 4 |

¹ Date of placing out of commission.

CONVERTED

| | Name. | Material. | Rig. | Built. | | | |
|----|-------------------------|------------|------------|--------|---------------------------|-------------------------|----|
| | | | | When. | Where. | By whom. | |
| 1 | Aleen..... | Steel..... | Schooner.. | 1896 | Chester, Pa..... | John Roach..... | 1 |
| 2 | Dorothea..... | Steel..... | Schooner.. | 1897 | Philadelphia, Pa... | Wm. Cramp & Sons.... | 2 |
| 3 | Eagle..... | Steel..... | 1 mast.... | 1890 | Wilmington, Del... | Harlan & Hollingsworth. | 3 |
| 4 | Elfrida..... | Steel..... | Schooner.. | 1899 | Wilmington, Del... | Harlan & Hollingsworth. | 4 |
| 5 | Gloucester..... | Steel..... | Schooner.. | 1891 | Philadelphia, Pa... | Neafie & Levy..... | 5 |
| 6 | Hawk..... | Steel..... | 1 mast.... | 1891 | Paisley, Scotland... | Fleming & Ferguson.... | 6 |
| 7 | Hist ¹ | Steel..... | Schooner.. | 1896 | Philadelphia, Pa... | Wm. Cramp & Sons.... | 7 |
| 8 | Huntress..... | Composite. | Schooner.. | 1896 | Nyack-on-Hudson. | Chas. L. Seabury & Co.. | 8 |
| 9 | Mayflower..... | Steel..... | Schooner.. | 1896 | Clydebank, Scot- land. | J. & G. Thompson..... | 9 |
| 10 | Onida..... | Steel..... | Schooner.. | 1896 | Bath, Me..... | Bath Iron Works..... | 10 |
| 11 | Restless..... | Iron..... | 1 mast.... | 1887 | Chester, Pa..... | Houston & Woodbridge. | 11 |
| 12 | Scorpion..... | Steel..... | Schooner.. | 1896 | South Brooklyn, N. Y. | John N. Robins..... | 12 |
| 13 | Stranger..... | Iron..... | Schooner.. | 1880 | Philadelphia, Pa... | Wm. Cramp & Sons.... | 13 |
| 14 | Sylph..... | Steel..... | Schooner.. | 1898 | Chester, Pa..... | John Roach..... | 14 |
| 15 | Sylvia..... | Iron..... | Schooner.. | 1882 | Glasgow, Scotland. | A. Stephen & Sons..... | 15 |
| 16 | Vixen..... | Steel..... | Schooner.. | 1896 | Elizabethport, N. J. | Lewis Nixon..... | 16 |
| 17 | Wasp..... | Steel..... | Schooner.. | 1898 | Philadelphia, Pa... | Wm. Cramp & Sons.... | 17 |
| 18 | Yankton..... | Steel..... | Schooner.. | 1893 | Leith, Scotland.... | Ramage & Ferguson.... | 18 |

¹ Stricken from the Navy List July 27, 1911.

NOTE.—The Siren was stricken from the Navy List Aug. 30, 1910.

YACHTS.

| | Condition or service July 1, 1911. | Length. | Breadth. | Mean draft. | Name. | |
|----|--|---------------------|----------------|----------------|-------------------------|----|
| | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | | |
| 1 | Naval Militia, Rhode Island..... | 120 0 | 20 0 | 8 0 | Alsea | 1 |
| 2 | Naval Militia, Ohio..... | 182 4 | 23 5 | 11 5 | Dorothea | 2 |
| 3 | Navy yard, Portsmouth..... | 155 6 | 24 0 | 11 6 | Eagle | 3 |
| 4 | Naval Militia, North Carolina..... | 101 6 | 18 0½ | 7 9 | Elfrida | 4 |
| 5 | Naval Militia, New York..... | ¹ 204 0 | 27 2 | 12 0 | Gloucester | 5 |
| 6 | Naval Militia, New York..... | ¹ 145 0 | 22 0 | 11 6 | Hawk | 6 |
| 7 | Navy yard, Portsmouth..... | 174 0 | 23 0 | 9 10 | Hist | 7 |
| 8 | Naval Militia, Missouri..... | ¹ 97 0 | 16 0 | 7 3 | Huntress | 8 |
| 9 | Special service..... | ¹ 273 0 | 36 0 | 17 4 | Mayflower | 9 |
| 10 | Naval Militia, District of Columbia..... | ¹ 110 11 | 18 6 | 7 6 | Oneda | 10 |
| 11 | Torpedo station, Newport..... | ¹ 113 0 | 16 0 | 6 6 | Restless | 11 |
| 12 | Station ship, Constantinople..... | 212 9 | 28 1 | 11 0 | Scorpion | 12 |
| 13 | Naval Militia, Louisiana..... | ¹ 164 7 | 23 7 | 9 3 | Stranger | 13 |
| 14 | Special service..... | ¹ 123 8 | 20 0 | 7 6 | Syph | 14 |
| 15 | Naval Militia, Pennsylvania..... | ¹ 130 0 | 18 6 | 10 0 | Sylvia | 15 |
| 16 | Naval Militia, New Jersey..... | ¹ 182 3 | 28 0 | 12 8 | Vixen | 16 |
| 17 | Naval Militia, New York..... | ¹ 180 0 | 23 0 | 12 0 | Wasp | 17 |
| 18 | Tender, Atlantic Fleet..... | ¹ 185 0 | 27 6 | 13 10 | Yankton | 18 |

¹ On water line.

CONVERTED

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|------------|------------------|--------------------|-------|-----|----------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | | Stroke. | | | | | | |
| | | | In. | In. | In. | In. | | | | | | |
| 1 | Aileen | | | | | | | | | 500 | 1 | |
| 2 | Dorothea | Vert. 3-exp. (1) | | | | 2 Yarrow | 69 | 3,724 | | 1,558 | 2 | |
| 3 | Eagle | Vert. 3-exp. (1) | 17 | 28 | 42 | 22 | 1 S. E. | 71 | 1,987 | | 850 | 3 |
| 4 | Elfrida | | | | | | | | | | 200 | 4 |
| 5 | Gloucester | Vert. 3-exp. (1) | 21 | 33 | 54 | 30 | 2 B. & W. | 100 | 3,100 | | 2,000 | 5 |
| 6 | Hawk | | | | | | | | | | 1,000 | 6 |
| 7 | Hist | | | | | | | | | | 1,000 | 7 |
| 8 | Huntress | | | | | | | | | | 1,260 | 8 |
| 9 | Mayflower | Vert. 3-exp. (2) | 22½ | 38 | 40 | 27 | 2 Mosher | 181 | 7,940 | | 4,600 | 9 |
| 10 | Onida | Vert. 3-exp. (1) | | | | | | | | | 350 | 10 |
| 11 | Restless | | | | | 1 Mosher | 45 | 1,770 | | 500 | 500 | 11 |
| 12 | Scorpion | Vert. 3-exp. (1) | 15 | 24 | 39 | 21 | 4 Yarrow | 159 | 8,384 | | 2,800 | 12 |
| 13 | Stranger | | | | | | | | | | 1,920 | 13 |
| 14 | Sylph | | | | | | | | | | 550 | 14 |
| 15 | Sylvia | | | | | | | | | | 1,165 | 15 |
| 16 | Vixen | Vert. 3-exp. (1) | 18 | 27 | 48 | 25 | 2 S. E. | 126 | 3,508 | | 1,250 | 16 |
| 17 | Wasp | Vert. 3-exp. (1) | 21½ | 31 | 34 | 20 | 2 S. E., 1 auxiliary. | | | | 1,800 | 17 |
| 18 | Yankton | Vert. 3-exp. (1) | 18 | 29 | 47 | 33 | 1 S. E. | 67 | 1,872 | | 1,750 | 15 |

¹ Estimated.² Two low-pressure cylinders.

YACHTS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|---|------------|----|--|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 4 | 80 | 50 | 50 | General Electric Co. | Aileen | 1 | |
| 2 | 1 | 13 | 110 | 115 | 115 | General Electric Co. | Dorothea | 2 | |
| 3 | 1 | 7 | 125 | 56 | 56 | 4-7-550 General Electric Co. | Eagle | 3 | |
| 4 | 1 | 5 | 110 | 50 | 50 | 4-5-550 Fort Wayne Electric Co. | Elfrida | 4 | |
| 5 | 1 | 8 | 80 | 100 | 100 | 6-8-480 General Electric Co. | Gloicester | 5 | |
| 6 | 1 | 5 | 80 | 62.5 | 62.5 | Fisher Electric Co. | Hawk | 6 | |
| 7 | 1 | 8 | 115 | 74 | 74 | 2-8-400 B. F. Sturtevant Co. | Hist | 7 | |
| 8 | 1 | 3 | 100 | 30 | 30 | Riker Electric Co. | Huntress | 8 | |
| 9 | 1 | 24 | 80 | 300 | 700 | 2-24-300 2-32-325 Claud Hamilton (R.S. & G. engine). Simens Bros. Co. (Bellis & Co. engine). | Mayflower | 9 | |
| | 1 | 32 | 80 | 400 | | | | | |
| 10 | 1 | 5 | 100 | 50 | 50 | Riker Electric Co. | Onelda | 10 | |
| 11 | 1 | 3 | 100 | 30 | 30 | 4-3-800 Riker Electric Co. | Restless | 11 | |
| 12 | 1 | 5 | 110 | 50 | 175 | 4-5-380 4-14-325 Lundell Co. (Sturtevant engine). | Scorpion | 12 | |
| | 1 | 14 | 110 | 125 | | | | | |
| 13 | 1 | 8 | 125 | 64 | 64 | 6-8-480 B. F. Sturtevant Co. | Stranger | 13 | |
| 14 | 1 | 10 | 125 | 80 | 80 | 6-10-450 General Electric Co. | Syph | 14 | |
| 15 | 1 | 3.4 | 85 | 38 | 38 | 4-3.4-580 Lundell Co. (Sturtevant engine). | Sylvia | 15 | |
| 16 | 1 | 5.75 | 125 | 52 | 52 | 6-5.75-400 Westinghouse Co. | Vixen | 16 | |
| 17 | 1 | 8 | 125 | 64 | 64 | 6-8-550 General Electric Co. | Wasp | 17 | |
| 18 | 1 | 5 | 80 | 62.5 | 62.5 | 4-5-450 General Electric Co. | Yankton | 18 | |

CONVERTED

| | Name. | Displace- | Net | Speed. | Bunker | Battery. | |
|----|-------------------------|----------------------------|---------|--------|----------|---|----|
| | | ment. | tonnage | | capacity | | |
| | | Tons. | Tons. | Knots. | Tons. | | |
| 1 | Alleen | 192 | | 14 | 45 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... | 1 |
| 2 | Dorothea | 594 | | 14 | 78 | 2 3-pdr. R. F..... | 2 |
| 3 | Eagle | 434 | | 15.5 | 66 | 2 6-pdr. R. F..... | 3 |
| 4 | Elfrida | 164 | | 10.5 | 23 | 1 6-pdr. R. F..... | 4 |
| 5 | Gloucester | 786 | | 17 | 120 | 2 3-pdr. R. F.; 4 1-pdr. R. F..... | 5 |
| 6 | Hawk | 375 | | 14.5 | 70 | 1 3-pdr. R. F..... | 6 |
| 7 | Hist | 472 | | 14.5 | 52 | ..... | 7 |
| 8 | Huntress | 82 | | 14 | 17 | 2 3-pdr. R. F..... | 8 |
| 9 | Mayflower | 2,600 | | 16.8 | 525 | 6 6-pdr. R. F..... | 9 |
| 10 | Onaida | 150 | | 12 | 20 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... | 10 |
| 11 | Restless | 158 | | 13 | 12 | ..... | 11 |
| 12 | Scorpion | 775 | | 17.85 | 133 | 4 6-pdr. R. F..... | 12 |
| 13 | Stranger | 1,369 | | 14 | 50 | 2 3-pdr. R. F..... | 13 |
| 14 | Syph | 152 | | 15 | 47 | ..... | 14 |
| 15 | Sylvia | 1,302 | | 9 | 60 | 1 3-pdr. R. F.; 3 1-pdr. R. F..... | 15 |
| 16 | Vixen | 806 | | 16 | 190 | 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 16 |
| 17 | Wasp | 630 | | 16.5 | 79 | 2 3-pdr. R. F..... | 17 |
| 18 | Yankton | 1,975 | | 14 | 170 | 2 3-pdr. R. F..... | 18 |
| | | 10,106 total displacement. | | | | | |

† Estimated.

‡ Calculated to bottom of beams for steaming competition trials.

YACHTS—Concluded.

| Complement. | | Date of first and latest commission. | Name. | |
|-------------|------|--|------------|----|
| Officers. | Men. | | | |
| | | May 14, 1898; Sept. 26, 1898 ¹ | Alleen | 1 |
| | 50 | June 1, 1898; Sept. 20, 1898 ¹ | Dorothea | 2 |
| 4 | 63 | Mar. 26, 1898 | Eagle | 3 |
| | | June 30, 1898; Sept. 14, 1898 ¹ | Elfrida | 4 |
| 9 | 70 | May 20, 1899; Feb. 8, 1905 ¹ | Gloucester | 5 |
| 4 | 46 | Apr. 5, 1898; Sept. 14, 1898 ¹ | Hawk | 6 |
| 6 | 58 | May 13, 1898; Oct. 16, 1907 | Hist | 7 |
| | | July 1, 1898; Aug. 31, 1898 ¹ | Huntress | 8 |
| 8 | 166 | July 25, 1905 | Mayflower | 9 |
| | | Apr. 30, 1898; Sept. 19, 1898 ¹ | Oneida | 10 |
| | | May 14, 1898; May 17, 1907 ¹ | Restless | 11 |
| 7 | 80 | Apr. 11, 1898; Aug. 1, 1908 | Scorpion | 12 |
| | | June 30, 1898; Sept. 24, 1898 ¹ | Stranger | 13 |
| 3 | 28 | Aug. 18, 1898 | Sylph | 14 |
| | | June 29, 1898; Sept. 16, 1898 ¹ | Sylvia | 15 |
| 5 | 74 | Apr. 11, 1898; Mar. 31, 1906 ¹ | Vixen | 16 |
| 4 | 32 | Apr. 11, 1898; Oct. 2, 1902 | Wasp | 17 |
| 8 | 95 | May 16, 1898 | Yankton | 18 |

¹ Date of placing out of commission.

| | Name and official number. | Material. | Rig. | Built. | | |
|----|--------------------------------------|------------|-----------------|--------------------------------------|---------------------------------|----|
| | | | | Where. | By whom. | |
| 1 | Abarenda | Steel..... | Schooner..... | Newcastle, England..... | Edwards S. B. Co..... | 1 |
| 2 | Ajax | Steel..... | Schooner..... | Glasgow, Scotland..... | D. & W. Henderson & Co..... | 2 |
| 3 | Alexander | Steel..... | Schooner..... | Stockton-on-Tees, Eng- land. | Richardson, Duck & Co..... | 3 |
| 4 | Brutus | Iron..... | 2 pole masts... | South Shields, England. | J. Redhead & Sons..... | 4 |
| 5 | Cæsar | Steel..... | Schooner..... | Stockton-on-Tees, Eng- land. | Ropner & Son..... | 5 |
| 6 | Cyclops (4)¹ | Steel..... | 4 pole masts... | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 6 |
| 7 | Hannibal | Steel..... | Schooner..... | Sunderland, England... | J. Blumer & Co..... | 7 |
| 8 | Hector (7)² | Steel..... | 2 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 8 |
| 9 | Jason (12) | Steel..... | 2 masts..... | Sparrow Point, Md..... | Maryland Steel Co..... | 9 |
| 10 | Jupiter (3) | Steel..... | 4 pole masts... | Navy yard, Mare Island. | United States..... | 10 |
| 11 | Justin | Steel..... | Schooner..... | Middlesboro - on - Tees, England. | R. Dixon & Co..... | 11 |
| 12 | Lebanon | Steel..... | Schooner..... | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 12 |
| 13 | Leonidas | Steel..... | Schooner..... | Sunderland, England... | S. P. Austin & Son (Ltd.) | 13 |
| 14 | Mars (6)³ | Steel..... | 2 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 14 |
| 15 | Nanshan | Steel..... | 2 pole masts... | Grangemouth, Scotland. | Grangemouth Dockyard Co. | 15 |
| 16 | Neptune (8)⁴ | Steel..... | 4 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 16 |
| 17 | Nereus (10) | Steel..... | 2 masts..... | Newport News, Va..... | Newport News S. B. Co. | 17 |
| 18 | Nero | Steel..... | Schooner..... | Sunderland, England... | J. L. Thompson & Son (Ltd.). | 18 |

¹ Keel laid June 2, 1909; launched May 7, 1910.³ Keel laid Oct. 5, 1908; launched Apr. 10, 1909.² Keel laid Oct. 5, 1908; launched July 3, 1909.⁴ Keel laid Mar. 23, 1910; launched Jan. 21, 1911.

NOTE.—The Marcellus was sunk in collision with the steamer Rosario di Gregorio Aug. 9, 1910, and stricken from the Navy List Sept. 22, 1910.

LIERS.

| Condition or service July 1, 1911. | Length | | Breadth. | Depth of hold. | | Mean draft loaded. | Dis- place- ment. | Name and official number. |
|---------------------------------------|-----------|---|----------|-------------------|---------|--------------------------|-------------------------|------------------------------|
| | over all. | Length between perpen- diculars. | | Ft. in. | Ft. in. |  |  |  | Tons. |
| 1 Asiatic station..... | 325 6 | 314 0 | 42 0½ | 28 6 | 22 10 | 6,705 | Abarenda..... | 1 |
| 2 Special service..... | 387 6 | 375 4 | 46 6 | 30 0 | 24 8 | 9,250 | Ajax..... | 2 |
| 3 Naval station, Cavite | 343 3 | 330 0 | 43 0 | 29 0 | 23 0 | 6,181 | Alexander..... | 3 |
| 4 Special service..... | 332 6 | 321 6 | 41 6 | 21 9 | 23 1 | 6,600 | Brutus..... | 4 |
| 5 Special service..... | 322 1 | 310 0 | 43 11 | 23 0 | 19 7 | 5,920 | Cæsar..... | 5 |
| 6 Special service..... | 542 0 | 520 0 | 1 65 0 | 36 9 | 27 8 | 19,360 | Cyclops (4).... | 6 |
| 7 Special service..... | 274 1 | 263 4 | 39 3 | 20 0 | 17 7 | 4,000 | Hannibal..... | 7 |
| 8 Special service..... | 403 0 | 385 0 | 1 53 0 | 29 6 | 24 8 | 11,230 | Hector (7)..... | 8 |
| 9 Building, 0% com- plete. | 536 0 | 51 0 | 1 65 0 | 36 9 | 27 8 | 19,132 | Jason (12)..... | 9 |
| 10 Building, 0% com- plete. | 542 0 | 520 0 | 1 65 0 | 36 9 | 27 8 | 19,360 | Jupiter (3)..... | 10 |
| 11 Pacific Fleet..... | 287 6 | 277 0 | 39 0 | 23 0 | 19 8 | | Justin..... | 11 |
| 12 Range ship, Atlantic Fleet. | 259 6 | 249 0 | 37 4½ | 22 0 | 17 3 | 3,285 | Lebanon..... | 12 |
| 13 Special service..... | 273 11 | 263 3 | 39 2½ | 17 2 | 17 7 | 4,023 | Leonidas..... | 13 |
| 14 Special service..... | 403 0 | 385 0 | 1 53 0 | 29 6 | 24 8 | 11,230 | Mars (6)..... | 14 |
| 15 Asiatic Fleet..... | 300 0 | 287 0 | 39 0 | 24 0 | 21 3 | 4,950 | Nanshan..... | 15 |
| 16 Building, 98% com- plete. | 542 0 | 520 0 | 1 65 0 | 36 9 | 27 7 | 19,531 | Neptune (8).... | 16 |
| 17 Building, 0% com- plete. | 522 0 | 500 0 | 1 62 0 | 36 9 | 27 8 | 19,000 | Nereus (10)..... | 17 |
| 18 Navy yard, New York. | 320 0 | 312 0 | 41 0 | 20 6 | 22 0 | 6,360 | Nero..... | 18 |

1 Molded.

2 Registered length.

CONVERTED

| | Name. | Material. | Rig. | BUILT. | | | |
|----|-------------------------|------------|------------|--------|---------------------------|--------------------------|----|
| | | | | When. | Where. | By whom. | |
| 1 | Aileen..... | Steel..... | Schooner.. | 1896 | Chester, Pa..... | John Roach..... | 1 |
| 2 | Dorothea..... | Steel..... | Schooner.. | 1897 | Philadelphia, Pa... | Wm. Cramp & Sons..... | 2 |
| 3 | Eagle..... | Steel..... | 1 mast.... | 1890 | Wilmington, Del... | Harlan & Hollingsworth.. | 3 |
| 4 | Elfrida..... | Steel..... | Schooner.. | 1899 | Wilmington, Del... | Harlan & Hollingsworth.. | 4 |
| 5 | Gloucester..... | Steel..... | Schooner.. | 1891 | Philadelphia, Pa... | Neafe & Levy..... | 5 |
| 6 | Hawk..... | Steel..... | 1 mast.... | 1891 | Falsley, Scotland... | Fleming & Ferguson.... | 6 |
| 7 | Hist ¹ | Steel..... | Schooner.. | 1895 | Philadelphia, Pa... | Wm. Cramp & Sons..... | 7 |
| 8 | Huntress..... | Composite. | Schooner.. | 1895 | Nyack-on-Hudson. | Chas. L. Seabury & Co.. | 8 |
| 9 | Mayflower..... | Steel..... | Schooner.. | 1896 | Clydebank, Scot- land. | J. & G. Thompson..... | 9 |
| 10 | Onaida..... | Steel..... | Schooner.. | 1896 | Bath, Me..... | Bath Iron Works..... | 10 |
| 11 | Restless..... | Iron..... | 1 mast.... | 1887 | Chester, Pa..... | Houston & Woodbridge.. | 11 |
| 12 | Scorpion..... | Steel..... | Schooner.. | 1896 | South Brooklyn, N. Y. | John N. Robins..... | 12 |
| 13 | Stranger..... | Iron..... | Schooner.. | 1880 | Philadelphia, Pa... | Wm. Cramp & Sons..... | 13 |
| 14 | Sylph..... | Steel..... | Schooner.. | 1898 | Chester, Pa..... | John Roach..... | 14 |
| 15 | Sylvia..... | Iron..... | Schooner.. | 1882 | Glasgow, Scotland. | A. Stephen & Sons..... | 15 |
| 16 | Vixen..... | Steel..... | Schooner.. | 1896 | Elizabethport, N. J. | Lewis Nixon..... | 16 |
| 17 | Wasp..... | Steel..... | Schooner.. | 1898 | Philadelphia, Pa... | Wm. Cramp & Sons..... | 17 |
| 18 | Yankton..... | Steel..... | Schooner.. | 1893 | Leith, Scotland.... | Ramage & Ferguson.... | 18 |

¹ Stricken from the Navy List July 27, 1911.

NOTE.—The Siren was stricken from the Navy List Aug. 30, 1910.

YACHTS.

| | Condition or service July 1, 1911. | Length. | Breadth. | Mean draft. | Name. | |
|----|--|----------------|----------------|----------------|-------------------------|----|
| | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | | |
| 1 | Naval Militia, Rhode Island..... | 120 0 | 20 0 | 8 0 | Alleen | 1 |
| 2 | Naval Militia, Ohio..... | 182 4 | 23 5 | 11 5 | Dorothea | 2 |
| 3 | Navy yard, Portsmouth..... | 155 6 | 24 0 | 11 6 | Eagle | 3 |
| 4 | Naval Militia, North Carolina..... | 101 6 | 18 0½ | 7 9 | Elfrida | 4 |
| 5 | Naval Militia, New York..... | 1 204 0 | 27 2 | 12 0 | Gloucester | 5 |
| 6 | Naval Militia, New York..... | 1 145 0 | 22 0 | 11 6 | Hawk | 6 |
| 7 | Navy yard, Portsmouth..... | 174 0 | 23 0 | 9 10 | Hlet | 7 |
| 8 | Naval Militia, Missouri..... | 1 97 0 | 16 0 | 7 3 | Huntress | 8 |
| 9 | Special service..... | 1 273 0 | 36 0 | 17 4 | Mayflower | 9 |
| 10 | Naval Militia, District of Columbia..... | 1 110 11 | 18 6 | 7 6 | Oneta | 10 |
| 11 | Torpedo station, Newport..... | 1 113 0 | 16 0 | 6 6 | Restless | 11 |
| 12 | Station ship, Constantinople..... | 212 9 | 28 1 | 11 0 | Scorpion | 12 |
| 13 | Naval Militia, Louisiana..... | 1 164 7 | 23 7 | 9 3 | Stranger | 13 |
| 14 | Special service..... | 1 123 8 | 20 0 | 7 6 | Syph | 14 |
| 15 | Naval Militia, Pennsylvania..... | 1 130 0 | 18 6 | 10 0 | Syvia | 15 |
| 16 | Naval Militia, New Jersey..... | 1 182 3 | 28 0 | 12 8 | Vixen | 16 |
| 17 | Naval Militia, New York..... | 1 180 0 | 23 0 | 12 0 | Wasp | 17 |
| 18 | Tender, Atlantic Fleet..... | 1 185 0 | 27 6 | 13 10 | Yankton | 18 |

¹ On water line.

CONVERTED

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|----|------------|------------------|--------------------|-----|-------|----------|-----------------------------|----------------------|---------|--|------------------------|----------------------------|---------|
| | | | H. P. | | L. P. | | | Stroke. | Sg. ft. | | | | Sg. ft. |
| | | | In. | In. | In. | In. |  |  |  |  |  |  |  | Tons. |
| 1 | Aileen | | | | | | | | | 500 | 1 | | |
| 2 | Dorothea | Vert. 3-exp. (1) | | | | 2 Yarrow | 69 | 3,724 | | 1,558 | 2 | | |
| 3 | Eagle | Vert. 3-exp. (1) | 17 | 28 | 42 | 22 | 1 S. E. | 71 | 1,987 | | 850 | 3 | |
| 4 | Elfrida | | | | | | | | | | 200 | 4 | |
| 5 | Gloucester | Vert. 3-exp. (1) | 21 | 33 | 54 | 30 | 2 B. & W. | 100 | 3,100 | | 1,200 | 5 | |
| 6 | Hawk | | | | | | | | | | 1,000 | 6 | |
| 7 | Hist | | | | | | | | | | 1,000 | 7 | |
| 8 | Huntress | | | | | | | | | | 1,260 | 8 | |
| 9 | Mayflower | Vert. 3-exp. (2) | 22½ | 38 | 40 | 27 | 2 Mosher | 181 | 7,940 | | 4,600 | 9 | |
| 10 | Onaida | Vert. 3-exp. (1) | | | | | | | | | 350 | 10 | |
| 11 | Restless | | | | | 1 Mosher | 45 | 1,770 | | 500 | 500 | 11 | |
| 12 | Scorpion | Vert. 3-exp. (1) | 15 | 24 | 39 | 21 | 4 Yarrow | 159 | 8,384 | | 2,800 | 12 | |
| 13 | Stranger | | | | | | | | | | 1,920 | 13 | |
| 14 | Sylph | | | | | | | | | | 550 | 14 | |
| 15 | Sylvia | | | | | | | | | | 1,165 | 15 | |
| 16 | Vixen | Vert. 3-exp. (1) | 18 | 27 | 48 | 25 | 2 S. E. | 126 | 3,505 | | 1,250 | 16 | |
| 17 | Wasp | Vert. 3-exp. (1) | 21½ | 31 | 34 | 20 | 2 S. E., 1 auxiliary. | | | | 1,800 | 17 | |
| 18 | Yankton | Vert. 3-exp. (1) | 18 | 29 | 47 | 33 | 1 S. E. | 67 | 1,872 | | 1,750 | 15 | |

¹ Estimated.² Two low-pressure cylinders.

YACHTS—Continued.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|---|-------------------|----|--|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 4 | 80 | 50 | 50 | General Electric Co. | Aleen | 1 | |
| 2 | 1 | 13 | 110 | 115 | 115 | General Electric Co. | Dorothea | 2 | |
| 3 | 1 | 7 | 125 | 56 | 56 | 4-7-550 General Electric Co. | Eagle | 3 | |
| 4 | 1 | 5 | 110 | 50 | 50 | 4-5-550 Fort Wayne Electric Co. | Elfrida | 4 | |
| 5 | 1 | 8 | 80 | 100 | 100 | 6-8-480 General Electric Co. | Gloucester | 5 | |
| 6 | 1 | 5 | 80 | 62.5 | 62.5 | Fisher Electric Co. | Hawk | 6 | |
| 7 | 1 | 8 | 115 | 74 | 74 | 2-8-400 B. F. Sturtevant Co. | Hist | 7 | |
| 8 | 1 | 3 | 100 | 30 | 30 | Riker Electric Co. | Huntress | 8 | |
| 9 | 1 | 24 | 80 | 300 | 700 | 2-24-300 2-32-325 Claud Hamilton (R.S. & G. engine). Simens Bros. Co. (Bellis & Co. engine). | Mayflower | 9 | |
| | 1 | 32 | 80 | 400 | | | | | |
| 10 | 1 | 5 | 100 | 50 | 50 | Riker Electric Co. | Onsida | 10 | |
| 11 | 1 | 3 | 100 | 30 | 30 | 4-3-800 Riker Electric Co. | Restless | 11 | |
| 12 | 1 | 5 | 110 | 50 | 175 | 4-5-380 4-14-325 Lundell Co. (Sturtevant engine). | Scorpion | 12 | |
| | 1 | 14 | 110 | 125 | | | | | |
| 13 | 1 | 8 | 125 | 64 | 64 | 6-8-480 B. F. Sturtevant Co. | Stranger | 13 | |
| 14 | 1 | 10 | 125 | 80 | 80 | 6-10-450 General Electric Co. | Syph | 14 | |
| 15 | 1 | 3.4 | 85 | 38 | 38 | 4-3.4-580 Lundell Co. (Sturtevant engine). | Sylvia | 15 | |
| 16 | 1 | 5.75 | 125 | 52 | 52 | 6-5.75-400 Westinghouse Co. | Vixen | 16 | |
| 17 | 1 | 8 | 125 | 64 | 64 | 6-8-550 General Electric Co. | Wasp | 17 | |
| 18 | 1 | 5 | 80 | 62.5 | 62.5 | 4-5-450 General Electric Co. | Yankton | 18 | |

CONVERTED

| | Name. | Displace- | Net | Speed. | Bunker | Battery. |
|----|-----------------|----------------------------|---------|--------|----------|---|
| | | ment. | tonnage | | capacity | |
| | | Tons. | Tons. | Knots. | Tons. | |
| 1 | Alleen..... | 192 | | 14 | 45 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... |
| 2 | Dorothea..... | 594 | | 14 | 78 | 2 3-pdr. R. F..... |
| 3 | Eagle..... | 434 | | 15.5 | * 66 | 2 6-pdr. R. F..... |
| 4 | Elfrida..... | 164 | | 10.5 | 23 | 1 6-pdr. R. F..... |
| 5 | Gloucester..... | 786 | | 17 | 120 | 2 3-pdr. R. F.; 4 1-pdr. R. F..... |
| 6 | Hawk..... | 375 | | 14.5 | 70 | 1 3-pdr. R. F..... |
| 7 | Hist..... | 472 | | 14.5 | * 52 | ..... |
| 8 | Huntress..... | 82 | | 14 | 17 | 2 3-pdr. R. F..... |
| 9 | Mayflower..... | 2,690 | | 16.8 | 525 | 6 6-pdr. R. F..... |
| 10 | Oneida..... | 150 | | 12 | 20 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... |
| 11 | Restless..... | 158 | | 13 | 12 | ..... |
| 12 | Scorpion..... | 775 | | 17.85 | 133 | 4 6-pdr. R. F..... |
| 13 | Stranger..... | 1,369 | | 14 | 50 | 2 3-pdr. R. F..... |
| 14 | Sylph..... | 152 | | 15 | 47 | ..... |
| 15 | Sylvia..... | 1,302 | | 9 | 60 | 1 3-pdr. R. F.; 3 1-pdr. R. F..... |
| 16 | Vixen..... | 806 | | 11.6 | 190 | 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. |
| 17 | Wasp..... | 630 | | 16.5 | 79 | 2 3-pdr. R. F..... |
| 18 | Yankton..... | 1,975 | | 14 | 170 | 2 3-pdr. R. F..... |
| | | 10,106 total displacement. | | | | |

1 Estimated.

* Calculated to bottom of beams for steaming competition trials.

YACHTS—Concluded.

| Complement. | | Date of first and latest commission. | Name. | |
|-------------|------|--|------------|----|
| Officers. | Men. | | | |
| 1 | | May 14, 1898; Sept. 26, 1898 ¹ | Aileen | 1 |
| 2 | | 50 June 1, 1898; Sept. 20, 1898 ¹ | Dorothea | 2 |
| 3 | 4 | 63 Mar. 26, 1898 | Eagle | 3 |
| 4 | | June 30, 1898; Sept. 14, 1898 ¹ | Elfrida | 4 |
| 5 | 9 | 70 May 20, 1899; Feb. 8, 1905 ¹ | Gloucester | 5 |
| 6 | 4 | 46 Apr. 5, 1898; Sept. 14, 1898 ¹ | Hawk | 6 |
| 7 | 6 | 58 May 13, 1898; Oct. 16, 1907 | Hist | 7 |
| 8 | | July 1, 1898; Aug. 31, 1898 ¹ | Huntress | 8 |
| 9 | 8 | 166 July 25, 1905 | Mayflower | 9 |
| 10 | | Apr. 30, 1898; Sept. 19, 1898 ¹ | Onelda | 10 |
| 11 | | May 14, 1898; May 17, 1907 ¹ | Restless | 11 |
| 12 | 7 | 80 Apr. 11, 1898; Aug. 1, 1908 | Scorpion | 12 |
| 13 | | June 30, 1898; Sept. 24, 1898 ¹ | Stranger | 13 |
| 14 | 3 | 28 Aug. 18, 1898 | Sylph | 14 |
| 15 | | June 29, 1898; Sept. 16, 1898 ¹ | Sylvia | 15 |
| 16 | 5 | 74 Apr. 11, 1898; Mar. 31, 1906 ¹ | Vixen | 16 |
| 17 | 4 | 32 Apr. 11, 1898; Oct. 2, 1902 | Wasp | 17 |
| 18 | 8 | 95 May 16, 1898 | Yankton | 18 |

¹ Date of placing out of commission.

| | Name and official number. | Material. | Rig. | Built. | | |
|----|---------------------------------------|------------|-----------------|-----------------------------------|------------------------------|----|
| | | | | Where. | By whom. | |
| 1 | Abarenda | Steel..... | Schooner..... | Newcastle, England..... | Edwards S. B. Co..... | 1 |
| 2 | Ajax | Steel..... | Schooner..... | Glasgow, Scotland..... | D. & W. Henderson & Co..... | 2 |
| 3 | Alexander | Steel..... | Schooner..... | Stockton-on-Tees, England. | Richardson, Duck & Co..... | 3 |
| 4 | Brutus | Iron..... | 2 pole masts... | South Shields, England. | J. Redhead & Sons..... | 4 |
| 5 | Cæsar | Steel..... | Schooner..... | Stockton-on-Tees, England. | Ropner & Son..... | 5 |
| 6 | Cyclops (4) ¹ | Steel..... | 4 pole masts... | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 6 |
| 7 | Hannibal | Steel..... | Schooner..... | Sunderland, England... | J. Blumer & Co..... | 7 |
| 8 | Hector (7) ² | Steel..... | 2 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 8 |
| 9 | Jason (12) | Steel..... | 2 masts..... | Sparrow Point, Md..... | Maryland Steel Co..... | 9 |
| 10 | Jupiter (3) | Steel..... | 4 pole masts... | Navy yard, Mare Island. | United States..... | 10 |
| 11 | Justin | Steel..... | Schooner..... | Middlesboro - on - Tees, England. | R. Dixon & Co..... | 11 |
| 12 | Lebanon | Steel..... | Schooner..... | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 12 |
| 13 | Leonidas | Steel..... | Schooner..... | Sunderland, England... | S. P. Austin & Son (Ltd.) | 13 |
| 14 | Mars (6) ³ | Steel..... | 2 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 14 |
| 15 | Nanshan | Steel..... | 2 pole masts... | Grangemouth, Scotland. | Grangemouth Dockyard Co. | 15 |
| 16 | Neptune (8) ⁴ | Steel..... | 4 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 16 |
| 17 | Nereus (10) | Steel..... | 2 masts..... | Newport News, Va..... | Newport News S. B. Co. | 17 |
| 18 | Nero | Steel..... | Schooner..... | Sunderland, England... | J. L. Thompson & Son (Ltd.). | 18 |

¹ Keel laid June 2, 1909; launched May 7, 1910.³ Keel laid Oct. 5, 1908; launched Apr. 10, 1909.² Keel laid Oct. 5, 1908; launched July 3, 1909.⁴ Keel laid Mar. 23, 1910; launched Jan. 21, 1911.

NOTE.—The Marcellus was sunk in collision with the steamer Rosario di Gregorio Aug. 9, 1910, and stricken from the Navy List Sept. 22, 1910.

LIERS.

| Condition or service July 1, 1911. | Length | | Breadth. | Depth | | Mean draft loaded. | Dis- place- ment. | Name and official number. | |
|---------------------------------------|----------------|---------------------------------|----------------|----------------|----------------|--------------------------|-------------------------|------------------------------|--|
| | over all. | between perpen- diculars. | | of hold. | | | | | |
| | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | | | |
| 1 Asiatic station..... | 325 6 | 314 0 | 42 0½ | 28 6 | 22 10 | 6,705 | Abarenda..... | 1 | |
| 2 Special service..... | 387 6 | 375 4 | 46 6 | 30 0 | 24 8 | 9,250 | Ajax..... | 2 | |
| 3 Naval station, Cavite | 343 3 | 330 0 | 43 0 | 29 0 | 23 0 | 6,181 | Alexander..... | 3 | |
| 4 Special service..... | 332 6 | 321 6 | 41 6 | 21 9 | 23 1 | 6,600 | Brutus..... | 4 | |
| 5 Special service..... | 322 1 | 310 0 | 43 11 | 23 0 | 19 7 | 5,920 | Cæsar..... | 5 | |
| 6 Special service..... | 542 0 | 520 0 | 165 0 | 36 9 | 27 8 | 19,360 | Cyclops (4).... | 6 | |
| 7 Special service..... | 274 1 | 263 4 | 39 3 | 20 0 | 17 7 | 4,000 | Hannibal..... | 7 | |
| 8 Special service..... | 403 0 | 385 0 | 153 0 | 29 6 | 24 8 | 11,230 | Hector (7)..... | 8 | |
| 9 Building, 0% com- plete. | 536 0 | 51 0 | 165 0 | 36 9 | 27 8 | 19,132 | Jason (12)..... | 9 | |
| 10 Building, 0% com- plete. | 542 0 | 520 0 | 165 0 | 36 9 | 27 8 | 19,360 | Jupiter (3)..... | 10 | |
| 11 Pacific Fleet..... | 287 6 | 277 0 | 39 0 | 23 0 | 19 8 | | Justin..... | 11 | |
| 12 Range ship, Atlantic Fleet. | 259 6 | 249 0 | 37 4½ | 22 0 | 17 3 | 3,285 | Lebanon..... | 12 | |
| 13 Special service..... | 273 11 | 263 3 | 39 2½ | 17 2 | 17 7 | 4,023 | Leonidas..... | 13 | |
| 14 Special service..... | 403 0 | 385 0 | 153 0 | 29 6 | 24 8 | 11,230 | Mars (6)..... | 14 | |
| 15 Asiatic Fleet..... | 300 0 | 287 0 | 39 0 | 24 0 | 21 3 | 4,950 | Nanshan..... | 15 | |
| 16 Building, 98% com- plete. | 542 0 | 520 0 | 165 0 | 36 9 | 27 7 | 19,531 | Neptune (8)... | 16 | |
| 17 Building, 0% com- plete. | 522 0 | 500 0 | 162 0 | 36 9 | 27 8 | 19,000 | Nereus (10).... | 17 | |
| 18 Navy yard, New York. | 320 0 | 312 0 | 41 0 | 20 6 | 22 0 | 6,360 | Nero..... | 18 | |

¹ Molded.² Registered length.

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of Propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. | |
|----|---------------------------|----------------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|----|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | | |
| 1 | Abarenda..... | Vert. 3-exp. (1) | 23 | 38 | 62 | 42 | 2 S. E. | 106 | 4,000 | | 1,050 | 1 | |
| 2 | Ajax..... | Vert. 3-exp. (1) | 27 | 44½ | 71 | 60 | 3 S. E.; 1 auxiliary. | 254 | | | 3,000 | 2 | |
| 3 | Alexander..... | Vert. 3-exp. (1) | 24½ | 42 | 64 | 39 | 2 D. E.; 1 auxiliary. | 105 | 4,016 | | 1,026 | 3 | |
| 4 | Brutus..... | Vert. 3-exp. (1) | 24 | 40 | 64 | 42 | 2 S. E.; 1 auxiliary. | 123 | 4,000 | | 1,200 | 4 | |
| 5 | Cæsar..... | Vert. 3-exp. (1) | 22½ | 37 | 61 | 42 | 2 D. E.; 1 auxiliary. | 104 | 3,760 | | 1,500 | 5 | |
| 6 | Cyclops (4)..... | Vert. 3-exp. (2) | 27½ | 46 | 76 | 48 | 3 D. E. | 450 | 19,379 | 6,705 | 6,750 | 6 | |
| 7 | Hannibal..... | Vert. 3-exp. (1) | 20½ | 33 | 54 | 39 | 2 S. E. | 84 | 3,109 | | 1,100 | 7 | |
| 8 | Hector (7)..... | Vert. 3-exp. (2) | 22 | 37½ | 60 | 42 | 4 S. E. | 235 | 10,200 | 3,921 | | 735 | 8 |
| 9 | Jason (12)..... | | | | | | | | | | | 9 | |
| 10 | Jupiter (8)..... | | | | | | 3 D. E. | 450 | 19,379 | 17,200 | | 10 | |
| 11 | Justin..... | Vert. 3-exp. (1) | 21 | 35 | 57½ | 39 | 2 S. E. | 73 | 3,196 | | 978 | 11 | |
| 12 | Lebanon..... | Vert. 3-exp. (1) | 19 | 30 | 50 | 30 | 2 S. E. | 127 | 3,203 | | 2,200 | 12 | |
| 13 | Leonidas..... | Vert. 3-exp. (1) | 20½ | 33 | 54 | 39 | 2 S. E.; 1 auxiliary. | 84 | 3,109 | | 1,100 | 13 | |
| 14 | Mars (6)..... | Vert. 3-exp. (2) | 22 | 37½ | 60 | 42 | 4 S. E. | 235 | 10,200 | 3,818 | | 735 | 14 |
| 15 | Nanshan..... | Vert. 3-exp. (1) | 23 | 38 | 61 | 42 | 2 S. E.; 1 auxiliary. | 120 | 3,365 | | 1,400 | 15 | |
| 16 | Neptune (8)..... | Westinghouse-Parsons turb. | | | | | 3 D. E.; 1 auxiliary. | 462 | 19,544 | 5,409 | | 16 | |
| 17 | Nereus (10)..... | | | | | | | | | | | 17 | |
| 18 | Nero..... | Vert. 3-exp. (1) | 23 | 37½ | 61½ | 39 | 2 S. E.; 1 auxiliary. | 90 | 4,800 | | 1,000 | 18 | |

½ Estimated.

* Main engines only.

Continued.

| Generating sets. | | | | | | | Name and official number. |
|------------------|-----------------|--------|----------|--------|------------|--|------------------------------|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | |
| | | | Unit. | Total. | | | |
| 1 | 1 | 110 | 90 | 90 | 4-10-450 | General Electric Co. | Abarenda 1 |
| 2 | 2 | 80 | 300 | 600 | 6-24-400 | General Electric Co. | Ajar 2 |
| 3 | | | | | | | Alexander 3 |
| 4 | 1 | 125 | 120 | 120 | 6-15-425 | B. F. Sturtevant Co. | Brutus 4 |
| 5 | 1 | 125 | 120 | 120 | 6-15-400 | B. F. Sturtevant Co. | Cæsar 5 |
| 6 | 1 | 110 | 136.3 | 136.3 | 6-15-400 | General Electric Co. | Cyclops (4) 6 |
| 7 | 1 | 125 | | | 4-10-450 | B. F. Sturtevant Co. | Hannibal 7 |
| 8 | 1 | 125 | 120 | 120 | 6-15-400 | B. F. Sturtevant Co. | Hector (7) 8 |
| 9 | | | | | | | Jason (12) 9 |
| 10 | | | | | | | Jupiter (3) 10 |
| 11 | 1 | 110 | 90 | 90 | 4-10-450 | General Electric Co. | Justin 11 |
| 12 | 2 | 80 | 62.5 | 125 | 4-5-500 | General Electric Co. | Lebanon 12 |
| 13 | 1 | 80 | 62.5 | 62.5 | 4-5-500 | General Electric Co. | Leonidas 13 |
| 14 | 1 | 125 | 120 | 120 | 6-15-400 | B. F. Sturtevant Co. | Mars (6) 14 |
| 15 | | | | | | | Nanshan 15 |
| 16 | 3 | 125 | 120 | 360 | 6-15-400 | B. F. Sturtevant Co. | Neptune (8) 16 |
| 17 | | | | | | | Nereus (10) 17 |
| 18 | 1 | 12.5 | 100 | 100 | 4-12.5-400 | Eddy Electric Co. (Sturtevant engine). | Nero 18 |

| | Name and official number. | Speed loaded. | Net tonnage for Suez Canal. | | Bunker capacity. | Cargo capacity for coal. | Battery. | Complement. | | |
|----|---------------------------|---------------|-----------------------------|-------|------------------|--------------------------|----------------|-------------|-------|-----------|
| | | | Knots. | Tons. | | | | Tons. | Tons. | Officers. | Men. |
| 1 | Abarenda..... | 19 | 2,133 | 813 | | 3,400 | | 10 | 30 | 1 |
| 2 | Ajax..... | 10 | 3,320 | 500 | | 5,000 | | 10 | 44 | 2 |
| 3 | Alexander..... | 18.75 | | 800 | | 4,200 | | | | 3 |
| 4 | Brutus..... | 10 | 2,314 | 547 | | 4,000 | | 10 | 30 | 4 |
| 5 | Cæsar..... | 10 | 2,072 | 761 | | 3,156 | | 11 | 30 | 5 |
| 6 | Cyclops (4)..... | 14.61 | 7,055 | 2,233 | | 10,457 | | 13 | 88 | 6 |
| 7 | Hannibal..... | 9 | | 480 | | 2,300 | | 9 | 25 | 7 |
| 8 | Hector (7)..... | 12.87 | 3,902 | 818 | 7,200-8,128 | | | 11 | 71 | 8 |
| 9 | Jason (12)..... | 14 | | 2,000 | | 10,500 | | | | 9 |
| 10 | Jupiter (3)..... | 14 | | 2,043 | | 10,457 | | | | 10 |
| 11 | Justin..... | 9.98 | | 167 | | 2,900 | | 10 | 25 | 11 |
| 12 | Lebanon..... | 10 | | 188 | | 1,800 | 2 6-pdr. R. F. | 5 | 51 | 12 |
| 13 | Leonidas..... | 8.5 | | 200 | | 2,200 | | 10 | 25 | 13 |
| 14 | Mars (6)..... | 12.65 | 3,902 | 818 | 7,200-8,128 | | | 11 | 71 | 14 |
| 15 | Nanshan..... | 10.5 | | 400 | | 2,900 | | 9 | 30 | 15 |
| 16 | Neptune (8)..... | 12.93 | | 2,000 | | 10,500 | | 13 | 88 | 16 |
| 17 | Nereus (10)..... | 14 | | 2,000 | | 10,500 | | | | 17 |
| 18 | Nero..... | 19 | 2,204 | 300 | | 3,500 | | | | 18 |

¹ Estimated.² Merchant crew.³ Subject to possible change.⁴ Calculated to bottom of beams.

Continued.

| | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | Contract date of completion. | Date of first and latest commission. | Name and official number. | |
|----|---------------------------------------|---------------------------------------|------------------|------------------------------|--|---------------------------|----|
| 1 | ¹ \$175,000 | | | | May 20, 1898 Feb. 21, 1905 | Abarenda..... | 1 |
| 2 | ¹ 267,657 | | | | May 21, 1898 Apr. 30, 1910 | Ajax..... | 2 |
| 3 | ¹ 206,826 | | | | June 1, 1898 Apr. 15, 1910 ² | Alexander..... | 3 |
| 4 | ¹ 215,000 | | | | May 27, 1898 Mar. 8, 1902 | Brutus..... | 4 |
| 5 | ¹ 175,194 | | | | May 13, 1898 Nov. 4, 1905 | Cæsar..... | 5 |
| 6 | 822,500 | May 13, 1908 | Mar. 24, 1909 | Nov. 24, 1910 | Nov. 7, 1910 | Cyclops (4).... | 6 |
| 7 | ¹ 147,941 | | | | June 7, 1898 | Hannibal..... | 7 |
| 8 | 479,600 | May 13, 1908 | Oct. 28, 1908 | Oct. 28, 1909 | Oct. 22, 1909 | Hector (7).... | 8 |
| 9 | 951,000 | Mar. 4, 1911 | Aug. 22, 1911 | Aug. 22, 1913 | | Jason (12).... | 9 |
| 10 | ¹ \$1,200,000 | May 13, 1908 | | | | Jupiter (8).... | 10 |
| 11 | ¹ 145,000 | | | | Apr. 27, 1898 Sept. 9, 1907 | Justin..... | 11 |
| 12 | ¹ 225,000 | | | | Apr. 16, 1898 June 15, 1910 | Lebanon..... | 12 |
| 13 | ¹ 147,941 | | | | May 21, 1898 June 11, 1909 | Leonidas..... | 13 |
| 14 | 479,600 | May 13, 1908 | Oct. 28, 1908 | Aug. 28, 1909 | Aug. 26, 1909 | Mars (6)..... | 14 |
| 15 | ¹ 155,728 | | | | Feb. 1, 1907 | Nanshan..... | 15 |
| 16 | 889,600 | Mar. 3, 1909 | Sept. 23, 1909 | June 22, 1911 | | Neptune (8)... | 16 |
| 17 | 990,000 | June 24, 1910 | Aug. 29, 1911 | June 29, 1913 | | Nereus (10).... | 17 |
| 18 | ¹ 215,000 | | | | June 8, 1898 Jan. 3, 1910 ² | Nero..... | 18 |

¹ Purchase price.² Date of placing out of commission.³ Limit of cost.⁴ Act of Congress approved Mar. 4, 1911.

| Name and official number. | Material. | Rig. | Built. | | |
|---|------------|-----------------|-------------------------|---------------------------|-------|
| | | | Where. | By whom. | |
| 19 Orion (11) | Steel..... | 2 masts..... | Sparrow Point, Md..... | Maryland Steel Co..... | 19 |
| 20 Pompey | Steel..... | Schooner..... | Sunderland, England... | S. P. Austin & Son (Ltd.) | 20 |
| 21 Prometheus (2). ¹ | Steel..... | 4 pole masts... | Navy yard, Mare Island. | United States..... | 21 |
| 22 Proteus (8).... | Steel..... | 2 masts..... | Newport News, Va..... | Newport News S. B. Co. | 22 |
| 23 Saturn | Iron..... | Schooner..... | Wilmington, Del..... | Harlan & Hollingsworth. | 23 |
| 24 Sterling | Iron..... | Schooner..... | Port Glasgow, Scotland. | Duncan & Co..... | 24 |
| 25 Vestal (1) ² | Steel..... | 4 pole masts... | Navy yard, New York.. | United States..... | 25 |
| 26 Vulcan (5) ² | Steel..... | 2 pole masts... | Sparrow Point, Md..... | Maryland Steel Co..... | 26 |
| Total displacement (excepting Justin) |  |  | ..... | ..... | ..... |

¹ Keel laid Oct. 18, 1907; launched Dec. 5, 1908.² Keel laid Mar. 25, 1907; launched May 19, 1908.³ Keel laid Oct. 5, 1908; launched May 15, 1909.

Continued.

| | Condition or service July 1, 1911. | Length over all. | Length between perpen- diculars. | Breadth. | Depth of hold. | Mean draft loaded. | Dis- place- ment. | Name and official number. | |
|----|---------------------------------------|---------------------|---|-------------------|-------------------|--------------------------|-------------------------|------------------------------|----|
| | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | | |
| 19 | Building, 0% com- plete. | 536 0 | 514 0 | ¹ 65 0 | 36 9 | 27 8 | 19,132 | Orion (11)..... | 19 |
| 20 | Asiatic Fleet..... | 245 0 | 234 0 | 33 6 | 15 6 | 15 10 | ² 3,085 | Pompey..... | 20 |
| 21 | Pacific Fleet..... | 465 9 | 450 0 | 60 1 | 34 0 | 26 0 | 12,585 | Prometheus (2)..... | 21 |
| 22 | Building, 0% com- plete. | 522 0 | 500 0 | ¹ 62 0 | 36 9 | 27 8 | 19,000 | Proteus (9)..... | 22 |
| 23 | Pacific Fleet..... | 297 1 | 283 0 | 40 0 | 26 2 | 22 1 | ² 6,220 | Saturn..... | 28 |
| 24 | Navy yard, Ports- mouth. | 284 0 | 275 0 | 37 0 | 23 6 | 22 6 | ² 5,663 | Sterling..... | 24 |
| 25 | Special service..... | 465 9 | 450 0 | 60 1 | 34 0 | 26 0 | 12,585 | Vestal (1)..... | 25 |
| 26 | Special service..... | 403 0 | 385 0 | ¹ 53 0 | 29 6 | 24 8 | 11,230 | Vulcan (5)..... | 26 |
| | | | | | | | 265,461 | | |

¹ Molded.² Approximate.

| Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---------------------------|---------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|---------|------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| | | In. | In. | In. | In. | | Sq. ft. | Sq. ft. |  |  |  |  | Tons. |
| 19 Orion (11) | | | | | | | | | | | | 19 |
| 20 Pompey | Vert. 3-exp. (1) .. | 19½ | 31½ | 51 | 32 | 1 S. E.; 1 auxiliary. | 74 | 2,672 | | | | 20 |
| 21 Prometheus (8) .. | Vert. 3-exp. (2) .. | 28 | 44½ | 75 | 54 | 6 B. & W. ... | 493 | 19,974 | | 1 7,500 | 1 1,125 | 21 |
| 22 Proteus (9) | | | | | | | | | | | | 22 |
| 23 Saturn | Vert. 3-exp. (1) .. | 22 | 32 | 52 | 48 | 4 S. E.; 1 auxiliary. | 203 | 5,389 | | 1 500 | | 23 |
| 24 Sterling | Vert. 3-exp. (1) .. | 22½ | 32 | 55½ | 42 | 1 S. E.; 1 auxiliary. | 77 | 3,466 | 1 926 | 1 1,000 | | 24 |
| 25 Vestal (1) | Vert. 3-exp. (2) .. | 28 | 44½ | 75 | 54 | 6 B. & W. ... | 493 | 19,974 | | 1 7,500 | 1 1,125 | 25 |
| 26 Vulcan (5) | Vert. 3-exp. (2) .. | 22 | 37½ | 60 | 42 | 4 S. E. | 235 | 10,200 | * 3,736 | | 735 | 26 |

¹ Estimated² Main engines only.

Continued.

| Generating sets. | | | | | | | | Name and official number. | |
|------------------|-----------------|--------|----------|--------|-------|-----------|----------------------|------------------------------|----|
| No. | Kilo- watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 19 | | | | | | | | Orion (11) | 19 |
| 20 | 1 | 5 | 125 | 40 | 40 | 4-5-700 | B. F. Sturtevant Co. | Pompey | 20 |
| 21 | 2 | 32 | 125 | 257 | 514 | 8-32-400 | General Electric Co. | Prometheus (2) | 21 |
| 22 | | | | | | | | Proteus (9) | 22 |
| 23 | | | | | | | | Saturn | 23 |
| 24 | | | | | | | | Sterling | 24 |
| 25 | 2 | 32 | 125 | 257 | 514 | 8-32-400 | General Electric Co. | Vestal (1) | 25 |
| 26 | 1 | 15 | 125 | 120 | 120 | 6-15-400 | B. F. Sturtevant Co. | Vulcan (5) | 26 |

| | Name and official number. | Speed loaded. | | Net tonnage for Suez Canal. | Bunker capacity. | Cargo capacity for coal. | Battery. | Complement. | |
|----|---------------------------|---------------|-------|-----------------------------|------------------|--------------------------|----------|-------------|------|
| | | Knots. | Tons. | | | | | Officers. | Men. |
| 19 | Orion (11) | 14 | | 2,000 | 10,500 | | | | 19 |
| 20 | Pompey | 10.5 | | 200 | 1,400 | | | 8 | 25 |
| 21 | Prometheus (9) | 16 | 4,350 | 1,576 | 5,600-6,410 | | | 12 | 91 |
| 22 | Proteus (9) | 14 | | 2,000 | 10,500 | | | | 22 |
| 23 | Saturn | 11 | | 386 | 2,400 | | | 9 | 30 |
| 24 | Sterling | 11 | | 469 | 2,672 | | | | 24 |
| 25 | Vestal (1) | 16 | | 1,648 | 5,600-6,134 | | | 12 | 91 |
| 26 | Vulcan (5) | 12.82 | 3,902 | 818 | 7,200-8,128 | | | 11 | 71 |

¹ Estimated.² Merchant crew.³ Calculated to bottom of beams.

Concluded.

| | Contract price of hull and machinery. | Date of act authorizing the building. | Contract signed. | Contract date of completion. | Date of first and latest commission. | Name and official number. | |
|----|---------------------------------------|---------------------------------------|------------------|------------------------------|---|---------------------------|----|
| 19 | \$951,000 | Mar. 4, 1911 | Aug. 22, 1911 | Aug. 22, 1913 | ..... | Orion (11)..... | 19 |
| 20 | 1 111,929 | ..... | ..... | ..... | May 26, 1898 July 21, 1906 | Pompey..... | 20 |
| 21 | **1,550,000 | Apr. 27, 1904 | ..... | ..... | Jan. 15, 1910 | Prometheus (8). | 21 |
| 22 | 990,000 | June 24, 1911 | Aug. 29, 1911 | June 20, 1913 | ..... | Proteus (9).... | 22 |
| 23 | 1 290,000 | ..... | ..... | ..... | Apr. 11, 1898 Dec. 2, 1903 | Saturn..... | 23 |
| 24 | 1 190,000 | ..... | ..... | ..... | Apr. 16, 1898 Apr. 30, 1910 ⁴ | Sterling..... | 24 |
| 25 | **1,550,000 | Apr. 27, 1904 | ..... | ..... | Oct. 4, 1909 | Vestal (1)..... | 25 |
| 26 | 479,600 | May 13, 1908 | Oct. 28, 1908 | Sept. 28, 1909 | Oct. 2, 1909 | Vulcan (5)..... | 26 |

¹ Purchase price.² Limit of cost.³ Act of Congress approved June 29, 1906.⁴ Date of placing out of commission.

SUBMARINE

| Name. | By whom and where built or building | Condition or service July 1, 1911. | Ship fully equipped ready for sea, normal stores, ammunition, and coal. | | | | | |
|---|-------------------------------------|------------------------------------|---|-----------------------------|----------------|------------------------|--|---|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. | |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 Castine | Bath Iron Works, Bath, Me. | Atlantic Torpedo Fleet. | 204 0 | 32 1½ | 12 0 | * 1,177 | 10.78 | 1 |
| 2 Fortune | James Tetlow, Boston, Mass. | Pacific Torpedo Fleet. | 137 0 | * 26 0 | 9 6 | 450 | | 2 |
| 3 Mohican | Navy yard, Mare Island, Cal. | Asiatic Torpedo Fleet. | 216 0 | 37 0 | 16 6 | 1,900 | | 3 |
| 4 Severn ⁴ | Bath Iron Works, Bath, Me. | Atlantic Torpedo Fleet. | 175 0 | 37 0 | 16 6 | * 1,175 | 10.86 | 4 |
| 5 Yosemite | _____, Newcastle, England. | Fitting out at navy yard, Norfolk. | 240 0 | * 33 0 | 17 3 | 2,069 | | 5 |
| 6 Number 1 | | Not yet designed. | | | | | | 6 |
| Total displacement (excepting Number 1) | | | | | | | 6,771 | |

¹ Length on designed L. W. L.² Full supply ammunition and stores, normal coal.³ Molded.⁴ Formerly Chesapeake. Name changed June 15, 1905.⁵ Full supply ammunition, stores, and coal.

TENDERS.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity. | Name. |
|---|------------------|-------------------------|--------------------|------------------------|------------------|-----------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 | 212 4 | 1,293 | 16.03 | 1,060 | 210 | Castine..... 1 |
| 2 | 148 5 | ..... | 10.00 | ..... | 108 | Fortune..... 2 |
| 3 | ..... | ..... | ..... | 1,900 | 168 | Mohican..... 3 |
| 4 | 224 3 | ..... | ..... | ..... | 43 | Severn..... 4 |
| 5 | 256 0 | ..... | ¹ 16.00 | ..... | 371 | Yosemite..... 5 |
| 6 | ..... | ..... | ..... | ..... | ..... | Number 1..... 6 |

¹ Estimated.

12418-12-15

SUMMARY

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|---------------|-------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | |
| 1 | Castine..... | Vert. 3-exp. (2). | 15½ | 22½ | 35 | 24 | 2 S. W. | 120 | 4,930 | 2,180 | 2,198 | 145 1 |
| 2 | Fortune..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 340 | 2 |
| 3 | Mohican..... | Hor. comp. (1). | 42 | ..... | 64 | 42 | 4 S. E. | 128 | 3,284 | ..... | 1,150 | 3 |
| 4 | Severn..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4 |
| 5 | Yosemite..... | Vert. 3 exp. (1). | 22 | 36 | 61 | 39 | 2 D. E.; 1 S. E. | 182 | 5,766 | 1,960 | ..... | 5 |
| 6 | Number 1..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 |

¹ Estimated.

TENDERS—Continued.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|--------|----------|--------|-------|-------------------------------------|-----------------------------------|---------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unif. | Total. | | | | | |
| 1 | 2 | 75 | 100-175 | 750 | 1,500 | 1 8-75-2400 4-15-400 4-7-550. | General Electric Co. | Castine..... | 1 |
| | 1 | 15 | 110 | 136.3 | 136.3 | | | | |
| | 1 | 7 | 110 | 63.6 | 63.6 | | | | |
| 2 | 1 | 4 | 80 | 50 | 50 | 4-4-600 | Westinghouse Co. (Forbes engine). | Fortune..... | 2 |
| 3 | 1 | 10 | 125 | 80 | 80 | 6-10-450 | General Electric Co. | Mohican..... | 3 |
| 4 | 1 | 7 | 110 | 63.6 | 63.6 | 4-7-550 | General Electric Co. | Severn..... | 4 |
| | 2 | 4 | 80 | 50 | 100 | 4-4-600 | Westinghouse Co. (Forbes engine). | | |
| 5 | 2 | 85 | 100-175 | 675 | 1,350 | 1 4-85-2200 | Terry-Diehl | Yosemite..... | 5 |
| 6 | | | | | | | | Number 1..... | 6 |

1 Turbo-generators.

SUBMARINE

| | Name. | Batteries. | | Water-tight deck. | | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. | |
|---|---------------|-------------------|----------------|-------------------|-----------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|---|
| | | Guns. | Torpedo tubes. | Flat. | Slope. | | Officers. | Men. | | | | |
| 1 | Castine..... | | | In. ft | In. ft | 2 pole m.; 1 funnel. | 10 | 138 | ¹ 308 | \$318,500 | Mar. 2, 1889 | 1 |
| 2 | Fortune..... | | | | | Schooner; 1 funnel. | | | | 128,000 | | 2 |
| 3 | Mohican..... | 4 6-pdr. R. F. | | | | Bark..... | 18 | 110 | | | | 3 |
| 4 | Severn..... | | | | | | | 46 | ¹ 865 | 112,600 | Mar. 3, 1887 July 19, 1887. | 4 |
| 5 | Yosemite..... | 2 6-pdr. R. F. | | | | 2 m.; 1 funnel. | | | | | | 5 |
| 6 | Number 1..... | | | | | | | | | \$500,000 | Mar. 4, 1911 | 6 |

¹ Subject to possible change.² Limit of cost.

TENDERS—Concluded.

| Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name. | |
|------------------|--------------|---------------|------------------------------|---------------------------------|--------------------------------------|---------------|---|
| 1 Apr. 12, 1890 | Feb. —, 1891 | May 11, 1892 | Apr. 12, 1892 | Aug. 18, 1893 | Oct. 22, 1894 Oct. 4, 1906 | Castine..... | 1 |
| 2 | 1865 | ..... | Sept. 20, 1864 | ..... | June 9, 1909 | Fortune..... | 2 |
| 3 ..... | ..... | ..... | ..... | ..... | ..... | Mohican..... | 3 |
| 4 Mar. 16, 1898 | Aug. 2, 1898 | June 20, 1899 | June 16, 1899 | July 22, 1899 | Dec. 3, 1900 Feb. 24, 1909 | Seyern..... | 4 |
| 5 ..... | ..... | 1894 | ..... | ..... | ..... | Yosemite..... | 5 |
| 6 ..... | ..... | ..... | ..... | ..... | ..... | Number 1..... | 6 |

MINE-LAYING

| Name. | By whom and where built. | Condition or service July 1, 1911. | Ship fully equipped ready for sea, full stores and ammunition; normal coal. | | | | |
|------------------|---------------------------------------|------------------------------------|---|-----------------------------|----------------|------------------------|--|
| | | | Length between perpendiculars. ¹ | Breadth on load water line. | Mean draft. | Displacement (normal). | Tons per inch immersion at normal draft. |
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | <i>Tons.</i> |
| 1 San Francisco. | Union Iron Works, San Francisco, Cal. | Navy yard, Norfolk. | 319 0 | 49 2 | 18 9 | 4,063 | 28.00 |

¹ Length on designed L. W. L.

VESSEL.

| | Length over all. | Full-load displacement. | Speed on trial. | Displacement on trial. | Bunker capacity to 6 inches below beams (43 cubic feet to the ton). | Name. |
|---|------------------|-------------------------|-----------------|------------------------|---|-------------------|
| | <i>Ft. in.</i> | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | <i>Tons.</i> | |
| 1 | 324 6 | 4,563 | 19.52 | 4,067 | 695 | San Francisco.. 1 |

MINE-LAYING

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maxim I. H. P. | Total weight of machinery. |
|---|-----------------|------------------|--------------------|-----------|-----------|-----------|-----------------------------|----------------------|---------------------|------------------------|--|----------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| 1 | San Francisco.. | Hor. 3-exp. (2). | In. 42 | In. 60 | In. 90 | In. 36 | 8 B. & W. 1. | ¹ 690 | ² 27,000 | 9,761 | 9,913 | Tons. 914 | 1 |

¹ Proposed.² Estimated.

VESSEL—Continued.

| Generating sets. | | | | | | | Name. | |
|------------------|-------------|--------|----------|--------|-------|-----------|--------------------------|--------------------|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | |
| | | | Unit. | Total. | | | | |
| 1 | 4 | 24 | 80 | 300 | 1,200 | 6-24-400 | General Electric Co..... | San Francisco... 1 |

MINE-LAYING

| | Name. | Guns. | Protective deck amidships; total thickness. | | Rig and number of funnels. | Complement. | | Net tonnage for Suez Canal. | Contract price of hull and machinery. | Date of act authorizing the building. |
|---|-----------------|---|---|----------|----------------------------|-------------|------|-----------------------------|---------------------------------------|---------------------------------------|
| | | | Flat. | Slope. | | Officers. | Men. | | | |
| 1 | San Francisco.. | 8 5'' 40 cal. R. F.; 4 6-pdr. saluting. | In. 2 | In. 3 | Schooner; 2 funnels. | 2 | 18 | 321 | 11,240,614,428,000 | Mar. 3, 1887 |

¹ Subject to possible change.

VESSEL—Concluded.

| Contract signed. | Keel laid. | Launched. | Contract date of completion. | Date of preliminary acceptance. | Date of first and latest commission. | Name. |
|------------------|---------------|---------------|------------------------------|---------------------------------|---|------------------|
| 1 Oct. 26, 1887 | Aug. 14, 1888 | Oct. 26, 1888 | Oct. 26, 1888 | Oct. 3, 1889 | Nov. 15, 1890 Dec. 31, 1904 ¹ | San Francisco. 1 |

¹ Date of placing out of commission.

| | Name. | Material. | Rig. | Built. | | |
|---|--------------|-----------|------------|--------|-----------------------|-----------------------|
| | | | | When. | Where. | By whom. |
| 1 | Panther..... | Iron..... | Schooner.. | 1880 | Philadelphia, Pa..... | Wm. Cramp & Sons... 1 |

SHIP.

| Condition or service July 1, 1911. | Length. ¹ | Breadth, extreme. | Mean draft. | Displace- ment. | Net ton- nage for Suez Canal. | Name. |
|---------------------------------------|-------------------------|------------------------|------------------------|-----------------------|--|------------------------|
| 1 Atlantic Fleet..... | <i>Ft. in.</i> 312 1 | <i>Ft. in.</i> 40 8 | <i>Ft. in.</i> 15 9 | <i>Tons.</i> 3,380 | <i>Tons.</i> 1,912 | Panther 1 |

¹ Fore side of stem to center of rudder stock.

REAR

| Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----------------|-------------------|--------------------|-----------|------------|-----------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 Panther..... | Vert. 3-exp. (1). | In. 25 | In. 41 | In. 67½ | In. 42 | 4 S. E..... | Sq. ft. 234 | Sq. ft. 6,960 | ..... | 1 3,209 | Tons. 1 |

¹ Estimated.

SHIP—Continued.

| Generating sets. | | | | | | | Name. |
|------------------|-------------|--------|----------|--------|------------|---------------------------------|----------------|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | |
| | | | Unit. | Total. | | | |
| 1:12 | 50 | 125 | 400 | 800 | 24-50-2800 | De Laval Crocker Wheeler Co.... | Panther..... 1 |

1 Not yet installed.

2 Turbo-generators.

| Name. | Speed. | Bunker capacity to 6 inches be- low beams (43 cubic feet to the ton). | Guns. |
|-----------------|--------------------|---|-----------------------|
| 1 Panther | <i>Knots.</i> 13.5 | <i>Tons.</i> 675 | 2 6-pdr. R. F. 1 |

¹ Estimated.

SHIP—Concluded.

| Complement. | | Date of first and latest commission. | Name. |
|-------------|------|--------------------------------------|--|
| Officers. | Men. | | |
| 1 | 10 | 150 | Apr. 22, 1898; Nov. 18, 1907..... Panther..... 1 |

12418—12—16

TRANSPORTS AND

| | Name. | Material. | Type. | Rig. | Built. | | | |
|---|----------------------|-----------|------------------------------|---------------|--------|-----------------------------------|------------------------------|---|
| | | | | | When. | Where. | By whom. | |
| 1 | Arctus | Steel. | Tank steamer | Schooner.... | 1893 | Stockton..... | Craig, Taylor & Co. | 1 |
| 2 | Celtic | Steel. | Refrigerator ship. | 2 pole masts. | 1891 | Belfast, Ireland. | Workman, Clark & Co. (Ltd.). | 2 |
| 3 | Culgoa | Steel. | Supply ship.. | Schooner.... | 1889 | Sunderland, England. | J. L. Thompson & Son. | 3 |
| 4 | General Alava | Steel. | Transport.... | Schooner.... | 1895 | Dumbarton, Scotland. ² | A. McMillan & Son. | 4 |
| 5 | Glacier | Steel. | Refrigerator ship. | Schooner.... | 1891 | Sunderland, England. | J. L. Thompson & Son. | 5 |
| 6 | Iris | Iron. | Supply and repair ship. | Brigantine.. | 1885 | Newcastle, England. | A. Leslie & Co.... | 6 |
| 7 | Rainbow | Steel. | Station and distilling ship. | Schooner.... | 1890 | Sunderland, England. | James Laing.... | 7 |
| 8 | Supply | Iron. | Supply ship.. | Schooner.... | 1873 | Philadelphia, Pa. | Wm. Cramp & Sons. | 8 |

¹ Originally purchased by War Department.² Engined by David Rowen & Son, of Glasgow.

SUPPLY SHIPS.

| | Condition or service July 1, 1911. | Length over all. | Length between perpen- diculars. | Breadth. | Mean draft. | Name. | |
|---|---------------------------------------|---------------------|---|----------------|----------------|-------------------------|---|
| | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | | |
| 1 | Special service..... | 343 6 | 332 0 | 43 2 | 20 11 | Arctura | 1 |
| 2 | Supply ship, Atlantic Fleet... | 383 1 | 369 8 | 44 7 | 24 1 | Celtic | 2 |
| 3 | Supply ship, Atlantic Fleet... | 346 4 | 334 4 | 43 0 | 21 9 | Culgoa | 3 |
| 4 | Naval station, Cavite..... | | 212 6 | 29 9 | 11 0 | General Alava .. | 4 |
| 5 | Supply ship, Pacific Fleet.... | 388 7 | 353 0 | 46 1 | 25 4 | Glacier | 5 |
| 6 | Tender, Pacific Torpedo Fleet. | 321 0 | 310 6 | 39 0 | 24 0 | Iris | 6 |
| 7 | Asiatic Fleet..... | 351 10 | 326 0 | 41 0 | 17 2 | Rainbow | 7 |
| 8 | Station ship, Guam..... | 356 8 | 342 7 | 43 4 | 19 5 | Supply | 8 |

TRANSPORTS AND

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|-------------------------|------------------|--------------------|-------|-------|---------|-----------------------------|----------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| | | | In. | In. | In. | In. | Sq. ft. | Sq. ft. | | | Tons. | |
| 1 | Arethusa | Vert. 3-exp. (1) | 25½ | 40 | 66 | 45 | 2 D. E., 1 auxiliary. | 139 | 5,474 | | 1,700 | 1 |
| 2 | Celtic | Vert. 3-exp. (1) | 26½ | 44 | 72 | 48 | 4 B. & W.... | 250 | 8,140 | | 1,680 | 2 |
| 3 | Culgoa | Vert. 3-exp. (1) | 28 | 44½ | 72 | 48 | 2 D. E..... | 185 | 6,799 | 2,350 | 2,383 | 3 |
| 4 | General Alava .. | Vert. 3-exp. (1) | 17 | 27 | 45 | 30 | 1 S. E., auxiliary. | 82 | 1,855 | | 770 | 4 |
| 5 | Glacier | Vert. 3-exp. (1) | 30 | 48 | 78 | 54 | 3 D. E., 1 auxiliary. | 246 | 7,310 | | 1,650 | 5 |
| 6 | Iris | Vert. comp. (1) | 31 | | 70 | 48 | 2 D. E., 1 auxiliary. | 154 | 4,918 | 1,320 | | 6 |
| 7 | Rainbow | Vert. 3-exp. (1) | 28 | 44 | 72 | 48 | 2 D. E..... | 246 | 6,419 | | 1,800 | 7 |
| 8 | Supply | Vert. 3-exp. (1) | 23 | 36 | 60 | 36 | 1 D. E., 2 auxiliary. | 114 | 3,827 | | 1,069 | 8 |

¹ Estimated.

SUPPLY SHIPS—Continued.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|----------|----------|------------|-------|----------------------|--------------------------|-----------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 1 | 10 | 110 | 91 | 91 | 4-10-450 | General Electric Co..... | Arcthusa..... | 1 |
| 2 | 2 | 8 | 125 | 64 | 128 | 6-8-450 | B. F. Sturtevant Co..... | Celtic..... | 2 |
| 3 | 2 | 16 | 125 | 128 | 256 | 6-16-450 | General Electric Co..... | Culgoa..... | 3 |
| 4 | 1 | 10 | 110 | 91 | 91 | 4-10-450 | General Electric Co..... | General Alava.. | 4 |
| 5 | 2 | 16 | 125 | 128 | 256 | 6-16-450 | General Electric Co..... | Glacier..... | 5 |
| 6 | 2 | 8 | 80 | 100 | 200 | 4-8-400 | General Electric Co..... | Iris..... | 6 |
| 7 | 2 | 30 | 125 | 240 | 480 | 6-30-306 | General Electric Co..... | Rainbow..... | 7 |
| 8 | 1 2 | 24 16 | 80 80 | 300 200 | 700 | 6-24-450 4-16-450 | General Electric Co..... | Supply..... | 8 |

TRANSPORTS AND

| | Name. | Displacement. | Tons per inch, normal draft. | Net tonnage for Suez Canal. | Speed. | Bunker capacity. | |
|---|----------------|----------------------------|---------------------------------|--------------------------------|---------------|---------------------|---|
| | | <i>Tons.</i> | | <i>Tons.</i> | <i>Knots.</i> | <i>Tons.</i> | |
| 1 | Arcturion..... | 6,159 | | | 10.0 | 685 | 1 |
| 2 | Celtic..... | 8,000 | 30.0 | | 10.5 | 739 | 2 |
| 3 | Culgoe..... | 6,000 | 28.5 | 2,483 | 13.25 | 957 | 3 |
| 4 | General Howe.. | 1,115 | 11.0 | | 10.5 | 240 | 4 |
| 5 | Glacier..... | 8,325 | 32.7 | | 12.3 | 917 | 5 |
| 6 | Iris..... | 16,100 | 23.3 | 1,923 | 10.0 | 300 | 6 |
| 7 | Rainbow..... | 4,380 | 26.5 | 2,254 | 12.0 | 1,139 | 7 |
| 8 | Supply..... | 4,325 | 25.0 | 2,692 | 9.66 | 1,029 | 8 |
| | | 44,384 total displacement. | | | | | |

¹ Estimated.² Subject to possible change.

SUPPLY SHIPS—Concluded.

| | Guns. | Complement. | | Date of first and latest commission. | Name. | |
|---|-------------------------------------|-----------------|------|--|----------------------------|---|
| | | Officers. | Men. | | | |
| 1 | ..... | 10 ¹ | 132 | Oct. 15, 1909 | Arcturion | 1 |
| 2 | 2 6-pdr. R. F. | 9 | 138 | May 25, 1898 Oct. 23, 1908 | Cetic | 2 |
| 3 | 2 6-pdr. R. F. | 9 | 113 | Dec. 3, 1898 Sept. 12, 1907 | Culgoa | 3 |
| 4 | 2 6-pdr. R. F. | 8 | 88 | Mar. 9, 1900 Feb. 26, 1906 ² | General Alava | 4 |
| 5 | 1 3-pdr. R. F. | 8 | 130 | July 5, 1898 Sept. 15, 1905 | Glacier | 5 |
| 6 | ..... | 8 | 116 | Apr. 1, 1898 Oct. 15, 1900 | Iris | 6 |
| 7 | 6 6-pdr. R. F.; 6 1-pdr. R. F. | 3 | 289 | July 18, 1898 Dec. 1, 1901 | Rainbow | 7 |
| 8 | 2 6-pdr. R. F.; 4 1-pdr. R. F. | 10 | 132 | Aug. 1, 1902 | Supply | 8 |

¹ Manned by merchant crew and officers (as collier).² Date of placing out of commission.

HOSPITAL

| | Name. | Material. | Rig. | BUILT. | | | |
|---|---------------------------|------------|-----------------|--------|-------------------|------------------------|---|
| | | | | When. | Where. | By whom. | |
| 1 | Relief ¹ | Steel..... | 2 pole masts... | 1896 | Chester, Pa..... | Delaware River Co..... | 1 |
| 2 | Solace | Steel..... | Schooner..... | 1896 | Newport News, Va. | Newport News S. B. Co. | 2 |

¹ Transferred from the Army Nov. 13, 1902.

SHIPS.

| | Condition or service July 1, 1911. | Length over all. | Length between perpendiculars. | Breadth. | Mean draft. | Name. | |
|---|---|------------------|--------------------------------|----------------|----------------|-------------|---|
| | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | | |
| 1 | Floating hospital, naval station, Olongapo, P. I. | 314 0 | 299 2 | 46 0 | 16 10 | Relief..... | 1 |
| 2 | Atlantic Fleet..... | 377 0 | 361 2 | 44 0 | 22 0 | Solace..... | 2 |

HOSPITAL

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|---------------------|-------------------|--------------------|------------------|------------------|------------------|-----------------------------|-----------------------|----------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| 1 | Relief | Vert. 3 exp. (1). | <i>In.</i> 30 | <i>In.</i> 48 | <i>In.</i> 75 | <i>In.</i> 54 | 6 S. E..... | <i>Sq. ft.</i> 448 | <i>Sq. ft.</i> | | | 2,666..... | 1 |
| 2 | Solace | Vert. 3-exp. (1). | 28 | 44 | 74 | 54 | 3 D. E.; 1 auxiliary. | 398 | 10,910 | | | 13,200..... | 2 |

¹Estimated.

SHIPS—Continued.

| Generating sets. | | | | | | | Name. | | |
|------------------|-------------|--------|----------|--------|-------|-----------|--------------------------|---------------------|---|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | | | |
| | | | Unit. | Total. | | | | | |
| 1 | 2 | 15 | 110 | 137 | 274 | 4-15-400 | General Electric Co..... | Relief | 1 |
| 2 | 2 | 24 | 125 | 192 | 384 | 8-24-400 | General Electric Co..... | Solace | 2 |

HOSPITAL

| | Name. | Displacement. | Tons per inch normal draft. | Net tonnage for Sues Canal. | Speed. | Bunker capacity. | |
|---|---------------------|---------------------------|--------------------------------|--------------------------------|------------------|---------------------|---|
| 1 | Relief | <i>Tons.</i> 3,300 | <i>Tons.</i> ..... | ..... | <i>Knots.</i> 15 | <i>Tons.</i> 607 | 1 |
| 2 | Solace | 5,700 | ..... | ..... | 15 | 1,000 | 2 |
| | | 9,000 total displacement. | | | | | |

1 Estimated.

SHIPS—Concluded.

| | Complement. | | Date of first and latest commission. | Name. | |
|---|-------------|-----------------|--------------------------------------|--------------|---|
| | Officers. | Men. | | | |
| 1 | 16 | ¹ 57 | June 10, 1910 ² | Relief | 1 |
| 2 | 17 | ¹ 91 | Apr. 14, 1898; Nov. 20, 1909 | Solace | 2 |

¹ Merchant crew.² Date of placing out of commission.

| Name and official number. | Built. | | | Material. | Rig. | Condition or service July 1, 1911. | |
|--------------------------------|-----------|--------------------|-------------------|-----------|-----------------------------|------------------------------------|-------|
| | When. | Where. | By whom. | | | | |
| 1 Baltimore, (3) .. | 1886-1889 | Philadelphia, Pa. | Wm. Cramp & Sons. | Steel.. | Schooner | Navy yard, Charleston, S. C. | 1 |
| 2 Franklin ¹ | 1855-1865 | Kittery, Me... | United States. | Wood. | Housed over. | Navy yard, Norfolk. | 2 |
| 3 Hancock ² | 1879 | Glasgow, Scotland. | ..... | Iron... | Schooner | Navy yard, New York. | 3 |
| 4 Independence ¹ | 1837 | Boston, Mass.. | United States. | Wood. | Housed over. | Navy yard, Mare Island. | 4 |
| 5 Lancaster | 1858 | Philadelphia, Pa. | United States. | Wood. | Ship.... | Navy yard, Philadelphia. | 5 |
| 6 Pensacola ¹ | 1858-1862 | Pensacola, Fla. | United States. | Wood. | Deck house and drill masts. | Training station, San Francisco. | 6 |
| 7 Philadelphia (4). | 1887-1890 | Philadelphia, Pa. | Wm. Cramp & Sons. | Steel.. | Housed over. | Navy yard, Puget Sound. | 7 |
| 8 Reina Mercedes. | 1887 | Cartagena, Spain. | ..... | Iron... | Housed over. | Auxiliary to the Constellation. | 8 |
| 9 Richmond ¹ | 1858 | Norfolk, Va... | United States. | Wood. | Housed over. | Auxiliary to the Franklin. | 9 |
| 10 Wabash ¹ | 1854 | Philadelphia, Pa. | United States. | Wood. | Housed over. | Navy yard, Boston. | 10 |
| Total displacement. | ..... |  |  | ..... | ..... | ..... | ..... |

¹ Unfit for sea service.² Transferred from the Army Nov. 8, 1902.

SHIPS.

| | Length between perpendiculars. | | Breadth. | | Mean draft. | | Displacement. | Speed. | Bunker capacity. | | Complement. | | Batteries. | Name and official number. | |
|----|--------------------------------|---------|----------|---------|-------------|-------|---------------|--------|------------------|--|-------------|--|------------------|---------------------------|--|
| | Ft. in. | Ft. in. | Ft. in. | Ft. in. | Tons. | Kts. | | | Tons. | Officers. | Men. | | | | |
| 1 | 327 6 | 45 7½ | 19 6 | 6 | 4,413 | 20.10 | 1,079 | 18 | 356 | 12 6" 40 cal. R. F.; 4 6-pdr. saluting. | | | Baltimore (3)... | 1 | |
| 2 | 265 9 | 54 3 | 24 3 | 3 | 5,170 | | | | 214 | 2 3-pdr. R. F. | | | Franklin | 2 | |
| 3 | 450 2 | 45 4 | 24 3 | 3 | 8,500 | | 2,428 | | 188 | 2 6-pdr. R. F. | | | Hancock | 3 | |
| 4 | 189 0 | 51 6 | 21 6 | 6 | 3,270 | | | | 129 | 2 6-pdr. R. F.; 2 3-pdr. R. F. | | | Independence | 4 | |
| 5 | 235 8 | 46 0 | 19 2 | 2 | 3,250 | 9.60 | 326 | | 147 | | | | Lancaster | 5 | |
| 6 | 230 8 | 44 6 | 18 7 | 7 | 3,000 | | 285 | | 106 | 1 4" 40 cal. R. F.; 4 6-pdr. R. F.; 1 3-pdr. R. F.; 5 1-pdr. R. F. | | | Pensacola | 6 | |
| 7 | 327 6 | 48 7½ | 19 6 | 6 | 4,410 | 19.68 | 525 | | 187 | | | | Philadelphia (4) | 7 | |
| 8 | 292 0 | 43 3 | 16 9 | 9 | 2,835 | | 194 | | 91 | | | | Reina Mercedes | 8 | |
| 9 | 225 0 | 42 6 | 17 4 | 4 | 2,700 | 9.50 | 265 | | | | | | Richmond | 9 | |
| 10 | 282 7 | 51 4 | 23 0 | 0 | 4,650 | | | | 189 | 3 6-pdr. R. F. | | | Wabash | 10 | |
| | | | | | 42,198 | | | | | | | | | | |

† Estimated.

RECEIVING

| | Name and official number. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|----|---------------------------|------------------|--------------------|--------|--------|---------|-----------------------------|----------------------|---------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | Sq. ft. | Sq. ft. | | | | |
| 1 | Baltimore (3) | Hor. 3-exp. (2) | In. 42 | In. 60 | In. 94 | In. 42 | 8 B. & W. | 659 | 26,874 | 8,777 | 8,978 | 1 | |
| 2 | Franklin | | | | | | | | | | 1,050 | 2 | |
| 3 | Hancock | Vert. 3-exp. (1) | 33 | 56 | 92 | 65 | 3 D. E.; 2 S. E. | 468 | 14,578 | | 4,000 | 3 | |
| 4 | Independence | | | | | | | | | | | 4 | |
| 5 | Lancaster | | | | | | | | | | 1,000 | 5 | |
| 6 | Pensacola | | | | | | | | | | | 6 | |
| 7 | Philadelphia (4) | Hor. 3-exp. (2) | 38 | 58 | 86 | 40 | 4 D. E. | 624 | 20,457 | 8,688 | 8,815 | 705 | 7 |
| 8 | Reina Mercedes | | | | | | | | | | | 8 | |
| 9 | Richmond | | | | | | | | | | 692 | 9 | |
| 10 | Wabash | | | | | | | | | | 950 | 10 | |

SHIPS—Concluded.

| Generating sets. | | | | | | | | | |
|------------------|-------------|--------|----------|--------|-------|----------------------|--|-------------------|----|
| No. | Kilo-watts. | Volts. | Amperes. | | Type. | Builders. | Name and official number. | | |
| | | | Unit. | Total. | | | | | |
| 1 | 4 | 24 | 125 | 192 | 768 | 6-24-375 | Bullock Electric Co. (Forbes engine). | Baltimore (S).. | 1 |
| 2 | | | | | | | | Franklin..... | 2 |
| 3 | 1 | 24 | 125 | 192 | 576 | 4-24-400 8-24-400 | Union Iron Works..... General Electric Co. | Hancock..... | 3 |
| 4 | 2 | 24 | 125 | 192 | | | | Independence..... | 4 |
| 5 | | | | | | | | Lancaster..... | 5 |
| 6 | 1 | 16 | 80 | 200 | 200 | 4-16-400 | General Electric Co. (Armington & Simms engine). | Pennacola..... | 6 |
| 7 | 1 | 24 | 80 | 300 | 300 | 4-24-400 | Thresher Electric Co. (Shepherd engine). | Philadelphia (4). | 7 |
| 8 | 2 | 16 | 80 | 200 | 400 | 4-16-400 | Edison General Electric Co..... | Reina Mercedes. | 8 |
| 9 | | | | | | | | Richmond..... | 9 |
| 10 | | | | | | | | Wabash..... | 10 |

PRISON

| | Name. | Built. | | | Material. | Rig. | Condition or service July 1, 1911. | |
|--|----------------------------------|-----------|----------------------|------------------------|-----------|--------------|------------------------------------|---|
| | | When. | Where. | By whom. | | | | |
| 1 | Manila ¹ | 1881 | Leith, Scotland. | ..... | Iron... | Schooner. | Navy yard, Mare Island. | 1 |
| 2 | Hipale ² | 1873-1879 | Washington, D. C. | United States. | Wood. | Housed over. | Navy yard, Puget Sound. | 2 |
| 3 | Southery | 1880 | Sunderland, England. | R. Thompson Sons & Co. | Steel.. | Housed over. | Navy yard, Portsmouth, N. H. | 3 |
| 4 | Topeka | 1881 | Kiel, Germany | G. Howidt.... | Iron... | Schooner. | Auxiliary to Southery. | 4 |
| Total displacement (excepting Southery)..... | | | | | | | | |

¹ Captured during War with Spain on May 1, 1898.² Unfit for sea service.³ Machinery removed.

SHIPS.

| | Length between perpendiculars. | | Breadth. | | Mean draft. | Displacement. | Speed. | Bunker capacity. | | Complement. | | Batteries. | Name. |
|---|--------------------------------|----------------|----------------|----------------|-------------|---------------|--------|------------------|-------------|--------------|-----------|------------|-----------------|
| | <i>Fl. in.</i> | <i>Fl. ft.</i> | <i>Fl. in.</i> | <i>Fl. ft.</i> | | | | <i>Tons.</i> | <i>Kts.</i> | <i>Tons.</i> | Officers. |  |  | Men. |
| 1 | 209 | 3 | 31 | 2 | 13 | 0 | 1,750 | 10 | 186 | 10 | 92 | | Manila..... 1 |
| 2 | 184 | 9 | 35 | 0 | 11 | 10 | 1,100 | 10.7 | 60 | | 47 | | Nipsic..... 2 |
| 3 | 288 | 0 | 38 | 10 | | | 3,100 | 19 | 380 | 6 | 161 | | Southery..... 3 |
| 4 | 251 | 0 | 35 | 0 | 17 | 8 | 2,255 | 11.6 | 394 | | 77 | | Topeka..... 4 |
| | | | | | | | 5,105 | | | | | | |

¹ Estimated.

PRISON

| | Name. | Type of engine. | Cylinder diameter. | | | | Number and type of boilers. | Total grate surface. | Total heating surface. | I. H. P. of propelling machinery and its auxiliaries on trial. | Total maximum I. H. P. | Total weight of machinery. |
|---|-----------------------|-------------------|--------------------|------------------|------------------|-----------------------|-----------------------------|-------------------------|------------------------|--|------------------------|----------------------------|
| | | | H. P. | I. P. | L. P. | Stroke. | | | | | | |
| 1 | Manila | Compound (1). | <i>In.</i> 32 | <i>In.</i> 61 | <i>In.</i> 39 | 2 S. E., 1 auxiliary. | <i>Sq. ft.</i> 117 | <i>Sq. ft.</i> 3,191 | 1760 | 1900 | <i>Tons.</i> 1 | |
| 2 | Nipale | | | | | | | | | 389 | 2 | |
| 3 | Southery | Vert. 3-exp. (1). | 21 | 35 5/8 | 39 | 2 S. E., 1 auxiliary. | 133 | 2,831 | | | 3 | |
| 4 | Topeka | Hor. comp. (2). | 35 1/2 | 58 | 36 | 2 D. E.; 2 S. E. | 273 | 8,462 | 12,000 | 12,200 | 4 | |

¹ Estimated.

SHIPS—Concluded.

| Generating sets. | | | | | | | Name. | |
|------------------|------------|--------|----------|--------|-------|--|-----------------------|---|
| No. | Kilo-watts | Volts. | Amperes. | | Type. | Builders. | | |
| | | | Unit. | Total. | | | | |
| 1 | | | | | | | Manila | 1 |
| 2 | 2 | 4 | 80 | 50 | 100 | 4-4-600 W. D. Forbes Co. (engine)..... | Nipsic | 2 |
| 3 | | | | | | | Southery | 3 |
| 4 | | | | | | | Topeka | 4 |

VESSELS ASSIGNED TO

| | Name. | Type. | Built. | | | |
|----|------------------------------|--------------------------|-----------|------------------------------------|--|----|
| | | | When. | Where. | By whom. | |
| 1 | Amphitrite | Double - turret monitor. | 1874-1895 | Wilmington, Del., and Norfolk, Va. | Harlan & Hollingsworth and United States. | 1 |
| 2 | Cheyenne | Single-turret monitor. | 1898-1902 | San Francisco, Cal.... | Union Iron Works..... | 2 |
| 3 | Ozark | Single-turret monitor. | 1898-1902 | Newport News, Va.... | Newport News S. B. Co.... | 3 |
| 4 | Tonopah | Single-turret monitor. | 1898-1903 | Bath, Me..... | Bath Iron Works..... | 4 |
| 5 | Boston | Protected cruiser | 1883-1887 | Chester, Pa..... | John Roach & Sons..... | 5 |
| 6 | Chicago | Protected cruiser | 1883-1889 | Chester, Pa..... | John Roach & Sons..... | 6 |
| 7 | Marblehead ... | Unprotected cruiser. | 1889-1894 | Boston, Mass..... | City Point Works..... | 7 |
| 8 | Concord | Gunboat..... | 1888-1891 | Chester, Pa..... | N. F. Palmer, jr., & Co... | 8 |
| 9 | Don Juan de Austria . | Gunboat..... | 1887 | Cartagena, Spain..... | ..... | 9 |
| 10 | Isla de Cuba ... | Gunboat..... | 1886 | Newcastle on Tyne, England. | W. G. Armstrong..... | 10 |
| 11 | Isla de Luzon . | Gunboat..... | 1887 | Newcastle on Tyne, England. | W. G. Armstrong..... | 11 |
| 12 | Machias | Gunboat..... | 1890-1893 | Bath, Me..... | Bath Iron Works..... | 12 |
| 13 | Dubuque | Composite gunboat. | 1903-1905 | Morris Heights, N. Y.. | Gas Engine & Power Co., and Chas. L. Seabury & Co. (Consolidated). | 13 |
| 14 | Alvarado | Gunboat..... | ..... | Clydebank, Scotland.. | Clydebank Engineering & Shipbuilding Co. | 14 |
| 15 | Sandoval | Gunboat..... | ..... | Clydebank, Scotland.. | Clydebank Engineering & Shipbuilding Co. | 15 |
| 16 | Foote | Torpedo boat... | 1895-1897 | Baltimore, Md..... | Columbian Iron Works.... | 16 |
| 17 | Rodgers | Torpedo boat... | 1895-1898 | Baltimore, Md..... | Columbian Iron Works.... | 17 |
| 18 | Somers | Torpedo boat... | ..... | Elbing, Germany.... | Schichau Works..... | 18 |
| 19 | Alleen | Converted yacht | 1896 | Chester, Pa..... | John Roach..... | 19 |

NAVAL MILITIAS.¹

| | Material. | Rig. | Length. | | Breadth. | | Mean draft. | Displacement. | Name. | |
|----|--------------|--------------------|----------------|----------------|----------------|--------------|----------------------|---------------|-------|--|
| | | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | | | | |
| 1 | Steel..... | 1 mil. m..... | 259 3 | 55 4 | 14 6 | 3,990 | Amphitrite..... | 1 | | |
| 2 | Steel..... | 1 mil. m..... | 252 0 | 50 0 | 12 6 | 3,225 | Cheyenne..... | 2 | | |
| 3 | Steel..... | 1 mil. m..... | 252 0 | 50 0 | 12 6 | 3,225 | Ozark..... | 3 | | |
| 4 | Steel..... | 1 mil. m..... | 252 0 | 50 0 | 12 6 | 3,225 | Tonopah..... | 4 | | |
| 5 | Steel..... | Schooner..... | 277 5 | 42 2 | 16 10 | 3,000 | Boston..... | 5 | | |
| 6 | Steel..... | Schooner..... | 325 0 | 48 2½ | 19 0 | 4,500 | Chicago..... | 6 | | |
| 7 | Steel..... | Schooner..... | 257 0 | 37 0 | 14 6 | 2,072 | Marblehead.... | 7 | | |
| 8 | Steel..... | Schooner..... | 230 0 | 36 0 | 14 0 | 1,710 | Concord..... | 8 | | |
| 9 | Iron..... | Schooner..... | 210 0 | 32 0 | 12 6 | 1,130 | Don Juan de Austria. | 9 | | |
| 10 | Steel..... | Schooner..... | 192 10 | 30 1½ | 11 6 | 1,080 | Isla de Cuba... | 10 | | |
| 11 | Steel..... | Schooner..... | 192 10 | 30 1½ | 11 6 | 1,080 | Isla de Luzon... | 11 | | |
| 12 | Steel..... | Schooner..... | 204 0 | 32 1½ | 12 0 | 1,177 | Maohias..... | 12 | | |
| 13 | Composite... | Schooner..... | 174 0 | 35 0 | 12 3 | 1,085 | Dubuque..... | 13 | | |
| 14 | Steel..... | Schooner..... | 110 0 | 15 6 | 5 4 | 100 | Alvarado..... | 14 | | |
| 15 | Steel..... | Schooner..... | 110 0 | 15 6 | 5 4 | 100 | Sandoval..... | 15 | | |
| 16 | Steel..... | 1 signal pole..... | 160 0 | 16 1 | 5 0 | 142 | Foots..... | 16 | | |
| 17 | Steel..... | 1 signal pole..... | 160 0 | 16 1 | 5 0 | 142 | Rodgers..... | 17 | | |
| 18 | Steel..... | ..... | 149 4 | 17 6 | 5 10 | 150 | Somers..... | 18 | | |
| 19 | Steel..... | Schooner..... | 120 0 | 20 0 | 8 0 | 192 | Allen..... | 19 | | |

¹Special tables. Vessels grouped according to type in foregoing tables.

VESSELS ASSIGNED TO

| Name. | Speed. | Bunker capacity, 43 cubic feet to ton. | | Batteries. | |
|------------------------|--------|--|---|------------|--|
| | | Knots. | Tons. | | |
| 1 Amphitrite..... | 10.50 | 271 | 4 10" 30 cal. B. L. R.; 2 4" 40 cal. R. F.; 2 3-pdr. R. F..... | 1 | |
| 2 Cheyenne..... | 11.80 | 129 | 2 12" 40 cal. B. L. R.; 4 4" 50 cal. R. F.; 3 6-pdr. R. F..... | 2 | |
| 3 Ozark..... | 12.03 | 344 | 2 12" 40 cal. B. L. R.; 4 4" 50 cal. R. F.; 3 6-pdr. R. F..... | 3 | |
| 4 Tonopah..... | 13.04 | 338 | 2 12" 40 cal. B. L. R.; 4 4" 50 cal. R. F.; 3 6-pdr. R. F..... | 4 | |
| 5 Boston..... | 15.60 | 428 | 2 8" 30 cal. B. L. R.; 3 6" 30 cal. R. F.; 1 4" 40 cal. R. F.; 6 6-pdr. R. F. | 5 | |
| 6 Chicago..... | 18.00 | 850 | 4 8" 35 cal. B. L. R.; 14 5" 40 cal. R. F.; 9 6-pdr. R. F.; added temporarily, 2 4" 40 cal. R. F.; 2 3-pdr. R. F. | 6 | |
| 7 Marblehead.... | 18.44 | 346 | 8 5" 40 cal. R. F.; 4 6-pdr. R. F.; added temporarily, 2 4" 40 cal. R. F.; 2 3-pdr. R. F. | 7 | |
| 8 Concord..... | 16.80 | 354 | 3 6" 30 cal. R. F.; 1 4" 40 cal. R. F.; 4 3-pdr. R. F..... | 8 | |
| 9 Don Juan de Austria. | 12.20 | 204 | 2 4" 40 cal. R. F.; 8 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 9 | |
| 10 Isla de Cuba... | 13.08 | 159 | 2 4" 40 cal. R. F.; 2 6-pdr. R. F.; 4 3-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 10 | |
| 11 Isla de Luzon .. | 11.23 | 159 | 4 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 11 | |
| 12 Machias..... | 15.46 | 261 | 8 4" 40 cal. R. F.; 2 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 12 | |
| 13 Dubuque..... | 12.90 | 246 | 6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr..... | 13 | |
| 14 Alvarado..... | 19.00 | 16 | 2 3-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr R. F. | 14 | |
| 15 Sandoval..... | 18.00 | 16 | 2 3-pdr. R. F.; 1 1-pdr. R. F..... | 15 | |
| 16 Foote..... | 24.53 | 44 | 2 18" Whitehead long torpedo tubes; 3 1-pdr. R. F..... | 16 | |
| 17 Rodgers..... | 24.49 | 44 | 3 18" Whitehead long torpedo tubes; 3 1-pdr. R. F..... | 17 | |
| 18 Somers..... | 17.50 | 37 | ..... | 18 | |
| 19 Aileen..... | 14.00 | 45 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... | 19 | |

¹ And 60,816 gallons of oil fuel.

² Estimated.

NAVAL MILITIAS—Continued.

| | Where assigned. | When assigned. | Name. | |
|----|---------------------------|--------------------|----------------------------------|----|
| 1 | Missouri..... | June 1, 1910..... | Amphitrite | 1 |
| 2 | Washington..... | June 10, 1910..... | Cheyenne | 2 |
| 3 | District of Columbia..... | June 10, 1910..... | Osark | 3 |
| 4 | New Jersey..... | June 15, 1910..... | Tonopah | 4 |
| 5 | Oregon..... | June 17, 1911..... | Boston | 5 |
| 6 | Massachusetts..... | June 16, 1910..... | Chicago | 6 |
| 7 | California..... | Dec. 17, 1909..... | Marblehead | 7 |
| 8 | Washington..... | June 15, 1911..... | Concord | 8 |
| 9 | Michigan..... | July 3, 1907..... | Don Juan de Austria | 9 |
| 10 | Maryland..... | Mar. 21, 1907..... | Isla de Cuba | 10 |
| 11 | Louisiana..... | Dec. 6, 1907..... | Isla de Luson | 11 |
| 12 | Connecticut..... | Dec. 6, 1907..... | Machias | 12 |
| 13 | Illinois..... | July 15, 1911..... | Dubuque | 13 |
| 14 | Louisiana..... | | Alvarado | 14 |
| 15 | New York..... | Dec. 7, 1906..... | Sandoval | 15 |
| 16 | North Carolina..... | July 8, 1911..... | Foote | 16 |
| 17 | Massachusetts..... | May 14, 1910..... | Rodgers | 17 |
| 18 | Maryland..... | Feb. 24, 1909..... | Somers | 18 |
| 19 | Rhode Island..... | June 15, 1910..... | Allen | 19 |

VESSELS ASSIGNED TO

| | Name. | Type. | Built. | | | |
|----|-----------------|--------------------|-----------|---------------------------|--|----|
| | | | When. | Where. | By whom. | |
| 20 | Dorothea..... | Converted yacht | 1897 | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 20 |
| 21 | Elfrida..... | Converted yacht | 1899 | Wilmington, Del..... | Harlan & Hollingsworth... | 21 |
| 22 | Gloucester..... | Converted yacht | 1891 | Philadelphia, Pa..... | Neafie & Levy..... | 22 |
| 23 | Hawk..... | Converted yacht | 1891 | Paisley, Scotland..... | Fleming & Ferguson..... | 23 |
| 24 | Huntress..... | Converted yacht | 1895 | Nyack-on-Hudson, N. Y. | Chas. L. Seabury & Co.... | 24 |
| 25 | Oneida..... | Converted yacht | 1896 | Bath, Me..... | Bath Iron Works..... | 25 |
| 26 | Stranger..... | Converted yacht | 1880 | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 26 |
| 27 | Sylvia..... | Converted yacht | 1882 | Glasgow, Scotland.... | A. Stephen & Sons..... | 27 |
| 28 | Vixen..... | Converted yacht | 1896 | Elizabethport, N. J... | Lewis Nixon..... | 28 |
| 29 | Wasp..... | Converted yacht | 1898 | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 29 |
| 30 | Essex..... | Steam vessel.... | 1874-1876 | Kittery and Boston... | United States and Donald Mackay. | 30 |
| 31 | Gopher..... | Steam vessel.... | 1871 | New York, N. Y..... | Delamater & Stack..... | 31 |
| 32 | Wolverine..... | Steam vessel.... | 1842-1844 | Erie, Pa..... | Stackhouse & Tomlinson, Pittsburgh, Pa. | 32 |
| 33 | Yantic..... | Steam vessel.... | 1864 | Philadelphia, Pa..... | United States..... | 33 |
| 34 | Granite State. | Sailing vessel.... | 1818 | Kittery, Me..... | United States..... | 34 |

NAVAL MILITIAS—Continued.

| No. | Material. | Rig. | Length. | | Breadth. | | Mean draft. | Displacement. | Name. | No. |
|-----|-----------|-------------|---------|-----|----------|-----|-------------|---------------|---------------|-----|
| | | | Ft. | in. | Ft. | in. | | | | |
| 20 | Steel | Schooner | 182 | 4 | 23 | 5 | 11 5 | Tons. 594 | Dorothea | 20 |
| 21 | Steel | Schooner | 101 | 6 | 18 | 0½ | 7 9 | 164 | Elfrida | 21 |
| 22 | Steel | Schooner | 204 | 0 | 27 | 2 | 12 0 | 786 | Gloucester | 22 |
| 23 | Steel | 1 mast | 145 | 0 | 22 | 0 | 11 6 | 375 | Hawk | 23 |
| 24 | Composite | Schooner | 97 | 0 | 16 | 0 | 7 3 | 82 | Huntress | 24 |
| 25 | Steel | Schooner | 110 | 11 | 18 | 6 | 7 6 | 150 | Onaida | 25 |
| 26 | Iron | Schooner | 164 | 7 | 23 | 7 | 9 3 | 369 | Stranger | 26 |
| 27 | Iron | Schooner | 130 | 0 | 18 | 6 | 10 0 | 302 | Sylvia | 27 |
| 28 | Steel | Schooner | 182 | 3 | 28 | 0 | 12 8 | 806 | Vixen | 28 |
| 29 | Steel | Schooner | 180 | 0 | 23 | 0 | 12 0 | 630 | Wasp | 29 |
| 30 | Wood | Bark | 185 | 0 | 35 | 0 | 14 3 | 1,375 | Essex | 30 |
| 31 | Wood | Schooner | 160 | 0 | 28 | 0 | 11 9 | 840 | Gopher | 31 |
| 32 | Iron | Schooner | 164 | 11 | 27 | 0 | 9 0 | 685 | Wolverine | 32 |
| 33 | Wood | Bark | 180 | 0 | 30 | 0 | 12 2 | 900 | Yantic | 33 |
| 34 | Wood | Housed over | 196 | 3 | 53 | 0 | 25 6 | 4,150 | Granite State | 34 |

VESSELS ASSIGNED TO

| | Name. | Speed. | Bunker capacity, 43 cubic feet to ton. | Batteries. | |
|----|--------------------|------------------------|---|---|----|
| 20 | Dorothea..... | <i>Knots.</i> 14.00 | <i>Tons.</i> 78 | 2 3-pdr. R. F..... | 20 |
| 21 | Elfrida..... | 10.50 | 23 | 1 6-pdr. R. F..... | 21 |
| 22 | Gloucester..... | 17.00 | 120 | 2 3-pdr. R. F.; 4 1-pdr. R. F..... | 22 |
| 23 | Hawk..... | 14.50 | 70 | 1 3-pdr. R. F..... | 23 |
| 24 | Huntress..... | 14.00 | 17 | 2 3-pdr. R. F..... | 24 |
| 25 | Onida..... | 12.00 | 20 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... | 25 |
| 26 | Stranger..... | 14.00 | 50 | 2 3-pdr. R. F..... | 26 |
| 27 | Sylvia..... | 9.00 | 60 | 1 3-pdr. R. F.; 3 1-pdr. R. F..... | 27 |
| 28 | Vixen..... | 16.00 | 190 | 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 28 |
| 29 | Wasp..... | 16.50 | 79 | 2 3-pdr. R. F..... | 29 |
| 30 | Essex..... | 10.50 | 155 | 2 6-pdr. R. F.; 2 1-pdr. R. F..... | 30 |
| 31 | Gopher..... | 9.00 | 80 | ..... | 31 |
| 32 | Wolverine..... | 10.50 | 115 | 6 6-pdr. R. F.; 2 1-pdr. R. F..... | 32 |
| 33 | Yantic..... | 8.30 | 130 | ..... | 33 |
| 34 | Granite State..... | ..... | ..... | 1 4" 40 cal. R. F..... | 34 |

¹ Estimated.

NAVAL MILITIAS—Concluded.

| | Where assigned. | When assigned. | Name. | |
|----|---------------------------|--------------------|----------------------------|----|
| 20 | Ohio..... | July 14, 1909..... | Dorothea | 20 |
| 21 | North Carolina..... | July 26, 1909..... | Elfrida | 21 |
| 22 | New York..... | Feb. 24, 1909..... | Gloucester | 22 |
| 23 | New York..... | Aug. 28, 1909..... | Hawk | 23 |
| 24 | Missouri..... | July 17, 1907..... | Huntress | 24 |
| 25 | District of Columbia..... | | Onaida | 25 |
| 26 | Louisiana..... | Nov. 16, 1898..... | Stranger | 26 |
| 27 | Pennsylvania..... | Dec. 6, 1907..... | Sylvia | 27 |
| 28 | New Jersey..... | Dec. 6, 1907..... | Vixen | 28 |
| 29 | New York..... | Feb. 6, 1908..... | Wasp | 29 |
| 30 | Ohio..... | May 9, 1904..... | Essex | 30 |
| 31 | Minnesota..... | May 25, 1905..... | Gopher | 31 |
| 32 | Pennsylvania..... | June 15, 1911..... | Wolverine | 32 |
| 33 | Michigan..... | July 2, 1897..... | Yantic | 33 |
| 34 | New York..... | | Granite State | 34 |

COAL BARGES.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|-----------------------|----------------|----------------|-----------------------|---|-----------------------------|
| | <i>Ft. in.</i> | <i>Ft. in.</i> | | | |
| 1 ¹ | 215 3 | 33 2 | Norfolk, Va..... | Baltimore, Md., purchased 1898. | Steel. |
| 6..... | 106 0 | 25 0 | San Juan, P. R..... | Milton, Fla., purchased 1898..... | Wood, sheathed. |
| 16..... | 75 0 | 37 6 | Honolulu, Hawaii..... | Honolulu, Hawaii, 1898..... | Wood, sheathed. |
| 18..... | 75 0 | 25 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1900... | Wood, sheathed. |
| 19..... | 75 0 | 25 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1900.. | Wood, sheathed. |
| 23..... | 106 0 | 31 6 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1901. | Wood, sheathed, with house. |
| 24 ² | 105 0 | 31 6 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1901. | Wood, sheathed, with house. |
| 30 ² | 69 0 | 18 6 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1901. | Steel, with wood house. |
| 31..... | 48 0 | 16 0 | Polloc, P. I..... | El Varadero de Manila, Cavite, P. I., 1901. | Steel, with wood house. |
| 32..... | 48 0 | 16 0 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1901. | Steel, with wood house. |
| 33..... | 110 0 | 28 0 | Mare Island, Cal..... | Navy yard, Mare Island, 1900... | Steel. |
| 34..... | 85 6 | 22 3 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1902. | Steel, with wood house. |
| 37..... | 69 0 | 18 6 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1902. | Steel, with wood house. |
| 38..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed. |
| 39..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed |
| 40..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash, 1902..... | Wood, sheathed. |
| 41..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed |
| 49..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed with house. |
| 50..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed, with house. |
| 51..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed, with house. |
| 52..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed, with house. |
| 53..... | 86 2 | 29 2 | New London, Conn... | Navy yard, New York, 1902..... | Wood, sheathed, with house. |

¹ Assigned to Cape Cruz Casilda survey expedition.² Fitted for coal handling.³ Turned over to Marine Corps.

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|-----------------------|--|-----------------------------|
| 54..... | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | New London, Conn... | Navy yard, New York, 1902..... | Wood, sheathed, with house. |
| 55..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 56..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 59..... | 86 2 | 29 2 | San Juan | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 60..... | 86 2 | 29 2 | San Juan | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 65..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Norfolk, Va., 1902... | Wood, sheathed, with house. |
| 66..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Norfolk, Va., 1902... | Wood, sheathed, with house. |
| 67..... | 86 2 | 29 2 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1902... | Wood, sheathed, with house. |
| 70..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. |
| 71..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. |
| 72..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. |
| 73..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed, with house. |
| 74..... | 108 0 | 23 4½ | Norfolk, Va..... | Navy yard, Norfolk, Va., 1902... | Steel, with wood house. |
| 76..... | 48 0 | 15 9 | Cavite, P. I..... | San Nicolas Iron Works, Manila, P. I., 1903. | Steel, with wood house. |
| 77..... | 48 0 | 15 9 | Cavite, P. I..... | San Nicolas Iron Works, Manila, P. I., 1903. | Steel, with wood house. |
| 78..... | 48 0 | 15 9 | Cavite, P. I..... | San Nicolas Iron Works, Manila, P. I., 1903. | Steel, with wood house. |
| 79..... | 108 0 | 23 4½ | Portsmouth, N. H.... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 80..... | 108 0 | 23 4½ | Portsmouth, N. H.... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 81..... | 108 0 | 23 4½ | New York..... | Navy yard, New York, 1903..... | Steel. |
| 82..... | 108 0 | 23 4½ | New York..... | Navy yard, New York, 1903..... | Steel. |

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|-----------------------|-------------------------------------|------------------------------------|
| 83..... | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | Philadelphia, Pa..... | Navy yard, Philadelphia, Pa., 1903. | Wood, sheathed. |
| 84..... | 86 2 | 29 2 | Philadelphia, Pa..... | Navy yard, Philadelphia, Pa., 1903. | Wood, sheathed. |
| 85..... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed. |
| 86..... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed. |
| 87..... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed. |
| 88..... | 108 0 | 23 4½ | Narragansett Bay..... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 89..... | 108 0 | 23 4½ | Narragansett Bay..... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 90..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 91..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 92..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 93..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 94..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 95..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 96..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with house. |
| 97..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 98..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 99..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 100..... | 86 2 | 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |

¹ Fitted for coal handling.

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------------|------------------------|------------------------|---------------------|-------------------------------------|-----------------------------------|
| 101.... | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flashboards. |
| 102.... | 86 2 | 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flashboards. |
| 103.... | 86 2 | 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flashboards. |
| 104.... | 86 2 | 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flashboards. |
| 105.... | 86 2 | 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flashboards. |
| 106.... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flashboards. |
| 107.... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flashboards. |
| 108.... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flashboards. |
| 109 ¹ ... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flashboards. |
| 111.... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 112.... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 113.... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 114.... | 86 2 | 29 2 | Key West, Fla..... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 116.... | 45 0 | 20 0 | Island of Guam..... | Navy yard, Mare Island, Cal., 1905. | Wood, sheathed. |
| 117.... | 45 0 | 20 0 | Island of Guam..... | Navy yard, Mare Island, Cal., 1905. | Wood, sheathed. |
| 118.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905... | Wood, sheathed. |
| 119.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905... | Wood, sheathed. |
| 120.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905... | Wood, sheathed. |
| 121.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905... | Wood, sheathed. |

¹ Loaned to Army.

VESSELS ASSIGNED TO

| | Name. | Type. | Built. | | | |
|----|-----------------|--------------------|-----------|---------------------------|--|----|
| | | | When. | Where. | By whom. | |
| 20 | Dorothea..... | Converted yacht | 1897 | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 20 |
| 21 | Elfrida..... | Converted yacht | 1899 | Wilmington, Del..... | Harlan & Hollingsworth... | 21 |
| 22 | Gloucester..... | Converted yacht | 1891 | Philadelphia, Pa..... | Neafie & Levy..... | 22 |
| 23 | Hawk..... | Converted yacht | 1891 | Paisley, Scotland..... | Fleming & Ferguson..... | 23 |
| 24 | Huntress..... | Converted yacht | 1895 | Nyack-on-Hudson, N. Y. | Chas. L. Seabury & Co.... | 24 |
| 25 | Onelda..... | Converted yacht | 1896 | Bath, Me..... | Bath Iron Works..... | 25 |
| 26 | Stranger..... | Converted yacht | 1880 | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 26 |
| 27 | Sylvia..... | Converted yacht | 1882 | Glasgow, Scotland... | A. Stephen & Sons..... | 27 |
| 28 | Vixen..... | Converted yacht | 1896 | Elizabethport, N. J... | Lewis Nixon..... | 28 |
| 29 | Wasp..... | Converted yacht | 1898 | Philadelphia, Pa..... | Wm. Cramp & Sons..... | 29 |
| 30 | Essex..... | Steam vessel.... | 1874-1876 | Kittery and Boston... | United States and Donald Mackay. | 30 |
| 31 | Gopher..... | Steam vessel.... | 1871 | New York, N. Y..... | Delamater & Stack..... | 31 |
| 32 | Wolverine..... | Steam vessel.... | 1842-1844 | Erie, Pa..... | Stackhouse & Tomlinson, Pittsburgh, Pa. | 32 |
| 33 | Yantic..... | Steam vessel.... | 1864 | Philadelphia, Pa..... | United States..... | 33 |
| 34 | Granite State | Sailing vessel.... | 1818 | Kittery, Me..... | United States..... | 34 |

NAVAL MILITIAS—Continued.

| Material. | Rig. | Length. | Breadth. | Mean draft. | Displacement. | Name. | |
|-----------------|------------------|----------------|----------------|----------------|---------------|-----------------|----|
| | | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Tons.</i> | | |
| 20 Steel..... | Schooner..... | 182 4 | 23 5 | 11 5 | 594 | Dorothea..... | 20 |
| 21 Steel..... | Schooner..... | 101 6 | 18 0½ | 7 9 | 164 | Elfrida..... | 21 |
| 22 Steel..... | Schooner..... | 204 0 | 27 2 | 12 0 | 786 | Gloucester..... | 22 |
| 23 Steel..... | 1 mast..... | 145 0 | 22 0 | 11 6 | 375 | Hawk..... | 23 |
| 24 Composite... | Schooner..... | 97 0 | 16 0 | 7 3 | 82 | Huntress..... | 24 |
| 25 Steel..... | Schooner..... | 110 11 | 18 6 | 7 6 | 150 | Onelda..... | 25 |
| 26 Iron..... | Schooner..... | 164 7 | 23 7 | 9 3 | 369 | Stranger..... | 26 |
| 27 Iron..... | Schooner..... | 130 0 | 18 6 | 10 0 | 302 | Sylvia..... | 27 |
| 28 Steel..... | Schooner..... | 182 3 | 28 0 | 12 8 | 806 | Vixen..... | 28 |
| 29 Steel..... | Schooner..... | 180 0 | 23 0 | 12 0 | 630 | Wasp..... | 29 |
| 30 Wood..... | Bark..... | 185 0 | 35 0 | 14 3 | 1,375 | Essex..... | 30 |
| 31 Wood..... | Schooner..... | 160 0 | 28 0 | 11 9 | 840 | Gopher..... | 31 |
| 32 Iron..... | Schooner..... | 164 11 | 27 0 | 9 0 | 685 | Wolverine..... | 32 |
| 33 Wood..... | Bark..... | 180 0 | 30 0 | 12 2 | 900 | Yantic..... | 33 |
| 34 Wood..... | Housed over..... | 196 3 | 53 0 | 25 6 | 4,150 | Granite State.. | 34 |

VESSELS ASSIGNED TO

| | Name. | Speed. | Bunk- er ca- pacity, 43 cubic feet to ton. | Batteries. | |
|----|--------------------|--------------------|---|---|----|
| | | <i>Knots.</i> | <i>Tons.</i> | | |
| 20 | Dorothea..... | ¹ 14.00 | 78 | 2 3-pdr. R. F..... | 20 |
| 21 | Elfrida..... | 10.50 | 23 | 1 6-pdr. R. F..... | 21 |
| 22 | Gloucester..... | 17.00 | 120 | 2 3-pdr. R. F.; 4 1-pdr. R. F..... | 22 |
| 23 | Hawk..... | 14.50 | 70 | 1 3-pdr. R. F..... | 23 |
| 24 | Huntress..... | 14.00 | 17 | 2 3-pdr. R. F..... | 24 |
| 25 | Oneida..... | 12.00 | 20 | 1 3-pdr. R. F.; 2 1-pdr. R. F..... | 25 |
| 26 | Stranger..... | 14.00 | 50 | 2 3-pdr. R. F..... | 26 |
| 27 | Sylvia..... | 9.00 | 60 | 1 3-pdr. R. F.; 3 1-pdr. R. F..... | 27 |
| 28 | Vixen..... | 16.00 | 190 | 4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F. | 28 |
| 29 | Wasp..... | ¹ 16.50 | 79 | 2 3-pdr. R. F..... | 29 |
| 30 | Essex..... | 10.50 | 155 | 2 6-pdr. R. F.; 2 1-pdr. R. F..... | 30 |
| 31 | Gopher..... | 9.00 | 80 | ..... | 31 |
| 32 | Wolverine..... | 10.50 | 115 | 6 6-pdr. R. F.; 2 1-pdr. R. F..... | 32 |
| 33 | Yantic..... | 8.30 | 130 | ..... | 33 |
| 34 | Granite State..... | ..... | ..... | 1 4" 40 cal. R. F..... | 34 |

¹ Estimated.

NAVAL MILITIAS—Concluded.

| | Where assigned. | When assigned. | Name. | |
|----|---------------------------|--------------------|----------------------------|----|
| 20 | Ohio..... | July 14, 1909..... | Dorothea | 20 |
| 21 | North Carolina..... | July 20, 1909..... | Elfrida | 21 |
| 22 | New York..... | Feb. 24, 1909..... | Gloucester | 22 |
| 23 | New York..... | Aug. 28, 1909..... | Hawk | 23 |
| 24 | Missouri..... | July 17, 1907..... | Huntress | 24 |
| 25 | District of Columbia..... | | Onsida | 25 |
| 26 | Louisiana..... | Nov. 16, 1898..... | Stranger | 26 |
| 27 | Pennsylvania..... | Dec. 6, 1907..... | Sylvia | 27 |
| 28 | New Jersey..... | Dec. 6, 1907..... | Vixen | 28 |
| 29 | New York..... | Feb. 6, 1908..... | Wasp | 29 |
| 30 | Ohio..... | May 9, 1904..... | Essex | 30 |
| 31 | Minnesota..... | May 25, 1905..... | Gopher | 31 |
| 32 | Pennsylvania..... | June 15, 1911..... | Wolverine | 32 |
| 33 | Michigan..... | July 2, 1897..... | Yantic | 33 |
| 34 | New York..... | | Granite State | 34 |

COAL BARGES.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|-----------------------|-------------------------|------------------------|-----------------------|---|-----------------------------|
| 1 ¹ | <i>Ft. in.</i> 215 3 | <i>Ft. in.</i> 35 2 | Norfolk, Va..... | Baltimore, Md., purchased 1898.. | Steel. |
| 6..... | 105 0 | 25 0 | San Juan, P. R..... | Milton, Fla., purchased 1898..... | Wood, sheathed. |
| 15..... | 75 0 | 37 6 | Honolulu, Hawaii..... | Honolulu, Hawaii, 1898..... | Wood, sheathed. |
| 18..... | 75 0 | 25 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1900... | Wood, sheathed. |
| 19..... | 75 0 | 25 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1900.. | Wood, sheathed. |
| 23..... | 105 0 | 31 6 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1901. | Wood, sheathed, with house. |
| 24 ² | 105 0 | 31 6 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1901. | Wood, sheathed, with house. |
| 30 ² | 69 0 | 18 6 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1901. | Steel, with wood house. |
| 31..... | 48 0 | 16 0 | Polloc, P. I..... | El Varadero de Manila, Cavite, P. I., 1901. | Steel, with wood house. |
| 32..... | 48 0 | 16 0 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1901. | Steel, with wood house. |
| 33..... | 110 0 | 28 0 | Mare Island, Cal..... | Navy yard, Mare Island, 1900... | Steel. |
| 34..... | 85 6 | 22 3 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1902. | Steel, with wood house. |
| 37..... | 69 0 | 18 6 | Cavite, P. I..... | El Varadero de Manila, Cavite, P. I., 1902. | Steel, with wood house. |
| 38..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed. |
| 39..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed. |
| 40..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed. |
| 41..... | 90 0 | 28 0 | Puget Sound, Wash... | Olympia, Wash., 1902..... | Wood, sheathed. |
| 49..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed with house. |
| 50..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed, with house. |
| 51..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed, with house. |
| 52..... | 86 2 | 29 2 | Frenchmans Bay..... | Bangor, Me., 1902..... | Wood, sheathed, with house. |
| 53..... | 86 2 | 29 2 | New London, Conn... | Navy yard, New York, 1902..... | Wood, sheathed, with house. |

¹ Assigned to Cape Cruz Casilda survey expedition.² Turned over to Marine Corps.³ Fitted for coal handling.

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|-----------------------|--|-----------------------------|
| 54..... | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | New London, Conn... | Navy yard, New York, 1902..... | Wood, sheathed, with house. |
| 55..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 56..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 58..... | 86 2 | 29 2 | San Juan | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 60..... | 86 2 | 29 2 | San Juan | Navy yard, Pensacola, Fla., 1902. | Wood, sheathed, with house. |
| 65..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Norfolk, Va., 1902... | Wood, sheathed, with house. |
| 66..... | 86 2 | 29 2 | Guantanamo, Cuba... | Navy yard, Norfolk, Va., 1902... | Wood, sheathed, with house. |
| 67..... | 86 2 | 29 2 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1902... | Wood, sheathed, with house. |
| 70..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. |
| 71..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. |
| 72..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. |
| 73..... | 86 2 | 29 2 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed, with house. |
| 74..... | 108 0 | 23 4½ | Norfolk, Va..... | Navy yard, Norfolk, Va., 1902... | Steel, with wood house. |
| 76..... | 48 0 | 15 9 | Cavite, P. I..... | San Nicolas Iron Works, Manila, P. I., 1903. | Steel, with wood house. |
| 77..... | 48 0 | 15 9 | Cavite, P. I..... | San Nicolas Iron Works, Manila, P. I., 1903. | Steel, with wood house. |
| 78..... | 48 0 | 15 9 | Cavite, P. I..... | San Nicolas Iron Works, Manila, P. I., 1903. | Steel, with wood house. |
| 79..... | 108 0 | 23 4½ | Portsmouth, N. H.... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 80..... | 108 0 | 23 4½ | Portsmouth, N. H.... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 81..... | 108 0 | 23 4½ | New York..... | Navy yard, New York, 1903..... | Steel. |
| 82..... | 108 0 | 23 4½ | New York..... | Navy yard, New York, 1903..... | Steel. |

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|-----------------------|------------------------|------------------------|-----------------------|-------------------------------------|------------------------------------|
| 83..... | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | Philadelphia, Pa..... | Navy yard, Philadelphia, Pa., 1903. | Wood, sheathed. |
| 84..... | 86 2 | 29 2 | Philadelphia, Pa..... | Navy yard, Philadelphia, Pa., 1903. | Wood, sheathed. |
| 85..... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed. |
| 86..... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed. |
| 87..... | 86 2 | 29 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed. |
| 88..... | 108 0 | 23 4 ¹ | Narragansett Bay..... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 89..... | 108 0 | 23 4 ¹ | Narragansett Bay..... | Navy yard, Portsmouth, N. H., 1903. | Steel. |
| 90..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 91..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 92..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 93..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 94..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 95..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 96 ¹ | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with house. |
| 97..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 98..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 99..... | 86 2 | 29 2 | Narragansett Bay..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 100..... | 86 2 | 29 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |

¹ Fitted for coal handling.

COAL BARGES—Continued.

| Registered No. | Length. | | Breadth. | | Present location. | Where and when built or purchased. | Remarks. |
|-----------------------|----------------|---|----------------|---|----------------------|-------------------------------------|------------------------------------|
| | <i>Ft. in.</i> | | <i>Ft. in.</i> | | | | |
| 101.... | 86 | 2 | 29 | 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 102.... | 86 | 2 | 29 | 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 103.... | 86 | 2 | 29 | 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 104.... | 86 | 2 | 29 | 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 105.... | 86 | 2 | 29 | 2 | Boston, Mass..... | Navy yard, Boston, Mass., 1903.. | Wood, sheathed, with flash-boards. |
| 106.... | 86 | 2 | 29 | 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flash-boards. |
| 107.... | 86 | 2 | 29 | 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flash-boards. |
| 108.... | 86 | 2 | 29 | 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flash-boards. |
| 109 ¹ | 86 | 2 | 29 | 2 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1903. | Wood, sheathed, with flash-boards. |
| 111.... | 86 | 2 | 29 | 2 | Guantanamo, Cuba... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 112.... | 86 | 2 | 29 | 2 | Guantanamo, Cuba.... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 113.... | 86 | 2 | 29 | 2 | Guantanamo, Cuba.... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 114.... | 86 | 2 | 29 | 2 | Key West, Fla..... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 116.... | 45 | 0 | 20 | 0 | Island of Guam..... | Navy yard, Mare Island, Cal., 1905. | Wood, sheathed. |
| 117.... | 45 | 0 | 20 | 0 | Island of Guam..... | Navy yard, Mare Island, Cal., 1905. | Wood, sheathed. |
| 118.... | 110 | 0 | 30 | 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905.... | Wood, sheathed. |
| 119.... | 110 | 0 | 30 | 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905.... | Wood, sheathed. |
| 120.... | 110 | 0 | 30 | 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905.... | Wood, sheathed. |
| 121.... | 110 | 0 | 30 | 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905.... | Wood, sheathed. |

¹ Loaned to Army.

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|-----------------------------|-------------------------------------|------------------------------------|
| | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | | | |
| 122.... | | | Guantanamo, Cuba.... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 123 1... | 86 2 | 29 2 | Guantanamo, Cuba.... | Navy yard, Pensacola, Fla., 1904. | Wood, sheathed. |
| 124.... | 86 2 | 29 2 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905... | Wood, sheathed. |
| 125.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1905... | Wood, sheathed. |
| 127.... | 110 0 | 30 0 | Narragansett Bay.... | Navy yard, New York, 1905..... | Wood, sheathed, with flash-boards. |
| 128.... | 110 0 | 30 0 | Narragansett Bay.... | Navy yard, New York, 1905..... | Wood, sheathed, with flash-boards. |
| 129.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1907. | Wood, sheathed, with flash-boards. |
| 130.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1907. | Wood, sheathed, with flash-boards. |
| 131.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1907. | Wood, sheathed, with flash-boards. |
| 132.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1907. | Wood, sheathed, with flash-boards. |
| 135.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1907... | Wood, sheathed, with flash-boards. |
| 136.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1907... | Wood, sheathed, with flash-boards. |
| 137.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1907... | Wood, sheathed, with flash-boards. |
| 138 1... | 60 0 | 20 0 | Island of Guam..... | Navy yard, Mare Island, 1907... | Wood, sheathed, with flash-boards. |
| 140.... | 60 0 | 20 0 | Pichilique Bay..... | Navy yard, Mare Island, 1907... | Wood, sheathed, with flash-boards. |
| 141.... | 60 0 | 20 0 | Pichilique Bay..... | Navy yard, Mare Island, 1907... | Wood, sheathed, with flash-boards. |

¹ Fitted as house boat for surveying.² Dredger frame, 10 H. P.

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|----------------|----------------|-----------------------------|-------------------------------------|------------------------------------|
| | <i>Ft. in.</i> | <i>Ft. in.</i> | | | |
| 142.... | 60 0 | 20 0 | Pichilique Bay..... | Navy yard, Mare Island, 1907... | Wood, sheathed, with flash-boards. |
| 143.... | 60 0 | 20 0 | Pichilique Bay..... | Navy yard, Mare Island, 1907... | Wood, sheathed, with flash-boards. |
| 144.... | 110 0 | 30 0 | Cavite, P. I..... | Naval station, Cavite, P. I., 1908. | Wood, sheathed, with flash-boards. |
| 145.... | 110 0 | 30 0 | Olongapo, P. I..... | Naval station, Cavite, P. I., 1908. | Wood, sheathed, with flash-boards. |
| 146.... | 110 0 | 30 0 | Cavite, P. I..... | Naval station, Cavite, P. I., 1908. | Wood, sheathed, with flash-boards. |
| 147.... | 110 0 | 30 0 | Cavite, P. I..... | Naval station, Cavite, P. I., 1908. | Wood, sheathed, with flash-boards. |
| 148.... | 110 0 | 30 0 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1908. | Wood, sheathed, with flash-boards. |
| 149.... | 110 0 | 30 0 | Key West, Fla..... | Navy yard, Pensacola, Fla., 1908. | Wood, sheathed, with flash-boards. |
| 151.... | 110 0 | 30 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flash-boards. |
| 153.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 153.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 154.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 155.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 156.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1907.. | Wood, sheathed, with flash-boards. |
| 157.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1907.. | Wood, sheathed, with flash-boards. |
| 158.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1907.. | Wood, sheathed, with flash-boards. |

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|--------------------------------|-------------------------------------|------------------------------------|
| 159.... | <i>Ft. in.</i> 110 0 | <i>Ft. in.</i> 30 0 | Puget Sound | Navy yard, Puget Sound, 1907.. | Wood, sheathed, with flash-boards. |
| 160.... | 110 0 | 30 0 | Narragansett Bay..... | Navy yard, New York, 1907..... | Wood, sheathed, with flash-boards. |
| 161.... | 110 0 | 30 0 | Narragansett Bay..... | Navy yard, New York, 1907..... | Wood, sheathed, with flash-boards. |
| 162.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 163.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 164.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 165.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 166.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 167.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flash-boards. |
| 168.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, New York, 1908..... | Wood, sheathed, with flash-boards. |
| 169.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, New York, 1908..... | Wood, sheathed, with flash-boards. |
| 170.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 171.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 172.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 173.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 174.... | 110 0 | 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1908..... | Wood, sheathed, with flash-boards. |

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|--------------------------------|-------------------------------------|-----------------------------------|
| 175.... | <i>Ft. in.</i> 110 0 | <i>Ft. in.</i> 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 176.... | 110 0 | 30 0 | Naval station, Cavite, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 177.... | 110 0 | 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 178.... | 110 0 | 30 0 | Naval station, Cavite, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 179.... | 110 0 | 30 0 | Naval station, Cavite, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 180.... | 110 0 | 30 0 | Naval station, Cavite, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 181.... | 110 0 | 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 182.... | 110 0 | 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 183.... | 110 0 | 30 0 | Naval station, Cavite, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 184.... | 110 0 | 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 185.... | 110 0 | 30 0 | Naval station, Olongapo, P. I. | Navy yard, New York, 1906..... | Wood, sheathed, with flashboards. |
| 186.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1906. | Wood, sheathed, with flashboards. |
| 187.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1906. | Wood, sheathed, with flashboards. |
| 188.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1906. | Wood, sheathed, with flashboards. |
| 189.... | 110 0 | 30 0 | California City Point, Cal. | Navy yard, Mare Island, Cal., 1906. | Wood, sheathed, with flashboards. |

¹ Temporarily loaned to Quartermaster's Department of Army at Manila.

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|------------------------------|-------------------------------------|------------------------------------|
| 190.... | <i>Ft. in.</i> 110 0 | <i>Ft. in.</i> 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 191.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 192.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 193.... | 110 0 | 30 0 | Puget Sound..... | Navy yard, Puget Sound, 1908.. | Wood, sheathed, with flash-boards. |
| 194.... | 110 0 | 30 0 | Key West, Fla..... | Navy yard, Pensacola, Fla., 1908. | Wood, sheathed, with flash-boards. |
| 196.... | 110 0 | 30 0 | Key West, Fla..... | Navy yard, Pensacola, Fla., 1908. | Wood, sheathed, with flash-boards. |
| 197.... | 110 0 | 30 0 | Navy yard, Pensacola, Fla. | Navy yard, Pensacola, Fla., 1908. | Wood, sheathed, with flash-boards. |
| 198.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 199.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 200.... | 110 0 | 30 0 | Naval station, Guantanamo. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 201.... | 110 0 | 30 0 | Naval station, Guantanamo. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 202.... | 110 0 | 30 0 | Naval station, Guantanamo. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 203.... | 110 0 | 30 0 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 204.... | 110 0 | 30 0 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |
| 205.... | 110 0 | 30 0 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flash-boards. |

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|------------------------------|-------------------------------------|-----------------------------------|
| 206.... | <i>Ft. in.</i> 110 0 | <i>Ft. in.</i> 30 0 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flashboards. |
| 207.... | 110 0 | 30 0 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1908. | Wood, sheathed, with flashboards. |
| 208.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 209.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 210.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 211.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 212.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 213.... | 110 0 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 214.... | 110 | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1908... | Wood, sheathed, with flashboards. |
| 215.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 216.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 217.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 218.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 219.... | 110 0 | 30 0 | Hawaii..... | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 220.... | 110 0 | 30 0 | Hawaii..... | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 221.... | 110 0 | 30 0 | Hawaii..... | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |

COAL BARGES—Continued.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|------------------------------|-------------------------------------|-----------------------------------|
| 222.... | <i>Ft. in.</i> 110 0 | <i>Ft. in.</i> 30 0 | Hawaii..... | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 223.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 224.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 225.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 226.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood, sheathed, with flashboards. |
| 227.... | 60 0 | 20 0 | Narragansett Bay..... | Navy yard, Boston, Mass., 1908.. | Wood, sheathed, with flashboards. |
| 228.... | 60 0 | 20 0 | Narragansett Bay..... | Navy yard, Boston, Mass., 1908.. | Wood, sheathed, with flashboards. |
| 229.... | 60 0 | 20 0 | Navy yard, Boston, Mass. | Navy yard, Boston, Mass., 1908.. | Wood, sheathed, with flashboards. |
| 231.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1909. | Wood, sheathed, with flashboards. |
| 232.... | 110 0 | 30 0 | Navy yard, Pensacola, Fla. | Navy yard, Pensacola, Fla., 1909. | Wood, sheathed, with flashboards. |
| 233.... | 110 0 | 30 0 | Navy yard, Pensacola, Fla. | Navy yard, Pensacola, Fla., 1909. | Wood, sheathed, with flashboards. |
| 234.... | 110 0 | 30 0 | California City Point.. | Navy yard, Mare Island, Cal., 1909. | Wood, sheathed, with flashboards. |
| 235.... | 110 0 | 30 0 | California City Point.. | Navy yard, Mare Island, Cal., 1909. | Wood, sheathed, with flashboards. |
| 236.... | 110 0 | 30 0 | California City Point.. | Navy yard, Mare Island, Cal., 1909. | Wood, sheathed, with flashboards. |
| 237.... | 110 0 | 30 0 | California City Point.. | Navy yard, Mare Island, Cal., 1909. | Wood, sheathed with flashboards. |

COAL BARGES—Continued.

| Registered No. | Length. | | Present location. | Where and when built or purchased. | Remarks. |
|----------------|---------|---------|--|---|------------------------------------|
| | Ft. in. | Ft. in. | | | |
| 238.... | 110 0 | 30 0 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1910. | Wood, sheathed, with flash-boards. |
| 239.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 240.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 241.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 242.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 243.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 244.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 245.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 246.... | 110 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed, with flash-boards. |
| 249.... | 110 0 | 30 0 | Building, navy yard, Portsmouth, N. H. | Navy yard, Portsmouth, N. H., 1910. | Wood, sheathed, with flash-boards. |
| 250.... | 110 0 | 30 0 | Building, navy yard, Portsmouth, N. H. | Navy yard, Portsmouth, N. H., 1910. | Wood, sheathed, with flash-boards. |
| 251.... | 110 0 | 30 0 | Honolulu, Hawaii.... | Inter Island Steam Nav. Co. (Ltd.), purchased 1911. | Wood, coppered. |
| 252.... | 110 0 | 30 0 | Honolulu, Hawaii.... | Inter Island Steam Nav. Co. (Ltd.), purchased 1911. | Wood, coppered. |
| 253.... | 110 0 | 30 0 | Honolulu, Hawaii.... | Inter Island Steam Nav. Co. (Ltd.), purchased 1911. | Wood, coppered. |
| 254.... | 110 0 | 30 0 | Honolulu, Hawaii.... | Inter Island Steam Nav. Co. (Ltd.), purchased 1911. | Wood, coppered. |
| 255.... | 110 0 | 34 0 | Navy yard, Norfolk, Va. | Maryland Steel Co., Sparrow Point, Md., 1911. | Steel. |
| 256.... | 110 0 | 34 0 | Navy yard, Norfolk, Va. | Maryland Steel Co., Sparrow Point, Md., 1911. | Steel. |

COAL BARGES—Concluded.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|-------------------------|---|-----------------|
| 257.... | <i>Ft. in.</i> 110 0 | <i>Ft. in.</i> 34 0 | Navy yard, Norfolk, Va. | Maryland Steel Co., Sparrow Point, Md., 1911. | Steel. |
| 258.... | 110 0 | 34 0 | Navy yard, Norfolk, Va. | Maryland Steel Co., Sparrow Point, Md., 1911. | Steel. |
| 259.... | 80 0 | 25 0 | Charleston, S. C..... | Naval station, Port Royal, 1898.. | Wood, sheathed |
| 260.... | 80 0 | 25 0 | Charleston, S. C..... | Naval station, Port Royal, 1898.. | Wood, sheathed. |

ASH LIGHTERS.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|----------------|----------------|-------------------------------|--|-----------------|
| | <i>Ft. in.</i> | <i>Ft. in.</i> | | | |
| 3..... | 24 0 | 10 4 | Key West, Fla..... | Key West, Fla., purchased 1898. | Wood, sheathed. |
| 6..... | 35 5 | 10 5 | San Juan, P. R..... | San Juan, P. R., purchased 1901. | Wood, sheathed. |
| 8..... | 33 9 | 8 5 | Naval Academy, Annapolis, Md. | Unknown | Wood, sheathed. |
| 9..... | 47 2 | 20 2 | Pensacola, Fla..... | Pensacola, Fla., 1899..... | Wood, sheathed. |
| 10..... | 37 2 | 15 9 | Guantanamo, Cuba... | Purchased from Brooks & Co., 1904. | Wood, sheathed. |
| 11..... | 110 0 | 37 0 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1906. | Wood, sheathed |
| 13..... | 50 0 | 20 0 | Narragansett Bay..... | Navy yard, Boston, Mass., 1906.. | Wood, sheathed. |
| 14..... | 50 0 | 20 0 | Boston, Mass..... | Navy yard, Boston, Mass., 1905.. | Wood, sheathed. |
| 16..... | 50 0 | 20 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1906... | Wood, sheathed. |
| 19..... | 50 0 | 20 0 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1906. | Wood, sheathed. |
| 21..... | 60 0 | 20 0 | Cavite, P. I..... | Naval station, Cavite, P. I., 1906. | Wood, sheathed. |
| 22..... | 36 0 | 15 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, 1906..... | Wood, sheathed. |
| 23..... | 50 0 | 15 0 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1908. | Wood. |
| 24..... | 50 0 | 15 0 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1908. | Wood. |
| 25..... | 40 0 | 20 0 | Guantanamo, Cuba... | Naval station, Guantanamo, Cuba, 1909. | Wood, sheathed. |
| 26..... | 40 0 | 20 0 | Guantanamo, Cuba... | Naval station, Guantanamo, Cuba, 1909. | Wood, sheathed. |
| 27..... | 40 0 | 20 0 | Guantanamo, Cuba... | Naval station, Guantanamo, Cuba, 1909. | Wood, sheathed. |
| 28..... | 40 0 | 20 0 | Guantanamo, Cuba... | Naval station, Guantanamo, Cuba, 1909. | Wood, sheathed. |
| 29..... | 50 0 | 20 0 | Charleston, S. C..... | Navy yard, Charleston, S. C., 1910. | Wood, sheathed. |
| 30..... | 46 6 | 14 0 | Mare Island, Cal..... | ..... | Wood. |
| 31..... | 50 0 | 15 0 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1910. | Wood. |
| 32..... | 50 0 | 15 0 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1910. | Wood |

ASH LIGHTERS—Concluded.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|-----------------------|--|-----------------|
| 33..... | <i>Ft. in.</i> 36 0 | <i>Ft. in.</i> 15 0 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1910... | Wood, sheathed. |
| 34..... | 24 0 | 10 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1904.. | Wood. |
| 35..... | 24 0 | 10 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1907.. | Wood. |
| 36..... | 24 0 | 10 0 | Puget Sound, Wash... | Navy yard, Puget Sound, 1907.. | Wood. |
| 37..... | 60 0 | 20 0 | Cavite, P. I..... | Naval station, Cavite, P. I., 1910. | Wood, sheathed. |
| 38..... | 50 0 | 15 0 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1910. | Wood. |
| 39..... | 32 0 | 10 0 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1898. | Wood. |

WATER BARGES.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|-------------------------|------------------------|--|--|------------------------|
| 2.... | <i>Ft. in.</i> 173 0 | <i>Ft. in.</i> 33 0 | San Juan, P. R..... | New York, N. Y., purchased 1908. | Steel. |
| 4.... | 144 0 | 23 0 | Norfolk, Va..... | Elizabethport, N. J., 1898..... | Steel. |
| 5.... | 144 0 | 23 0 | Boston, Mass..... | Elizabethport, N. J., 1898..... | Steel. |
| 6.... | 40 0 | 16 0 | U. S. Naval Training Station, Newport, R. I. | Navy yard, New York, N. Y., 1898. | Wood. |
| 9.... | 82 0 | 22 2½ | Port Royal, S. C..... | Port Royal, S. C., 1898..... | Steel. |
| 10.... | 142 3 | 22 6 | Puget Sound, Wash... | Navy yard, Puget Sound, Wash., 1905. | Steel. |
| 11.... | 92 0 | 17 0 | Narragansett Bay..... | Navy yard, New York, N. Y., 1904. | Steel. |
| 12.... | 120 0 | 23 6 | Norfolk, Va..... | Navy yard, Norfolk, Va., 1904... | Steel. |
| 13.... | 92 0 | 17 0 | Pensacola, Fla..... | Navy yard, Pensacola, Fla., 1904. | Steel. |
| 14.... | 80 0 | 30 0 | Guantanamo, Cuba... | Pusey & Jones, Wilmington, Del., 1905. | Steel. |
| 15.... | 92 0 | 17 0 | Naval station, Hawaii. | Navy yard, Mare Island, Cal., 1905. | Steel. |
| 16.... | 120 0 | 23 6 | Mare Island, Cal..... | Navy yard, Mare Island, Cal., 1905. | Steel, self-propelled. |
| 17.... | 154 0 | 22 8 | New York, N. Y..... | Navy yard, Portsmouth, N. H., 1908. | Steel, self-propelled. |
| 18.... | 92 0 | 30 0 | Guantanamo, Cuba... | Navy yard, New York, N. Y., 1907. | Steel, self-propelled. |
| 19.... | 92 0 | 30 0 | Naval Station, Cavite, P. I. | Naval station, Cavite, P. I., 1907. | Steel, self-propelled. |
| 20.... | 92 0 | 30 0 | Guantanamo, Cuba... | Navy yard, New York, N. Y., 1907. | Steel, self-propelled. |
| 21.... | 50 0 | 25 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1899... | Steel, 5-ton derrick. |
| 22.... | 112 3 | 30 0 | Boston, Mass..... | Navy yard, New York, N. Y., 1910. | Steel, self-propelled. |
| 23.... | 108 0 | 23 4½ | Norfolk, Va..... | Navy yard, Norfolk, Va., 1904... | Steel. |
| 24.... | 70 0 | 17 8 | Olongapo, P. I..... | Naval station, Olongapo, P. I., 1906. | Steel, sheathed. |

AMMUNITION LIGHTERS.

| Registered No. | Length. | | Present location. | Where and when built or purchased. | Remarks. |
|----------------|---------|---------|--------------------------------|---|---|
| | Ft. in. | Ft. in. | | | |
| 1..... | 61 0 | 21 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1899. | Steel. |
| 2..... | 61 0 | 21 0 | Navy yard, Mare Island, Cal. | Navy Yard, Mare Island, Cal., 1899. | Steel. |
| 3..... | 61 0 | 21 0 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1901. | Steel. |
| 4..... | 61 0 | 21 0 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1901. | Steel. |
| 6..... | 100 7½ | 30 1½ | Navy yard, Washington, D. C. | Navy yard, Norfolk, Va., 1902... | Steel. |
| 7..... | 90 0 | 25 4 | Naval station, Olongapo, P. I. | Naval station, Cavite, P. I., 1902. | Steel, with mast and steam hoisting gear. |
| 8..... | 110 0 | 28 6 | Naval station, Olongapo, P. I. | Naval station, Cavite, P. I., 1907. | Steel, self-propelled. |
| 9..... | 100 7½ | 30 1½ | Navy yard, Washington, D. C. | Navy yard, Norfolk, Va., 1904... | Steel. |
| 10..... | 86 2 | 29 2 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1904. | Wood, with deck house. |
| 11..... | 122 0 | 30 0 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1905. | Steel, with mast and steam hoisting gear. |
| 12..... | 100 7½ | 30 1½ | Navy yard, Washington, D. C. | Navy yard, Norfolk, Va., 1907... | Steel. |
| 13..... | 128 0½ | 31 6½ | Navy yard, Washington, D. C. | Fore River Shipbuilding Co., Quincy, Mass., 1909. | Steel. |
| 14..... | 100 6 | 30 0 | Navy yard, Washington, D. C. | Ash Lighter No. 18, converted; navy yard, Norfolk, Va., 1909. | Steel. |
| 15..... | 90 0 | 28 0 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1910. | Wood, sheathed. |
| 16..... | 90 0 | 28 0 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1910. | Wood, sheathed. |
| 17..... | 80 0 | 21 0 | Naval magazine, Hingham, Mass. | Navy yard, Boston, Mass., 1910. | Wood sheathed. |
| 18..... | 86 2 | 29 2 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1901. | Wood, covered steam hoisting gear. |
| 19..... | 86 2 | 29 2 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1901. | Wood, covered steam hoisting gear. |

AMMUNITION LIGHTERS—Concluded.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|-----------------------------------|--------------------------------------|--|
| 20..... | <i>Ft. in.</i> 86 2 | <i>Ft. in.</i> 29 2 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1903. | Wood, covered steam hoist- ing gear. |
| 21..... | 90 0 | 31 6 | Navy yard, Washing- ton, D. C. | New York, N. Y., 1900..... | Steel. |
| 22..... | 54 6 | 17 6 | Navy yard, Norfolk, Va. | Unknown..... | Steel. |

FREIGHT LIGHTERS.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|--|---|--|
| 1..... | <i>Ft. in.</i> 88 0 | <i>Ft. in.</i> 30 6 | Navy yard, New York, Supplies and Accounts. | Purchased Perth Amboy, N. J., 1898. | Wood, covered. |
| 2..... | 80 0 | 28 0 | Navy yard, New York, Supplies and Accounts. | Navy yard, New York, 1898..... | Steel. |
| 3..... | 32 0 | 10 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1898. | Wood. |
| 4..... | 62 9 | 18 9 | Naval station, Cavite, P. I., Supplies and Accounts. | Captured with naval station, Cavite, P. I., 1898. | Wood, coppered; converted from casco No. 7, 1907. |
| 5..... | 85 9 | 18 0 | Naval station, Cavite, P. I., Supplies and Accounts. | Captured with naval station, Cavite, P. I., 1898. | Wood, coppered; converted from casco No. 16, 1907. |
| 6..... | 80 5 | 18 0 | Naval station, Cavite, P. I., Supplies and Accounts. | Naval station, Cavite, P. I., 1899. | Wood, coppered; converted from casco No. 22. |
| 7..... | 96 0 | 32 0 | Navy yard, New York, Supplies and Accounts. | Navy yard, New York, 1901..... | Wood. |
| 8..... | 86 2 | 29 4 | Navy yard, Norfolk, Va., Supplies and Accounts. | Navy yard, Norfolk, Va., 1902... | Wood, with deck house. |
| 9..... | 40 6 | 20 3 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1902. | Wood, with deck house. |
| 10..... | 50 0 | 30 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1903... | Wood, sheathed. |
| 11..... | 50 0 | 30 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1903... | Wood, sheathed. |
| 12..... | 86 2 | 29 2 | Naval Training Station, Newport, R. I. | Navy yard, New York, N. Y., 1904. | Wood, with deck house. |
| 13..... | 45 0 | 20 0 | Midway Islands..... | Navy yard, Mare Island, Cal., 1905. | Wood, sheathed. |
| 14..... | 40 0 | 20 0 | Guantanamo, Cuba.... | Naval station, Guantanamo, Cuba, 1906. | Wood, sheathed. |
| 15..... | 40 0 | 20 0 | Guantanamo, Cuba.... | Naval station, Guantanamo, Cuba, 1906. | Wood, sheathed. |
| 16..... | 50 0 | 10 0 | Naval station, New Orleans. | Naval station, New Orleans, 1906. | Wood. |
| 17..... | 101 7 | 25 5 | Naval station, Cavite, P. I., Supplies and Accounts. | Hongkong, 1906..... | Wood, sheathed, lorch. |
| 18..... | 91 5 | 13 4 | Naval station, Cavite, P. I., Supplies and Accounts. | No record, 1906..... | Wood, coppered; converted from casco No. 25. |

FREIGHT LIGHTERS—Concluded.

| Registerd No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|---------------|------------------------|------------------------|--|--------------------------------------|--|
| 19..... | <i>Ft. in.</i> 89 0 | <i>Ft. in.</i> 13 3 | Naval station, Cavite, P. I., Supplies and Accounts. | No record, 1906..... | Wood, coppered; converted from casco No. 26. |
| 20..... | 60 0 | 20 0 | Naval station, Cavite, P. I., Supplies and Accounts. | Naval station, Cavite, P. I., 1907. | Wood, sheathed. |
| 21..... | 60 0 | 20 0 | Naval station, Cavite, P. I., Supplies and Accounts. | Naval station, Cavite, P. I., 1907. | Wood, sheathed. |
| 22..... | 60 0 | 19 0 | Navy yard, Puget Sound. | Navy yard, Puget Sound, Wash., 1908. | Wood, sheathed. |
| 23..... | 60 0 | 19 0 | Navy yard, Puget Sound. | Navy yard, Puget Sound, Wash., 1908. | Wood, sheathed. |
| 24..... | 60 0 | 20 0 | Naval station, Cavite, P. I., Supplies and Accounts. | Naval station, Cavite, P. I., 1908. | Wood, sheathed. |
| 25..... | 50 0 | 15 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1908. | Wood. |
| 26..... | 50 0 | 20 0 | San Diego, Cal..... | Navy yard, Mare Island, Cal., 1909. | Wood. |
| 27..... | 49 2 | 20 0 | Island of Guam..... | Naval station, Island of Guam, 1910. | Wood. |
| 28..... | 110 0 | 30 0 | Naval station, Cavite, P. I., Supplies and Accounts. | Naval station, Cavite, P. I., 1910. | Wood, coppered; 10-ton steam derrick. |
| 29..... | 60 2 | 15 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed; sampan lighter. |
| 30..... | 60 2 | 15 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1910. | Wood, sheathed; sampan lighter. |
| 31..... | 38 0 | 15 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1911... | Wood, galvanized sheet steel sheathing. |
| 32..... | 38 0 | 15 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1911... | Wood, galvanized sheet steel sheathing. |
| 34..... | 50 0 | 20 0 | Naval station, Olongapo, P. I. | Naval station, Cavite, P. I., 1908.. | Wood, sheathed; converted from ash lighter No. 20. |
| 35..... | 50 0 | 20 0 | Naval station, Olongapo, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| 36..... | 50 0 | 20 0 | Naval station, Olongapo, P. I. | J. G. White & Co..... | Wood, coppered. |
| 37..... | 50 0 | 20 0 | Naval station, Olongapo, P. I. | Naval station, Cavite, P. I..... | Wood, coppered. |

FLOATING DERRICKS.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|---------------------------------------|--|---|
| 1..... | <i>Pt. in.</i> 66 6 | <i>Pt. in.</i> 60 8 | Navy yard, New York, N. Y. | Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886. | Steel, revolving pontoon, 75 tons capacity. |
| 2..... | 57 5 | 22 1 | Navy yard, Boston, Mass. | Navy yard, Boston, Mass., 1892. | Wood, 5-ton derrick scow. |
| 3..... | 95 6 | 33 0 | Navy yard, New York, N. Y. | Purchased from Merritt & Chapman Wrecking Co., New York, N. Y., 1898. | Wood, 20-ton steam derrick. |
| 4..... | 75 0 | 25 0 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1900. | Wood, steam derrick scow. |
| 5..... | 62 1½ | 36 0 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., 1900. | Wood, 20-ton steam derrick. |
| 6..... | 50 0 | 24 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1900. | Wood, 8½ tons, hand power. |
| 7..... | 67 11½ | 30 0 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1903. | Steel, 10-ton steam revolving derrick. |
| 8..... | 132 0 | 44 0 | Navy yard, Norfolk, Va. | Snare & Triest Co., New York, N. Y., 1903. | Wood, 120 tons. |
| 9..... | 63 6 | 35 0 | Navy yard, Portsmouth, N. H. | Snare & Triest Co., Kennebunk, Me., 1903. | Wood, sheathed, 20 tons. |
| 10..... | 61 3 | 31 4 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1897. | Wood, sheathed, 15 tons. |
| 11..... | 100 0 | 60 0 | Navy yard, New York N. Y. | Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa.; hoisting arm and machinery by Brown Hoisting Machinery Co., Cleveland, Ohio, 1903. | Steel, cantilever pontoon crane. |
| 12..... | 55 0 | 26 0 | Naval Academy, Annapolis, Md. | Navy yard, Norfolk, Va., 1903. | Wood, sheathed, torpedo barge. |
| 13..... | 70 8 | 40 0 | Navy yard, Boston, Mass. | 1904. | Wood, 20-tons. |
| 14..... | 45 0 | 19 0 | Naval torpedo station, Newport, R. I. | Herreshoff Manufacturing Co., 1904. | Wood, 5-ton capacity. |
| 15..... | 45 3 | 14 3 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1906. | Wood, sheathed, shear float. |
| 16..... | 80 0 | 40 0 | Naval station, Olongapo, P. I. | Naval station, Olongapo, P. I., 1908. | Wood, sheathed, 20 tons. |
| 17..... | 69 7 | 31 5 | Navy yard, Pensacola, Fla. | Navy yard, Pensacola, Fla., 1908. | Derrick barge. |
| 18..... | 110 0 | 30 0 | Key West, Fla. | Navy yard, Pensacola, Fla., 1908. | Wood, sheathed, with flash-boards. |

FLOATING DERRICKS—Concluded.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|---------------------------------------|-------------------------------------|--|
| 19..... | <i>Ft. in.</i> 45 0 | <i>Ft. in.</i> 18 0 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1908. | Wood, sheathed, shear float. |
| 20..... | 86 2 | 29 2 | Naval torpedo station, Newport, R. I. | Navy yard, Boston, Mass., 1904. | Wood, sheathed, with house; converted coal barge No. 96. |

FLOATING WORKSHOPS.

| | | | | | |
|--------|-------|------|------------------------------|-------------------------------------|---|
| 1..... | 68 0 | 30 0 | Navy yard, Boston, Mass. | Navy yard, Boston, Mass., 1904. | Steel, 10-ton steam floating revolving derrick. |
| 2..... | 113 7 | 37 7 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1905. | Steel, 10-ton steam floating revolving derrick. |
| 3..... | 50 0 | 24 0 | Navy yard, Mare Island, Cal. | ..... | Wood, corrugated iron house. |
| 4..... | 60 0 | 12 0 | San Diego, Cal..... | Navy yard, Mare Island, Cal., 1909. | Wood, with wooden house; for submarines. |

PILE DRIVERS.

| Register d No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|----------------------------------|--|---|
| 1..... | <i>Ft. in.</i> 70 0 | <i>Ft. in.</i> 24 0 | Navy yard, New York. | T. A. Crane & Sons, New York, N. Y., 1898. | Wood; 3,000-pound hammer. |
| 2..... | 75 0 | 28 0 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1901. | Wood, sheathed; 3,000-pound hammer. |
| 3..... | 86 2 | 29 2 | San Juan | Navy yard, Pensacola, Fla., 1902. | Wood, coppered; pile driver and floating derrick; converted from coal barge No. 57, 1907. |
| 4..... | 60 0 | 28 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1904. | Steel, with wood house; converted derrick. |
| 5..... | 40 0 | 20 0 | Navy yard, Boston, Mass. | Navy yard, Boston, Mass., 1904.. | Wood, sheathed. |
| 6..... | 51 0 | 26 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1905. | Wood. |
| 7..... | 46 0 | 24 0 | Navy yard, Pensacola, Fla. | 1907..... | Wood, sheathed. |
| 8..... | 80 0 | 18 3 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1907. | Wood, coppered; converted from casco No. 12; 3,500-pound hammer. |
| 9..... | 55 9 | 25 6 | Naval station, Olongapo, P. I. | J. G. White Co., Olongapo, P. I., 1908. | Wood, coppered. |
| 10..... | 48 6 | 22 3 | Navy yard, Philadelphia, Pa. | Navy yard, Philadelphia, Pa., date unknown. | Wood. |
| 11..... | 51 0 | 24 0 | Navy yard, Norfolk, Va. | Unknown..... | Wood. |
| 12..... | 45 5 | 20 5 | Navy yard, Norfolk, Va. | Unknown..... | Wood. |
| 13..... | 54 0 | 20 0 | Naval station, Guantanamo, Cuba. | Snare & Triest Co., naval station, Guantanamo, Cuba, date unknown. | Wood, sheathed. |
| 14..... | 50 5 | 24 4 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1911.... | Wood, sheathed. |
| 15..... | 40 0 | 20 0 | Naval station, Hawaii. | Unknown | Wood, coppered. |

DREDGES.

| | | | | | |
|--------|------|------|--------------------------------|---------------------------------------|-----------------|
| 1..... | 75 0 | 30 0 | Navy yard, Pensacola Fla. | Navy yard, Pensacola, Fla., 1900. | Wood, sheathed. |
| 2..... | 70 6 | 34 6 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1905. | Wood. |
| 3..... | 30 0 | 15 0 | Naval station, San Juan, P. R. | Naval station, Culebra, P. R., 1907. | Wood, sheathed. |
| 4..... | 50 6 | 22 9 | Naval station, Olongapo, P. I. | Naval station, Olongapo, P. I., 1908. | Wood, coppered. |

MUD SCOWS.

| Registered No. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------|------------------------|------------------------|--------------------------------|--|-----------------|
| 1..... | <i>Ft. in.</i> 30 0 | <i>Ft. in.</i> 12 0 | Naval station, Olongapo, P. I. | Naval station, Olongapo, P. I.... | Wood, coppered. |
| 2..... | 30 0 | 12 0 | Naval station, Olongapo, P. I. | Bought from J. G. White & Co., Olongapo. | Wood, sheathed. |
| 3..... | 76 0 | 24 0 | Naval station, Pensacola, Fla. | Naval station, Pensacola, Fla., 1905. | Wood, coppered. |
| 4..... | 50 0 | 20 0 | Naval station, Olongapo, P. I. | Bought from J. G. White & Co., Olongapo. | Wood, sheathed. |
| 5..... | 76 0 | 24 0 | Naval station, Pensacola, Fla. | Naval station, Pensacola, Fla., 1905. | Wood, coppered. |
| 6..... | 50 0 | 20 0 | Naval station, Olongapo, P. I. | Naval station, Olongapo, P. I., 1908. | Wood, coppered. |
| 7..... | 60 6 | 24 6 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1909. | Wood. |
| 8..... | 100 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1909. | Wood. |
| 9..... | 100 0 | 30 0 | Navy yard, Mare Island, Cal. | Navy yard, Mare Island, Cal., 1909. | Wood. |

GARBAGE LIGHTERS.

| | | | | | |
|--------|-------|------|-------------------------------|--------------------------------------|---------------------|
| 1..... | 110 0 | 29 0 | Navy yard, New York, N. Y. | Unknown, 1899..... | Wood. |
| 2..... | 110 0 | 29 0 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1903. | Wood. |
| 3..... | 88 10 | 14 0 | Naval station, Cavite, P. I. | Unknown, 1906..... | Wood, coppered. |
| 5..... | 110 0 | 29 8 | Navy yard, Boston, Mass. | Navy yard, Boston, Mass., 1905.. | Wood, self-dumping. |
| 6..... | 62 0 | 20 8 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1909. | Wood, self-dumping. |
| 7..... | 62 0 | 20 8 | Navy yard, Puget Sound, Wash. | Navy yard, Puget Sound, Wash., 1909. | Wood, self-dumping. |

YARD TUGS.

| Number or name. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|--|------------------------|------------------------|--------------------------------------|--|-------------------------------------|
| Alida | <i>Ft. in.</i> 76 0 | <i>Ft. in.</i> 18 0 | Bradford, R. I. | Pusey & Jones Co., Wilmington, Del., 1905. | Steel. |
| Balanga | 69 0 | 13 0 | Naval station, Cavite, P. I. | Captured with navy yard, 1898. | Composite, cop- pered. |
| Banaag | 96 0 | 16 0 | Naval station, Olong- gapo, P. I. | Hongkong Whompoa Dock Co., 1910. | Composite, cop- pered. |
| Barcelo | 69 10 | 12 8 | Naval station, Cavite, P. I. | Captured with navy yard, 1898. | Composite, cop- pered. |
| Christine | 86 6 | 13 0 | Naval station, Cavite, P. I. | Hongkong Whompoa Dock Co., 1902. | Composite, cop- pered. |
| Iona | 53 6 | 10 3 | Naval station, Cavite, P. I. | Captured with navy yard, 1898. | Composite, cop- pered. |
| Magdalen, working launch No. 687. | 65 0 | 12 5 | Naval station, Olong- gapo, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Mercedes | 53 6 | 9 2 | Naval station, Cavite, P. I. | Captured with navy yard, 1898. | Wood, coppered. |
| Rivera, work- ing launch No. 686. | 65 0 | 12 5 | Naval station, Olong- gapo, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Urdaneta | 69 3 | 12 7 | Naval station, Olong- gapo, P. I. | Sold to Navy by Army | Iron; condemned for sea service. |
| Working launch No. 681. | 65 0 | 12 5 | Naval station, Olong- gapo, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Working launch No. 682. | 65 0 | 13 0 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Working launch No. 683. | 65 0 | 12 5 | Naval station, Olong- gapo, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Working launch No. 684. | 65 0 | 13 0 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Working launch No. 686. | 65 0 | 13 0 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1908. | Wood, coppered. |
| Wilcomico | 79 0 | 14 0 | Naval station, New Orleans, La. | New Orleans, La., 1903. | Wood. |

FERRY BOATS.

| Number or name. | Length. | | Breadth. | | Present location. | Where and when built or purchased. | Remarks. |
|-----------------|----------------|----------------|----------------|----------------|--|---|-------------------------------|
| | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | <i>Ft. in.</i> | | | |
| Ferry No. 2... | 55 4 | 13 6 | | | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1893. | Steel. |
| Ferry No. 3... | 55 4 | 13 7½ | | | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1905. | Steel, with chain propulsion. |
| Ferry No. 4... | 55 4 | 13 7½ | | | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1910. | Steel, with chain propulsion. |
| Wave | 80 0 | 24 0 | | | Naval torpedo station, Newport, R. I. | Herreshoff Manufacturing Co., 1907. | Steel. |
| Inca | 100 0 | 28 0 | | | Building, Herreshoff Manufacturing Co., Bristol, R. I. | Herreshoff Manufacturing Co., Bristol, R. I., 1911. | Steel. |

FERRY LAUNCHES.

| Number or name. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|----------------------------------|------------------------|------------------------|---|--|-----------------|
| Billow | <i>Ft. in.</i> 60 0 | <i>Ft. in.</i> 14 0 | Newport, R. I. .... | ..... | Composite. |
| Breaker | 50 0 | 10 0 | Second naval district, Newport, R. I. | Navy yard, Ports- mouth, N. H., 1901. | Wood. |
| Castro | 75 4 | 18 3½ | Naval training sta- tion, Yerba Buena. | Navy yard, Mare Island, 1904. | Steel. |
| Courier | 56 8 | 13 0 | Naval station, Port Royal, S. C. | Navy yard, Norfolk, Va., 1897. | Wood. |
| Daisy | 64 6 | 14 9 | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1885. | Wood, sheathed. |
| Dart | 71 10 | 16 7 | Navy yard, Mare Island. | Navy yard, Mare Island, 1900. | Steel. |
| Despatch | 66 6 | 13 6 | Naval training station, Newport, R. I. | Navy yard, Ports- mouth, N. H., 1902. | Wood. |
| Indian | 60 9 | 11 0 | Naval proving grounds, Indian Head, Md. | Navy yard, Norfolk, Va., 1906. | Wood. |
| Kite | 77 0 | 20 0 | Navy yard, Charles- ton, S. C. | Navy yard, Ports- mouth, N. H., 1906. | Composite. |
| Navy yard | 80 0 | 17 0½ | Navy yard, Norfolk, Va. | Navy yard, Norfolk, Va., 1901. | Composite. |
| Pinafore | 45 0 | 12 3 | Navy yard, Mare Island. | Navy yard, Mare Island, 1902. | Wood, sheathed. |
| Steam cutter No. 188. | 64 0 | 16 0 | Navy yard, Ports- mouth, N. H. | Navy yard, Ports- mouth, N. H., 1890. | Wood, sheathed. |
| No. 1048 | 77 1½ | 19 6 | Building, navy yard, Portsmouth, N. H. | Navy yard, Ports- mouth, N. H., 1910. | Composite. |
| Talbot | 99 6 | 12 6 | Naval proving ground, Indian Head, Md. | Herreshoff Manufac- turing Co., Bristol, R. I. | Steel. |

MISCELLANEOUS CRAFT.

| Number or name. | Length. | Breadth. | Present location. | Where and when built or purchased. | Remarks. |
|------------------------------|------------------------|-----------------------|-------------------------------|--|---|
| Vidette | <i>Ft. in.</i> 56 0 | <i>Ft. in.</i> 9 4 | Navy yard, Norfolk, Va. | Cowes, Isle of Wight, England. | Wood. Comman- dant's launch. |
| Leslie | 75 0 | 18 0 | Navy yard, Mare Island. | Navy yard, Mare Island, Cal., 1902. | Wood, sheathed. Fire boat. |
| Robert Center. | 66 0 | 12 4½ | Naval Academy, Annapolis, Md. | Unknown..... | Wood. Sloop. |
| Argo | 57 0 | 16 3 | Naval Academy, Annapolis, Md. | Essex, Mass., 1892..... | Wood. Yawl. |
| Nahma | 72 0 | 12 0 | Louisiana Naval Militia. | New Orleans, La., 1902. | Wood. Motor boat. |
| Wanka | 48 0 | 9 6 | Louisiana Naval Militia. | Unknown..... | Wood. Motor boat. |
| No. 1059 | 60 0 | 10 1 | New York, N. Y..... | Navy yard, New York, N. Y., 1910. | Wood. Comman- dant's barge. |
| Anchor hoy No. 2. | 81 0 | 30 0 | Navy yard, New York, N. Y. | Navy yard, New York, N. Y., 1904. | Wood, with deck- house over hoist- ing machinery. |
| Fuel-oil barge No. 1. | 87 0 | 27 0 | Navy yard, Puget Sound. | Navy yard, Puget Sound, 1909. | Steel. |
| Fuel lighter No. 16. | 51 0 | 20 9 | Naval Academy, Annapolis, Md. | ..... | Wood, sheathed. |
| Float | 51 0 | 31 0 | Naval Academy, Annapolis, Md. | ..... | Wood, sheathed. |
| Power float No. 23. | 81 0 | 18 2 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1906. | Wood, sheathed. |
| Power float No. 24. | 60 0 | 20 0 | Naval station, Cavite, P. I. | Naval station, Cavite, P. I., 1908. | Wood, sheathed. |
| Pitch lighter. | 30 0 | 10 0 | Navy yard, Puget Sound. | Navy yard, Puget Sound. | Wood, with house. |
| Fuel-oil barge No. 2. | 165 9 | 25 0 | Sparrow Point, Md.; building. | Maryland Steel Co., Sparrow Point, Md. | Steel, self pro- pelled. |
| Fuel-oil barge No. 3. | 165 9 | 25 0 | Sparrow Point, Md.; building. | Maryland Steel Co., Sparrow Point, Md. | Steel, self pro- pelled. |

**SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION,
IN THE UNITED STATES NAVY, 1906 TO 1911.**

| Type. | Fit for service, including those under repair. | | | | | | | | | | | |
|------------------------------|--|---------------------|---------|---------------------|---------|---------------------|---------|---------------------|---------|----------------------|---------|----------------------|
| | 1906 | | 1907 | | 1908 | | 1909 | | 1910 | | 1911 | |
| | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. |
| First-class battleships.. | 16 | Tons. 198,250 | 22 | Tons. 292,146 | 25 | Tons. 334,146 | 25 | Tons. 334,146 | 29 | Tons. 406,146 | 29 | Tons. 406,146 |
| Second-class battleship. | 1 | 6,315 | 1 | 6,315 | 1 | 6,315 | 1 | 6,315 | 1 | 6,315 | ..... | ..... |
| Armored cruisers..... | 4 | 54,720 | 6 | 83,720 | 9 | 125,580 | 10 | 140,080 | 10 | 140,080 | 10 | 140,080 |
| First-class cruisers..... | 3 | 27,065 | 5 | 46,465 | 5 | 46,465 | 5 | 46,465 | 5 | 46,465 | 5 | 46,465 |
| Armored ram..... | 1 | 2,183 | 1 | 2,183 | 1 | 2,183 | 1 | 2,183 | ..... | ..... | ..... | ..... |
| Single-turret monitors.. | 4 | 12,900 | 4 | 12,900 | 4 | 12,900 | 4 | 12,900 | 4 | 12,900 | 4 | 12,900 |
| Double-turret monitors. | 6 | 26,104 | 6 | 26,104 | 6 | 26,104 | 6 | 26,104 | 6 | 26,104 | 6 | 26,104 |
| Protected cruisers..... | 19 | 76,070 | 19 | 76,070 | 19 | 76,070 | 18 | 71,987 | 18 | 71,987 | 17 | 67,574 |
| Unprotected cruisers... | 3 | 6,216 | 3 | 6,216 | 3 | 6,216 | 3 | 6,216 | 3 | 6,216 | 2 | 4,144 |
| Scout cruisers..... | ..... | ..... | ..... | ..... | 2 | 7,500 | 3 | 11,250 | 3 | 11,250 | 3 | 11,250 |
| Gunboats..... | 9 | 11,564 | 9 | 11,564 | 9 | 11,564 | 9 | 11,564 | 8 | 10,387 | 7 | 8,677 |
| Light-draft gunboats... | 3 | 4,155 | 3 | 4,155 | 3 | 4,155 | 3 | 4,155 | 3 | 4,155 | 3 | 4,155 |
| Composite gunboats.... | 8 | 8,190 | 8 | 8,190 | 8 | 8,190 | 8 | 8,190 | 8 | 8,190 | 8 | 8,190 |
| Training ship, sheathed. | 1 | 1,175 | 1 | 1,175 | 1 | 1,175 | 1 | 1,175 | ..... | ..... | ..... | ..... |
| Training ships, steel.... | ..... | ..... | 2 | 3,600 | 2 | 3,600 | 2 | 3,600 | 2 | 3,600 | 2 | 3,600 |
| Training brigantine.... | 1 | 346 | 1 | 346 | 1 | 346 | 1 | 346 | 1 | 346 | 1 | 346 |
| Special class..... | 2 | 2,416 | 2 | 2,416 | 2 | 2,416 | 2 | 2,416 | 2 | 2,416 | 2 | 2,416 |
| Gunboats under 500 tons..... | 15 | 3,603 | 13 | 3,265 | 12 | 3,095 | 12 | 3,095 | 12 | 3,095 | 9 | 2,439 |
| Torpedo-boat destroyers | 16 | 6,695 | 16 | 6,695 | 16 | 6,695 | 16 | 6,695 | 21 | 10,195 | 33 | 19,099 |
| Steel torpedo boats..... | 35 | 5,737 | 35 | 5,737 | 35 | 5,737 | 33 | 5,299 | 33 | 5,299 | 31 | 5,111 |
| Wooden torpedo boats. | 1 | 31 | 1 | 31 | 1 | 31 | 1 | 31 | 1 | 31 | ..... | ..... |
| Submarine torpedo boats..... | 8 | 935 | 8 | 935 | 12 | 1,719 | 12 | 1,719 | 18 | 3,485 | 18 | 3,748 |
| Iron steam vessels..... | 5 | 5,861 | 4 | 3,606 | 3 | 3,056 | 3 | 3,056 | 3 | 3,056 | 3 | 3,056 |
| Wooden steam vessels.. | 5 | 8,840 | 5 | 8,840 | 5 | 8,840 | 5 | 8,840 | 3 | 5,565 | 3 | 5,565 |
| Wooden sailing vessels. | 8 | 10,045 | 8 | 10,045 | 5 | 5,895 | 5 | 5,895 | 5 | 5,895 | 4 | 5,620 |
| Tugs..... | 41 | 13,060 | 40 | 12,703 | 41 | 13,606 | 42 | 14,361 | 43 | ¹ 15,013 | 44 | ¹ 15,713 |
| Auxiliary cruisers..... | 5 | 28,339 | 5 | 28,339 | 4 | 24,959 | 4 | 24,959 | 4 | 24,959 | 4 | 24,959 |
| Converted yachts..... | 23 | 11,881 | 23 | 11,872 | 22 | 11,750 | 21 | 11,453 | 19 | 10,421 | 18 | 10,106 |
| Colliers..... | 15 | ² 74,854 | 15 | ² 74,854 | 15 | ² 74,854 | 15 | ² 74,854 | 20 | ² 135,417 | 20 | ² 150,462 |
| Submarine tenders..... | ..... | ..... | 1 | 357 | 2 | 807 | 2 | 807 | 4 | 4,702 | 5 | 6,771 |
| Mine-laying ship..... | ..... | ..... | ..... | ..... | ..... | ..... | 1 | 4,083 | 1 | 4,083 | 1 | 4,083 |
| Repair ship..... | ..... | ..... | ..... | ..... | 1 | 3,380 | 1 | 3,380 | 1 | 3,380 | 1 | 3,380 |

Excepting Locust.

¹ Excepting Justin.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION
IN THE UNITED STATES NAVY, 1906 TO 1911—Concluded.

| Type. | Fit for service, including those under repair. | | | | | | | | | | | |
|----------------------------------|--|------------------------|------------|------------------------|------------|------------------------|------------|------------------------|------------|------------------------|------------|------------------------|
| | 1906 | | 1907 | | 1908 | | 1909 | | 1910 | | 1911 | |
| | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. |
| Transports and supply ships..... | 11 | <i>Tons.</i> 53,247 | 10 | <i>Tons.</i> 50,571 | 9 | <i>Tons.</i> 50,084 | 8 | <i>Tons.</i> 44,384 | 8 | <i>Tons.</i> 44,384 | 8 | <i>Tons.</i> 44,384 |
| Hospital ships..... | 1 | 3,300 | 1 | 3,300 | 1 | 3,300 | 2 | 9,000 | 2 | 9,000 | 2 | 9,000 |
| Receiving ships..... | 4 | 18,995 | 5 | 21,250 | 5 | 21,250 | 4 | 18,995 | 4 | 18,995 | 5 | 23,408 |
| Prison ships..... | 2 | 14,850 | 2 | 14,850 | 2 | 14,850 | 3 | 17,105 | 3 | 14,005 | 3 | 14,005 |
| Total..... | 276 | 687,942 | 285 | 830,815 | 292 | 918,833 | 292 | 937,103 | 308 | 1,067,537 | 312 | 1,082,956 |

Under construction.

| Type. | 1906 | | 1907 | | 1908 | | 1909 | | 1910 | | 1911 | |
|------------------------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|----------------|
| | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. | Number. | Displacement. |
| | | <i>Tons.</i> | | <i>Tons.</i> | | <i>Tons.</i> | | <i>Tons.</i> | | <i>Tons.</i> | | <i>Tons.</i> |
| First-class battleships.. | 9 | 135,896 | 5 | 74,000 | 4 | 72,000 | 6 | 113,650 | 4 | 95,650 | 6 | 149,650 |
| Armored cruisers..... | 6 | 85,360 | 4 | 56,360 | 1 | 14,500 | | | | | | |
| First-class cruisers..... | 2 | 19,400 | | | | | | | | | | |
| Scout cruisers..... | 3 | 11,250 | 3 | 11,250 | 1 | 3,750 | | | | | | |
| Training ships, steel.... | 2 | 3,600 | | | | | | | | | | |
| Torpedo-boat destroyers | | | | | 5 | 3,500 | 20 | 14,630 | 15 | 11,130 | 9 | 6,678 |
| Submarine torpedo boats..... | 4 | 784 | 4 | 784 | 7 | 2,103 | 16 | 5,890 | 10 | 4,124 | 17 | 7,732 |
| Tugs..... | | | 2 | 1,510 | 2 | 1,510 | 1 | 755 | | | | |
| Colliers..... | | | 2 | 25,170 | 2 | 25,170 | 6 | 78,220 | 2 | 38,735 | 2 | 38,735 |
| Total..... | 26 | 256,290 | 20 | 169,074 | 22 | 122,533 | 49 | 215,145 | 31 | 149,639 | 34 | 202,795 |

¹ Includes Southern.² Excepting Southern.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY JULY 1, 1911.

| Type. | Fit for service, including those under repair. | | Under construction. | | Authorized. | | Unfit for sea service. | | Total. | |
|----------------------------------|--|------------------|---------------------|------------------|-------------|------------------|------------------------|----------------|------------|------------------|
| | Num-ber. | Displace-ment. | Num-ber. | Displace-ment. | Num-ber. | Displace-ment. | Num-ber. | Displace-ment. | Num-ber. | Displace-ment. |
| First-class battleships..... | 29 | Tons. 406,146 | 6 | Tons. 149,650 | 2 | Tons. 55,000 | | | 37 | Tons. 610,796 |
| Armored cruisers..... | 10 | 140,080 | | | | | | | 10 | 140,080 |
| First-class cruisers..... | 5 | 46,465 | | | | | | | 5 | 46,465 |
| Single-turret monitors..... | 4 | 12,900 | | | | | | | 4 | 12,900 |
| Double-turret monitors.... | 6 | 26,104 | | | | | | | 6 | 26,104 |
| Protected cruisers..... | 17 | 67,574 | | | | | | | 17 | 67,574 |
| Unprotected cruisers..... | 2 | 4,144 | | | | | | | 2 | 4,144 |
| Scout cruisers..... | 3 | 11,250 | | | | | | | 3 | 11,250 |
| Gunboats..... | 7 | 8,677 | | | 1 | (¹) | | | 8 | * 8,677 |
| Gunboat for Great Lakes..... | | | | | 1 | (¹) | | | 1 | (¹) |
| Light-draft gunboats..... | 3 | 4,155 | | | 1 | (¹) | | | 4 | * 4,155 |
| Composite gunboats..... | 8 | 8,190 | | | | | | | 8 | 8,190 |
| Training ships, steel..... | 2 | 3,600 | | | | | | | 2 | 3,600 |
| Training brigantine..... | 1 | 346 | | | | | | | 1 | 346 |
| Special class..... | 2 | 2,416 | | | | | | | 2 | 2,416 |
| Gunboats under 500 tons..... | 9 | 2,439 | | | | | | | 9 | 2,439 |
| Torpedo-boat destroyers..... | 33 | 19,099 | 9 | 6,678 | 8 | 8,271 | | | 50 | 34,048 |
| Steel torpedo boats..... | 31 | 5,111 | | | | | | | 31 | 5,111 |
| Submarine torpedo boats..... | 18 | 3,748 | 17 | 7,732 | 4 | (*) | | | 39 | * 11,480 |
| Iron steam vessels..... | 3 | 3,056 | | | | | | | 3 | 3,056 |
| Wooden steam vessels..... | 3 | 5,565 | | | | | 3 | 4,140 | 6 | 9,705 |
| Wooden sailing vessels..... | 4 | 5,620 | | | | | 2 | 6,350 | 6 | 11,970 |
| Tugs..... | 44 | * 15,713 | | | 2 | 2,240 | | | 46 | * 17,953 |
| Auxiliary cruisers..... | 4 | 24,959 | | | | | | | 4 | 24,959 |
| Converted yachts..... | 18 | 10,106 | | | | | | | 18 | 10,106 |
| Colliers..... | 20 | * 150,462 | 2 | 38,735 | 4 | 76,264 | | | 26 | * 265,461 |
| Submarine tenders..... | 5 | 6,771 | | | 1 | (¹) | | | 6 | * 6,771 |
| Mine-laying ship..... | 1 | 4,083 | | | | | | | 1 | 4,083 |
| Repair ship..... | 1 | 3,380 | | | | | | | 1 | 3,380 |
| Transports and supply ships..... | 8 | 44,384 | | | | | | | 8 | 44,384 |
| Hospital ships..... | 2 | 9,000 | | | | | | | 2 | 9,000 |
| Receiving ships..... | 5 | 23,408 | | | | | 5 | 18,790 | 10 | 42,198 |
| Prison ships..... | 3 | * 7 5,105 | | | | | 1 | 1,100 | 4 | * 7 5,105 |
| Total..... | 312 | 1,082,956 | 34 | 202,795 | 24 | 141,775 | 11 | 30,380 | 382 | 1,457,906 |

¹ Not designed.² Excepting the 1 authorized.³ Contracts not signed.⁴ Excepting the 4 authorized.⁵ Excepting Locust.⁶ Excepting Justin.⁷ Excepting Southery.Note.—The second-class battleship *San Marcos* was stricken from the Navy List Oct. 11, 1911.

BOUNDARY

1918

