NAVY DEPARTMENT

SHIPS' DATA

U. S. NAVAL VESSELS

1912

PUBLISHED BY THE BUREAU OF CONSTRUCTION
AND REPAIR UNDER THE AUTHORITY OF THE
SECRETARY OF THE NAVY

WASHINGTON
GOVERNMENT PRINTING OFFICE
1913

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.

BATTLESHIPS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
1	**Arkansas (33)**[2]	New York S. B. Co., Camden, N. J.	Fitting out, 98.7% complete.	554 0	93 2½	28 6	[4] 26,000	88.50
2	**Delaware (28)**	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet...	510 0	85 2½	26 11	[3] 20,000	71.70
3	**Florida (30)**[2]	Navy yard, New York.	Atlantic Fleet...	510 0	88 2½	28 6	[4] 21,825	74.00
4	**Idaho (24)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	375 0	77 0	24 8	[3] 13,000	51.43
5	**Kansas (21)**	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	450 0	76 10	24 6	[3] 16,000	63.14
6	**Michigan (27)**	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	450 0	80 2½	24 6	[3] 16,000	64.20
7	**Minnesota (22)**[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet...	450 0	76 10	24 6	[3] 16,000	63.14
8	**Mississippi (23)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	375 0	77 0	24 8	[3] 13,000	51.43
9	**Nevada (36)**	Fore River S. & E. Co., Quincy, Mass.	Building, 2.4% complete.	[5] 575 0	95 2½	28 6	[4] 27,500	93.25
10	**New Hampshire (25).**	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	450 0	76 10	24 6	[3] 16,000	63.14

[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] Length on designer's L. W. L.

FIRST LINE.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	562 0	27,243	21.05	25,546	[3] 2,699	**Arkansas (33)...**	1
2	518 9	[4] 22,060	21.56	20,099	[4] 2,668	**Delaware (23)..**	2
3	521 6	23,033	22.08	21,240	[2 3] 2,500	**Florida (30).....**	3
4	382 0	14,465	17.12	13,093	1,824	**Idaho (24).....**	4
5	456 4	17,650	18.09	16,000	2,388	**Kansas (21).....**	5
6	452 9	17,617	18.79	16,064	2,380	**Michigan (27)...**	6
7	456 4	17,650	18.85	16,002	2,364	**Minnesota (22).**	7
8	382 0	14,465	17.11	13,000	1,824	**Mississippi (23).**	8
9	583 0	28,400	[2] 20.50	[2] 27,500	[1] 598,400 [5] (2,000)	**Nevada (36)....**	9
10	456 4	17,784	18.16	16,145	2,592	**New Hampshire (25).**	10

[1] Gallons of fuel oil.
[2] Estimated.
[3] Exclusive of 400 tons oil fuel.
[4] Exclusive of 380 tons oil fuel.
[5] Tons.

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.

BATTLESHIPS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Arkansas (33)**[2]	New York S. B. Co., Camden, N. J.	Fitting out, 98.7% complete.	554 0	93 2½	28 6	[4] 26,000	88.50	1
2	**Delaware (28)**	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet...	510 0	85 2½	26 11	[3] 20,000	71.70	2
3	**Florida (30)**[2]	Navy yard, New York.	Atlantic Fleet...	510 0	88 2½	28 6	[4] 21,825	74.00	3
4	**Idaho (24)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	375 0	77 0	24 8	[3] 13,000	51.43	4
5	**Kansas (21)**	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	450 0	76 10	24 6	[3] 16,000	63.14	5
6	**Michigan (27)**	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	450 0	80 2½	24 6	[3] 16,000	64.20	6
7	**Minnesota (22)**[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet...	450 0	76 10	24 6	[3] 16,000	63.14	7
8	**Mississippi (23)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	375 0	77 0	24 8	[3] 13,000	51.43	8
9	**Nevada (36)**	Fore River S. & E. Co., Quincy, Mass.	Building, 2.4% complete.	[5] 575 0	95 2½	28 6	[4] 27,500	93.25	9
10	**New Hampshire (25).**	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	450 0	76 10	24 6	[3] 16,000	63.14	10

[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] Length on designer's L. W. L.

FIRST LINE.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	562 0	27,243	21.05	25,546	[3] 2,699	**Arkansas (33)...**	1
2	518 9	[4] 22,060	21.56	20,099	[4] 2,668	**Delaware (23) ..**	2
3	521 6	23,033	22.08	21,240	[2 3] 2,500	**Florida (30).....**	3
4	382 0	14,465	17.12	13,093	1,824	**Idaho (24).....**	4
5	456 4	17,650	18.09	16,000	2,388	**Kansas (21).....**	5
6	452 9	17,617	18.79	16,064	2,380	**Michigan (27)...**	6
7	456 4	17,650	18.85	16,002	2,364	**Minnesota (22).**	7
8	382 0	14,465	17.11	13,000	1,824	**Mississippi (23).**	8
9	583 0	28,400	[2] 20.50	[2] 27,500	[1] 598,400 [5] (2,000)	**Nevada (36)....**	9
10	456 4	17,784	18.16	16,145	2,592	**New Hampshire (25).**	10

[1] Gallons of fuel oil.
[2] Estimated.
[3] Exclusive of 400 tons oil fuel.
[4] Exclusive of 380 tons oil fuel.
[5] Tons.

BATTLESHIPS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Arkansas (33)**	Parsons turb.(4)	...	...	...	...	12 B. & W.	1,428	64,234	[3] 28,697	31,800	2,177	1
2	**Delaware (28)**	Vert. 3-exp.(2)	38½	57	[2] 76	48	14 B. & W.	1,439	61,943	29,043	29,529	2,036	2
3	**Florida (30)**	Parsons turb.(4)	...	...	...	...	12 B. & W.	1,428	64,234	[3] 41,004	45,332 [1]	2,060	3
4	**Idaho (24)**	Vert. 3-exp. (2)	25½	42	69	48	8 B. & W.	768	32,648	14,010	14,269	992	4
5	**Kansas (21)**	Vert. 3-exp. (2)	32½	53	[2] 61	48	12 B. & W.	1,098	52,752	19,545	19,757	1,562	5
6	**Michigan (27)**	Vert. 3-exp. (2)	32	52	[2] 72	48	12 B. & W.	1,050	47,220	16,313	16,517	1,555	6
7	**Minnesota (22)**	Vert. 3-exp. (2)	32½	53	[2] 61	48	12 B. & W.	1,100	52,752	20,235	20,572	1,599	7
8	**Mississippi (23)**	Vert. 3-exp. (2)	25½	42	69	48	8 B. & W.	768	32,640	13,607	13,900	998	8
9	**Nevada (36)**	Curtis turb.(2)	...	...	...	...	12 Yarrow	(4)	48,000	.....	[1] 26,500	.....	9
10	**New Hampshire (25).**	Vert. 3-exp. (2)	32½	53	[2] 61	48	12 B. & W.	1,100	47,112	17,100	17,267	1,558	10

[1] Estimated
[2] Two low-pressure cylinders.
[3] Shaft horsepower.
[4] Oil-burning boilers.

FIRST LINE—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	4	300	125	2,400	9,600	6-300-1500	General Electric Co.	**Arkansas (33)**	1
2	4	300	125	2,400	9,600	[1] 4-300-1500	General Electric Co.	**Delaware (28)**	2
3	4	300	125	2,400	9,600	[1] 4-300-1500	General Electric Co.	**Florida (30)**	3
4	8	100	125	800	6,400	10-100-350	General Electric Co.	**Idaho (24)**	4
5	8	100	125	800	6,400	10-100-350	General Electric Co.	**Kansas (21)**	5
6	4	200	125	1,600	6,400	[1] 4-200-1700	General Electric Co.	**Michigan (27)**	6
7	8	100	125	800	6,400	10-100-350	General Electric Co.	**Minnesota (22)**	7
8	8	100	125	800	6,400	10-100-350	General Electric Co.	**Mississippi (23)**	8
9	[2] 4	300	125	2,400	9,600	(1)		**Nevada (36)**	9
10	4 2	100 200	125 125	800 1,600	6,400	8-100-350 [1] 4-200-1700	General Electric Co.	**New Hampshire (25).**	10

[1] Turbogenerators. [2] Not yet installed.

BATTLESHIPS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Arkansas (33)...	12 12″ 50 cal. B. L. R.; 21 5″ 51 cal. R. F.; 4 3-pdr. saluting...	2 21″, subm...	1
2	Delaware (28)..	10 12″ 45 cal. B. L. R.; 14 5″ 50 cal. R. F.; 4 3-pdr. saluting...	2 21″, subm...	2
3	Florida (30)....	10 12″ 45 cal. B. L. R.; 16 5″ 51 cal. R. F.; 4 3-pdr. saluting...	2 21″, subm...	3
4	Idaho (34).....	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...	4
5	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...	5
6	Michigan (27)...	8 12″ 45 cal. B. L. R.; 22 3″ 50 cal. R. F.; 4 3-pdr. saluting....	2 21″, subm...	6
7	Minnesota (22).	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...	7
8	Mississippi (23).	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...	8
9	Nevada (36)....	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. B. L. R.; 4 3-pdr. saluting.	4 21″, subm...	9
10	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...	10

FIRST LINE—Continued.

	Armor.					Protective deck. Total thickness.			
	Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amidships.	Name and official number.	
		Size.	Thickness.	Size.	Thickness.				
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*		
1	.....	.....	.....	.....	.....	.....	.....	Arkansas (33)...	1
2	.....	.....	.....	.....	.....	.....	.....	Delaware (22)..	2
3	.....	.....	.....	.....	.....	.....	.....	Florida (30).....	3
4	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 (34).....	4
5	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).....	5
6	[1] Top 11, bottom 9, water line 10½.	12	12–8	12	10–8	For'd 1½..... Aft 3.....	1½	Michigan (27)...	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	Minnesota (22).	7
8	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).	8
9	.....	.....	.....	.....	.....	.....	.....	Nevada (30).....	9
10	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 Hampshire (25).	10

[1] In way of magazines 12″ to 10″.

BATTLESHIPS—

	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	**Arkansas** (33)...	2 cage m.; 2 funnels.....	[2] 55	981	.....	$4,675,000	Mar. 3,1909	1
2	**Delaware** (28)..	2 cage m.; 2 funnels.....	52	890	.....	3,987,000	June 29,1906	2
3	**Florida** (30)....	2 cage m.; 2 funnels.....	[2] 52	888	.....	[1] 6,400,000	May 13,1908	3
4	**Idaho** (24).....	2 cage m.; 2 funnels.....	47	755	.....	2,999,500	Mar. 3,1903	4
5	**Kansas** (21).....	2 cage m.; 3 funnels.....	49	904	5,899	4,165,000	Mar. 3,1903	5
6	**Michigan** (27)...	2 cage m.; 2 funnels.....	49	756	.....	3,585,000	Mar. 3,1905	6
7	**Minnesota** (22).	2 cage m.; 3 funnels.....	[2] 49	909	5,882	4,110,000	Mar. 3,1903	7
8	**Mississippi** (23).	2 cage m.; 2 funnels.....	47	755	.....	2,999,500	Mar. 3,1903	8
9	**Nevada** (36).....	2 cage m.; 1 funnel.....	55	808	.....	5,895,000	Mar. 4,1911	9
10	**New Hampshire** (25).	2 cage m.; 3 funnels.....	49	904	5,738	3,748,000	Apr. 27,1904	10

[1] Limit of cost, act of Congress approved Mar. 4, 1911.
[2] When acting as flagship of fleet, complement is increased by 8 officers and 47 men, and when acting as division flagship by 3 officers and 24 men.

FIRST LINE—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. 25, 1909	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	**Arkansas (33)**...	1
2	Aug. 6, 1907	Nov. 11, 1907	Feb. 6, 1909	Aug. 6, 1910	Feb. 15, 1910	Apr. 4, 1910	**Delaware (28)**..	2
3	.....	Mar. 9, 1909	May 12, 1910	.....	.....	Sept. 15, 1911	**Florida (30)**.....	3
4	Jan. 25, 1904	May 12, 1904	Dec. 9, 1905	May 25, 1907	Mar. 26, 1908	Apr. 1, 1908	**Idaho (24)**.....	4
5	June 16, 1903	Feb. 10, 1904	Aug. 12, 1905	Dec. 16, 1906	Apr. 5, 1907	Apr. 18, 1907	**Kansas (21)**.....	5
6	July 20, 1906	Dec. 17, 1906	May 26, 1908	Nov. 20, 1909	Aug. 31, 1909	Jan. 4, 1910	**Michigan (27)**...	6
7	June 20, 1903	Oct. 27, 1903	Apr. 8, 1905	Dec. 20, 1906	Mar. 4, 1907	Mar. 9, 1907	**Minnesota (22)**.	7
8	Jan. 25, 1904	May 12, 1904	Sept. 30, 1905	Mar. 25, 1907	Jan. 22, 1908	Feb. 1, 1908	**Mississippi (23)**.	8
9	Jan. 22, 1912	Nov. 4, 1912	.....	Jan. 22, 1915	.....	.....	**Nevada (36)**.....	9
10	Dec. 27, 1904	May 1, 1905	June 30, 1906	Feb. 27, 1908	Mar. 14, 1908	Mar. 19, 1908	**New Hampshire (25).**	10

BATTLESHIPS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
11	**New York (34)**[2].	Navy yard, New York.	Building, 44.5% complete.	[2]565 0	95 2½	28 6	[4] 27,000	91.80	11
12	**North Dakota (29).**	Fore River S. B. Co., Quincy, Mass.	Atlantic Fleet...	510 0	85 2½	26 11	[5] 20,000	71.70	12
13	**Oklahoma (37)**..	New York S. B. Co., Camden, N.J.	Building, 2.1% complete.	[2]575 0	95 2½	28 6	[4] 27,500	93.25	13
14	**Pennsylvania (38)** [2]	.....	Design being prepared.	600 0	97 0½	28 10	[4] 31,400	101.50	14
15	**South Carolina (26).**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	450 0	80 2½	24 6	[5] 16,000	64.20	15
16	**Texas (35)** [2].....	Newport News S. B. Co., Newport News, Va.	Building, 68.8% complete.	[2]565 0	95 2½	28 6	[4] 27,000	91.80	16
17	**Utah (31)** [2].....	New York S. B. Co., Camden, N.J.	Atlantic Fleet...	510 0	88 2½	28 6	[4] 21,825	74.00	17
18	**Vermont (20)** [2]..	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet...	450 0	76 10	24 6	[5] 16,000	63.14	18
19	**Wyoming (32)** [2].	Wm. Cramp & Sons, Philadelphia, Pa.	Fitting out, 99% complete.	554 0	93 2½	28 6	[4] 26,000	88.50	19
	Total normal displacement.....						398,050		

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

FIRST LINE—Continued.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
11	573 0	28,367	[1] 21.00	[1] 27,000	[1] [2] 2,850	**New York (34)**	11
12	518 9	[3] 22,060	21.01	20,020	[3] 2,676	**North Dakota (29).**	12
13	583 0	28,400	[1] 20.50	[1] 27,500	[1] [4] 598,400 [5] (2,000)	**Oklahoma (37)**..	13
14	608 0	[1] 32,440	[1] 21.00	[1] 31,400	[1] [4] 694,830 [5] (2,322)	**Pennsylvania (28).**	14
15	452 9	17,617	18.86	16,136	[1] 2,200	**South Carolina (26).**	15
16	573 0	28,367	[1] 21.00	[1] 27,000	[1] [2] 2,850	**Texas (35)**.....	16
17	521 6	23,033	21.04	21,282	[3] 2,520	**Utah (31)**.....	17
18	455 10	17,650	18.33	16,000	2,428	**Vermont (20)**...	18
19	562 0	27,243	21.22	25,085	[1] [2] 2,500	**Wyoming (32)**..	19

[1] Estimated.
[2] Exclusive of 400 tons oil fuel.
[3] Exclusive of 380 tons oil fuel.
[4] Gallons of fuel oil.
[5] Tons of fuel oil.

BATTLESHIPS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
11	**New York (34)**	Vert. 3-exp. (2).	39	63	[1] 83	48	[2] 14 B. & W.	1,554	62,213 3,267	[2] 28,100	.....	[4] 2,375	11
12	**North Dakota (29).**	Curtis turbs. (2)	...	...	...	...	14 B. & W.	1,439	61,943	[5] 31,635	35,028	2,047	12
13	**Oklahoma (37)**	Vert. 3-exp. (2).	35	59	[1] 78	48	12 B. & W.	.....	48,000	[3] 24,800	.....	[4] 1,900	13
14	**Pennsylvania (38).**	.....	...	...	...	...	.....	.....	[4] 58,150	[4] 31,500	.....	[4] 2,399	14
15	**South Carolina (26).**	Vert. 3-exp. (2)	32	52	[1] 72	48	12 B. & W.	1,050	47,220	17,882	18,357	1,533	15
16	**Texas (35)**	Vert. 3-exp. (2).	39	63	[1] 83	48	[2] 14 B. & W.	1,554	62,213 [2] 3,267	[2] 28,100	.....	[4] 2,375	16
17	**Utah (31)**	Parsons turb.(4)	...	...	...	...	12 B. & W.	1,428	64,234	[5] 27,445	30,487	2,064	17
18	**Vermont (20)**	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W.	1,097	52,752	17,741	18,249	1,559	18
19	**Wyoming (32)**	Parsons turb.(4)	...	...	...	...	12 B. & W.	1,428	64,234	[5] 31,601	34,956	2,095	19

[1] Two low-pressure cylinders.
[2] Eight with superheaters.
[3] Estimated, main engines only.
[4] Estimated.
[5] Shaft horsepower, on preliminary trial.

FIRST LINE—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
11	[1]4	300	125	2,400	9,600	(?)6-300-1500	General Electric Co.	New York (34).	11
12	4	300	125	2,400	9,600	[2]6-300-1500	General Electric Co.	North Dakota (29).	12
13	[1]4	300	125	2,400	9,600	(?)		Oklahoma (37).	13
14	[1]4	300	125	2,400	9,600	(?)		Pennsylvania (38).	14
15	4	200	125	1,600	6,400	[2]4-200-1700	General Electric Co.	South Carolina (26).	15
16	[1]4	300	125	2,400	9,600	(?)		Texas (35).	16
17	4	300	125	2,400	9,600	[2]6-300-1500	General Electric Co.	Utah (31).	17
18	8	100	125	800	6,400	10-100-350	General Electric Co.	Vermont (20).	18
19	[1]4	300	125	2,400	9,600	[2]6-30-1500	General Electric Co.	Wyoming (32).	19

[1] Not yet installed. [2] Turbogenerators.

BATTLESHIPS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
11	New York (34)..	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. B. L. R.; 4 3-pdr. saluting....	4 21″, subm...	11
12	North Dakota (29).	10 12″ 45 cal. B. L. R.; 14 5″ 50 cal. B. L. R.; 4 3-pdr. saluting....	2 21″, subm...	12
13	Oklahoma (37)..	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. B. L. R.; 4 3-pdr. saluting....	4 21″, subm...	13
14	Pennsylvania (38).	12 14″ 45 cal. B. L. R.; 22 5″ 51 cal. R. F.; 4 3-pdr. saluting.....	4 21″, subm...	14
15	South Carolina (26).	8 12″ 45 cal. B. L. R.; 22 3″ 50 cal. R. F.; 2 3-pdr. saluting.....	2 21″, subm...	15
16	Texas (35).....	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. B. L. R.; 4 3-pdr. saluting...	4 21″, subm...	16
17	Utah (31).....	10 12″ 45 cal. B. L. R.; 16 5″ 51 cal. R. F.; 4 6-pdr. saluting.....	2 21″, subm...	17
18	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...	18
19	Wyoming (32)..	12 12″ 50 cal. B. L. R.; 21 5″ 51 cal. R. F.; 4 3-pdr. saluting.....	2 21″, subm...	19

FIRST LINE—Continued.

	Armor.					Protective deck. Total thickness.		
	Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amidships.	Name and official number.
		Size.	Thickness.	Size.	Thickness.			
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*	
11								**New York** (34)
12								**North Dakota** (29).
13								**Oklahoma** (37)
14								**Pennsylvania** (38).
15	[1] Top 11, bottom 9, water line 10½.	12	12–8	12	10–8	For'd 1½ Aft 3	1½	**South Carolina** (26).
16								**Texas** (35)
17								**Utah** (31)
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	**Vermont** (20)
19								**Wyoming** (32)

[1] In way of magazines 12″ to 10″.

BATTLESHIPS—

	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.				
11	New York (34)	2 cage m.; 2 funnels	[1] 55	960	.....	[2] $6,400,000	June 24, 1910	11
12	North Dakota (29)	2 cage m.; 2 funnels	52	885	.....	4,377,000	Mar. 2, 1907	12
13	Oklahoma (37)	2 cage m.; 1 funnel	55	908	.....	5,926,000	Mar. 4, 1911	13
14	Pennsylvania (38)	2 cage m.; 1 funnel	65	972	.....	[3] 7,425,000	Aug. 22, 1912	14
15	South Carolina (26)	2 cage m.; 2 funnels	49	756	.....	3,540,000	Mar. 3, 1905	15
16	Texas (35)	2 cage m.; 2 funnels	[1] 55	970	.....	5,830,000	June 24, 1910	16
17	Utah (31)	2 cage m.; 2 funnels	[1] 52	888	.....	3,946,000	May 13, 1908	17
18	Vermont (20)	2 cage m.; 3 funnels	49	904	5,861	4,179,000	Mar. 3, 1903	18
19	Wyoming (33)	2 cage m.; 2 funnels	[1] 55	981	.....	4,450,000	Mar. 3, 1909	19

[1] When acting as flagship of fleet, complement is increased by 8 officers and 47 men, and when acting as division flagship by 3 officers and 24 men.
[2] Limit of cost, exclusive of indirect charges, act of Congress approved Mar. 4, 1911.
[3] Limit of cost, act of Congress approved Aug. 22, 1912.

FIRST LINE—Concluded.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
11	.....	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914	.....	.....	**New York (34)**..	11
12	Aug. 6, 1907	Dec. 16, 1907	Nov. 10, 1908	June 21, 1910	Apr. 11, 1910	Apr. 11, 1910	**North Dakota (29).**	12
13	Jan. 22, 1912	Oct. 26, 1912	.....	Jan. 22, 1915	.....	.....	**Oklahoma (37)**..	13
14	.....	.....	.....	.....	.....	.....	**Pennsylvania (38).**	14
15	July 21, 1906	Dec. 18, 1906	July 11, 1908	Dec. 21, 1909	Nov. 5, 1909	Mar. 1, 1910	**South Carolina (26).**	15
16	Dec. 17, 1910	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	.....	.....	**Texas (35)**.....	16
17	Nov. 24, 1908	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	**Utah (31)**.....	17
18	June 20, 1903	May 21, 1904	Aug. 31, 1905	Dec. 20, 1906	Feb. 11, 1907	Mar. 4, 1907	**Vermont (20)**...	18
19	Oct. 14, 1909	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	**Wyoming (32)**..	19

BATTLESHIPS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
1	**Alabama** (8)[2]	Wm. Cramp & Sons, Philadelphia, Pa.	In reserve, navy yard, New York.	368 0	72 2½	23 6	[3] 11,552	47.75
2	**Connecticut** (18).[2]	Navy yard, New York.	Atlantic Fleet	450 0	76 10	24 6	[3] 16,000	63.14
3	**Georgia** (15)[2]	Bath Iron Works, Bath, Me.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
4	**Illinois** (7)[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Boston.	368 0	72 2½	23 6	[3] 11,552	47.75
5	**Indiana** (1)	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	348 0	69 3	24 0	[4] 10,288	42.75
6	**Iowa** (4)[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	360 0	72 2½	24 0	[4] 11,346	46.00
7	**Kearsarge** (5)[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Philadelphia.	368 0	72 2½	23 6	[4] 11,520	47.35
8	**Kentucky** (6)[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Norfolk.	368 0	72 2½	23 6	[4] 11,520	47.35
9	**Louisiana** (19).[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	450 0	76 10	24 6	[3] 16,000	63.14
10	**Maine** (10)	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	388 0	72 2½	23 10	[4] 12,500	50.75
11	**Massachusetts** (2).	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet, Mid'n cruise.	348 0	69 3	24 0	[4] 10,288	42.75
12	**Missouri** (11)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	388 0	72 2½	23 11	[4] 12,500	50.35
13	**Nebraska** (14)[2]	Moran Bros., Seattle, Wash.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
14	**New Jersey** (16).[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
15	**Ohio** (12)[2]	Union Iron Works, San Francisco, Cal.	Atlantic Fleet	388 0	72 2½	23 7	[4] 12,500	51.25
16	**Oregon** (3)	Union Iron Works, San Francisco, Cal.	Pacific Reserve Fleet.	348 0	69 3	24 0	[4] 10,288	42.75
17	**Rhode Island** (17).[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
18	**Virginia** (13)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	435.0	76 2½	23 9	[3] 14,948	60.95
19	**Wisconsin** (9)[2]	Union Iron Works, San Francisco, Cal.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	[3] 11,552	47.75
	Total normal displacement						244,146	

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

SECOND LINE.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	374 0	12,150	17.01	11,570	1,447	**Alabama** (8)....	1
2	456 4	17,666	18.78	16,220	2,452	**Connecticut** (18).	2
3	441 3	16,094	19.26	14,963	1,967	**Georgia** (15)....	3
4	375 4	12,150	17.45	11,540	[1] 1,275	**Illinois** (7).....	4
5	350 11	11,688	15.55	10,225	[1] 1,500	**Indiana** (1).....	5
6	362 5	12,647	17.09	11,363	1,643	**Iowa** (4).....	6
7	375 4	12,320	16.82	11,550	1,640	**Kearsarge** (5)..	7
8	375 4	12,320	16.90	11,550	1,620	**Kentucky** (6)...	8
9	456 4	17,666	18.82	16,000	2,389	**Louisiana** (19).	9
10	393 11	13,500	18.00	12,370	1,860	**Maine** (10).....	10
11	350 11	11,688	16.21	10,300	1,487	**Massachusetts** (2).	11
12	393 11	13,500	18.15	12,300	1,887	**Missouri** (11)....	12
13	441 3	16,094	19.06	14,865	1,923	**Nebraska** (14)..	13
14	441 3	16,094	19.18	14,930	1,946	**New Jersey** (16).	14
15	393 10	13,500	17.82	12,500	2,277	**Ohio** (12).....	15
16	351 2	11,688	16.79	10,242	1,425	**Oregon** (3).....	16
17	441 3	16,094	19.01	14,920	1,983	**Rhode Island** (17).	17
18	441 3	16,094	19.01	14,980	1,924	**Virginia** (13)....	18
19	373 10	12,150	17.17	11,565	1,413	**Wisconsin** (9)...	19

[1] Calculated to 6 inches below beams.

BATTLESHIPS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Alabama (6)**	Vert. 3-exp. (2).	33½	51	78	48	8 S. E.	698	21,692	11,207	11,366	1,214	1
2	**Connecticut (18).**	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W.	1,097	52,752	19,819	20,525	1,624	2
3	**Georgia (15)**	Vert. 3-exp. (2).	35	57	[1] 66	48	24 Niclausse.	1,432	57,225	25,088	25,463	1,769	3
4	**Illinois (7)**	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher.	692	30,000	12,757	12,899	1,279	4
5	**Indiana (1)**	Vert. 3-exp. (2).	34½	48	75	42	8 B & W.	616	19,194	9,607	9,738	[2] 900	5
6	**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	6
7	**Kearsarge (5)**	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher.	725	31,760	11,788	11,954	1,209	7
8	**Kentucky (6)**	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher.	725	31,760	12,179	12,318	1,211	8
9	**Louisiana (19)**	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W.	1,097	52,752	20,748	21,350	1,596	9
10	**Maine (10)**	Vert. 3-exp. (2).	38½	59	92	42	12 B. & W.	1,135	47,628	15,603	15,841	1,603	10
11	**Massachusetts (2).**	Vert. 3-exp. (2).	34½	48	75	42	8 B. & W.	567	24,500	10,240	10,403	1,062	11
12	**Missouri (11)**	Vert. 3-exp. (2).	34¾	53	[1] 63	48	12 Thorny-croft.	972	51,372	15,845	16,277	1,317	12
13	**Nebraska (14)**	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W.	1,342	56,385	21,283	21,911	1,689	13
14	**New Jersey (16).**	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W.	1,342	56,184	23,089	23,570	1,737	14
15	**Ohio (12)**	Vert. 3-exp. (2).	35½	53	[1] 63	48	12 Thorny-croft.	924	60,130	16,220	16,507	1,371	15
16	**Oregon (3)**	Vert. 3-exp. (2).	34½	48	75	42	4 D. E.	552	16,832	11,037	11,111	1,009	16
17	**Rhode Island (17).**	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W.	1,342	56,184	20,310	20,627	1,734	17
18	**Virginia (13)**	Vert. 3-exp. (2).	35	57	[1] 66	48	24 Niclausse.	1,431	57,534	22,841	23,468	1,835	18
19	**Wisconsin (9)**	Vert. 3-exp. (2).	33½	51	78	48	8 S. E.	685	21,205	12,452	12,609	1,278	19

[1] Two low-pressure cylinders. [2] Estimated.

SECOND LINE—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	8	32	80	400	3,200	6-32-400	General Electric Co.	Alabama (8)	1
2	8	100	125	800	6,400	[1]4-8-100-1650 4-8-100-350	Diehl Electric Co. (Terry turbines). Crocker-Wheeler Co. (Forbes engine).	Connecticut (18).	2
3	2 6	100 50	125 125	800 400	4,000	16-100-350 8-50-400	General Electric Co.	Georgia (15)	3
4	8	32	80	400	3,200	6-32-400	General Electric Co.	Illinois (7)	4
5	3	100	125	800	2,400	6-100-350	C. and C. Electric Co. (Forbes engine).	Indiana (1)	5
6	3	100	125	800	2,400	[1]4-100-2400	General Electric Co.	Iowa (4)	6
7	7	50	80	625	4,375	6-50-310	General Electric Co.	Kearsarge (5)	7
8	7	50	80	625	4,375	6-50-310	General Electric Co.	Kentucky (6)	8
9	8	100	125	800	6,400	10-100-350	General Electric Co.	Louisiana (19)	9
10	4 4	50 32	80 80	625 400	4,100	6-50-310 6-32-400	General Electric Co.	Maine (10)	10
11	3	100	125	800	2,400	10-100-350	B. F. Sturtevant Co.	Massachusetts (2).	11
12	4 4	50 32	80 80	625 400	4,100	6-50-310 6-32-400	General Electric Co.	Missouri (11)	12
13	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co.	Nebraska (14)	13
14	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co. (Sturtevant engine).	New Jersey (16).	14
15	4 4	50 32	80 80	625 400	4,100	6-50-350 4-32-400	Union Iron Works.	Ohio (12)	15
16	3	100	125	800	2,400	10-100-350	B. F. Sturtevant Co.	Oregon (3)	16
17	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co. (Sturtevant engine).	Rhode Island (17).	17
18	2 6	100 50	125 125	800 400	4,000	8-100-350 6-50-400	Thresher Electric Co. (Forbes engine).	Virginia (13)	18
19	4 4	32 32	80 80	400 400	3,200	4-32-400 6-32-400	Union Iron Works. General Electric Co.	Wisconsin (9)	19

[1] Turbogenerators.

BATTLESHIPS—

	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	**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...	2
3	**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...	3
4	**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.	.....	4
5	**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.	.....	5
6	**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.	.....	6
7	**Kearsarge (5)**..	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.	7
8	**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.	.....	8
9	**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...	9
10	**Maine (10)**.....	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...	10
11	**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.	.....	11
12	**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...	12
13	**Nebraska (14)**..	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...	13
14	**New Jersey (16).**	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.; 3 3-pdr. saluting.	4 21″, subm...	14
15	**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...	15
16	**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.	.....	16
17	**Rhode Island (17).**	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...	17
18	**Virginia (13)**....	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...	18
19	**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.	.....	19

[1] 4 8″ in superposed turrets.

SECOND LINE—Continued.

	Armor.					Protective deck. Total thickness.		Name and official number.	
	Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amidships.		
		Size.	Thickness.	Size.	Thickness.				
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*		
1	Top 16½, bottom 9½, water line 13½.	13	14	13	15-10	For'd 2¾-3... Aft 2¾-4.....	2¾	Alabama (8)....	1
2	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).	2
3	Top 11, bottom 8, water line 11.	[1] 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Georgia (15)....	3
4	Top 16½, bottom 9½, water line 13½.	13	14	13	15-10	For'd 2¾-3... Aft 2¾-4.....	2¾	Illinois (7).....	4
5	Top 18, bottom 8½, water line 18.	13 8	15 6	13 8	17 8-6	For'd 3..... Aft 3.....	2¾	Indiana (1).....	5
6	Top 14, bottom 7, water line 14.	12 8	17-15 8-7	12 8	15-12½ 8-6	For'd 3..... Aft 3.....	2¾	Iowa (4).....	6
7	Top 16½, bottom 9½, water line 13½.	[1] 13-8	17-15-11-9	13	15-12½	For'd 2¾-3... Aft 2¾-5.....	2¾	Kearsarge (5)..	7
8	Top 16½, bottom 9½, water line 13½.	[1] 13-8	17-15-11-9	13	15-12½	For'd 2¾-3... Aft 2¾-5.....	2¾	Kentucky (6)...	8
9	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)..	9
10	Top 11, bottom 7½, water line 11.	12	12-11	12	12-8	For'd 2½-2¾.. Aft 2¾-4.....	2½	Maine (10).....	10
11	Top 18, bottom 8½, water line 18.	13 8	15 6	13 8	17 8-6	For'd 3..... Aft 3.....	2¾	Massachusetts (2).	11
12	Top 11, bottom 7½, water line 11.	12	12-11	12	12-8	For'd 2½-3... Aft 2½-4.....	2½	Missouri (11)....	12
13	Top 11, bottom 8, water line 11.	[1] 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Nebraska (14)..	13
14	Top 11, bottom 8, water line 11.	[1] 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	New Jersey (16).	14
15	Top 11, bottom 7½, water line 11.	12	12-11	12	12-8	For'd 2½-2¾.. Aft 2¾-4.....	2½	Ohio (12).....	15
16	Top 18, bottom 8, water line 18.	13 8	15 6	13 8	17 8-6	For'd 3..... Aft 3.....	2¾	Oregon (3).....	16
17	Top 11, bottom 8, water line 11.	[1] 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Rhode Island (17).	17
18	Top 11, bottom 8, water line 11.	[1] 12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Virginia (13)....	18
19	Top 16½, bottom 9½, water line 13½.	13	14	13	15-10	For'd 2¾-3... Aft 2¾-4.....	2¾	Wisconsin (9)...	19

[1] In superposed turrets.

BATTLESHIPS—

	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.				
11	New York (34)	2 cage m.; 2 funnels	[1] 55	960	.....	[2] $6,400,000	June 24, 1910	11
12	North Dakota (29)	2 cage m.; 2 funnels	52	885	.....	4,377,000	Mar. 2, 1907	12
13	Oklahoma (37)	2 cage m.; 1 funnel	55	808	.....	5,926,000	Mar. 4, 1911	13
14	Pennsylvania (38)	2 cage m.; 1 funnel	65	972	.....	[3] 7,425,000	Aug. 22, 1912	14
15	South Carolina (26)	2 cage m.; 2 funnels	49	756	.....	3,540,000	Mar. 3, 1905	15
16	Texas (35)	2 cage m.; 2 funnels	[1] 55	970	.....	5,830,000	June 24, 1910	16
17	Utah (31)	2 cage m.; 2 funnels	[1] 52	888	.....	3,946,000	May 13, 1908	17
18	Vermont (20)	2 cage m.; 3 funnels	49	904	5,861	4,179,000	Mar. 3, 1903	18
19	Wyoming (32)	2 cage m.; 2 funnels	[1] 55	981	.....	4,450,000	Mar. 3, 1909	19

[1] When acting as flagship of fleet, complement is increased by 8 officers and 47 men, and when acting as division flagship by 3 officers and 24 men.
[2] Limit of cost, exclusive of indirect charges, act of Congress approved Mar. 4, 1911.
[3] Limit of cost, act of Congress approved Aug. 22, 1912.

FIRST LINE—Concluded.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
11	.....	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914	.....	.....	**New York (34)**..	11
12	Aug. 6, 1907	Dec. 16, 1907	Nov. 10, 1908	June 21, 1910	Apr. 11, 1910	Apr. 11, 1910	**North Dakota (29).**	12
13	Jan. 22, 1912	Oct. 26, 1912	.....	Jan. 22, 1915	.....	.....	**Oklahoma (37)**..	13
14	.....	.....	.....	.....	.....	.....	**Pennsylvania (38).**	14
15	July 21, 1906	Dec. 18, 1906	July 11, 1908	Dec. 21, 1909	Nov. 5, 1909	Mar. 1, 1910	**South Carolina (26).**	15
16	Dec. 17, 1910	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	.....	.....	**Texas (35)**.....	16
17	Nov. 24, 1908	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	**Utah (31)**.....	17
18	June 20, 1903	May 21, 1904	Aug. 31, 1905	Dec. 20, 1906	Feb. 11, 1907	Mar. 4, 1907	**Vermont (20)**...	18
19	Oct. 14, 1909	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	**Wyoming (32)**..	19

BATTLESHIPS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
1	**Alabama** (8)[2]	Wm. Cramp & Sons, Philadelphia, Pa.	In reserve, navy yard, New York.	368 0	72 2½	23 6	[3] 11,552	47.75
2	**Connecticut** (18).[2]	Navy yard, New York.	Atlantic Fleet	450 0	76 10	24 6	[3] 16,000	63.14
3	**Georgia** (15)[2]	Bath Iron Works, Bath, Me.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
4	**Illinois** (7)[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Boston.	368 0	72 2½	23 6	[3] 11,552	47.75
5	**Indiana** (1)	Wm. Cramp & Sons. Philadelphia, Pa.	Atlantic Reserve Fleet.	348 0	69 3	24 0	[4] 10,288	42.75
6	**Iowa** (4)[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	360 0	72 2½	24 0	[4] 11,346	46.00
7	**Kearsarge** (5)[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Philadelphia.	368 0	72 2½	23 6	[4] 11,520	47.35
8	**Kentucky** (6)[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Norfolk.	368 0	72 2½	23 6	[4] 11,520	47.35
9	**Louisiana** (19).[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	450 0	76 10	24 6	[3] 16,000	63.14
10	**Maine** (10)	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	388 0	72 2½	23 10	[4] 12,500	50.75
11	**Massachusetts** (2).	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet, Mid'n cruise.	348 0	69 3	24 0	[4] 10,288	42.75
12	**Missouri** (11)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	388 0	72 2½	23 11	[4] 12,500	50.35
13	**Nebraska** (14)[2]	Moran Bros., Seattle, Wash.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
14	**New Jersey** (16).[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
15	**Ohio** (12)[2]	Union Iron Works, San Francisco, Cal.	Atlantic Fleet	388 0	72 2½	23 7	[4] 12,500	51.25
16	**Oregon** (3)	Union Iron Works, San Francisco, Cal.	Pacific Reserve Fleet.	348 0	69 3	24 0	[4] 10,288	42.75
17	**Rhode Island** (17).[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	435 0	76 2½	23 9	[3] 14,948	60.95
18	**Virginia** (13)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	435.0	76 2½	23 9	[3] 14,948	60.95
19	**Wisconsin** (9)[2]	Union Iron Works, San Francisco, Cal.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	[3] 11,552	47.75
	Total normal displacement						244,146	

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

SECOND LINE.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	374 0	12,150	17.01	11,570	1,447	**Alabama** (8)....	1
2	456 4	17,666	18.78	16,220	2,452	**Connecticut** (18).	2
3	441 3	16,094	19.26	14,963	1,967	**Georgia** (15)....	3
4	375 4	12,150	17.45	11,540	[1] 1,275	**Illinois** (7).....	4
5	350 11	11,688	15.55	10,225	[1] 1,500	**Indiana** (1).....	5
6	362 5	12,647	17.09	11,363	1,643	**Iowa** (4).....	6
7	375 4	12,320	16.82	11,550	1,640	**Kearsarge** (5)..	7
8	375 4	12,320	16.90	11,550	1,620	**Kentucky** (6)...	8
9	456 4	17,666	18.82	16,000	2,389	**Louisiana** (19).	9
10	393 11	13,500	18.00	12,370	1,860	**Maine** (10).....	10
11	350 11	11,688	16.21	10,300	1,487	**Massachusetts** (2).	11
12	393 11	13,500	18.15	12,300	1,887	**Missouri** (11)....	12
13	441 3	16,094	19.06	14,865	1,923	**Nebraska** (14)..	13
14	441 3	16,094	19.18	14,930	1,946	**New Jersey** (16).	14
15	393 10	13,500	17.82	12,500	2,277	**Ohio** (12).....	15
16	351 2	11,688	16.79	10,242	1,425	**Oregon** (3).....	16
17	441 3	16,094	19.01	14,920	1,983	**Rhode Island** (17).	17
18	441 3	16,094	19.01	14,980	1,924	**Virginia** (13)....	18
19	373 10	12,150	17.17	11,565	1,413	**Wisconsin** (9)...	19

[1] Calculated to 6 inches below beams.

BATTLESHIPS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Alabama (6)**....	Vert. 3-exp. (2).	33½	51	78	48	8 S. E.....	698	21,692	11,207	11,366	1,214	1
2	**Connecticut (18).**	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W...	1,097	52,752	19,819	20,525	1,624	2
3	**Georgia (15)**....	Vert. 3-exp. (2).	35	57	[1] 66	48	24 Niclausse.	1,432	57,225	25,088	25,463	1,769	3
4	**Illinois (7)**.....	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher....	692	30,000	12,757	12,899	1,279	4
5	**Indiana (1)**.....	Vert. 3-exp. (2).	34½	48	75	42	8 B & W....	616	19,194	9,607	9,738	[2] 900	5
6	**Iowa (4)**.....	Vert. 3-exp. (2).	39	55	85	48	3 D. E.,2S. E	756	24,082	11,933	12,105	1,258	6
7	**Kearsarge (5)**..	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher....	725	31,760	11,788	11,954	1,209	7
8	**Kentucky (6)**...	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher....	725	31,760	12,179	12,318	1,211	8
9	**Louisiana (19)**..	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W...	1,097	52,752	20,748	21,350	1,596	9
10	**Maine (10)**.....	Vert. 3-exp. (2).	38½	59	92	42	12 B. & W...	1,135	47,628	15,603	15,841	1,603	10
11	**Massachusetts (2).**	Vert. 3-exp. (2).	34½	48	75	42	8 B. & W....	567	24,500	10,240	10,403	1,062	11
12	**Missouri (11)**....	Vert. 3-exp. (2).	34½	53	[1] 63	48	12 Thorny-croft.	972	51,372	15,845	16,277	1,317	12
13	**Nebraska (14)**..	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W...	1,342	56,385	21,283	21,911	1,689	13
14	**New Jersey (16).**	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W...	1,342	56,184	23,089	23,570	1,737	14
15	**Ohio (12)**.....	Vert. 3-exp. (2).	35½	53	[1] 63	48	12 Thorny-croft.	924	60,130	16,220	16,507	1,371	15
16	**Oregon (3)**.....	Vert. 3-exp. (2).	34½	48	75	42	4 D. E.....	552	16,832	11,037	11,111	1,009	16
17	**Rhode Island (17).**	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W...	1,342	56,184	20,310	20,627	1,734	17
18	**Virginia (13)**....	Vert. 3-exp. (2).	35	57	[1] 66	48	24 Niclausse.	1,431	57,534	22,841	23,468	1,835	18
19	**Wisconsin (9)**...	Vert. 3-exp. (2).	33½	51	78	48	8 S. E.....	685	21,205	12,452	12,609	1,278	19

[1] Two low-pressure cylinders. [2] Estimated.

SECOND LINE—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	8	32	80	400	3,200	6-32-400	General Electric Co.	Alabama (8)	1
2	8	100	125	800	6,400	[1] 4-8-100-1650 4-8-100-350	Diehl Electric Co. (Terry turbines). Crocker-Wheeler Co. (Forbes engine).	Connecticut (18).	2
3	2 6	100 50	125 125	800 400	4,000	16-100-350 8-50-400	General Electric Co.	Georgia (15)	3
4	8	32	80	400	3,200	6-32-400	General Electric Co.	Illinois (7)	4
5	3	100	125	800	2,400	6-100-350	C. and C. Electric Co. (Forbes engine).	Indiana (1)	5
6	3	100	125	800	2,400	[1] 4-100-2400	General Electric Co.	Iowa (4)	6
7	7	50	80	625	4,375	6-50-310	General Electric Co.	Kearsarge (5)	7
8	7	50	80	625	4,375	6-50-310	General Electric Co.	Kentucky (6)	8
9	8	100	125	800	6,400	10-100-350	General Electric Co.	Louisiana (19)	9
10	4 4	50 32	80 80	625 400	4,100	6-50-310 6-32-400	General Electric Co.	Maine (10)	10
11	3	100	125	800	2,400	10-100-350	B. F. Sturtevant Co.	Massachusetts (2).	11
12	4 4	50 32	80 80	625 400	4,100	6-50-310 6-32-400	General Electric Co.	Missouri (11)	12
13	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co.	Nebraska (14)	13
14	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co. (Sturtevant engine).	New Jersey (16).	14
15	4 4	50 32	80 80	625 400	4,100	6-50-350 4-32-400	Union Iron Works.	Ohio (12)	15
16	3	100	125	800	2,400	10-100-350	B. F. Sturtevant Co.	Oregon (3)	16
17	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co. (Sturtevant engine).	Rhode Island (17).	17
18	2 6	100 50	125 125	800 400	4,000	8-100-350 6-50-400	Thresher Electric Co. (Forbes engine).	Virginia (13)	18
19	4 4	32 32	80 80	400 400	3,200	4-32-400 6-32-400	Union Iron Works. General Electric Co.	Wisconsin (9)	19

[1] Turbogenerators.

BATTLESHIPS—

	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	**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...	2
3	**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...	3
4	**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.	.....	4
5	**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.	.....	5
6	**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.	.....	6
7	**Kearsarge (5)**..	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.	7
8	**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.	.....	8
9	**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...	9
10	**Maine (10)**.....	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...	10
11	**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.	.....	11
12	**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...	12
13	**Nebraska (14)**..	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...	13
14	**New Jersey (16).**	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.; 3 3-pdr. saluting.	4 21″, subm...	14
15	**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...	15
16	**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.	.....	16
17	**Rhode Island (17).**	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...	17
18	**Virginia (13)**....	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...	18
19	**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.	.....	19

[1] 4 8″ in superposed turrets.

SECOND LINE—Continued.

	Armor.					Protective deck. Total thickness.			
	Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amidships.	Name and official number.	
		Size.	Thickness.	Size.	Thickness.				
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*		
1	Top 16½, bottom 9½, water line 13½.	13	14	13	15-10	For'd 2¾-3... Aft 2¾-4.....	2¾	Alabama (6)....	1
2	Top 11, bottom 9, water line 11.	12 8	12-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Connecticut (18).	2
3	Top 11, bottom 8, water line 11.	[1]12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Georgia (15)....	3
4	Top 16½, bottom 9½, water line 13½.	13	14	13	15-10	For'd 2¾-3... Aft 2¾-4.....	2¾	Illinois (7).....	4
5	Top 18, bottom 8½, water line 18.	13 8	15 6	13 8	17 8-6	For'd 3..... Aft 3.....	2¾	Indiana (1).....	5
6	Top 14, bottom 7, water line 14.	12 8	17-15 8-7	12 8	15-12½ 8-6	For'd 3..... Aft 3.....	2¾	Iowa (4).....	6
7	Top 16½, bottom 9½, water line 13½.	[1]13-8	17-15-11-9	13	15-12½	For'd 2¾-3... Aft 2¾-5.....	2¾	Kearsarge (5)..	7
8	Top 16½, bottom 9½, water line 13½.	[1]13-8	17-15-11-9	13	15-12½	For'd 2¾-3... Aft 2¾-5.....	2¾	Kentucky (6)...	8
9	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)..	9
10	Top 11, bottom 7½, water line 11.	12	12-11	12	12-8	For'd 2½-2¾.. Aft 2¾-4.....	2½	Maine (10).....	10
11	Top 18, bottom 8½, water line 18.	13 8	15 6	13 8	17 8-6	For'd 3..... Aft 3.....	2¾	Massachusetts (2).	11
12	Top 11, bottom 7½, water line 11.	12	12-11	12	12-8	For'd 2½-3... Aft 2½-4.....	2½	Missouri (11)....	12
13	Top 11, bottom 8, water line 11.	[1]12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Nebraska (14)..	13
14	Top 11, bottom 8, water line 11.	[1]12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	New Jersey (16).	14
15	Top 11, bottom 7½, water line 11.	12	12-11	12	12-8	For'd 2½-2¾.. Aft 2¾-4.....	2½	Ohio (12).....	15
16	Top 18, bottom 8, water line 18.	13 8	15 6	13 8	17 8-6	For'd 3..... Aft 3.....	2¾	Oregon (3).....	16
17	Top 11, bottom 8, water line 11.	[1]12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Rhode Island (17).	17
18	Top 11, bottom 8, water line 11.	[1]12-8 8	12-8-6 6½-6	12 8	10-7½ 6-4	For'd 3..... Aft 3.....	1½-3	Virginia (13)....	18
19	Top 16½, bottom 9½, water line 13½.	13	14	13	15-10	For'd 2¾-3... Aft 2¾-4.....	2¾	Wisconsin (9)...	19

[1] In superposed turrets.

BATTLESHIPS—

	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	659	4,228	$2,650,000	June 10, 1896	1
2	Connecticut (18).	2 cage m.; 3 funnels.....	[1] 49	915	5,877	[2] 4,600,000	July 1, 1902	2
3	Georgia (15)....	2 cage m.; 3 funnels.....	[1] 49	864	5,316	3,590,000	Mar. 3, 1899	3
4	Illinois (7).....	2 cage m.; 2 funnels, abreast.	34	659	4,270	2,595,000	June 10, 1896	4
5	Indiana (1).....	1 mil. m.; 1 cage m.; 2 funnels.	34	644	3,204	3,063,000	June 30, 1890	5
6	Iowa (4).....	1 mil. m.; 1 cage m.; 2 funnels.	34	649	3,806	3,010,000	July 19, 1892	6
7	Kearsarge (5)..	2 cage m.; 2 funnels.....	34	692	4,205	2,250,000	Mar. 2, 1895	7
8	Kentucky (6)...	2 cage m.; 2 funnels.....	34	719	4,209	2,250,000	Mar. 2, 1895	8
9	Louisiana (19)..	2 cage m.; 3 funnels.....	[1] 49	904	5,866	3,990,000	July 1, 1902	9
10	Maine (10).....	2 cage m.; 3 funnels.....	44	754	4,660	2,885,000	May 4, 1898	10
11	Massachusetts (2).	1 mil. m.; 1 cage m.; 2 funnels.	34	644	3,204	3,063,000	June 30, 1890	11
12	Missouri (11) ...	2 cage m.; 3 funnels.....	44	755	4,460	2,885,000	May 4, 1898	12
13	Nebraska (14)..	2 cage m.; 3 funnels.....	49	857	5,305	3,733,600	Mar. 3, 1899	13
14	New Jersey (16).	2 cage m.; 3 funnels.....	49	857	5,252	3,405,000	June 7, 1900	14
15	Ohio (12).....	2 cage m.; 3 funnels.....	[1] 44	755	4,810	2,899,000	May 4, 1898	15
16	Oregon (3).....	1 mil. m.; 1 cage m.; 2 funnels.	34	644	3,354	3,222,810	June 30, 1890	16
17	Rhode Island (17).	2 cage m.; 3 funnels.....	49	856	5,252	3,405,000	June 7, 1900	17
18	Virginia (13)....	2 cage m.; 3 funnels.....	49	863	5,272	3,590,000	Mar. 3, 1899	18
19	Wisconsin (9)...	2 cage m.; 2 funnels, abreast.	34	659	4,257	2,674,950	June 10, 1896	19

[1] When acting as flagship of fleet, complement is increased by 8 officers and 47 men; and when acting as division flagship, by 3 officers and 24 men.
[2] Limit of cost, act of Congress approved June 29, 1906.

SECOND LINE—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	Sept. 24,1896	Dec. 1,1896	May 18,1898	Sept. 24,1899	Oct. 22,1900	Oct. 16,1900 Apr. 17,1912	**Alabama (8)**....	1
2	.....	Mar. 10,1903	Sept. 29,1904	Mar. 15,1906	.....	Sept. 29,1906	**Connecticut (16).**	2
3	Feb. 18,1901	Aug. 31,1901	Oct. 11,1904	Feb. 18,1904	Sept. 21,1906	Sept. 24,1906	**Georgia (15)**....	3
4	Sept. 26,1896	Feb. 10,1897	Oct. 4,1898	Sept. 26,1899	Sept. 16,1901	Sept. 16,1901 Apr. 15,1912	**Illinois (7)**.....	4
5	Nov. 19,1890	May 7,1891	Feb. 28,1893	Nov. 19,1893	Nov. 19,1895	Nov. 20,1895 May 3,1911	**Indiana (1)**.....	5
6	Feb. 11,1893	Aug. 5,1893	Mar. 28,1896	Feb. 11,1896	June 15,1897	June 16,1897 May 3,1911	**Iowa (4)**.....	6
7	Jan. 2,1896	June 30,1896	Mar. 24,1898	Jan. 2,1899	Nov. 8,1899	Feb. 20,1900 June 17,1912	**Kearsarge (5)**..	7
8	Jan. 2,1896	June 30,1896	Mar. 24,1898	Jan. 2,1899	Dec. 30,1899	May 15,1900 June 4,1912	**Kentucky (6)**...	8
9	Oct. 15,1902	Feb. 7,1903	Aug. 27,1904	Mar. 15,1906	May 21,1906	June 2,1906	**Louisiana (19)**..	9
10	Oct. 1,1898	Feb. 15,1899	July 27,1901	June 1,1901	Dec. 29,1902	Dec. 29,1902 June 15,1911	**Maine (10)**.....	10
11	Nov. 18,1890	June 25,1891	June 10,1893	Nov. 18,1893	May 29,1896	June 10,1896 May 3,1911	**Massachusetts (2).**	11
12	Dec. 30,1898	Feb. 7,1900	Dec. 28,1901	Aug. 30,1901	Dec. 1,1903	Dec. 1,1903 June 1,1911	**Missouri (11)**....	12
13	Mar. 7,1901	July 4,1902	Oct. 7,1904	Mar. 7,1904	May 31,1907	July 1,1907	**Nebraska (14)**..	13
14	Feb. 15,1901	Apr. 2,1902	Nov. 10,1904	Feb. 15,1904	May 12,1906	May 12,1906	**New Jersey (16).**	14
15	Oct. 5,1898	Apr. 22,1899	May 18,1901	June 5,1901	Sept. 10,1904	Oct. 4,1904 June 1,1911	**Ohio (12)**.....	15
16	Nov. 19,1890	Nov. 19,1891	Oct. 26,1893	Nov. 19,1893	June 26,1896	July 15,1896 Aug. 29,1911	**Oregon (3)**.....	16
17	Feb. 15,1901	May 1,1902	May 17,1904	Feb. 15,1904	Feb. 12,1906	Feb. 19,1906	**Rhode Island (17).**	17
18	Feb. 15,1901	May 21,1902	Apr. 5,1904	Feb. 15,1904	May 5,1906	May 7,1906	**Virginia (13)**....	18
19	Sept. 19,1896	Feb. 9,1897	Nov. 26,1898	Sept. 19,1899	Jan. 17,1901	Feb. 4,1901 Apr. 1,1908	**Wisconsin (9)**...	19

ARMORED

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
1	**California (6)**[2]	Union Iron Works, San Francisco, Cal.	Pacific Fleet	502 0	69 6½	24 1	[3] 13,680	57.80
2	**Colorado (7)**[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Pacific Fleet	502 0	69 6½	24 1	[3] 13,680	57.80
3	**Maryland (8)**[2]	Newport News S. B. Co., Newport News, Va.	Pacific Fleet	502 0	69 6½	24 1	[3] 13,680	57.80
4	**Montana (13)**	Newport News S. B. Co., Newport News, Va.	Atlantic Reserve Fleet.	502 0	72 10½	25 0	[3] 14,500	59.70
5	**N. Carolina (12)**	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Portsmouth, N. H.	502 0	72 10½	25 0	[3] 14,500	59.70
6	**Pittsburgh(4)**[2 4]	Wm. Cramp & Sons, Philadelphia, Pa.	Pacific Reserve Fleet.	502 0	69 6½	24 1	[3] 13,680	57.80
7	**S. Dakota (9)**[2]	Union Iron Works, San Francisco, Cal.	Pacific Fleet	502 0	69 6½	24 1	[3] 13,680	57.80
8	**Tennessee (10)**[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	502 0	72 10½	25 0	[3] 14,500	59.70
9	**Washington (11).**[2]	New York S. B. Co., Camden, N. J.	Atlantic Fleet (temporary).	502 0	72 10½	25 0	[3] 14,500	59.70
10	**W. Virginia (5)**[2]	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Puget Sound, Wash.	502 0	69 6½	24 1	[3] 13,680	57.80
	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.
[4] Formerly Pennsylvania; name changed Aug. 27, 1912

CRUISERS.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	503 11	15,138	22.20	13,750	2,185	**California (6)**...	1
2	504 0	15,138	22.24	13,780	1,929	**Colorado (7)**...	2
3	503 11	15,138	22.41	13,749	2,054	**Maryland (8)**...	3
4	504 5	15,981	22.26	14,531	2,113	**Montana (13)**...	4
5	504 5	15,981	22.48	14,518	2,113	**N.Carolina (12)**.	5
6	504 0	15,138	22.44	13,810	1,946	**Pittsburgh (4)**..	6
7	503 11	15,138	22.24	13,750	2,185	**S. Dakota (9)**...	7
8	504 5	15,712	22.16	14,500	1,974	**Tennessee (10)**..	8
9	504 5	15,712	22.27	14,500	2,015	**Washington (11)**.	9
10	503 11	15,138	22.15	13,750	2,054	**W. Virginia (5)**.	10

ARMORED

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq. ft.*			*Tons.*	
1	**California (6)**...	Vert. 3-exp. (2).	38½	63½	[1] 74	48	16 B. & W...	1,592	70,928	29,381	29,658	2,174	1
2	**Colorado (7)**...	Vert. 3-exp. (2).	38½	63½	[1] 74	48	32 Niclausse.	1,600	68,537	26,837	27,374	2,185	2
3	**Maryland (8)**...	Vert. 3-exp. (2).	38½	63½	[1] 74	48	16 B. & W...	1,600	70,944	28,059	28,474	2,072	3
4	**Montana (13)**...	Vert. 3-exp. (2).	38½	63½	[1] 74	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	[1] 74	48	16 B. & W...	1,590	68,000	30,359	31,035	2,104	5
6	**Pittsburgh (4)**..	Vert. 3-exp. (2).	38½	63½	[1] 74	48	32 Niclausse.	1,600	68,308	28,600	29,071	2,185	6
7	**S. Dakota (9)**...	Vert. 3-exp. (2).	38½	63½	[1] 74	48	16 B. & W...	1,592	70,928	28,543	28,843	2,191	7
8	**Tennessee (10)**..	Vert. 3-exp. (2).	38½	63½	[1] 74½	48	16 B. & W...	1,650	70,940	26,963	27,430	2,074	8
9	**Washington (11)**.	Vert. 3-exp. (2).	38½	63½	[1] 74	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	[1] 74	48	16 B. & W...	1,600	70,944	26,135	26,466	2,066	10

[1] Twol ow-pressure cylinders.

CRUISERS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	3 4	100 50	125 125	800 400	4,000	8-100-275 6- 50-350	Union Iron Works	California (6)	1
2	3 4	100 50	125 125	800 400	4,000	10-100-350 8- 50-400	General Electric Co	Colorado (7)	2
3	3 4	100 50	125 125	800 400	4,000	10-100-350 8- 50-400	General Electric Co	Maryland (8)	3
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 4	100 50	125 125	800 400	4,000	10-100-350 8- 50-400	General Electric Co	Pittsburgh (4)	6
7	3 4	100 50	125 125	800 400	4,000	8-100-275 6- 50-350	Union Iron Works	S. Dakota (9)	7
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 4	100 50	125 125	800 400	4,000	10-100-350 8- 50-400	General Electric Co	W.Virginia (5)	10

ARMORED

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes (submerged).	
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 (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″.....	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	**Pittsburgh (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

CRUISERS—Continued.

	Armor.					Protective deck. Total thickness.		Name and official number.	
	Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amidships.		
		Size.	Thickness.	Size.	Thickness.				
	Inches.	*Inches.*	*Inches.*	*Ins.*	*Inches.*	*Inches.*	*Inches.*		
1	Top 6, bottom 5, water line 6.	8	6½–6	8	6	For'd 4..... Aft 4.....	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 (12)	5
6	Top 6, bottom 5, water line 6.	8	6½–6	8	6	For'd 4..... Aft 4.....	1½–4	Pittsburgh (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

ARMORED

	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] 41	839	[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)**...	1 mil. m., 1 cage m., 4 funnels.	41	906	4,509	3,575,000	Apr. 27,1904	4
5	**N. Carolina (12)**	1 mil. m., 1 cage m., 4 funnels.	41	906	4,509	3,575,000	Apr. 27,1904	5
6	**Pittsburgh (4)**..	1 mil. m., 1 cage m., 4 funnels.	41	837	4,000	3,890,000	Mar. 3,1899	6
7	**S. Dakota (9)**...	1 mil. m., 1 cage m., 4 funnels.	41	837	[2] 4,050	3,750,000	June 7,1900	7
8	**Tennessee (10)**..	1 mil. m., 1 cage m., 4 funnels.	[1] 41	902	.....	4,035,000	July 1,1902	8
9	**Washington (11).**	2 mil. m., 4 funnels.....	41	902	.....	4,035,000	July 1,1902	9
10	**W. Virginia (5)**..	1 mil. m., 1 cage m., 4 funnels.	[1] 41	839	3,953	3,885,000	Mar. 3,1899	10

[1] When acting as flagship of fleet, complement is increased by 8 officers and 35 men, and when acting as division flagship by 3 officers and 24 men.
[2] 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	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 (12)**...	4
5	Jan. 3, 1905	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	Apr. 27, 1908	May 7, 1908	**N. Carolina (12)**	5
6	Jan. 10, 1901	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905	**Pittsburgh (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

CRUISERS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.				
				Length between perpendiculars.[1]	Breadth on load waterline.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Brooklyn (3)**[2].	Wm. Cramp & Sons, Philadelphia, Pa.	Navy Yard, Philadelphia.[4]	400 6	64 8	24 0	[3] 9,215	41.80	1
2	**Charleston (22)**.[2]	Newport News S. B. Co., Newport News, Va.	Navy Yard, Puget Sound.[4]	424 0	66 0	22 6	[5] 9,700	44.85	2
3	**Milwaukee (21)**.	Union Iron Works, San Francisco, Cal.	Navy Yard, Puget Sound.[4]	424 0	66 0	22 6	[5] 9,700	44.85	3
4	**Saratoga (2)**[2 6].	Wm. Cramp & Sons, Philadelphia, Pa.	Asiatic Fleet....	380 6	64 10	23 3	[3] 8,150	39.00	4
5	**St. Louis (20)**...	Neafie & Levy, Philadelphia, Pa.	Pacific Reserve Fleet.	424 0	66 0	22 6	[5] 9,700	44.85	5
	Total normal displacement....						46,465		

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

CRUISERS—

	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.*	
1	**Brooklyn (3)**....	Vert. 3-exp. (2)[1]	32	47	72	42	5 D. E.; 2 S. E.	1,016	32,538	18,425	18,770	1,645	1
2	**Charleston (22)**.	Vert. 3-exp. (2)	36	59½	[2] 69	45	16 B. & W..	1,400	64,000	27,200	27,507	1,834	2
3	**Milwaukee (21)**.	Vert. 3-exp. (2)	36	59½	[2] 69	45	16 B. & W..	1,400	64,000	24,166	24,504	1,861	3
4	**Saratoga (2)**...	Vert. 3-exp. (2)[1]	32	47	72	42	12 B. & W..	989	45,708	17,075	17,401	1,607	4
5	**St. Louis (20)**...	Vert. 3-exp. (2)	36	59½	[2] 69	45	16 B. & W..	1,400	64,000	27,264	27,484	1,777	5

[1] Two engines, each screw.
[2] Two low-pressure cylinders.

FIRST CLASS.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	402 7	10,068	21.91	8,150	[1] 1,350	**Brooklyn (3)** ...	1
2	426 6	10,839	22.04	9,681	1,776	**Charleston (22).**	2
3	426 6	10,839	22.22	9,700	1,704	**Milwaukee (21).**	3
4	384 0	8,900	21.00	8,480	[1] 1,075	**Saratoga (2)**...	4
5	426 6	10,839	22.13	9,665	1,751	**St. Louis (20)**...	5

[1] Calculated to 6 inches below beams.

FIRST CLASS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	[1] 4	50	125	400	1,600	8-50-400	B. F. Sturtevant Co	**Brooklyn (3)**....	1
2	2	100	125	800	2,800	10-100-350	General Electric Co.....	**Charleston (22).**	2
	3	50	125	400		8-50-400			
3	2	100	125	800	2,800	6-100-275	Union Iron Works.....	**Milwaukee (21).**	3
	3	50	125	400		6-50-300			
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	B. F. Sturtevant Co.....	**St. Louis (20)**...	5
	3	50	125	400		8-50-400			

[1] Authorized, purchased, but not installed.

CRUISERS—

	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.; 4 6-pdr. saluting.....	.....	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 (2)**....	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—

	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 mil. m., 3 funnels.....	34	538	3,368	$2,986,000	July 19, 1892	1
2	**Charleston (22)**.	2 mil. m., 4 funnels.....	29	698	.....	2,740,000	June 7, 1900	2
3	**Milwaukee (21)**.	2 mil. m., 4 funnels.....	29	698	[1] 3,401	2,825,000	June 7, 1900	3
4	**Saratoga (2)**....	2 mil. m., 3 funnels.....	34	[2] 491	2,838	2,985,000	Sept. 7, 1888	4
5	**St. Louis (20)**...	2 mil. m., 4 funnels.....	29	697	.....	2,740,000	June 7, 1900	5

[1] Subject to possible change.
[2] When acting as flagship of fleet, complement is increased by 8 officers and 42 men, and when acting as division flagship by 3 officers and 24 men.

FIRST-CLASS—Continued.

	Armor.					Protective deck. Total thickness.		
	Water-line belt amidships.	Turrets.		Barbettes.		At ends.	Amidships.	Name and official number.
		Size.	Thickness.	Size.	Thickness.			
	Inches.	*Inches.*	*Inches.*	*Ins.*	*Inches.*	*Inches.*	*Inches.*	
1	Top 3, bottom 3, water line 3.	8	5½	8	8–4	For'd 2½..... Aft 2½.....	3–6	**Brooklyn (3)....** 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—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 (3)...** 1
2	Mar. 30, 1901	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Aug. 31, 1905	Oct. 17, 1905 July 1, 1911	**Charleston (22).** 2
3	Apr. 17, 1901	July 30, 1902	Sept. 10, 1904	Apr. 17, 1904	Dec. 6, 1906	May 11, 1906 Sept. 9, 1912	**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 (2)....** 4
5	Mar. 11, 1901	July 31, 1902	May 6, 1905	Mar. 11, 1904	Aug. 14, 1906	Aug. 18, 1906 Oct. 9, 1911	**St. Louis (20)...** 5

[1] Date of placing out of commission.

CRUISERS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Baltimore (3)**...	Wm. Cramp & Sons, Philadelphia, Pa.	Navy yard, Charleston, S. C.	327 6	48 7½	19 6	[2] 4,413	25.85	1
	Chicago [3].....	John Roach & Sons, Chester, Pa.	Naval Militia, Massachusetts.	325 0	48 2½	19 0	4,500	27.00	2
	Columbia (12)..	Wm. Cramp & Sons, Philadelphia, Pa.	Navy yard, Philadelphia.[4]	411 7	58 2	22 6	[5] 7,350	36.87	3
	Minneapolis (13).[3]	Wm. Cramp & Sons, Philadelphia, Pa.	Navy yard, Philadelphia.[4]	411 7	58 2	22 6	[2] 7,350	36.87	4
5	**Newark (1)**[3]....	Wm. Cramp & Sons, Philadelphia, Pa.	Station ship, Guantanamo Bay.	311 5	49 2	18 9	[2] 4,083	25.00	5
6	**Olympia (6)**[3]....	Union Iron Works, San Francisco, Cal.	Barricks ship, navy yard, Charleston.	340 0	53 0½	21 6	[2] 5,865	29.35	6
	Total normal displacement.....						33,561		

[1] Length on designed L. W. L.
[2] Full supply of ammunition and stores.
[3] Fitted as a flagship.
[4] Out of commission.
[5] Two-thirds full supply of ammunition and stores.

CRUISERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Baltimore (3)**...	Hor. 3-exp. (2)	42	60	94	42	8 B. & W...	659	28,874	8,777	8,978	.....	1
2	**Chicago**.....	Hor. 3-exp. (2)	33½	50½	76	40	6 B. & W.; 4 S. E.	634	23,253	.....	9,000	922	2
3	**Columbia (12)**..	Vert. 3-exp. (3)	42	59	92	42	8 D. E.; 2 S. E.	1,408	45,221	18,269	18,509	1,706	3
4	**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	4
5	**Newark (1)**.....	Hor. 3-exp. (2)	34⅛	52 1/16	76 1/16	40	4 D. E.....	540	16,736	8,727	8,868	653	5
6	**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	6

SECOND CLASS.

	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.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	335 0	5,482	20.10	4,563	1,075	**Baltimore (3)**...	1
2	342 2	.....	18.00	4,546	850	**Chicago**.....	2
3	413 1	8,270	22.80	7,387	1,525	**Columbia (12)**..	3
4	413 1	8,270	23.07	7,387	1,400	**Minneapolis (13).**	4
5	327 7	4,533	[1] 19.00	3,970	800	**Newark (1)**.....	5
6	344 1	6,558	21.69	5,566	1,000	**Olympia (6)**.....	6

[1] Estimated.

SECOND CLASS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	4	24	125	192	768	6-24-375	Bullock Electric Co. (Forbes engine.)	**Baltimore (3)**...	1
2	3	24	80	300	900	6-24-410	General Electric Co.....	**Chicago**.....	2
3	2	32	80	400	800	4-32-400	General Electric Co.....	**Columbia (12)**..	3
4	3	24	80	300	900	4-24-400	General Electric Co.....	**Minneapolis (13).**	4
5	4	24	125	192	768	6-24-400	General Electric Co.....	**Newark (1)**.....	5
6	4 2	32 24	80 80	400 300	2,200	8-32-400 8-24-400	General Electric Co.....	**Olympia (6)**.....	6

CRUISERS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	**Baltimore (3)**...	12 6″ 40 cal. R. F.; 4 6-pdr. saluting.....	.....	1
2	**Chicago**.....	4 8″ 35 cal. B. L. R.; 14 5″ 40 cal. R. F.; 9 6-pdr. R. F.; added temporarily, 8.5″ 40 cal. R. F.; 6 4″. 40 cal. R. F.; 2 3-pdr. R. F.	.....	2
3	**Columbia (12)**..	3 6″ 45 cal. R. F.; 8 4″ 40 cal. R. F.; 2 6-pdr. saluting.....	.....	3
4	**Minneapolis (13)**	3 6″ 45 cal. R. F.; 8 4″ 40 cal. R. F.; 2 6-pdr. saluting.....	.....	4
5	**Newark (1)**.....	12 6″ 30 cal. R. F.; 6 3-pdr. R. F.....	.....	5
6	**Olympia (6)**	4 8″ 35 cal. B. L. R.; 10 5″ 40 cal. R. F.; 4 6-pdr. R. F.....	.....	6

CRUISERS—

	Name and official number.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
1	**Baltimore (3)**...	[1] 1,706	$1,325,000	Aug. 3, 1886.....	Dec. 17, 1886.....	1
2	**Chicago**.....	[1] 1,560	889,000	Mar. 3, 1883.....	July 26, 1883.....	2
3	**Columbia (12)**..	2,536	2,725,000	June 30, 1890.....	Nov. 19, 1890.....	3
4	**Minneapolis (13).**	2,537	2,690,000	Mar. 2, 1891.....	Aug. 31, 1891.....	4
5	**Newark (1)**.....	[1] 1,438	1,248,000	Mar. 3, 1885.....	Oct. 27, 1887.....	5
6	**Olympia (6)**.....	[1] 1,896	1,796,000	Sept. 7, 1888.....	July 10, 1890.....	6

[1] Subject to possible change.

SECOND-CLASS—Continued.

	Protective deck amidships; total thickness.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inch.	*Inch.*					
1	1½	4	Schooner; 2 funnels	18	356	**Baltimore (3)**	1
2	1½	1½	Schooner; 2 funnels	18	413	**Chicago**	2
3	2½	4	Schooner; 4 funnels	18	360	**Columbia (12)**	3
4	2½	4	Schooner; 2 funnels	18	360	**Minneapolis (13)**	4
5	2	3	Schooner; 2 funnels	18	360	**Newark (1)**	5
6	2	4½	Schooner; 2 funnels	20	426	**Olympia (6)**	6

SECOND-CLASS—Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	May 5,1887	Oct. 6,1888	June 17,1888	Dec. 27,1889	Jan. 7,1890 May 6,1903	**Baltimore (3)**	1
2	Dec. 29,1883	Dec. 5,1885	Jan. 26,1885	.....	Apr. 17,1889 May 14,1909	**Chicago**	2
3	Dec. 30,1890	July 26,1892	May 19,1893	Dec. 22,1893	Apr. 23,1894 May 3,1907[1]	**Columbia (12)**	3
4	Dec. 16,1891	Aug. 12,1893	Aug. 31,1893	Dec. 6,1894	Dec. 13,1894 Nov. 17,1906[1]	**Minneapolis (13)**	4
5	June 12,1888	Mar. 19,1890	Oct. 27,1890	Jan. 31,1891	Feb. 2,1891 Mar. 23,1908	**Newark (1)**	5
6	June 17,1891	Nov. 5,1892	Apr. 1,1893	Feb. 20,1894	Feb. 5,1895 May 14,1909	**Olympia (6)**	6

[1] Date of placing out of commission.

CRUISERS—

	Name and official number.	By whom and where built or building.	Duty or station. July 1, 1912.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.					
				Length between perpendiculars.[1]	Breadth on load waterline.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Albany** *st*.....	Armstrong, Mitchell & Co., Newcastle on Tyne, England.[3]	Asiatic fleet.....	346 0	43 9	16 10	[2] 3,430	23.00	1
2	**Birmingham** (2).[5 a b]	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Reserve Fleet.	420 0	47 1	16 9	[4] 3,750	31.00	2
3	**Boston**[6].....	John Roach & Sons, Chester, Pa.	Naval Militia, Oregon.	277 5	42 2	16 10	3,000	20.00	3
4	**Chattanooga** (16) *sg*.	Crescent Ship Yard, Elizabethport, N. J.	In reserve, navy yard, Puget Sound.	292 0	44 0	15 9	[7] 3,200	22.30	4
5	**Chester** (1).[5 a b]	Bath Iron Works, Bath, Me.	Atlantic Reserve Fleet.	420 0	47 1	16 9	[4] 3,750	31.00	5
6	**Cincinnati** (7).[5]	Navy yard, New York.	Asiatic Fleet....	300 0	42 0	18 0	[8] 3,183	20.00	6
7	**Cleveland** (19) *sg*.	Bath Iron Works, Bath, Me.	In reserve, navy yard, Mare Island.	292 0	44 0	15 9	[7] 3,200	22.30	7
8	**Denver** (14) *sg*..	Neafie & Levy, Philadelphia, Pa.	In reserve, navy yard, Mare Island.	292 0	44 0	15 9	[7] 3,200	22.30	8
9	**Des Moines** (15) *sg*.	Fore River engine Co., Quincy, Mass.	In reserve, navy yard, Boston.	292 0	44 0	15 9	[7] 3,200	22.30	9
10	**Galveston** (17) *sg*.	Wm. R. Trigg Co., Richmond, Va.	In reserve, navy yard, Puget Sound.	292 0	44 0	15 9	[7] 3,200	22.30	10
11	**Marblehead** (11).[5]	City Point Works, Boston, Mass.	Naval Militia, California.	257 0	37 0	14 6	2,072	15.75	11
12	**New Orleans** *st*.	Armstrong, Mitchell & Co., Newcastle on Tyne, England.[9]	In reserve, navy yard, Puget Sound.	346 0	43 9	16 10	[2] 3,430	23.00	12
13	**Raleigh** (8).[5]	Navy yard, Norfolk, Va.	Pacific Reserve Fleet.	300 0	42 0	18 0	[8] 3,183	20.00	13
14	**Salem** (3).[5 a b]	Fore River Shipbuilding Co., Quincy, Mass.	In reserve, navy yard, Boston.	420 0	47 1	16 9	[4] 3,750	31.00	14
15	**Tacoma** (18) *st*..	Union Iron Works, San Francisco, Cal.	Atlantic Reserve Fleet.	292 0	44 0	15 9	[7] 3,200	22.30	15
	Total normal displacement.....						48,748		

(*st*) Sheathed with teak below water line.
(*sg*) Sheathed with Georgia pine below water line.
[1] Length on designed L. W. L.
[2] One-half full supply of ammunition and stores.
[3] Engines and boilers built by R. & W. Hawthorn, Leslie & Co. (Ltd.), St. Peter's Works, Newcastle on Tyne, England.
[4] 40 tons supplies and accounts two-thirds full supply other stores and ammunition.
[5] Steel.
[6] Order of July 12, 1910, striking the Boston from the Navy list, annulled Dec. 23, 1910.
[7] Two-thirds full supply of ammunition and stores.
[8] Full supply of ammunition and stores.
[9] Engines and boilers built by Humphreys & Tennant (Ltd.), London.
a 2" N. S. water-line protection.
b Scout.

THIRD-CLASS.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	354 10	3,954	20.52	3,450	821	Albany.....	1
2	423 1	4,687	24.33	3,720	[1] 1,400	Birmingham (2)	2
3	288 3	.....	15.60	3,025	[1] 428	Boston.....	3
4	308 11	3,514	16.65	3,207	733	Chattanooga (16)	4
5	423 1	4,687	26.52	3,673	[1] 1,375	Chester (1).....	5
6	306 1	3,339	19.91	.....	712	Cincinnati (7)..	6
7	308 10	3,514	16.45	3,202	720	Cleveland (19)	7
8	308 9	3,514	16.75	3,200	710	Denver (14).....	8
9	309 10	3,514	16.65	3,196	[1] 700	Des Moines (15)	9
10	308 10	3,514	16.41	3,255	724	Galveston (17)..	10
11	269 6	2,212	18.44	2,054	[1] 346	Marblehead (11).	11
12	354 5	3,954	[2] 20.00	.....	[1] 750	New Orleans...	12
13	305 10	3,339	21.12	.....	698	Raleigh (8).....	13
14	423 1	4,687	25.95	3,751	[1] 1,400	Salem (3).....	14
15	308 6	3,514	16.58	3,211	710	Tacoma (18)....	15

[1] Calculated to 6" below beams.
[2] Estimated.

CRUISERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Albany**	Vert. 3-exp. (2).	31	46	70	30	4 D. E.	432	13,156	[1] 7,400	[1] 7,500	650	1
2	**Birmingham (2).**	Vert. 3-exp. (2).	28¼	45	[2] 62	36	12 Fore River.	696	37,992	15,670	15,889	944	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	[2] 35½	30	6 B. & W.	300	13,200	5,303	5,398	435	4
5	**Chester (1)**	Parsons turb. (4)	...	...	...	...	12 Normand.	696	32,040	[3] 25,400	28,168	801	5
6	**Cincinnati (7)**	Vert. 3-exp. (2).	24	44½	[2] 57	33	8 B. & W.	506	21,120	7,070	8,491	.....	6
7	**Cleveland (19).**	Vert. 3-exp. (2).	18	29	[2] 35½	30	6 B. & W.	300	13,200	4,640	4,685	457	7
8	**Denver (14)**	Vert. 3-exp. (2).	18	29	[2] 35½	30	6 B. & W.	300	13,200	6,135	6,202	445	8
9	**Des Moines (15).**	Vert. 3-exp. (2).	18	29	[2] 35½	30	6 B. & W.	300	13,200	5,340	5,400	452	9
10	**Galveston (17).**	Vert. 3-exp. (2).	18	29	[2] 35½	30	6 B. & W.	300	13,200	5,073	5,178	448	10
11	**Marblehead (11).**	Vert. 3-exp. (2).	26½	39	63	26	3 D. E., 2 S. E.	414	11,058	4,937	5,450	429	11
12	**New Orleans**	Vert. 3-exp. (2).	31	46	70	30	4 D. E.; 1 auxiliary.	480	14,378	.....	7,500	.....	12
13	**Raleigh (8)**	Vert. 3-exp. (2).	24	44½	[2] 57	33	8 B. & W.	506	21,130	.....	8,159	784	13
14	**Salem (3)**	Curtis turb. (2).	...	...	...	...	12 Fore River.	696	37,992	[3] 19,578	22,242	909	14
15	**Tacoma (18)**	Vert. 3-exp. (2).	18	29	[2] 35½	30	6 B. & W.	300	13,200	5,288	5,424	442	15

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

THIRD-CLASS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	50	125	400	800	8–50–400	General Electric Co.	Albany	1
2	3	32	125	256	768	8–32–400	General Electric Co.	Birmingham (2).	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	32	125	256	768	8–32–400	General Electric Co.	Chester (1)	5
6	2	30	125	240	480	[1] 4–30–3600	General Electric Co.	Cincinnati (7)	6
7	4	24	80	300	1,200	6–24–400	General Electric Co.	Cleveland (19)	7
8	4	24	80	300	1,200	6–24–400	General Electric Co.	Denver (14)	8
9	4	24	80	300	1,200	6–24–400	General Electric Co.	Des Moines (15).	9
10	4	24	80	300	1,200	8–24–380	Bullock Electric Co. (Forbes engine).	Galveston (17)	10
11	2	16	80	200	400	4–16–400	Crocker Wheeler Co. (Forbes engine).	Marblehead (11).	11
12	2	50	125	400	1,200	8–50–400	B. F. Sturtevant Co.	New Orleans	12
13	2	30	125	240	480	[1] 4–30–3600	General Electric Co.	Raleigh (8)	13
14	3	32	125	256	768	8–32–400	General Electric Co.	Salem (3)	14
15	4	24	80	300	1,200	4–24–400	Union Iron Works.	Tacoma (18)	15

[1] Turbogenerators.

CRUISERS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Albany.....	10 5" 50 cal. B. L. R.; 8 3-pdr. R. F.....	.....	1
2	Birmingham (2)	2 5" 50 cal. B. L. R.; 6 3" 50 cal. R. F.; 2 3-pdr. R. F.....	2 21" subm....	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	Chester (1).....	2 5" 50 cal. B. L. R.; 6 3" 50 cal. R. F.; 2 3-pdr. R. F.....	2 21" subm....	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	Denver (14).....	10 5" 50 cal. B. L. R.; 8 6-pdr. R. F.....	.....	8
9	Des Moines (15).	10 5" 50 cal. B. L. R.; 8 6-pdr. R. F.....	.....	9
10	Galveston (17)..	10 5" 50 cal. B. L. R.; 8 6-pdr. R. F.....	.....	10
11	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.	.....	11
12	New Orleans...	10 5" 50 cal. B. L. R.; 8 3-pdr. R. F.....	.....	12
13	Raleigh (8).....	11 5" 40 cal. R. F.; 6 3-pdr. R. F.....	.....	13
14	Salem (3).....	2 5" 50 cal. B. L. R.; 6 3" 50 cal. R. F.; 2 3-pdr. R. F.....	2 21" subm....	14
15	Tacoma (13)....	10 5" 50 cal. B. L. R.; 8 6-pdr. R. F.....	.....	15

THIRD-CLASS—Continued.

	Protective deck amidships; total thickness.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inch.	*Inch.*					
1	1½	3½	2 mil. m.; 2 funnels	18	328	**Albany**	1
2	.....	.....	4 funnels; 2 masts	18	355	**Birmingham (2)**	2
3	1½	1½	Schooner; 2 funnels	18	251	**Boston**	3
4	⅜	2½	Schooner; 2 funnels	18	291	**Chattanooga (16).**	4
5	.....	.....	4 funnels; 2 masts	18	355	**Chester (1)**	5
6	1	2½	1 pole m.; 2 funnels	18	285	**Cincinnati (7)**	6
7	⅜	2½	Schooner; 2 funnels	18	291	**Cleveland (19)**	7
8	⅜	2½	Schooner; 2 funnels	18	291	**Denver (14)**	8
9	⅜	2½	Schooner; 2 funnels	18	291	**Des Moines (15).**	9
10	⅜	2½	Schooner; 2 funnels	18	291	**Galveston (17)**	10
11	⅜	⅞	Schooner; 2 funnels	13	239	**Marblehead (11).**	11
12	1½	3½	2 mil. m.; 2 funnels	18	327	**New Orleans**	12
13	1	2½	Schooner; 2 funnels	18	285	**Raleigh (8)**	13
14	.....	.....	4 funnels; 2 masts	18	355	**Salem (3)**	14
15	⅜	2½	Schooner; 2 funnels	18	291	**Tacoma** (	15

CRUISERS—

	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	**Birmingham** (2)		$1,556,000	Apr. 27, 1904	May 17, 1905	2
3	**Boston**	[1] 1,280	619,000	Mar. 3, 1883	July 23, 1883	3
4	**Chattanooga** (16).		1,039,366	Mar. 3, 1899	Dec. 14, 1899	4
5	**Chester** (1)		1,688,000	Apr. 27, 1904	May 4, 1905	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	**Denver** (14)	1,566	1,080,000	Mar. 3, 1899	Dec. 14, 1899	8
9	**Des Moines**(15)		1,065,000	Mar. 3, 1899	Dec. 14, 1899	9
10	**Galveston** (17)		1,027,000	Mar. 3, 1899	Dec. 14, 1899	10
11	**Marblehead** (11).	[1] 626	674,000	Sept. 7, 1888	Nov. 11, 1889	11
12	**New Orleans**	[1] 1,130				12
13	**Raleigh** (8)	[1] 934	1,100,000	Sept. 7, 1888		13
14	**Salem** (3)		1,556,000	Apr. 27, 1904	May 17, 1905	14
15	**Tacoma** (18)	1,554	1,041,900	Mar. 3, 1899	Dec. 14, 1899	15

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

THIRD-CLASS—Concluded.

	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	Aug. 14, 1905	May 29, 1907	Nov. 17, 1907	Apr. 10, 1908	Apr. 11, 1908	**Birmingham (2)**....	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 June 29, 1912	**Chattanooga (16)**.	4
5	Sept. 25, 1905	June 26, 1907	May 4, 1908	Apr. 24, 1908	Apr. 25, 1908	**Chester (1)**.....	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 Apr. 8, 1912	**Cleveland (12)**	7
8	June 28, 1900	June 21, 1902	June 14, 1902	Mar. 5, 1904	May 17, 1904 Jan. 4, 1912	**Denver (14)**.....	8
9	Aug. 28, 1900	Sept. 20, 1902	June 14, 1902	Mar. 5, 1904	Mar. 5, 1904	**Des Moines (15)**....	9
10	Jan. 19, 1901	July 23, 1903	June 14, 1902	June 10, 1905	Feb. 15, 1905 June 29, 1912	**Galveston (17)**.....	10
11	Oct. —, 1890	Aug. 11, 1892	May 11, 1892	Jan. 8, 1894	Apr. 2, 1894 Mar. 31, 1910	**Marblehead (11)**...	11
12	.....	Dec. 4, 1896	(1)	.....	Mar. 18, 1898 Nov. 15, 1909	**New Orleans**.....	12
13	Dec. —, 1889	Mar. 31, 1892	.....	.....	Apr. 17, 1894 Feb. 21, 1911	**Raleigh (8)**	13
14	Aug. 28, 1905	July 27, 1907	Mar. 17, 1908	July 27, 1908	Aug. 1, 1908	**Salem (3)**.....	14
15	Sept. 27, 1900	June 2, 1903	June 14, 1902	Jan. 18, 1904	Jan. 30, 1904	**Tacoma (18)**.....	15

[1] Date of purchase, Mar. 16, 1898.

[2] Date of placing out of commission.

	Name and official number.	By whom and where built or building.	Duty or station. July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
1	**Amphitrite**.....	Harlan & Hollingsworth, Wilmington, Del., and navy yard, Norfolk.	Naval Militia, Louisiana.	259 3	55 4	14 6	3,990	27.67
2	**Cheyenne (10)**[2 3]	Union Iron Works, San Francisco, Cal.	In reserve, Naval Militia, Washington.	252 0	50 0	12 6	[4] 3,225	25.25
	Miantonomoh..	John Roach, Chester, Pa., and navy yard, New York.	Navy yard, Philadelphia.[5]	260 3	55 4	14 6	3,990	27.67
4	**Monadnock**.....	Continental Iron Works, Vallejo, Cal., and navy yard, Mare Island.	Asiatic Fleet....	258 6	55 5	14 6	3,990	27.67
5	**Monterey**.....	Union Iron Works, San Francisco, Cal.	Asiatic Fleet [6]...	256 0	59 0½	14 10	4,084	26.74
6	**Ozark (7)**[7 3].....	Newport News S. B. Co., Newport News, Va.	In reserve, Naval Militia, District of Columbia.	252 0	50 0	12 6	[4] 3,225	25.25
7	**Puritan**.....	John Roach, Chester, Pa., and navy yard, New York.	Navy yard, Norfolk.[5]	290 3	60 1½	18 0	6,060	33.64
8	**Tallahassee (9)**.[3 8]	Lewis Nixon, Elizabethport, N. J.	Special duty, Chesapeake Bay.	252 0	50 0	12 6	[4] 3,225	25.25
9	**Terror**.....	Wm. Cramp & Sons, Philadelphia, Pa., and navy yard, New York.	Navy yard, Philadelphia.[5]	258 8	55 6	14 8	3,990	27.67
10	**Tonopah (8)**[9 3].	Bath Iron Works, Bath, Me.	Tender Atlantic, Submarine Flotilla.	252 0	50 0	12 6	[4] 3,225	25.25
	Total normal displacement.....						39,004	

[1] Length on designed L. W. L.
[2] Formerly Wyoming. Name changed Jan. 1, 1909.
[3] Single turret.
[4] Two-thirds full supply of ammunition and stores.
[5] Out of commission.
[6] In reserve.
[7] Formerly Arkansas. Name changed Mar. 2, 1909.
[8] Formerly Florida. Name changed June 20, 1908.
[9] Formerly Nevada. Name changed Mar. 2, 1909.

TORS.

	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.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	262 9	.....	10.50	3,990	271	**Amphitrite**.....	1
2	255 1	3,356	11.80	3,230	[1] 129	**Cheyenne (10)**..	2
3	263 1	.....	10.50	3,990	250	**Miantonomoh**..	3
4	262 3	.....	11.63	3,990	386	**Monadnock**.....	4
5	260 11	.....	13.60	4,084	206	**Monterey**.....	5
6	255 1	3,356	12.03	3,215	344	**Ozark (7)**.....	6
7	296 3	.....	12.40	6,060	306	**Puritan**.....	7
8	255 1	3,356	12.40	3,225	355	**Tallahassee (9).**	8
9	263 1	.....	10.50	3,990	276	**Terror**.....	9
10	255 1	3,356	13.04	3,250	338	**Tonopah (8)** ...	10

[1] And 60,816 gallons of oil fuel.

MONITORS–

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In	*In*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Amphitrite**.....	Incl. comp. (2)..	32	...	48	42	4 B. & W...	314	12,240	.....	[1]1,600	.....	1
2	**Cheyenne (10)**..	Vert. 3 exp. (2).	17	26½	40	24	4 B. & W...	216	8,800	2,359	2,452	265	2
3	**Miantonomoh**..	Incl. comp. (2)..	32	...	48	42	6 S. E.....	369	8,781	.....	1,426	510	3
4	**Monadnock**....	Hor. 3 exp. (2)..	19½	30½	52½	30	4 S. E.....	200	6,242	.....	2,163	293	4
5	**Monterey**.....	Vert. 3 exp. (2).	27	41	64	30	4 B. & W...	253	9,500	5,104	5,244	452	5
6	**Ozark (7)**.....	Vert. 3 exp. (2).	17	26½	40	24	4 Thorny-croft.	198	9,370	1,739	1,830	252	6
7	**Puritan**.....	Hor. comp. (2)..	50	...	86	42	8 S. E.....	566	13,280	.....	3,700	.....	7
8	**Tallahassee (9)**.	Vert. 3 exp. (1).	17	26½	40	24	4 Mosher....	240	9,504	2,336	2,395	222	8
9	**Terror**.....	Incl. comp. (2)..	32	...	48	46	6 S. E.....	378	8,781	.....	1,600	487	9
10	**Tonopah (8)**....	Vert. 3 exp. (2).	17	26½	40	24	4 Niclausse..	220	8,876	1,970	2,004	227	10

[1] Estimated.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	1 1	24 16	80 80	300 200	500	4-24-400 2-16-320	General Electric Co. Siemens Bros.	**Amphitrite**	1
2	4	32	80	400	1,600	4-32-400	Union Iron Works	**Cheyenne (10)**	2
3	2	16	80	200	400	4-16-400	Thomson-Houston	**Miantonomoh**	3
4	2	16	80	200	400	6-16-450	General Electric Co.	**Monadnock**	4
5	3	16	80	200	600	6-16-450	General Electric Co.	**Monterey**	5
6	4	32	80	400	1,600	6-32-400	General Electric Co.	**Ozark (7)**	6
7	2	32	80	400	800	6-32-400	General Electric Co.	**Puritan**	7
8	2	32	80	400	800	6-32-400	General Electric Co.	**Tallahassee (9)**	8
9	1 1	24 24	80 80	300 300	600	4-24-400 2-24-400	General Electric Co. Siemens Bros.	**Terror**	9
10	4	32	80	400	1,600	6-32-400	General Electric Co.	**Tonopah (8)**	10

MONITORS—

	Name and official number.	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	**Cheyenne (10)**..	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F.....	.....	2
3	**Miantonomoh**..	4 10″ 30 cal. B. L. R.; 2 6-pdr. R. F.....	.....	3
4	**Monadnock**....	4 10″ 30 cal. B. L. R.; 2 4″ 40 cal. R. F.; 5 6-pdr. R. F.....	.....	4
5	**Monterey**.....	2 12″ 35 cal. B. L. R.; 2 10″ 30 cal. B. L. R.; 6 6-pdr. R. F.....	.....	5
6	**Ozark (7.)**.....	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F.....	.....	6
7	**Puritan**.....	4 12″ 35 cal. B. L. R.; 6 4″ 40 cal. R. F.; 6 6-pdr. R. F.....	.....	7
8	**Tallahassee (9)**.	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F.....	.....	8
9	**Terror**.....	4 10″ 30 cal. B. L. R.; 4 4″ 40 cal. R. F.; 2 6-pdr. R. F.....	.....	9
10	**Tonopah (8)**....	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F.....	.....	10

Continued.

	Armor.					Protective deck amidships. Total thickness.		Name and official number.	
	Water-line belt amidships.	Turrets.		Barbettes.		Flat.	Slope.		
		Size.	Thickness.	Size.	Thickness.				
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*		
1	Top 9, bottom 4, water line 9.	10	7½	10	11½	1¾	.....	Amphitrite.....	1
2	Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Cheyenne (10)..	2
3	Top 7, bottom 4, water line 7.	10	11½	.....	.....	1¾	.....	Miantonomoh..	3
4	Top 9, bottom 5, water line 9.	10	7½	10	11½	1¾	.....	Monadnock....	4
5	Top 13, bottom 5, water line 13.	12 10	8 7½	12 10	13 11½	2½	.....	Monterey.....	5
6	Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Ozark (7).....	6
7	Top 14, bottom 6, water line 14.	12	8	12	14	2	.....	Puritan.....	7
8	Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Tallahassee (9).	8
9	Top 7, bottom 4, water line 7.	10	11½	.....	.....	1¾	.....	Terror.....	9
10	Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	Tonopah (8)....	10

MONITORS—

	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	Amphitrite.....	1 mil. m.; 1 funnel.....	19	115	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	1
2	Cheyennne (10).	1 mil. m.; 1 funnel.....	13	209	.....	$975,000	May 4, 1898	2
3	Miantonomoh..	1 mil. m.; 1 funnel.....	19	164	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	3
4	Monadnock....	1 mil. m.; 1 funnel.....	19	210	[2] 988	(1)	Aug. 3, 1886 Mar. 3, 1887	4
5	Monterey.....	1 mil. m.; 1 funnel.....	19	212	[2] 840	1,628,950	Mar. 3, 1887	5
6	Ozark (7).....	1 mil. m.; 1 funnel.....	13	209	.....	960,000	May 4, 1898	6
7	Puritan.....	1 mil. m.; 1 funnel.....	19	210	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	7
8	Tallahassee (9).	1 mil. m.; 1 funnel.....	13	209	.....	925,000	May 4, 1898	8
9	Terror.....	1 mil. m.; 1 funnel.....	19	210	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	9
10	Tonopah (8)....	1 mil. m.; 1 funnel.....	13	209	.....	962,000	May 4, 1898	10

[1] Appropriation to complete Amphitrite, Miantonomoh, Monadnock, Puritan, and Terror, $3,178,046.
[2] Subject to possible change.

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	.....	1874	June 7,1883	.....	.....	Apr. 23,1895 June 14,1910	**Amphitrite**....	1
2	Oct. 5,1898	Apr. 11,1899	Sept. 8,1900	Mar. 5,1901	Dec. 1,1902	Dec. 8,1902 July 11,1910	**Cheyenne (10)**.	2
3	.....	1874	Dec. 5,1876	.....	.....	Oct. 27,1891 Dec. 21,1907[1]	**Miantonomoh**.	3
4	.....	1875	Sept. 19,1883	.....	.....	Feb. 20,1896 Apr. 20,1911	**Monadnock**...	4
5	June 14,1889	Dec. 20,1889	Apr. 28,1891	June 14,1892	Feb. 6,1893	Feb. 13,1893 Sept. 28,1907	**Monterey**.....	5
6	Oct. 11,1898	Nov. 14,1899	Nov. 10,1900	Mar. 11,1901	Sept. 8,1902	Oct. 28,1902	**Ozark (7)**.....	6
7	.....	1875	Dec. 6,1882	.....	.....	Dec. 10,1896 Sept. 12,1906[1]	**Puritan**.....	7
8	Oct. 11,1898	Jan. 23,1899	Nov. 30,1901	Mar. 11,1901	May 26,1903	June 18,1903 Aug. 1,1910	**Tallahassee (9)**	8
9	.....	1874	Mar. 24,1883	.....	.....	Apr. 15,1896 May 8,1906[1]	**Terror**.....	9
10	Oct. 19,1898	Apr. 17,1899	Nov. 24,1900	Mar. 19,1901	Mar. 5,1903	Mar. 5,1903 May 14,1909	**Tonopah (8)**...	10

[1] Date of placing out of commission.

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Ammen (35)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00	1
2	**Aylwin (47)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 37.6% complete.	[2]300 0	30 5	9 5	1,036	14.40	2
3	**Bainbridge (1)**..	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40	3
4	**Balch (50)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 34% complete.	[2]300 0	30 5	9 5	1,036	14.40	4
5	**Barry (2)**.....	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40	5
6	**Beale (40)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Fitting out; 93% complete.	[2]289 0	26 1½	8 4	742	12.00	6
7	**Benham (49)**....	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 36.6% complete.	[2]300 0	30 5	9 5	1,036	14.40	7
8	**Burrows (29)**...	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00	8
9	**Cassin (43)**.....	Bath Iron Works, Bath, Me.	Building; 31.1% complete.	[2]300 0	30 5	9 4	1,020	14.30	9
10	**Chauncey (3)**...	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40	10
11	**Cummings (44)**.	Bath Iron Works, Bath, Me.	Building; 23.2% complete.	[2]300 0	30 5	9 4	1,020	14.30	11
12	**Cushing (55)**....	Fore River Shipbuilding Co., Quincy, Mass.	0% complete....	[2]300 0	30 6½	9 5	1,050	14.48	12
13	**Dale (4)**.....	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40	13
14	**Decatur (5)**.....	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40	14
15	**Downes (45)**....	New York S. B. Co., Camden, N. J.	Building; 12.2% complete.	[2]300 0	30 5	9 7	1,072	14.42	15
16	**Drayton (23)** ...	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00	16

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

Continued.

	Length over all.	Full-load displacement.[1]	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	293 10	883	[2] 30.48	736	[3] 67,855 [4] (227)	**Ammen (35)**	1
2	305 3	1,156	[5] 29.50	[5] 1,086	[3] [5] 92,273 [4] (308)	**Aylwin (47)**.....	2
3	250 0	592	28.45	452	181	**Bainbridge (1)** ...	3
4	305 3	1,156	[5] 29.50	[5] 1,086	[3] [5] 92,273 [4] (308)	**Balch (50)**.....	4
5	250 0	592	28.13	462	181	**Barry (2)**.....	5
6	293 10	883	[2] 29.65	740	[3] 71,362 [4] (238)	**Beale (40)**	6
7	305 3	1,156	[5] 29.50	[5] 1,036	[3] 92,273 [4] (308)	**Benham (49)**	7
8	293 10	887	[2] 30.67	720	[3] 70,176 [4] (235)	**Burrows (29)**.....	8
9	305 3	1,139	[5] 29.00	[5] 1,020	[3] [5] 98,280 [4] (328)	**Cassin (43)**	9
10	250 0	592	28.64	460	181	**Chauncey (3)**.....	10
11	305 3	1,139	[5] 29.00	[5] 1,020	[3] [5] 98,280 [4] (328)	**Cummings (44)** ...	11
12	305 3	1,171	[5] 29.00	[5] 1,050	[3] [5] 92,393 [4] (309)	**Cushing (55)**.....	12
13	250 0	592	28.00	457	186	**Dale (4)**	13
14	250 0	592	28.10	450	186	**Decatur (5)**.....	14
15	305 3	.....	[5] 29.00	[5] 1,073	[3] [5] 91,854 [4] (307)	**Downes (45)**.....	15
16	293 10	887	[2] 30.83	721	[3] 70,500 [4] (236)	**Drayton (23)**.....	16

[1] Does not include reserve coal.
[2] Four-hour trial.
[3] Gallons of oil fuel.
[4] Tons of oil fuel.
[5] Estimated.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Ammen (35)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	[1]	19,200	[2] 14,001	.....	289	1
2	**Aylwin (47)**	Cramp turb. with recip. eng. (2.)	13	...	25	12	4 White-Forster.	[1]	21,600	[3] 16,000	.....	[3] 352	2
3	**Bainbridge (1)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	3
4	**Balch (50)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	[1]	21,600	[3] 16,000	.....	[3] 352	4
5	**Barry (2)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	5
6	**Beale (40)**	Parsons turb. (3)	...	...	...	...	4 White-Forster.	[1]	18,000	[2] 11,800	.....	[3] 273	6
7	**Benham (49)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	[1]	21,600	[3] 16,000	.....	[3] 352	7
8	**Burrows (29)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	[1]	19,200	[2] 13,254	13,674	287	8
9	**Cassin (43)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	[1]	21,509	[3] 16,000	.....	[3] 336	9
10	**Chauncey (3)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	[3] 210	10
11	**Cummings (44)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	[1]	21,509	[3] 16,000	.....	[3] 336	11
12	**Cushing (55)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	12
13	**Dale (4)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	13
14	**Decatur (5)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	1
15	**Downes (45)**	Curtis turb. recip. (2.)	12½	...	26½	14	4 Thorny-croft.	[1]	26,456	[3] 16,000	.....	[3] 388	15
16	**Drayton (23)**	Parsons turb. (3)	...	...	...	...	4 Normand..	[1]	19,321	[2] 15,524	.....	269	16

[1] Oil fuel.
[2] Main engines only.
[3] Estimated.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	5	125	40	80	[1] 4-5-3800	Terry-Diehl	Ammen (35)	1
2	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Aylwin (47)	2
3	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Bainbridge (1)	3
4	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Balch (50)	4
5	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Barry (2)	5
6	2	5	125	40	80	[1] 2-5-5000	Terry-Diehl	Beale (40)	6
7	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Benham (49)	7
8	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Burrows (29)	8
9	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cassin (43)	9
10	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Chauncey (3)	10
11	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cummings (44)	11
12	2	25	125	200	400	([1]) ([2])		Cushing (55)	12
13	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Dale (4)	13
14	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Decatur (5)	14
15	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Downes (45)	15
16	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Drayton (23)	16

[1] Turbo-generators. [2] Not yet installed.

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
1	**Ammen (35)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
2	**Aylwin (47)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 37.6% complete.	[2]300 0	30 5	9 5	1,036	14.40
3	**Bainbridge (1)**..	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40
4	**Balch (50)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 34% complete.	[2]300 0	30 5	9 5	1,036	14.40
5	**Barry (2)**.....	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40
6	**Beale (40)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Fitting out; 93% complete.	[2]289 0	26 1½	8 4	742	12.00
7	**Benham (49)**....	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 36.6% complete.	[2]300 0	30 5	9 5	1,036	14.40
8	**Burrows (29)**...	New York S. B. Co., Camden, N. J.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
9	**Cassin (43)**.....	Bath Iron Works, Bath, Me.	Building; 31.1% complete.	[2]300 0	30 5	9 4	1,020	14.30
10	**Chauncey (3)**...	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40
11	**Cummings (44)**.	Bath Iron Works, Bath, Me.	Building; 23.2% complete.	[2]300 0	30 5	9 4	1,020	14.30
12	**Cushing (55)**....	Fore River Shipbuilding Co., Quincy, Mass.	0% complete....	[2]300 0	30 6½	9 5	1,050	14.48
13	**Dale (4)**.....	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40
14	**Decatur (5)**.....	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet....	245 0	23 1	6 6	420	9.40
15	**Downes (45)**....	New York S. B. Co., Camden, N. J.	Building; 12.2% complete.	[2]300 0	30 5	9 7	1,072	14.42
16	**Drayton (23)** ...	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00

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

Continued.

	Length over all.	Full-load displacement.[1]	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	293 10	883	[2] 30.48	736	[3] 67,855 [4] (227)	**Ammen (25)**	1
2	305 3	1,156	[5] 29.50	[5] 1,086	[3 5] 92,273 [4] (308)	**Aylwin (47)**.....	2
3	250 0	592	28.45	452	181	**Bainbridge (1)** ...	3
4	305 3	1,156	[5] 29.50	[5] 1,086	[3 5] 92,273 [4] (308)	**Balch (50)**	4
5	250 0	592	28.13	462	181	**Barry (2)**.....	5
6	293 10	883	[2] 29.65	740	[3] 71,362 [4] (238)	**Beale (40)**	6
7	305 3	1,156	[5] 29.50	[5] 1,036	[3] 92,273 [4] (308)	**Benham (49)**	7
8	293 10	887	[2] 30.67	720	[3] 70,176 [4] (235)	**Burrows (29)**.....	8
9	305 3	1,139	[5] 29.00	[5] 1,020	[3 5] 98,280 [4] (328)	**Cassin (43)**	9
10	250 0	592	28.64	460	181	**Chauncey (3)**.....	10
11	305 3	1,139	[5] 29.00	[5] 1,020	[3 5] 98,280 [4] (328)	**Cummings (44)** ...	11
12	305 3	1,171	[5] 29.00	[5] 1,050	[3 5] 92,393 [4] (309)	**Cushing (55)**.....	12
13	250 0	592	28.00	457	186	**Dale (4)**	13
14	250 0	592	28.10	450	186	**Decatur (5)**.....	14
15	305 3	.....	[5] 29.00	[5] 1,073	[3 5] 91,854 [4] (307)	**Downes (45)**.....	15
16	293 10	887	[2] 30.83	721	[3] 70,500 [4] (236)	**Drayton (23)**.....	16

[1] Does not include reserve coal.
[2] Four-hour trial.
[3] Gallons of oil fuel.
[4] Tons of oil fuel.
[5] Estimated.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Ammen (35)**	Parsons turb.(3)	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 14,001	.....	289	1
2	**Aylwin (47)**	Cramp turb. with recip. eng. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	2
3	**Bainbridge (1)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	3
4	**Balch (50)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	4
5	**Barry (2)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	5
6	**Beale (40)**	Parsons turb.(3)	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 11,800	.....	[3] 273	6
7	**Benham (49)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	7
8	**Burrows (29)**	Parsons turb.(3)	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 13,254	13,674	287	8
9	**Cassin (43)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	[3] 336	9
10	**Chauncey (3)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	[3] 210	10
11	**Cummings (44)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	[3] 336	11
12	**Cushing (55)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	12
13	**Dale (4)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	13
14	**Decatur (5)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	1
15	**Downes (45)**	Curtis turb. recip. (2.)	12½	...	26½	14	4 Thorny-croft.	(1)	26,456	[3] 16,000	.....	[3] 388	15
16	**Drayton (23)**	Parsons turb.(3)	...	...	...	...	4 Normand..	(1)	19,321	[3] 15,524	.....	269	16

[1] Oil fuel.
[2] Main engines only.
[3] Estimated.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	5	125	40	80	[1] 4-5-3800	Terry-Diehl	Ammen (35)	1
2	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Aylwin (47)	2
3	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Bainbridge (1)	3
4	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Balch (50)	4
5	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Barry (2)	5
6	2	5	125	40	80	[1] 2-5-5000	Terry-Diehl	Beale (40)	6
7	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Benham (49)	7
8	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Burrows (29)	8
9	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cassin (43)	9
10	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Chauncey (3)	10
11	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cummings (44)	11
12	2	25	125	200	400	(1) (2)		Cushing (55)	12
13	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Dale (4)	13
14	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Decatur (5)	14
15	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Downes (45)	15
16	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Drayton (23)	16

[1] Turbo-generators. [2] Not yet installed.

DESTROYERS—

	Name and official number.	Batteries. Guns.	Batteries. Torpedo tubes (long).	Rig and number of funnels.	Complement. Officers.	Complement. Men.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
1	**Ammen (35)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	$648,000	Mar. 3, 1909	1
2	**Aylwin (47)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	2
3	**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	3
4	**Balch (50)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	4
5	**Barry (2)**.....	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	5
6	**Beale (40)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	79	.....	654,000	June 24, 1910	6
7	**Benham (49)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	7
8	**Burrows (29)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	665,000	May 13, 1908	8
9	**Cassin (43)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	761,500	Mar. 4, 1911	9
10	**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	10
11	**Cummings (44)**.	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	761,500	Mar. 4, 1911	11
12	**Cushing (55)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	854,500	Aug. 22, 1912	12
13	**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	13
14	**Decatur (5)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	73	229	260,000	May 4, 1898	14
15	**Downes (45)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	777,500	Mar. 4, 1911	15
16	**Drayton (23)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	644,000	May 13, 1908	16

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	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	.....	.....	**Aylwin (47)**	2
3	Oct. 1, 1898	Aug. 15, 1899	Aug. 27, 1901	Apr. 1, 1900	Nov. 4, 1902	Nov. 24, 1902 Apr. 2, 1908	**Bainbridge (1)**	3
4	Sept. 7, 1911	May 7, 1912	Dec. 21, 1912	Sept. 7, 1913	.....	.....	**Balch (50)**	4
5	Oct. 1, 1898	Sept. 2, 1899	Mar. 22, 1902	Apr. 1, 1900	Oct. 30, 1902	Nov. 24, 1902 Dec. 21, 1908	**Barry (2)**	5
6	Dec. 1, 1910	May 8, 1911	Apr. 30, 1912	Dec. 1, 1912	Aug. 29, 1912	Aug. 30, 1912	**Beale (40)**	6
7	Sept. 7, 1911	Mar. 14, 1912	.....	Aug. 22, 1913	.....	.....	**Benham (49)**	7
8	Oct. 5, 1908	June 19, 1909	June 23, 1910	Oct. 5, 1910	Feb. 17, 1911	Feb. 21, 1911	**Burrows (29)**	8
9	Sept. 6, 1911	May 1, 1912	.....	Sept. 6, 1913	.....	.....	**Cassin (43)**	9
10	Oct. 1, 1898	Dec. 2, 1899	Oct. 26, 1901	Apr. 1, 1900	Oct. 22, 1902	Nov. 20, 1902 Jan. 12, 1907	**Chauncey (3)**	10
11	Sept. 6, 1911	May 21, 1912	.....	Sept. 6, 1913	.....	.....	**Cummings (44)**	11
12	Dec. 11, 1912	.....	.....	Dec. 11, 1914	.....	.....	**Cushing (55)**	12
13	Nov. 16, 1898	July 12, 1899	July 24, 1900	May 16, 1900	July 17, 1902	Oct. 24, 1902	**Dale (4)**	13
14	Nov. 16, 1898	July 26, 1899	Sept. 26, 1900	May 16, 1900	Apr. 1, 1902	May 19, 1902 Apr. 22, 1910	**Decatur (5)**	14
15	Sept. 8, 1911	June 27, 1912	.....	Sept. 8, 1913	.....	.....	**Downes (45)**	15
16	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910	**Drayton (23)**	16

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
17	**Duncan (46)**....	Fore River S.B.Co., Quincy, Mass.	Building; 28.4% complete.	[2]300 0	30 5	9 3	1,014	14.26
18	**Ericsson (56)**...	New York S.B.Co., Camden, N. J.	0% complete....	[2]300 0	30 6½	.....	1,090	.....
19	**Fanning (37)**...	Newport News S. B. Co., Newport News, Va.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00
20	**Flusser (20)**.....	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 0	8 0	700	11.86
21	**Henley (39)**.....	Fore River S.B.Co., Quincy, Mass.	Building; 89% complete.	[2]289 0	26 1½	8 4	742	12.00
22	**Hopkins (6)**....	Harlan & Hollingsworth Co., Wilmington, Del.	Reserve torpedo group, Mare Island.	238 9	23 1½	6 0	408	9.50
23	**Hull (7)**.....	Harlan & Hollingsworth Co., Wilmington, Del.	Pacific Torpedo Flotilla.	238 9	23 1½	6 0	408	9.50
24	**Jarvis (38)**.....	New York S. B. Co. Camden, N. J.	Fitting out; 89.3% complete.	[2]289 0	26 1½	8 4	742	12.00
25	**Jenkins (42)**....	Bath Iron Works, Bath, Me.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00
26	**Jouett (41)**.....	Bath Iron Works, Bath, Me.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00
27	**Lamson (18)**....	Wm.Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	289 0	26 0	8 0	700	11.86
28	**Lawrence (8)**...	Fore River Engine Co., Weymouth, Mass.	Reserved Torpedo group, Mare Island.	240 7	22 2½	6 2	400	8.56
29	**Mayrant (31)**..	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00
30	**McCall (28)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00
31	**McDougal (54)**.	Bath Iron Works, Bath, Me.	0% complete....	[2]300 0	30 6½	9 5	1,025	.....
32	**Macdonough (9)**.	Fore River Engine Co., Weymouth, Mass.	Reserve Torpedo group, Charleston.	240 7	22 2½	6 2	400	8.56
33	**Monaghan (32)**.	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00

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

Continued.

	Length over all.	Full-load displacement.[1]	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
17	305 3	1,133	[2] 29.00	[2] 1,014	[2] [3] 91,449 [4] (306)	**Duncan (46)**.....	17
18	305 3	.....	[2] 29.00	[2] 1,090	[2] [3] 92,393 [4] (309)	**Ericsson (56)**.....	18
19	293 10	883	[5] 29.99	725	[3] 67,342 [4] (225)	**Fanning (37)**.....	19
20	293 10	902	[5] 30.41	686	316	**Flusser (20)**.....	20
21	293 10	891	[2] 29.50	[2] 742	[3] 74,287 [4] (248)	**Henley (39)**.....	21
22	248 8	568	29.02	467	153	**Hopkins (6)**.....	22
23	248 8	568	28.04	449	156	**Hull (7)**.....	23
24	293 10	883	[5] 30.01	777	[3] 67,867 [4] (227)	**Jarvis (38)**.....	24
25	293 10	883	[5] 31.27	719	[3] 70,565 [4] (236)	**Jenkins (42)**.....	25
26	293 10	883	[5] 32.27	728	[3] 70,565 [4] (236)	**Jouett (41)**.....	26
27	293 10	902	[5] 28.61	690	284	**Lamson (18)**.....	27
28	246 3	505	28.41	412	116	**Lawrence (8)**.....	28
29	293 10	887	[5] 30.22	734	[3] 73,583 [4] (246)	**Mayrant (31)**.....	29
30	293 10	887	[5] 30.66	738	[3] 70,575 [4] (236)	**McCall (28)**.....	30
31	305 3	.....	[2] 29.00	[2] 1,025	[2] [3] 92,393 [4] (309)	**McDougal (54)** ...	31
32	246 3	505	28.03	405	116	**Macdonough (9)**..	32
33	293 10	883	[5] 30.45	735	[3] 70,074 [4] (234)	**Monaghan (32)**...	33

[1] Does not include reserve coal.
[2] Estimated.
[3] Gallons of oil fuel.
[4] Tons of oil fuel.
[5] Four-hour trial.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Ammen (35)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 14,001	.....	289	1
2	**Aylwin (47)**	Cramp turb. with recip. eng. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	2
3	**Bainbridge (1)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	3
4	**Balch (50)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	4
5	**Barry (2)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	5
6	**Beale (40)**	Parsons turb. (3)	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 11,800	.....	[3] 273	6
7	**Benham (49)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	7
8	**Burrows (29)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 13,254	13,674	287	8
9	**Cassin (43)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	[3] 336	9
10	**Chauncey (3)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	[3] 210	10
11	**Cummings (44)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	[3] 336	11
12	**Cushing (55)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	12
13	**Dale (4)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	13
14	**Decatur (5)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	1
15	**Downes (45)**	Curtis turb. recip. (2.)	12½	...	26½	14	4 Thorny-croft.	(1)	26,456	[3] 16,000	.....	[3] 388	15
16	**Drayton (23)**	Parsons turb. (3)	...	...	...	...	4 Normand..	(1)	19,321	[2] 15,524	.....	269	16

[1] Oil fuel.
[2] Main engines only.
[3] Estimated.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	5	125	40	80	[1] 4-5-3800	Terry-Diehl	Ammen (35)	1
2	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Aylwin (47)	2
3	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Bainbridge (1)	3
4	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Balch (50)	4
5	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Barry (2)	5
6	2	5	125	40	80	[1] 2-5-5000	Terry-Diehl	Beale (40)	6
7	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Benham (49)	7
8	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Burrows (29)	8
9	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cassin (43)	9
10	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Chauncey (3)	10
11	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cummings (44)	11
12	2	25	125	200	400	(1) (2)		Cushing (55)	12
13	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Dale (4)	13
14	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Decatur (5)	14
15	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Downes (45)	15
16	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Drayton (33)	16

[1] Turbo-generators. [2] Not yet installed.

	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 (35)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	$648,000	Mar. 3, 1909	1
2	**Aylwin (47)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	2
3	**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	3
4	**Balch (50)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	4
5	**Barry (2)**.....	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	5
6	**Beale (40)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	79	.....	654,000	June 24, 1910	6
7	**Benham (49)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	7
8	**Burrows (29)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	665,000	May 13, 1908	8
9	**Cassin (43)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	761,500	Mar. 4, 1911	9
10	**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	10
11	**Cummings (44)** .	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	761,500	Mar. 4, 1911	11
12	**Cushing (55)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	854,500	Aug. 22, 1912	12
13	**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	13
14	**Decatur (5)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	73	229	260,000	May 4, 1898	14
15	**Downes (45)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	777,500	Mar. 4, 1911	15
16	**Drayton (22)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	644,000	May 13, 1908	16

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	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	.....	.....	**Aylwin (47)**	2
3	Oct. 1, 1898	Aug. 15, 1899	Aug. 27, 1901	Apr. 1, 1900	Nov. 4, 1902	Nov. 24, 1902 Apr. 2, 1908	**Bainbridge (1)**	3
4	Sept. 7, 1911	May 7, 1912	Dec. 21, 1912	Sept. 7, 1913	.....	.....	**Balch (50)**	4
5	Oct. 1, 1898	Sept. 2, 1899	Mar. 22, 1902	Apr. 1, 1900	Oct. 30, 1902	Nov. 24, 1902 Dec. 21, 1908	**Barry (2)**	5
6	Dec. 1, 1910	May 8, 1911	Apr. 30, 1912	Dec. 1, 1912	Aug. 29, 1912	Aug. 30, 1912	**Beale (40)**	6
7	Sept. 7, 1911	Mar. 14, 1912	.....	Aug. 22, 1913	.....	.....	**Benham (49)**	7
8	Oct. 5, 1908	June 19, 1909	June 23, 1910	Oct. 5, 1910	Feb. 17, 1911	Feb. 21, 1911	**Burrows (29)**	8
9	Sept. 6, 1911	May 1, 1912	.....	Sept. 6, 1913	.....	.....	**Cassin (43)**	9
10	Oct. 1, 1898	Dec. 2, 1899	Oct. 26, 1901	Apr. 1, 1900	Oct. 22, 1902	Nov. 20, 1902 Jan. 12, 1907	**Chauncey (3)**	10
11	Sept. 6, 1911	May 21, 1912	.....	Sept. 6, 1913	.....	.....	**Cummings (44)**	11
12	Dec. 11, 1912	.....	.....	Dec. 11, 1914	.....	.....	**Cushing (55)**	12
13	Nov. 16, 1898	July 12, 1899	July 24, 1900	May 16, 1900	July 17, 1902	Oct. 24, 1902	**Dale (4)**	13
14	Nov. 16, 1898	July 26, 1899	Sept. 26, 1900	May 16, 1900	Apr. 1, 1902	May 19, 1902 Apr. 22, 1910	**Decatur (5)**	14
15	Sept. 8, 1911	June 27, 1912	.....	Sept. 8, 1913	.....	.....	**Downes (45)**	15
16	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910	**Drayton (23)**	16

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
17	**Duncan (46)**....	Fore River S.B.Co., Quincy, Mass.	Building; 28.4% complete.	[2]300 0	30 5	9 3	1,014	14.26	17
18	**Ericsson (56)**...	New York S.B.Co., Camden, N. J.	0% complete....	[2]300 0	30 6½	.....	1,090	.....	18
19	**Fanning (37)**...	Newport News S. B. Co., Newport News, Va.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00	19
20	**Flusser (30)**.....	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 0	8 0	700	11.86	20
21	**Henley (39)**.....	Fore River S.B.Co., Quincy, Mass.	Building; 89% complete.	[2]289 0	26 1½	8 4	742	12.00	21
22	**Hopkins (6)**....	Harlan & Hollingsworth Co., Wilmington, Del.	Reserve torpedo group, Mare Island.	238 9	23 1½	6 0	408	9.50	22
23	**Hull (7)**.....	Harlan & Hollingsworth Co., Wilmington, Del.	Pacific Torpedo Flotilla.	238 9	23 1½	6 0	408	9.50	23
24	**Jarvis (38)**.....	New York S. B. Co. Camden, N. J.	Fitting out; 89.3% complete.	[2]289 0	26 1½	8 4	742	12.00	24
25	**Jenkins (42)**....	Bath Iron Works, Bath, Me.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00	25
26	**Jouett (41)**.....	Bath Iron Works, Bath, Me.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00	26
27	**Lamson (18)**....	Wm.Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	289 0	26 0	8 0	700	11.86	27
28	**Lawrence (8)**...	Fore River Engine Co., Weymouth, Mass.	Reserved Torpedo group, Mare Island.	240 7	22 2½	6 2	400	8.56	28
29	**Mayrant (31)**..	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00	29
30	**McCall (28)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00	30
31	**McDougal (54)**.	Bath Iron Works, Bath, Me.	0% complete....	[2]300 0	30 6½	9 5	1,025	.....	31
32	**Macdonough (9)**.	Fore River Engine Co., Weymouth, Mass.	Reserve Torpedo group, Charleston.	240 7	22 2½	6 2	400	8.56	32
33	**Monaghan (32)**.	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00	33

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

Continued.

	Length over all.	Full-load displacement.[1]	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
17	305 3	1,133	[2] 29.00	[2] 1,014	[2] [3] 91,449 [4] (306)	**Duncan (46)**	17
18	305 3	.....	[2] 29.00	[2] 1,090	[2] [3] 92,393 [4] (309)	**Ericsson (56)**	18
19	293 10	883	[5] 29.99	725	[3] 67,342 [4] (225)	**Fanning (37)**	19
20	293 10	902	[5] 30.41	686	316	**Flusser (20)**	20
21	293 10	891	[2] 29.50	[2] 742	[3] 74,287 [4] (248)	**Henley (39)**	21
22	248 8	568	29.02	467	153	**Hopkins (6)**	22
23	248 8	568	28.04	449	156	**Hull (7)**	23
24	293 10	883	[5] 30.01	777	[3] 67,867 [4] (227)	**Jarvis (38)**	24
25	293 10	883	[5] 31.27	719	[3] 70,565 [4] (236)	**Jenkins (42)**	25
26	293 10	883	[5] 32.27	728	[3] 70,565 [4] (236)	**Jouett (41)**	26
27	293 10	902	[5] 28.61	690	284	**Lamson (18)**	27
28	246 3	505	28.41	412	116	**Lawrence (8)**	28
29	293 10	887	[5] 30.22	734	[3] 73,583 [4] (246)	**Mayrant (31)**	29
30	293 10	887	[5] 30.66	738	[3] 70,575 [4] (236)	**McCall (28)**	30
31	305 3	.....	[2] 29.00	[2] 1,025	[2] [3] 92,393 [4] (309)	**McDougal (54)**	31
32	246 3	505	28.03	405	116	**Macdonough (9)**	32
33	293 10	883	[5] 30.45	735	[3] 70,074 [4] (234)	**Monaghan (32)**	33

[1] Does not include reserve coal.
[2] Estimated.
[3] Gallons of oil fuel.
[4] Tons of oil fuel.
[5] Four-hour trial.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
17	**Duncan (46)**	Curtis turb. with recip. eng. (2)	12½	...	26½	13½	4 Yarrow	[1]	21,500	[2] 16,000	.....	[2] 330	17
18	**Ericsson (56)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	18
19	**Fanning (37)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	18,136	[3] 12,600	.....	276	19
20	**Flusser (20)**	Parsons turb. (3).	...	...	...	...	4 Normand.	347	16,177	[3] 11,541	11,842	229	20
21	**Henley (39)**	Curtis turb. and recip. (2).	...	...	...	...	4 Yarrow	(1)	18,000	[3] 13,472	.....	285	21
22	**Hopkins (6)**	Vert. 3-exp. (2).	22	32½	[4] 34	18	4 Thornycroft.	294	17,612	.....	8,456	201	22
23	**Hull (7)**	Vert. 3-exp. (2).	22	32½	[4] 34	18	4 Thornycroft.	294	17,612	.....	9,119	202	23
24	**Jarvis (38)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	19,200	[3] 10,584	.....	[2] 276	24
25	**Jenkins (42)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,021	[3] 12,440	.....	263	25
26	**Jouett (41)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,021	[3] 12,340	[2] 12,000	263	26
27	**Lamson (18)**	Parsons turb. (3).	...	...	...	...	4 Mosher	368	18,003	10,769	11,041	251	27
28	**Lawrence (8)**	Vert. 3-exp. (2).	22	31	[4] 34	20	4 Mod. Normand.	304	18,117	.....	[2] 8,400	182	28
29	**Mayrant (31)**	Zoelly turb. (2).	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 13,140	.....	284	29
30	**McCall (28)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	19,200	[3] 13,072	.....	287	30
31	**McDougal (54)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	31
32	**Macdonough (9)**	Vert. 3-exp. (2).	22	31	[4] 34	24	4 Mod. Normand.	304	18,117	.....	[2] 8,400	183	32
33	**Monaghan (32)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	18,000	[3] 12,410	.....	277	33

[1] Oil fuel.
[2] Estimated.
[3] Main engines only.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
17	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Duncan (46)	17
18	2	25	125	200	400	([1]) ([2])		Ericsson (56)	18
19	2	5	125	40	80	[2] 4-5-3800	Terry-Diehl	Fanning (37)	19
20	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Flusser (20)	20
21	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Henley (39)	21
22	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Hopkins (6)	22
23	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Hull (7)	23
24	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Jarvis (38)	24
25	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Jenkins (42)	25
26	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Jouett (41)	26
27	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Lamson (18)	27
28	[1] 1	10	125	80	80	([2])		Lawrence (8)	28
29	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Mayrant (31)	29
30	2	5	125	40	80	[2] 2-5-5000	General Electric Co	McCall (28)	30
31	[1] 2	25	125	200	400	([2])		McDougal (54)	31
32	1	5	80	62.5	62.5	6-5-700	General Electric Co. (Fore River engine).	Macdonough (9).	32
33	2	10	125	80	160	[2] 6-10-5600	Terry-Diehl	Monaghan (32)	33

[1] Not yet installed.

[2] Turbo-generators.

DESTROYERS—

	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.				
17	**Duncan (46)**....	4 4" 50 cal. R. F.	4 twin 18".	2 masts; 4 funnels.	5	93	.....	$779,450	Mar. 4, 1911	17
18	**Ericsson (56)**....	4 4" 50 cal. R. F.	4 twin 18".	2 masts; 4 funnels.	5	93	.....	873,500	Aug. 22, 1912	18
19	**Fanning (37)**....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 3 funnels.	4	79	.....	630,500	June 24, 1910	19
20	**Flusser (20)**.....	5 3" 50 cal. R. F.	3 18".....	2 masts; 4 funnels.	4	83	.....	624,000	Mar. 2, 1907	20
21	**Henley (39)**.....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	79	.....	648,700	June 24, 1910	21
22	**Hopkins (6)**.....	2 3" 50 cal. R. F.; 6 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels; wireless pole.	3	75	.....	291,000	May 4, 1898	22
23	**Hull (7)**.....	2 3" 50 cal. R. F.; 6 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels; wireless pole.	3	75	.....	291,000	May 4, 1898	23
24	**Jarvis (38)**.....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	82	.....	640,000	June 24, 1910	24
25	**Jenkins (42)**.....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	82	.....	654,500	June 24, 1910	25
26	**Jouett (41)**.....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	82	.....	654,500	June 24, 1910	26
27	**Lamson (18)**....	5 3" 50 cal. R. F.	3 18".....	2 masts; 4 funnels.	4	83	.....	585,000	June 29, 1906	27
28	**Lawrence (8)**...	7 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels; wireless pole.	3	75	.....	281,000	May 4, 1898	28
29	**Mayrant (31)**...	5 3" 50 cal. R. F.	3 twin 18"	2 masts; 3 funnels.	4	82	.....	664,000	May 13, 1908	29
30	**McCall (28)**.....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	82	.....	665,000	May 13, 1908	30
31	**McDougal (54)**.	4 4" 50 cal. R. F.	4 twin 18"	2 masts; 4 funnels.	5	93	.....	810,000	Aug. 22, 1912	31
32	**Macdonough (9)**.	7 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels.	3	73	.....	281,000	May 4, 1898	32
33	**Monaghan (33)**.	5 3" 50 cal. R. F	3 twin 18".	2 masts; 3 funnels.	4	82	.....	629,000	Mar. 3, 1909	33

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	Sept. 6 1911	June 17, 1912	.....	Sept. 6, 1913	.....	.....	**Duncan (46)**...	17
18	Dec. 16, 1912	.....	.....	Dec. 16, 1914	.....	.....	**Ericsson (56)**...	18
19	Dec. 6, 1910	Apr. 29, 1911	Jan. 11, 1912	Dec. 6, 1912	June 20, 1912	June 21, 1912	**Fanning (37)**...	19
20	Sept. 28, 1907	Aug. 3, 1908	July 20, 1909	Sept. 28, 1909	Sept. 29, 1909	Oct. 28, 1909	**Flusser (20)**....	20
21	Nov. 28, 1910	July 17, 1911	Apr. 3, 1912	Nov. 28, 1912	Dec. 5, 1912	Dec. 6, 1912	**Henley (39)**....	21
22	Oct. 19, 1898	Feb. 2, 1899	Apr. 24, 1902	Apr. 19, 1900	May 27, 1903	Sept. 23, 1903 June 22, 1909	**Hopkins (6)**....	22
23	Oct. 19, 1898	Feb. 22, 1899	June 21, 1902	Apr. 19, 1900	Mar. 18, 1903	May 20, 1903 Nov. 14, 1906	**Hull (7)**.....	23
24	Dec. 3, 1910	July 1, 1911	Apr. 3, 1912	Dec. 3, 1912	Oct. 21, 1912	Oct. 22, 1912	**Jarvis (38)**.....	24
25	Nov. 30, 1910	Mar. 24, 1911	Apr. 29, 1912	Nov. 30, 1912	June 14, 1912	June 15, 1912	**Jenkins (43)**....	25
26	Nov. 30, 1910	Mar. 7, 1911	Apr. 15, 1912	Nov. 30, 1912	May 24, 1912	May 25, 1912	**Jouett (41)**....	26
27	Oct. 10, 1907	Mar. 18, 1908	June 16, 1909	Oct. 10, 1909	Jan. 27, 1910	Feb. 10, 1910	**Lamson (18)**...	27
28	Dec. 3, 1898	Apr. 10, 1899	Nov. 7, 1900	Apr. 3, 1900	Apr. 7, 1903	Apr. 14, 1903 July 23, 1907	**Lawrence (8)**..	28
29	Oct. 1, 1908	Apr. 22, 1909	Apr. 23, 1910	Oct. 1, 1910	July 10, 1911	July 12, 1911	**Mayrant (31)**..	29
30	Oct. 5, 1908	June 8, 1909	June 4, 1910	Oct. 5, 1910	Jan. 18, 1911	Jan. 23, 1911	**McCall (28)**....	30
31	Dec. 16, 1912	.....	.....	Sept. 16, 1914	.....	.....	**McDougal (54)**	31
32	Dec. 3, 1898	Apr. 21, 1899	Dec. 24, 1900	May 3, 1900	July 3, 1903	Sept. 5, 1903 Nov. 21, 1908	**Macdonough (9).**	32
33	June 23, 1909	June 1, 1910	Feb. 18, 1911	June 23, 1911	June 20, 1911	June 21, 1911	**Monaghan (32)**	33

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq. ft.*			*Tons.*	
1	**Ammen (35)**	Parsons turb.(3)	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 14,001	.....	289	1
2	**Aylwin (47)**	Cramp turb. with recip. eng. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	2
3	**Bainbridge (1)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	3
4	**Balch (50)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	4
5	**Barry (2)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	209	5
6	**Beale (40)**	Parsons turb.(3)	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 11,800	.....	[3] 273	6
7	**Benham (49)**	Cramp turb. and recip. (2.)	13	...	25	12	4 White-Forster.	(1)	21,600	[3] 16,000	.....	[3] 352	7
8	**Burrows (29)**	Parsons turb.(3)	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 13,254	13,674	287	8
9	**Cassin (43)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	[3] 336	9
10	**Chauncey (3)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	[3] 210	10
11	**Cummings (44)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	[3] 336	11
12	**Cushing (55)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	12
13	**Dale (4)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	13
14	**Decatur (5)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	1
15	**Downes (45)**	Curtis turb. recip. (2.)	12½	...	26½	14	4 Thorny-croft.	(1)	26,456	[3] 16,000	.....	[3] 388	15
16	**Drayton (23)**	Parsons turb.(3)	...	...	...	...	4 Normand..	(1)	19,321	[2] 15,524	.....	269	16

[1] Oil fuel.
[2] Main engines only.
[3] Estimated.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	5	125	40	80	[1] 4-5-3800	Terry-Diehl	Ammen (35)	1
2	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Aylwin (47)	2
3	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Bainbridge (1)	3
4	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Balch (50)	4
5	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Barry (2)	5
6	2	5	125	40	80	[1] 2-5-5000	Terry-Diehl	Beale (40)	6
7	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Benham (49)	7
8	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Burrows (29)	8
9	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cassin (43)	9
10	1	5	125	40	40	[1] 2-5-5000	General Electric Co	Chauncey (3)	10
11	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Cummings (44)	11
12	2	25	125	200	400	([1]) ([2])		Cushing (55)	12
13	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Dale (4)	13
14	1	5	125	40	40	[1] 2-5-5000	Diehl Electric Co. (Terry turbine)	Decatur (5)	14
15	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Downes (45)	15
16	2	5	125	40	80	[1] 2-5-5000	General Electric Co	Drayton (23)	16

[1] Turbo-generators. [2] Not yet installed.

DESTROYERS—

	Name and official number.	Batteries. Guns.	Batteries. Torpedo tubes (long).	Rig and number of funnels.	Complement. Officers.	Complement. Men.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
1	**Ammen (35)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	$648,000	Mar. 3, 1909	1
2	**Aylwin (47)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	2
3	**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	3
4	**Balch (50)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	4
5	**Barry (2)**.....	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	5
6	**Beale (40)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	79	.....	654,000	June 24, 1910	6
7	**Benham (49)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	7
8	**Burrows (29)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	665,000	May 13, 1908	8
9	**Cassin (43)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	761,500	Mar. 4, 1911	9
10	**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	10
11	**Cummings (44)** .	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	761,500	Mar. 4, 1911	11
12	**Cushing (55)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	854,500	Aug. 22, 1912	12
13	**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	13
14	**Decatur (5)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	73	229	260,000	May 4, 1898	14
15	**Downes (45)**....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	777,500	Mar. 4, 1911	15
16	**Drayton (23)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	644,000	May 13, 1908	16

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	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	.....	.....	**Aylwin (47)**	2
3	Oct. 1, 1898	Aug. 15, 1899	Aug. 27, 1901	Apr. 1, 1900	Nov. 4, 1902	Nov. 24, 1902 Apr. 2, 1908	**Bainbridge (1)**	3
4	Sept. 7, 1911	May 7, 1912	Dec. 21, 1912	Sept. 7, 1913	.....	.....	**Balch (50)**	4
5	Oct. 1, 1898	Sept. 2, 1899	Mar. 22, 1902	Apr. 1, 1900	Oct. 30, 1902	Nov. 24, 1902 Dec. 21, 1908	**Barry (2)**	5
6	Dec. 1, 1910	May 8, 1911	Apr. 30, 1912	Dec. 1, 1912	Aug. 29, 1912	Aug. 30, 1912	**Beale (40)**	6
7	Sept. 7, 1911	Mar. 14, 1912	.....	Aug. 22, 1913	.....	.....	**Benham (49)**	7
8	Oct. 5, 1908	June 19, 1909	June 23, 1910	Oct. 5, 1910	Feb. 17, 1911	Feb. 21, 1911	**Burrows (29)**	8
9	Sept. 6, 1911	May 1, 1912	.....	Sept. 6, 1913	.....	.....	**Cassin (43)**	9
10	Oct. 1, 1898	Dec. 2, 1899	Oct. 26, 1901	Apr. 1, 1900	Oct. 22, 1902	Nov. 20, 1902 Jan. 12, 1907	**Chauncey (3)**	10
11	Sept. 6, 1911	May 21, 1912	.....	Sept. 6, 1913	.....	.....	**Cummings (44)**	11
12	Dec. 11, 1912	.....	.....	Dec. 11, 1914	.....	.....	**Cushing (55)**	12
13	Nov. 16, 1898	July 12, 1899	July 24, 1900	May 16, 1900	July 17, 1902	Oct. 24, 1902	**Dale (4)**	13
14	Nov. 16, 1898	July 26, 1899	Sept. 26, 1900	May 16, 1900	Apr. 1, 1902	May 19, 1902 Apr. 22, 1910	**Decatur (5)**	14
15	Sept. 8, 1911	June 27, 1912	.....	Sept. 8, 1913	.....	.....	**Downes (45)**	15
16	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910	**Drayton (23)**	16

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
17	**Duncan (46)**....	Fore River S.B.Co., Quincy, Mass.	Building; 28.4% complete.	[2]300 0	30 5	9 3	1,014	14.26	17
18	**Ericsson (56)**...	New York S.B.Co., Camden, N. J.	0% complete....	[2]300 0	30 6½	.....	1,090	.....	18
19	**Fanning (37)**...	Newport News S. B. Co., Newport News, Va.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00	19
20	**Flusser (20)**.....	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 0	8 0	700	11.86	20
21	**Henley (39)**.....	Fore River S.B.Co., Quincy, Mass.	Building; 89% complete.	[2]289 0	26 1½	8 4	742	12.00	21
22	**Hopkins (6)**....	Harlan & Hollingsworth Co., Wilmington, Del.	Reserve torpedo group, Mare Island.	238 9	23 1½	6 0	408	9.50	22
23	**Hull (7)**.....	Harlan & Hollingsworth Co., Wilmington, Del.	Pacific Torpedo Flotilla.	238 9	23 1½	6 0	408	9.50	23
24	**Jarvis (38)**.....	New York S. B. Co. Camden, N. J.	Fitting out; 89.3% complete.	[2]289 0	26 1½	8 4	742	12.00	24
25	**Jenkins (42)**....	Bath Iron Works, Bath, Me.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00	25
26	**Jouett (41)**.....	Bath Iron Works, Bath, Me.	Fitting out for Atlantic Fleet.	[2]289 0	26 1½	8 4	742	12.00	26
27	**Lamson (18)**....	Wm.Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	289 0	26 0	8 0	700	11.86	27
28	**Lawrence (8)**...	Fore River Engine Co., Weymouth, Mass.	Reserved Torpedo group, Mare Island.	240 7	22 2½	6 2	400	8.56	28
29	**Mayrant (31)**..	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00	29
30	**McCall (28)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00	30
31	**McDougal (54)**.	Bath Iron Works, Bath, Me.	0% complete....	[2]300 0	30 6½	9 5	1,025	.....	31
32	**Macdonough (9)**.	Fore River Engine Co., Weymouth, Mass.	Reserve Torpedo group, Charleston.	240 7	22 2½	6 2	400	8.56	32
33	**Monaghan (32)**.	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet..	289 0	26 1½	8 4	742	12.00	33

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

Continued.

	Length over all.	Full-load displacement.[1]	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
17	305 3	1,133	[2] 29.00	[2] 1,014	[2] [3] 91,449 [4] (306)	**Duncan (46)**.....	17
18	305 3	.....	[2] 29.00	[2] 1,090	[2] [3] 92,393 [4] (309)	**Ericsson (56)**.....	18
19	293 10	883	[5] 29.99	725	[3] 67,342 [4] (225)	**Fanning (37)**.....	19
20	293 10	902	[5] 30.41	686	316	**Flusser (20)**.....	20
21	293 10	891	[2] 29.50	[2] 742	[3] 74,287 [4] (248)	**Henley (39)**.....	21
22	248 8	568	29.02	467	153	**Hopkins (6)**.....	22
23	248 8	568	28.04	449	156	**Hull (7)**.....	23
24	293 10	883	[5] 30.01	777	[3] 67,867 [4] (227)	**Jarvis (38)**.....	24
25	293 10	883	[5] 31.27	719	[3] 70,565 [4] (236)	**Jenkins (42)**.....	25
26	293 10	883	[5] 32.27	728	[3] 70,565 [4] (236)	**Jouett (41)**.....	26
27	293 10	902	[5] 28.61	690	284	**Lamson (18)**.....	27
28	246 3	505	28.41	412	116	**Lawrence (8)**.....	28
29	293 10	887	[5] 30.22	734	[3] 73,583 [4] (246)	**Mayrant (31)**.....	29
30	293 10	887	[5] 30.66	738	[3] 70,575 [4] (236)	**McCall (28)**.....	30
31	305 3	.....	[2] 29.00	[2] 1,025	[2] [3] 92,393 [4] (309)	**McDougal (54)** ...	31
32	246 3	505	28.03	405	116	**Macdonough (9)**..	32
33	293 10	883	[5] 30.45	735	[3] 70,074 [4] (234)	**Monaghan (32)**...	33

[1] Does not include reserve coal.
[2] Estimated.
[3] Gallons of oil fuel.
[4] Tons of oil fuel.
[5] Four-hour trial.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
17	**Duncan (46)**	Curtis turb. with recip. eng. (2)	12½	...	26½	13½	4 Yarrow	(1)	21,500	[2] 16,000	.....	[2] 330	17
18	**Ericsson (56)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	18
19	**Fanning (37)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	18,136	[3] 12,600	.....	276	19
20	**Flusser (20)**	Parsons turb. (3).	...	...	...	...	4 Normand.	347	16,177	[3] 11,541	11,842	229	20
21	**Henley (39)**	Curtis turb. and recip. (2).	...	...	...	...	4 Yarrow	(1)	18,000	[3] 13,472	.....	285	21
22	**Hopkins (6)**	Vert. 3-exp. (2).	22	32½	[4] 34	18	4 Thornycroft.	294	17,612	.....	8,456	201	22
23	**Hull (7)**	Vert. 3-exp. (2).	22	32½	[4] 34	18	4 Thornycroft.	294	17,612	.....	9,119	202	23
24	**Jarvis (38)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	19,200	[3] 10,584	.....	[2] 276	24
25	**Jenkins (42)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,021	[3] 12,440	.....	263	25
26	**Jouett (41)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,021	[3] 12,340	[2] 12,000	263	26
27	**Lamson (18)**	Parsons turb. (3).	...	...	...	...	4 Mosher	368	18,003	10,769	11,041	251	27
28	**Lawrence (8)**	Vert. 3-exp. (2).	22	31	[4] 34	20	4 Mod. Normand.	304	18,117	.....	[2] 8,400	182	28
29	**Mayrant (31)**	Zoelly turb. (2).	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 13,140	.....	284	29
30	**McCall (28)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	19,200	[3] 13,072	.....	287	30
31	**McDougal (54)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	31
32	**Macdonough (9)**	Vert. 3-exp. (2).	22	31	[4] 34	24	4 Mod. Normand.	304	18,117	.....	[2] 8,400	183	32
33	**Monaghan (32)**	Parsons turb. (3).	...	...	...	...	4 Thornycroft.	(1)	18,000	[3] 12,410	.....	277	33

[1] Oil fuel.
[2] Estimated.
[3] Main engines only.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
17	2	10	125	80	160	[1] 2-10-5000	General Electric Co	Duncan (46)	17
18	2	25	125	200	400	(1) (2)		Ericsson (56)	18
19	2	5	125	40	80	[2] 4-5-3800	Terry-Diehl	Fanning (37)	19
20	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Flusser (20)	20
21	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Henley (39)	21
22	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Hopkins (6)	22
23	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Hull (7)	23
24	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Jarvis (38)	24
25	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Jenkins (42)	25
26	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Jouett (41)	26
27	1	5	125	40	40	[2] 2-5-5000	General Electric Co	Lamson (18)	27
28	[1] 1	10	125	80	80	(2)		Lawrence (8)	28
29	2	5	125	40	80	[2] 2-5-5000	General Electric Co	Mayrant (31)	29
30	2	5	125	40	80	[2] 2-5-5000	General Electric Co	McCall (28)	30
31	[1] 2	25	125	200	400	(2)		McDougal (54)	31
32	1	5	80	62.5	62.5	6-5-700	General Electric Co. (Fore River engine).	Macdonough (9).	32
33	2	10	125	80	160	[2] 6-10-5600	Terry-Diehl	Monaghan (32)	33

[1] Not yet installed. [2] Turbo-generators.

DESTROYERS—

	Name and official number.	Batteries. Guns.	Batteries. Torpedo tubes (long).	Rig and number of funnels.	Complement. Officers.	Complement. Men.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
17	**Duncan (46)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	$779,450	Mar. 4, 1911	17
18	**Ericsson (56)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	873,500	Aug. 22, 1912	18
19	**Fanning (37)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	79	.....	630,500	June 24, 1910	19
20	**Flusser (20)**	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	624,000	Mar. 2, 1907	20
21	**Henley (39)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	79	.....	648,700	June 24, 1910	21
22	**Hopkins (6)**	2 3″ 50 cal. R. F.; 6 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	.....	291,000	May 4, 1898	22
23	**Hull (7)**	2 3″ 50 cal. R. F.; 6 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	.....	291,000	May 4, 1898	23
24	**Jarvis (38)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	640,000	June 24, 1910	24
25	**Jenkins (42)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	654,500	June 24, 1910	25
26	**Jouett (41)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	654,500	June 24, 1910	26
27	**Lamson (18)**	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	585,000	June 29, 1906	27
28	**Lawrence (8)**	7 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	.....	281,000	May 4, 1898	28
29	**Mayrant (31)**	5 3″ 50 cal. R. F.	3 twin 18″	2 masts; 3 funels.	4	82	.....	664,000	May 13, 1908	29
30	**McCall (28)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	665,000	May 13, 1908	30
31	**McDougal (54)**	4 4″ 50 cal. R. F.	4 twin 18″	2 masts; 4 funnels.	5	93	.....	810,000	Aug. 22, 1912	31
32	**Macdonough (9).**	7 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels.	3	73	.....	281,000	May 4, 1898	32
33	**Monaghan (32)**	5 3″ 50 cal. R. F	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	629,000	Mar. 3, 1909	33

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	Sept. 6 1911	June 17, 1912	.....	Sept. 6, 1913	.....	.....	**Duncan (46)**...	17
18	Dec. 16, 1912	.....	.....	Dec. 16, 1914	.....	.....	**Ericsson (56)**...	18
19	Dec. 6, 1910	Apr. 29, 1911	Jan. 11, 1912	Dec. 6, 1912	June 20, 1912	June 21, 1912	**Fanning (37)**...	19
20	Sept. 28, 1907	Aug. 3, 1908	July 20, 1909	Sept. 28, 1909	Sept. 29, 1909	Oct. 28, 1909	**Flusser (30)**....	20
21	Nov. 28, 1910	July 17, 1911	Apr. 3, 1912	Nov. 28, 1912	Dec. 5, 1912	Dec. 6, 1912	**Henley (39)**....	21
22	Oct. 19, 1898	Feb. 2, 1899	Apr. 24, 1902	Apr. 19, 1900	May 27, 1903	Sept. 23, 1903 June 22, 1909	**Hopkins (6)**....	22
23	Oct. 19, 1898	Feb. 22, 1899	June 21, 1902	Apr. 19, 1900	Mar. 18, 1903	May 20, 1903 Nov. 14, 1906	**Hull (7)**.....	23
24	Dec. 3, 1910	July 1, 1911	Apr. 3, 1912	Dec. 3, 1912	Oct. 21, 1912	Oct. 22, 1912	**Jarvis (38)**.....	24
25	Nov. 30, 1910	Mar. 24, 1911	Apr. 29, 1912	Nov. 30, 1912	June 14, 1912	June 15, 1912	**Jenkins (42)**....	25
26	Nov. 30, 1910	Mar. 7, 1911	Apr. 15, 1912	Nov. 30, 1912	May 24, 1912	May 25, 1912	**Jouett (41)**	26
27	Oct. 10, 1907	Mar. 18, 1908	June 16. 1909	Oct. 10, 1909	Jan. 27, 1910	Feb. 10, 1910	**Lamson (18)**...	27
28	Dec. 3, 1898	Apr. 10, 1899	Nov. 7, 1900	Apr. 3, 1900	Apr. 7, 1903	Apr. 14, 1903 July 23, 1907	**Lawrence (8)**..	28
29	Oct. 1, 1908	Apr. 22, 1909	Apr. 23, 1910	Oct. 1, 1910	July 10, 1911	July 12, 1911	**Mayrant (31)** ..	29
30	Oct. 5, 1908	June 8, 1909	June 4, 1910	Oct. 5, 1910	Jan. 18, 1911	Jan. 23, 1911	**McCall (28)**....	30
31	Dec. 16, 1912	.....	.....	Sept. 16, 1914	.....	.....	**McDougal (54)**	31
32	Dec. 3, 1898	Apr. 21, 1899	Dec. 24, 1900	May 3, 1900	July 3, 1903	Sept. 5, 1903 Nov. 21, 1908	**Macdonough (9).**	32
33	June 23, 1909	June 1, 1910	Feb. 18, 1911	June 23, 1911	June 20, 1911	June 21, 1911	**Monaghan (32)**	33

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	Ship fully equipped ready for sea, normal stores, ammunition, and coal. Length between perpendiculars.	Breadth on load water line.	Mean hull draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
34	**Nicholson (52)**	Wm. Cramp & Sons, Philadelphia, Pa.	0% complete	[2]300 0	30 6½	9 5	1,052	.....	34
35	**O'Brien (51)**	Wm. Cramp & Sons, Philadelphia, Pa.	0% complete	[2]300 0	30 6½	9 5	1,052	.....	35
36	**Parker (48)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 36.8% complete.	[2]300 0	30 5	9 5	1,036	14.40	36
37	**Patterson (36)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	37
38	**Paulding (22)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	38
39	**Paul Jones (10)**	Union Iron Works, San Francisco, Cal.	Reserve Pacific Torpedo Group, Mare Island.	245 0	23 1	6 6	420	9.40	39
40	**Perkins (26)**	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	40
41	**Perry (11)**	Union Iron Works, San Francisco, Cal.	Pacific Torpedo Flotilla.	245 0	23 1	6 6	420	9.40	41
42	**Preble (12)**	Union Iron Works, San Francisco, Cal.	Pacific Torpedo Flotilla.	245 0	23 1	6 6	420	9.40	42
43	**Preston (19)**	New York Shipbuilding Co., Camden, N. J.	Atlantic Fleet	289 0	26 0	8 0	700	11.86	43
44	**Reid (21)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 0	8 0	700	11.86	44
45	**Roe (24)**	Newport News Shipbuilding Co., Newport News, Va.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	45
46	**Smith (17)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	289 0	26 0	8 0	700	11.86	46
47	**Sterett (27)**	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	47
48	**Stewart (13)**	Gas Engine & Power Co. and Chas. L. Seabury & Co., Cons., Morris Heights, N. Y.	Pacific Torpedo Flotilla.	245 0	23 1	6 6	420	9.40	48
49	**Terry (25)**	Newport News Shipbuilding Co., Newport News, Va.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	49
50	**Trippe (33)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	50

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

Continued.

	Length over all.	Full-load displacement.	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
34	305 3	.....	[1] 29.00	[1] 1,052	[1] [2] 92,393 [3] (309)	**Nicholson (52)**....	34
35	305 3	.....	[1] 29.00	[1] 1,052	[1] [2] 92,393 [3] (309)	**O'Brien (51)**.....	35
36	305 3	1,156	[1] 29.50	[1] 1,036	[1] [2] 92,273 [3] (308)	**Parker (48)**.....	36
37	293 10	883	[4] 29.69	757	[2] 71,457 [3] (239)	**Patterson (36)** ...	37
38	293 10	887	[4] 32.80	711	[2] 70,580 [3] (236)	**Paulding (22)**	38
39	250 2	592	28.91	475	179	**Paul Jones (10)** ..	39
40	293 10	893	[4] 29.76	765	[2] 73,815 [3] (247)	**Perkins (26)**.....	40
41	250 2	592	28.32	476	179	**Perry (11)**.....	41
42	250 2	592	28.03	475	179	**Preble (12)**.....	42
43	293 10	902	[4] 29.18	719	283	**Preston (19)**.....	43
44	293 10	902	[4] 31.82	690	316	**Reid (21)**.....	44
45	293 10	887	[4] 29.60	711	[2] 70,074 [3] (234)	**Roe (24)**.....	45
46	293 10	902	[4] 28.35	716	298	**Smith (17)**.....	46
47	293 10	893	[4] 30.37	754	[2] 73,815 [3] (247)	**Sterett (27)**	47
48	250 6	592	29.69	439	184	**Stewart (13)**	48
49	293 10	887	[4] 30.24	722	[2] 70,074 [3] (234)	**Terry (25)**.....	49
50	293 10	883	[4] 30.89	733	[2] 70,580 [3] (236)	**Trippe (33)**.....	50

[1] Estimated. [2] Gallons of oil fuel. [3] Tons of oil fuel. [4] Four-hour trial.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
34	**Nicholson (52)**												34
35	**O'Brein (51)**												35
36	**Parker (48)**	Cramp turb. and Recip. (2).	13	...	25	12	4 White-Forster.	(1)	21,600	[2] 16,000	.....	[2] 352	36
37	**Patterson (36)**	Parsons turb. (3).	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 12,622	.....	268	37
38	**Paulding (22)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,000	[3] 17,393	.....	269	38
39	**Paul Jones (10)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,783	.....	[2] 8,000	206	39
40	**Perkins (26)**	Curtis turb. (2).	...	...	...	...	4 Yarrow.	(1)	18,000	[3] 11,668	.....	301	40
41	**Perry (11)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,763	.....	[2] 7,950	205	41
42	**Preble (12)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,782	7,310	7,370	206	42
43	**Preston (19)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	333	19,200	[3] 10,918	11,356	255	43
44	**Reid (21)**	Parsons turb. (3)	...	...	...	...	4 Normand.	347	16,177	[3] 12,421	12,734	228	44
45	**Roe (24)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	18,000	11,999	12,299	277	45
46	**Smith (17)**	Parsons turb. (3)	...	...	...	...	4 Mosher.	368	18,003	[3] 9,946	10,362	250	46
47	**Sterett (27)**	Curtis turb. (2).	...	...	...	...	4 Yarrow.	(1)	18,000	12,789	.....	300	47
48	**Stewart (13)**	Vert. 3-exp. (2).	20½	32	38	22	4 Seabury.	315	17,782	.....	[2] 8,000	205	48
49	**Terry (25)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	18,900	[3] 13,350	.....	277	49
50	**Trippe (33)**	Parsons turb. (3)	...	...	...	...	4 Normand.	(1)	19,320	[3] 14,978	.....	270	50

[1] Oil fuel.
[2] Estimated.
[3] Main engines only.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
34	[1] 2	10	125	200	400	([2])		Nicholson (52)..	34
35	[1] 2	10	125	200	400	([2])		O'Brein (51)....	35
36	[1] 2	10	125	80	160	2-10-5000	General Electric Co	Parker (48).....	36
37	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Patterson (36)..	37
38	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Paulding (22)...	38
39	1	5	125	40	40	[1] 4-5-4000	Terry-Diehl	Paul Jones (10).	39
40	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Perkins (26)....	40
41	1	5	125	40	40	[1] 2-5-5000	General Electric Co.	Perry (11).....	41
42	1	5	125	40	40	[1] 2-5-5000	General Electric Co.	Preble (12)....	42
43	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Preston (19)....	43
44	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Reid (21).....	44
45	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Roe (24).....	45
46	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Smith (17).....	46
47	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Sterett (27).....	47
48	2	5	125	40	80	2-5-4000	Diehl Electric Co. (Terry turbines).	Stewart (13)....	48
49	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Terry (25).....	49
50	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	Trippe (33).....	50

[1] Turbo-generators. [2] Not yet installed.

DESTROYERS—

	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.				
34	**Nicholson (52)**..	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	$842,000	Aug. 22, 1912	34
35	**O'Brien (51)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	842,000	Aug. 22, 1912	35
36	**Parker (48)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts, 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	36
37	**Patterson (36)**..	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	637,000	Mar. 3, 1909	37
38	**Paulding (22)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	644,000	May 13, 1908	38
39	**Paul Jones (10)**.	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	[1] 229	285,000	May 4, 1898	39
40	**Perkins (26)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	79	.....	610,000	May 13, 1908	40
41	**Perry (11)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	[1] 229	285,000	May 4, 1898	41
42	**Preble (12)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	[1] 229	285,000	May 4, 1898	42
43	**Preston (19)**....	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	645,000	June 29, 1906	43
44	**Reid (21)**.....	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	624,000	Mar. 2, 1907	44
45	**Roe (24)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	620,000	May 13, 1908	45
46	**Smith (17)**.....	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	585,000	June 29, 1906	46
47	**Sterett (27)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	610,000	May 13, 1908	47
48	**Stewart (13)**....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	.....	282,000	May 4, 1898	48
49	**Terry (25)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	620,000	May 13, 1908	49
50	**Trippe (33)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	659,500	Mar. 3, 1909	50

[1] Subject to possible change.

Continued.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
34	Dec. 7, 1912	.....	.....	Nov. 22, 1914	.....	.....	**Nicholson (52)**.	34
35	Dec. 7, 1912	.....	.....	Nov. 7, 1914	.....	.....	**O'Brien (51)**....	35
36	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	.....	.....	**Parker (48)**....	36
37	June 14, 1909	Apr. 27, 1910	Apr. 29, 1911	June 14, 1911	Oct. 7, 1911	Oct. 11, 1911	**Patterson (36)**.	37
38	Sept. 29, 1908	July 24, 1909	Apr. 12, 1910	Sept. 29, 1910	Sept. 27, 1910	Sept. 29, 1910	**Paulding (22)**..	38
39	Oct. 5, 1898	Apr. 20, 1899	June 14, 1902	Apr. 5, 1900	July 19, 1902	July 19, 1902 Jan. 7, 1909	**Paul Jones (10)**	39
40	Oct. 1, 1908	Mar. 22, 1909	Apr. 9, 1910	Sept. 1, 1910	Nov. 15, 1910	Nov. 18, 1910	**Perkins (26)**...	40
41	Oct. 5, 1898	Apr. 19, 1899	Oct. 27, 1900	Apr. 5, 1900	May 31, 1902	Sept. 4, 1902 July 11, 1907	**Perry (11)**.....	41
42	Oct. 5, 1898	Apr. 21, 1899	Mar. 2, 1901	Apr. 5, 1900	June 21, 1902	June 21, 1902 Sept. 17, 1909	**Preble (12)**.....	42
43	Sept. 28, 1907	Apr. 28, 1908	July 14, 1909	Sept. 28, 1909	Dec. 21, 1909	Dec. 24, 1909	**Preston (19)**...	43
44	Sept. 28, 1907	Aug. 3, 1908	Aug. 17, 1909	Sept. 28, 1909	Oct. 27, 1909	Dec. 3, 1909	**Reid (21)**.....	44
45	Oct. 12, 1908	Jan. 18, 1909	July 24, 1909	Oct. 12, 1910	Sept. 15, 1910	Sept. 17, 1910	**Roe (24)**.....	45
46	Oct. 10, 1907	Mar. 18, 1908	Apr. 20, 1909	Oct. 10, 1909	Nov. 24, 1909	Nov. 26, 1909	**Smith (17)**.....	46
47	Oct. 1, 1908	Mar. 22, 1909	May 12, 1910	Oct. 1, 1910	Dec. 12, 1910	Dec. 15, 1910	**Sterett (27)**....	47
48	Sept. 30, 1898	Jan. 24, 1900	May 10, 1902	Feb. 28, 1900	Nov. 14, 1902	Dec. 17, 1902 Nov. 18, 1909	**Stewart (13)**...	48
49	Oct. 12, 1908	Feb. 8, 1909	Aug. 21, 1909	Oct. 12, 1910	Oct. 12, 1910	Oct. 18, 1910	**Terry (25)**.....	49
50	June 15, 1909	Apr. 12, 1910	Dec. 20, 1910	June 15, 1911	Mar. 21, 1911	Mar. 23, 1911	**Trippe (33)**....	50

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
51	**Truxtun (14)**	Maryland Steel Co., Sparrows Point, Md.	Reserve Torpedo Group, Mare Island.	248 0	22 3½	6 0	433	9.56	51
52	**Walke (34)**	Fore River S. B. Co., Quincy, Mass.	Atlantic Fleet	289 0	26 1½	8 4	742	12.00	52
53	**Warrington (30).**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet (in reserve).	289 0	26 1½	8 4	742	12.00	53
54	**Whipple (15)**	Maryland Steel Co., Sparrows Point, Md.	Pacific Torpedo flotilla.	248 0	22 3½	6 0	433	9.56	54
55	**Winslow (53)**	Wm. Cramp & Sons, Philadelphia, Pa.	0% complete	[2]300 0	30 6½	9 5	1,052	.....	55
56	**Worden (16)**	Maryland Steel Co., Sparrows Point, Md.	Special service, New York.	248 0	22 3½	6 0	433	9.56	56
	Total normal displacement						40,368		

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

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
51	**Truxtun (14)**	Vert. 3-exp. (2)	23	34	[1]37	20	4 Thornycroft.	300	19,748	.....	[2]8,300	207	51
52	**Walke (34)**	Curtis (2)	...	...	...	...	4 Yarrow	([3])	18,000	[2]12,573	.....	303	52
53	**Warrington (30).**	Zoelly turb. (2)	...	...	...	...	4 White-Forster.	([3])	18,000	[2]12,846	.....	283	53
54	**Whipple (15)**	Vert. 3-exp. (2)	23	34	[1]37	20	4 Thornycroft.	300	19,748	.....	[2]8,300	208	54
55	**Winslow (53)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	55
56	**Worden (16)**	Vert. 3-exp. (2)	23	34	[1]37	20	4 Thornycroft.	300	19,748	.....	[2]8,300	207	56

[1] Two low-pressure cylinders. [2] Main engines only. [3] Oil fuel.

Continued.

	Length over all.	Full-load displacement.	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
51	259 6	605	29.58	486	175	**Truxtun (14)**	51
52	293 10	889	[1] 29.78	772	[2] 73,815 [3] (247)	**Walke (34)**	52
53	293 10	887	[1] 30.12	729	[2] 73,583 [3] (246)	**Warrington (30).**	53
54	259 6	605	28.24	481	175	**Whipple (15)**	54
55	305 3	.....	[4] 29.00	[4] 1,052	[4] [2] 92,393 [3] (309)	**Winslow (53)**.....	55
56	259 6	605	29.86	476	184	**Worden (16)**.....	56

[1] 4-hour trial. [2] Gallons of oil fuel. [3] Tons of oil fuel. [4] Estimated.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
51	1	5	125	40	40	[1] 2–5–4000	Diehl Electric Co. (Terry turbines).	**Truxtun (14)**...	51
52	2	5	125	40	80	[1] 2–5–5000	General Electric Co.....	**Walke (34)**.....	52
53	2	5	125	40	80	[1] 2–5–5000	General Electric Co.....	**Warrington (30).**	53
54	1	5	125	40	40	[1] 2–5–5000	General Electric Co.....	**Whipple (15)** ...	54
55	2	25	125	200	400	([1]) ([2])	.....	**Winslow (53)**...	55
56	1	5	125	40	40	8–5–675	B. F. Sturtevant Co.....	**Worden (16)**....	56

[1] Turbo-generators. [2] Not yet installed

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1. 1912.	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.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*
34	**Nicholson (52)**..	Wm. Cramp & Sons, Philadelphia, Pa.	0% complete....	[2]300 0	30 6½	9 5	1,052	.....
35	**O'Brien (51)**....	Wm. Cramp & Sons, Philadelphia, Pa.	0% complete....	[2]300 0	30 6½	9 5	1,052	.....
36	**Parker (48)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 36.8% complete.	[2]300 0	30 5	9 5	1,036	14.40
37	**Patterson (36)** .	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
38	**Paulding (22)** ..	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
39	**Paul Jones (16)**.	Union Iron Works, San Francisco, Cal.	Reserve Pacific Torpedo Group, Mare Island.	245 0	23 1	6 6	420	9.40
40	**Perkins (26)**....	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
41	**Perry (11)**.....	Union Iron Works, San Francisco, Cal.	Pacific Torpedo Flotilla.	245 0	23 1	6 6	420	9.40
42	**Preble (12)**.....	Union Iron Works, San Francisco, Cal.	Pacific Torpedo Flotilla.	245 0	23 1	6 6	420	9.40
43	**Preston (19)**....	New York Shipbuilding Co., Camden, N. J.	Atlantic Fleet...	289 0	26 0	8 0	700	11.86
44	**Reid (21)**.....	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 0	8 0	700	11.86
45	**Roe (24)**.....	Newport News Shipbuilding Co., Newport News, Va.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
46	**Smith (17)**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet...	289 0	26 0	8 0	700	11.86
47	**Sterett (27)**	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
48	**Stewart (13)** ...	Gas Engine & Power Co. and Chas. L. Seabury & Co., Cons., Morris Heights, N. Y.	Pacific Torpedo Flotilla.	245 0	23 1	6 6	420	9.40
49	**Terry (25)**.....	Newport News Shipbuilding Co., Newport News, Va.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00
50	**Trippe (33)**.....	Bath Iron Works, Bath, Me.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00

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

Continued.

	Length over all.	Full-load displacement.	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
34	305 3	.....	[1] 29.00	[1] 1,052	[1] [2] 92,393 [3] (309)	**Nicholson (52)**....	34
35	305 3	.....	[1] 29.00	[1] 1,052	[1] [2] 92,393 [3] (309)	**O'Brien (51)**.....	35
36	305 3	1,156	[1] 29.50	[1] 1,036	[1] [2] 92,273 [3] (308)	**Parker (48)**.....	36
37	293 10	883	[4] 29.69	757	[2] 71,457 [3] (239)	**Patterson (36)**	37
38	293 10	887	[4] 32.80	711	[2] 70,580 [3] (236)	**Paulding (22)**	38
39	250 2	592	28.91	475	179	**Paul Jones (10)** ..	39
40	293 10	893	[4] 29.76	765	[2] 73,815 [3] (247)	**Perkins (26)**.....	40
41	250 2	592	28.32	476	179	**Perry (11)**.....	41
42	250 2	592	28.03	475	179	**Preble (12)**.....	42
43	293 10	902	[4] 29.18	719	283	**Preston (19)**.....	43
44	293 10	902	[4] 31.82	690	316	**Reid (21)**.....	44
45	293 10	887	[4] 29.60	711	[2] 70,074 [3] (234)	**Roe (24)**.....	45
46	293 10	902	[4] 28.35	716	298	**Smith (17)**.....	46
47	293 10	893	[4] 30.37	754	[2] 73,815 [3] (247)	**Sterett (27)**	47
48	250 6	592	29.69	439	184	**Stewart (13)**	48
49	293 10	887	[4] 30.24	722	[2] 70,074 [3] (234)	**Terry (25)**.....	49
50	293 10	883	[4] 30.89	733	[2] 70,580 [3] (236)	**Trippe (33)**.....	50

[1] Estimated. [2] Gallons of oil fuel. [3] Tons of oil fuel. [4] Four-hour trial.

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
34	**Nicholson (52)**												34
35	**O'Brein (51)**												35
36	**Parker (48)**	Cramp turb. and Recip. (2).	13	...	25	12	4 White-Forster.	(1)	21,600	[2] 16,000	.....	[2] 352	36
37	**Patterson (36)**	Parsons turb. (3).	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 12,622	.....	268	37
38	**Paulding (22)**	Parsons turb. (3).	...	...	...	...	4 Normand..	(1)	18,000	[3] 17,393	.....	269	38
39	**Paul Jones (10)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,783	.....	[2] 8,000	206	39
40	**Perkins (26)**	Curtis turb. (2).	...	...	...	...	4 Yarrow....	(1)	18,000	[3] 11,668	.....	301	40
41	**Perry (11)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,763	.....	[2] 7,950	205	41
42	**Preble (12)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,782	7,310	7,370	206	42
43	**Preston (19)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	333	19,200	[3] 10,918	11,356	255	43
44	**Reid (21)**	Parsons turb. (3)	...	...	...	...	4 Normand..	347	16,177	[3] 12,421	12,734	228	44
45	**Roe (24)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	18,000	11,999	12,299	277	45
46	**Smith (17)**	Parsons turb. (3)	...	...	...	...	4 Mosher....	368	18,003	[3] 9,946	10,362	250	46
47	**Sterett (27)**	Curtis turb. (2).	...	...	...	...	4 Yarrow....	(1)	18,000	12,789	.....	300	47
48	**Stewart (13)**	Vert. 3-exp. (2).	20½	32	38	22	4 Seabury...	315	17,782	.....	[2] 8,000	205	48
49	**Terry (25)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	18,900	[3] 13,350	.....	277	49
50	**Trippe (33)**	Parsons turb. (3)	...	...	...	...	4 Normand..	(1)	19,320	[3] 14.978	.....	270	50

[1] Oil fuel.
[2] Estimated.
[3] Main engines only.
[4] Two low-pressure cylinders.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
34	[1] 2	10	125	200	400	([2])		**Nicholson (52)**	34
35	[1] 2	10	125	200	400	([2])		**O'Brein (51)**	35
36	[1] 2	10	125	80	160	2-10-5000	General Electric Co	**Parker (48)**	36
37	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Patterson (36)**	37
38	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Paulding (22)**	38
39	1	5	125	40	40	[1] 4-5-4000	Terry-Diehl	**Paul Jones (10)**	39
40	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Perkins (26)**	40
41	1	5	125	40	40	[1] 2-5-5000	General Electric Co.	**Perry (11)**	41
42	1	5	125	40	40	[1] 2-5-5000	General Electric Co.	**Preble (12)**	42
43	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Preston (19)**	43
44	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Reid (21)**	44
45	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Roe (24)**	45
46	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Smith (17)**	46
47	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Sterett (27)**	47
48	2	5	125	40	80	2-5-4000	Diehl Electric Co. (Terry turbines).	**Stewart (13)**	48
49	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Terry (25)**	49
50	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	**Trippe (33)**	50

[1] Turbo-generators. [2] Not yet installed.

DESTROYERS—

	Name and official number.	Batteries. Guns.	Batteries. Torpedo tubes (long).	Rig and number of funnels.	Complement. Officers.	Complement. Men.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
34	**Nicholson (52)**..	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	$842,000	Aug. 22, 1912	34
35	**O'Brien (51)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	842,000	Aug. 22, 1912	35
36	**Parker (48)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts, 4 funnels.	5	93	.....	756,100	Mar. 4, 1911	36
37	**Patterson (36)**..	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	637,000	Mar. 3, 1909	37
38	**Paulding (22)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	644,000	May 13, 1908	38
39	**Paul Jones (10)**.	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	[1] 229	285,000	May 4, 1898	39
40	**Perkins (26)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	79	.....	610,000	May 13, 1908	40
41	**Perry (11)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	[1] 229	285,000	May 4, 1898	41
42	**Preble (12)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	[1] 229	285,000	May 4, 1898	42
43	**Preston (19)**....	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	645,000	June 29, 1906	43
44	**Reid (21)**.....	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	624,000	Mar. 2, 1907	44
45	**Roe (24)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	620,000	May 13, 1908	45
46	**Smith (17)**.....	5 3″ 50 cal. R. F.	3 18″.....	2 masts; 4 funnels.	4	83	.....	585,000	June 29, 1906	46
47	**Sterett (27)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	610,000	May 13, 1908	47
48	**Stewart (13)**....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	.....	282,000	May 4, 1898	48
49	**Terry (25)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	620,000	May 13, 1908	49
50	**Trippe (33)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	82	.....	659,500	Mar. 3, 1909	50

[1] Subject to possible change.

Continued.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
34	Dec. 7, 1912	.....	.....	Nov. 22, 1914	.....	.....	**Nicholson (52)**	34
35	Dec. 7, 1912	.....	.....	Nov. 7, 1914	.....	.....	**O'Brien (51)**	35
36	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	.....	.....	**Parker (48)**	36
37	June 14, 1909	Apr. 27, 1910	Apr. 29, 1911	June 14, 1911	Oct. 7, 1911	Oct. 11, 1911	**Patterson (36)**	37
38	Sept. 29, 1908	July 24, 1909	Apr. 12, 1910	Sept. 29, 1910	Sept. 27, 1910	Sept. 29, 1910	**Paulding (22)**	38
39	Oct. 5, 1898	Apr. 20, 1899	June 14, 1902	Apr. 5, 1900	July 19, 1902	July 19, 1902 Jan. 7, 1909	**Paul Jones (10)**	39
40	Oct. 1, 1908	Mar. 22, 1909	Apr. 9, 1910	Sept. 1, 1910	Nov. 15, 1910	Nov. 18, 1910	**Perkins (26)**	40
41	Oct. 5, 1898	Apr. 19, 1899	Oct. 27, 1900	Apr. 5, 1900	May 31, 1902	Sept. 4, 1902 July 11, 1907	**Perry (11)**	41
42	Oct. 5, 1898	Apr. 21, 1899	Mar. 2, 1901	Apr. 5, 1900	June 21, 1902	June 21, 1902 Sept. 17, 1909	**Preble (12)**	42
43	Sept. 28, 1907	Apr. 28, 1908	July 14, 1909	Sept. 28, 1909	Dec. 21, 1909	Dec. 24, 1909	**Preston (19)**	43
44	Sept. 28, 1907	Aug. 3, 1908	Aug. 17, 1909	Sept. 28, 1909	Oct. 27, 1909	Dec. 3, 1909	**Reid (21)**	44
45	Oct. 12, 1908	Jan. 18, 1909	July 24, 1909	Oct. 12, 1910	Sept. 15, 1910	Sept. 17, 1910	**Roe (24)**	45
46	Oct. 10, 1907	Mar. 18, 1908	Apr. 20, 1909	Oct. 10, 1909	Nov. 24, 1909	Nov. 26, 1909	**Smith (17)**	46
47	Oct. 1, 1908	Mar. 22, 1909	May 12, 1910	Oct. 1, 1910	Dec. 12, 1910	Dec. 15, 1910	**Sterett (27)**	47
48	Sept. 30, 1898	Jan. 24, 1900	May 10, 1902	Feb. 28, 1900	Nov. 14, 1902	Dec. 17, 1902 Nov. 18, 1909	**Stewart (13)**	48
49	Oct. 12, 1908	Feb. 8, 1909	Aug. 21, 1909	Oct. 12, 1910	Oct. 12, 1910	Oct. 18, 1910	**Terry (25)**	49
50	June 15, 1909	Apr. 12, 1910	Dec. 20, 1910	June 15, 1911	Mar. 21, 1911	Mar. 23, 1911	**Trippe (33)**	50

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
51	**Truxtun (14)** ...	Maryland Steel Co., Sparrows Point, Md.	Reserve Torpedo Group, Mare Island.	248 0	22 3½	6 0	433	9.56	51
52	**Walke (34)**	Fore River S. B. Co., Quincy, Mass.	Atlantic Fleet...	289 0	26 1½	8 4	742	12.00	52
53	**Warrington (30).**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet (in reserve).	289 0	26 1½	8 4	742	12.00	53
54	**Whipple (15)** ...	Maryland Steel Co., Sparrows Point, Md.	Pacific Torpedo flotilla.	248 0	22 3½	6 0	433	9.56	54
55	**Winslow (53)**...	Wm. Cramp & Sons, Philadelphia, Pa.	0% complete	[2]300 0	30 6½	9 5	1,052	.....	55
56	**Worden (16)**....	Maryland Steel Co., Sparrows Point, Md.	Special service, New York.	248 0	22 3½	6 0	433	9.56	56
	Total normal displacement.....						40,368		

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

DESTROYERS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
51	**Truxtun (14)**....	Vert. 3-exp. (2).	23	34	[1]37	20	4 Thornycroft.	300	19,748	.....	[2] 8,300	207	51
52	**Walke (34)**.....	Curtis (2).....	.....	.....	.....	.....	4 Yarrow....	(3)	18,000	[2] 12,573	.....	303	52
53	**Warrington (30).**	Zoelly turb. (2).	.....	.....	.....	.....	4 White-Forster.	(3)	18,000	[2] 12,846	.....	283	53
54	**Whipple (15)** ...	Vert. 3-exp. (2).	23	34	[1]37	20	4 Thornycroft.	300	19,748	.....	[2] 8,300	208	54
55	**Winslow (53)**...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	55
56	**Worden (16)**....	Vert. 3-exp. (2).	23	34	[1]37	20	4 Thornycroft.	300	19,748	.....	[2] 8,300	207	56

[1] Two low-pressure cylinders. [2] Main engines only. [3] Oil fuel.

Continued.

	Length over all.	Full-load displacement.	Highest speed on trial.	Mean displacement on trial.	Bunker capacity to bottom of beams (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
51	259 6	605	29.58	486	175	**Truxtun (14)**	51
52	293 10	889	[1] 29.78	772	[2] 73,815 [3] (247)	**Walke (34)**	52
53	293 10	887	[1] 30.12	729	[2] 73,583 [3] (246)	**Warrington (30).**	53
54	259 6	605	28.24	481	175	**Whipple (15)**	54
55	305 3	.....	[4] 29.00	[4] 1,052	[4] [2] 92,393 [3] (309)	**Winslow (53)**.....	55
56	259 6	605	29.86	476	184	**Worden (16)**.....	56

[1] 4-hour trial. [2] Gallons of oil fuel. [3] Tons of oil fuel. [4] Estimated.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
51	1	5	125	40	40	[1] 2–5–4000	Diehl Electric Co. (Terry turbines).	**Truxtun (14)**...	51
52	2	5	125	40	80	[1] 2–5–5000	General Electric Co.....	**Walke (34)**.....	52
53	2	5	125	40	80	[1] 2–5–5000	General Electric Co.....	**Warrington (30).**	53
54	1	5	125	40	40	[1] 2–5–5000	General Electric Co.....	**Whipple (15)** ...	54
55	2	25	125	200	400	([1]) ([2])	.....	**Winslow (53)**...	55
56	1	5	125	40	40	8–5–675	B. F. Sturtevant Co.....	**Worden (16)**....	56

[1] Turbo-generators. [2] Not yet installed

[illegible]ROYERS

[illegible]	[illegible]	[illegible]	[illegible]	...7.....	$258,000 May 4, 1898	51
[illegible]	[illegible]	[illegible]	... 4 funnels.	...2.....	[illegible]44,000 Mar. [illegible], 1909	52
[illegible]	[illegible]	[illegible]	2 masts; 4 funnels.	...2.....	[illegible]64,000 May 13, 1908	53
[illegible]	[illegible]	[illegible]	Signal pole; 4 funnels.	...751.....	286,000 May 4, 1898	54
[illegible]	[illegible]	Twin [illegible]	2 masts; 4 funnels.	...831.....	842,000 Aug. 22, 1912	55
[illegible]	[illegible]	[illegible]	Signal pole; 4 funnels.	...73.....	286,000 May [illegible]	56

Concluded.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
51	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Aug. 16, 1902	Sept. 11, 1902 Nov. 18, 1907	Truxtun (14)...	51
52	June 29, 1909	Mar. 5, 1910	Nov. 3, 1910	June 29, 1911	July 18, 1911	July 22, 1911	Walke (34).....	52
53	Oct. 1, 1908	June 21, 1909	June 18, 1910	Oct. 1, 1910	Mar. 17, 1911	Mar. 20, 1911	Warrington (30).	53
54	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Oct. 9, 1902	Oct. 21, 1902 July 16, 1906	Whipple (15)...	54
55	Dec. 7, 1912	.....	.....	Dec. 7, 1914	.....	.....	Winslow (53)..	55
56	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Oct. 17, 1902	Dec. 31, 1902 May 12, 1909	Worden (16)...	56

TORPEDO

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.		
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Bagley (24)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo group, Annapolis.	157 0	17 7½	4 11	175	211	1
2	**Bailey (21)**.....	Gas Engine & Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N.Y.	Reserve torpedo group, Annapolis.	205 0	19 3	6 10	280	379	2
3	**Barney (25)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo group, Annapolis.	157 0	17 7½	4 11	175	211	3
4	**Biddle (26)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo gronp, Annapolis.	157 0	17 7½	4 11	175	211	4
5	**Blakely (27)**....	Lawley & Sons, S. Boston, Mass.	Reserve torpedo group, Newport.	175 1	17 9	5 11	196	262	5
6	**Craven (10)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo group.[1]	147 0	16 4½	4 7	146	.....	6
7	**Dahlgren (9)**...	Bath Iron Works, Bath, Me.	Reserve torpedo group.[1]	147 0	16 4½	4 7	146	.....	7
8	**Davis (12)**.....	Wolff & Zwicker, Portland, Oreg.	Pacific reserve fleet.	146 0	15 4	5 10	154	155	8
9	**De Long (28)**...	Lawley & Sons, S. Boston, Mass.	Reserve torpedo group.[1]	175 1	17 9	5 11	196	262	9
10	**Dupont (7)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo group, Newport.	175 0	17 8½	4 8	165	.....	10
11	**Farragut (11)**...	Union Iron Works, San Francisco, Cal.	Reserve torpedo group.[2]	213 6	20 8	6 0	279	340	11
12	**Foote (3)**.....	Columbian Iron Works, Baltimore, Md.	Naval Militia, N. Carolina.	160 0	16 1	5 0	142	180	12
13	**Fox (13)**.....	Wolff & Zwicker, Portland, Oreg.	Pacific reserve fleet.	146 0	15 4	5 10	154	155	13
14	**Goldsborough (20)**.	Wolff & Zwicker, Portland, Oreg.	Reserve torpedo group.[2]	198 0	20 7	6 10	255	.....	14
15	**Gwin (16)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Torpedo station, Newport.	99 6	12 6	3 3	46	58	15

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

NOTE.—The Cushing, Ericsson, and McKee were stricken from the Navy Register Apr. 6, 1912.

BOATS.

	Net tonnage for Suez Canal.	Highest speed on trial.	Mean displacement on trial.	Tons per inch immersion at normal draft.	Bunker capacity at 43 cubic feet per ton.	Name and official number.	
	Tons.	*Knots.*	*Tons.*		*Tons.*		
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	.....	30.00	146	4.08	[1]32	**Craven (10)**	6
7	.....	30.00	146	4.08	[1]32	**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	[2]160	30.13	236	7.20	95	**Farragut (11)**	11
12	.....	24.53	142	4.07	44	**Foote (3)**	12
13	.....	23.13	132	3.68	40	**Fox (13)**	13
14	.....	27.40	256	6.33	89	**Goldsboro u g h (20).**	14
15	.....	20.88	46	1.87	9	**Gwin (16)**	15

[1] Estimated. [2] Subject to possible change.

TORPEDO

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Bagley (24)**	Vert. 3-exp. (2)	17 7/12	24 11/12	37 3/8	21	2 Normand..	118	5,552	.....	[1]3,920	91	1
2	**Bailey (21)**	Vert. 3-exp. (2)	20	30 1/2	[2]32	18	3 Normand..	178	8,328	.....	[1]5,000	148	2
3	**Barney (25)**	Vert. 3-exp. (2)	17 7/12	24 11/12	37 3/8	21	2 Normand..	118	5,552	.....	[1]3,920	90	3
4	**Biddle (26)**	Vert. 3-exp. (2)	17 7/12	24 11/12	37 3/8	21	2 Normand..	118	5,552	.....	[1]3,910	90	4
5	**Blakely (27)**	Vert. 3-exp. (2)	14	22	[2]25 1/4	18	3 Normand..	150	7,575	.....	3,000	85	5
6	**Craven (10)**	Vert. 3-exp. (2)	17 1/2	24 1/4	37	21	2 Normand..	119	5,553	.....	[1]4,200	.....	6
7	**Dahlgren (9)**	Vert. 3-exp. (2)	17 1/2	24 1/4	37	21	2 Normand.	119	5,553	.....	4,200	81	7
8	**Davis (12)**	Vert. 3-exp. (2)	11 7/8	19	[2]22 3/4	15	2 Thorny-croft.	88	4,763	.....	1,750	52	8
9	**De Long (28)**	Vert. 3-exp. (2)	14	22	[2]25 1/4	18	3 Normand..	150	7,575	.....	[1]3,000	[1]80	9
10	**Dupont (7)**	Vert. 3-exp. (	16	22 1/2	[2]25	16	3 mod. Normand.	161	8,288	.....	[1]3,800	78	10
11	**Farragut (11)**	Vert. 3-exp. (2)	20	29	[2]30	18	3 Thorny-croft.	196	9,912	.....	5,600	108	11
12	**Foote (3)**	Vert. 3-exp. (2)	12	19 1/4	[2]22	16	2 Mosher....	95	5,260	.....	2,000	51	12
13	**Fox (13)**	Vert. 3-exp. (2)	11 7/8	19	[2]22 3/4	15	2 Thorny-croft.	88	4,763	.....	1,750	52	13
14	**Goldsborough (29).**	Vert. 3-exp. (2)	19 5/8	31 1/4	[2]35 1/4	20	3 Thorny-croft.	216	13,500	.....	5,850	126	14
15	**Gwin (16)**	Vert. 3-exp. (1)	12 1/2	18	25	13 1/2	1 Normand..	38	1,870	.....	850	20	15

[1] Estimated. [2] Two low-pressure cylinders.

BOATS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
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	1.5	80	19	19	4-1.5-1100	B. F. Sturtevant Co.	**Craven (10)**	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 (26)**	9
10	1	2	80	25	25	4-2-800	Riker Electric Co.	**Dupont (7)**	10
11	1	5	80	62.5	62.5	4-5-700	Union Iron Works	**Farragut (11)**	11
12	1	2	80	25	25	4-2-650	General Electric Co.	**Foote (3)**	12
13	1	2.5	80	32	32	2-2.5-800	General Electric Co.	**Fox (13)**	13
14	1	3.6	80	45	45	4-3.6-800	General Electric Co.	**Goldsborough (20)**	14
15								**Gwin (16)**	15

TORPEDO

	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	Craven (10).....	4 1-pdr. R. F...	2 18" Whitehead. Long..	2	26	194,000	June 10,1896	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	Farragut (11)...	4 6-pdr. R. F...	2 18" Whitehead.....	2	62	227,500	June 10,1896	11
12	Foote (3).....	3 1-pdr. R. F...	2 18" Whitehead. Long..	2	26	97,500	July 26,1894	12
13	Fox (13).....	3 1-pdr. R. F...	3 18" Whitehead. Long..	2	27	81,546	June 10,1896	13
14	Goldsborough (20).	4 6-pdr. R. F...	2 18" Whitehead. Long..	3	61	214,500	Mar. 3,1897	14
15	Gwin (16).....	1 1-pdr. R. F...	2 18" Whitehead.....	2	13	39,000	June 10,1896	15

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	Oct. 6, 1896	Dec. 6, 1897	Sept. 25, 1899	Apr. 6, 1898	Mar. 20, 1900	June 9, 1900	**Craven (10)**....	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. 5, 1896	July 23, 1897	July 16, 1898	Apr. 5, 1898	Jan. 30, 1899	Mar. 22, 1899 May 10, 1911	**Farragut (11)**..	11
12	May 3, 1895	May 1, 1896	Oct. 1, 1896	Aug. 3, 1896	July 28, 1897	Aug. 7, 1897 Nov. 9, 1900	**Foote (3)**.....	12
13	Oct. 6, 1896	Mar. 4, 1897	July 4, 1898	Oct. 6, 1897	Mar. 13, 1899	July 8, 1899 Nov. 6, 1910	**Fox (13)**.....	13
14	July 30, 1897	July 14, 1898	July 29, 1899	Jan. 30, 1899	.....	..... Apr. 9, 1908	**Goldsborough (20).**	14
15	Oct. 6, 1896	Apr. 14, 1897	Nov. 15, 1897	Oct. 6, 1897	Mar. 26, 1898	Apr. 4, 1898 July 10, 1903	**Gwin (16)**.....	15

DESTROYERS—

	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.				
51	**Truxtun (14)**....	2 3″ 50 cal. R. F.; 6 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	75	.....	$286,000	May 4, 1898	51
52	**Walke (34)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	644,000	Mar. 3, 1909	52
53	**Warrington (30).**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	82	.....	664,000	May 13, 1908	53
54	**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	54
55	**Winslow (53)**...	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	93	.....	842,000	Aug. 22, 1912	55
56	**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	56

Concluded.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
51	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Aug. 16, 1902	Sept. 11, 1902 Nov. 18, 1907	Truxtun (14)...	51
52	June 29, 1909	Mar. 5, 1910	Nov. 3, 1910	June 29, 1911	July 18, 1911	July 22, 1911	Walke (34).....	52
53	Oct. 1, 1908	June 21, 1909	June 18, 1910	Oct. 1, 1910	Mar. 17, 1911	Mar. 20, 1911	Warrington (30).	53
54	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Oct. 9, 1902	Oct. 21, 1902 July 16, 1906	Whipple (15)...	54
55	Dec. 7, 1912	.....	.....	Dec. 7, 1914	.....	.....	Winslow (53)..	55
56	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Oct. 17, 1902	Dec. 31, 1902 May 12, 1909	Worden (16)...	56

TORPEDO

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.		
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Bagley (24)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo group, Annapolis.	157 0	17 7½	4 11	175	211	1
2	**Bailey (21)**.....	Gas Engine & Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N.Y.	Reserve torpedo group, Annapolis.	205 0	19 3	6 10	280	379	2
3	**Barney (25)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo group, Annapolis.	157 0	17 7½	4 11	175	211	3
4	**Biddle (26)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo gronp, Annapolis.	157 0	17 7½	4 11	175	211	4
5	**Blakely (27)**....	Lawley & Sons, S. Boston, Mass.	Reserve torpedo group, Newport.	175 1	17 9	5 11	196	262	5
6	**Craven (10)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo group.[1]	147 0	16 4½	4 7	146	.....	6
7	**Dahlgren (9)** ...	Bath Iron Works, Bath, Me.	Reserve torpedo group.[1]	147 0	16 4½	4 7	146	.....	7
8	**Davis (12)**.....	Wolff & Zwicker, Portland, Oreg.	Pacific reserve fleet.	146 0	15 4	5 10	154	155	8
9	**De Long (28)**...	Lawley & Sons, S. Boston, Mass.	Reserve torpedo group.[1]	175 1	17 9	5 11	196	262	9
10	**Dupont (7)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo group, Newport.	175 0	17 8½	4 8	165	.....	10
11	**Farragut (11)**...	Union Iron Works, San Francisco, Cal.	Reserve torpedo group.[2]	213 6	20 8	6 0	279	340	11
12	**Foote (3)**.....	Columbian Iron Works, Baltimore, Md.	Naval Militia, N. Carolina.	160 0	16 1	5 0	142	180	12
13	**Fox (13)**.....	Wolff & Zwicker, Portland, Oreg.	Pacific reserve fleet.	146 0	15 4	5 10	154	155	13
14	**Goldsborough (20)**.	Wolff & Zwicker, Portland, Oreg.	Reserve torpedo group.[2]	198 0	20 7	6 10	255	.....	14
15	**Gwin (16)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Torpedo station, Newport.	99 6	12 6	3 3	46	58	15

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

NOTE.—The Cushing, Ericsson, and McKee were stricken from the Navy Register Apr. 6, 1912.

BOATS.

	Net tonnage for Suez Canal.	Highest speed on trial.	Mean displacement on trial.	Tons per inch immersion at normal draft.	Bunker capacity at 43 cubic feet per ton.	Name and official number.	
	Tons.	*Knots.*	*Tons.*		*Tons.*		
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	.....	30.00	146	4.08	[1]32	Craven (10).....	6
7	.....	30.00	146	4.08	[1]32	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	[2]160	30.13	236	7.20	95	Farragut (11)...	11
12	.....	24.53	142	4.07	44	Foote (3).....	12
13	.....	23.13	132	3.68	40	Fox (13).....	13
14	.....	27.40	256	6.33	89	Goldsboro u g h (20).	14
15	.....	20.88	46	1.87	9	Gwin (16).....	15

[1] Estimated. [2] Subject to possible change.

TORPEDO

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Bagley (24)**	Vert. 3-exp. (2)	17 7/11	24 4/11	37 1/2	21	2 Normand..	118	5,552	.....	[1]3,920	91	1
2	**Bailey (21)**	Vert. 3-exp. (2)	20	30 1/2	[2]32	18	3 Normand..	178	8,328	.....	[1]5,000	148	2
3	**Barney (25)**	Vert. 3-exp. (2)	17 7/11	24 4/11	37 1/2	21	2 Normand..	118	5,552	.....	[1]3,920	90	3
4	**Biddle (26)**	Vert. 3-exp. (2)	17 7/11	24 4/11	37 1/2	21	2 Normand..	118	5,552	.....	[1]3,910	90	4
5	**Blakely (27)**	Vert. 3-exp. (2)	14	22	[2]25 1/2	18	3 Normand..	150	7,575	.....	3,000	85	5
6	**Craven (10)**	Vert. 3-exp. (2)	17 1/2	24 1/2	37	21	2 Normand..	119	5,553	.....	[1]4,200	.....	6
7	**Dahlgren (9)**	Vert. 3-exp. (2)	17 1/2	24 1/2	37	21	2 Normand.	119	5,553	.....	4,200	81	7
8	**Davis (12)**	Vert. 3-exp. (2)	11 1/2	19	[2]22 1/2	15	2 Thorny-croft.	88	4,763	.....	1,750	52	8
9	**De Long (28)**	Vert. 3-exp. (2)	14	22	[2]25 1/2	18	3 Normand..	150	7,575	.....	[1]3,000	[1]80	9
10	**Dupont (7)**	Vert. 3-exp. (	16	22 1/2	[2]25	16	3 mod. Normand.	161	8,288	.....	[1]3,800	78	10
11	**Farragut (11)**	Vert. 3-exp. (2)	20	29	[2]30	18	3 Thorny-croft.	196	9,912	.....	5,600	108	11
12	**Foote (3)**	Vert. 3-exp. (2)	12	19 1/2	[2]22	16	2 Mosher....	95	5,260	.....	2,000	51	12
13	**Fox (13)**	Vert. 3-exp. (2)	11 1/2	19	[2]22 1/2	15	2 Thorny-croft.	88	4,763	.....	1,750	52	13
14	**Goldsborough (20).**	Vert. 3-exp. (2)	19 5/8	31 1/2	[2]35 1/2	20	3 Thorny-croft.	216	13,500	.....	5,850	126	14
15	**Gwin (16)**	Vert. 3-exp. (1)	12 1/2	18	25	13 1/2	1 Normand..	38	1,870	.....	850	20	15

[1] Estimated. [2] Two low-pressure cylinders.

BOATS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
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	1.5	80	19	19	4-1.5-1100	B. F. Sturtevant Co.	**Craven (10)**	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	5	80	62.5	62.5	4-5-700	Union Iron Works	**Farragut (11)**	11
12	1	2	80	25	25	4-2-650	General Electric Co.	**Foote (3)**	12
13	1	2.5	80	32	32	2-2.5-800	General Electric Co.	**Fox (13)**	13
14	1	3.6	80	45	45	4-3.6-800	General Electric Co.	**Goldsborough (20).**	14
15	....	.....	.....	.....	.....	.....	.....	**Gwin (16)**	15

TORPEDO

	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	Craven (10).....	4 1-pdr. R. F...	2 18" Whitehead. Long..	2	26	194,000	June 10,1896	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	Farragut (11)...	4 6-pdr. R. F...	2 18" Whitehead.....	2	62	227,500	June 10,1896	11
12	Foote (3).....	3 1-pdr. R. F...	2 18" Whitehead. Long..	2	26	97,500	July 26,1894	12
13	Fox (13).....	3 1-pdr. R. F...	3 18" Whitehead. Long..	2	27	81,546	June 10,1896	13
14	Goldsborough (20).	4 6-pdr. R. F...	2 18" Whitehead. Long..	3	61	214,500	Mar. 3,1897	14
15	Gwin (16).....	1 1-pdr. R. F...	2 18" Whitehead.....	2	13	39,000	June 10,1896	15

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	Oct. 6, 1896	Dec. 6, 1897	Sept. 25, 1899	Apr. 6, 1898	Mar. 20, 1900	June 9, 1900	**Craven (10)**....	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 (23)**..	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. 5, 1896	July 23, 1897	July 16, 1898	Apr. 5, 1898	Jan. 30, 1899	Mar. 22, 1899 May 10, 1911	**Farragut (11)**..	11
12	May 3, 1895	May 1, 1896	Oct. 1, 1896	Aug. 3, 1896	July 28, 1897	Aug. 7, 1897 Nov. 9, 1900	**Foote (3)**.....	12
13	Oct. 6, 1896	Mar. 4, 1897	July 4, 1898	Oct. 6, 1897	Mar. 13, 1899	July 8, 1899 Nov. 6, 1910	**Fox (13)**.....	13
14	July 30, 1897	July 14, 1898	July 29, 1899	Jan. 30, 1899	.....	..... Apr. 9, 1908	**Goldsborough (20).**	14
15	Oct. 6, 1896	Apr. 14, 1897	Nov. 15, 1897	Oct. 6, 1897	Mar. 26, 1898	Apr. 4, 1898 July 10, 1903	**Gwin (16)**.....	15

TORPEDO

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.		
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
16	**Mackenzie (17)**..	The Chas. Hillman Co., Phila., Pa.	Reserve torpedo divisions.[1]	99 3	12 9	4 3	65	75	16
17	**Manly (23)**[2].....	Yarrow.....	Naval Academy.	60 8	9 5	.....	[3] 30	.....	17
18	**Morris (14)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo group, Newport.	138 3	15 6	4 1	105	124	18
19	**Porter (6)**[4].....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo group, Newport.	175 0	17 8½	4 8	165	.....	19
20	**Rodgers (4)**....	Columbian Iron Works, Balt., Md.	Naval Militia, Massachusetts.	160 0	16 1	5 0	142	180	20
21	**Rowan (8)**[5].....	Moran Bros. Co., Seattle, Wash.	Reserve torpedo group, Mare Island.	170 0	17 0	5 11	210	.....	21
22	**Shubrick (31)**...	Wm. R. Trigg Co., Richmond, Va.	Reserve torpedo group.[1]	175 0	17 6	5 2	200	269	22
23	**Somers (22)**[2]....	Schichau Works, Elbing, Germany.	Naval Militia, Maryland.	149 4	17 6	5 10	150	.....	23
24	**Stockton (32)**...	Wm. R. Trigg Co., Richmond, Va.	Reserve torpedo group.[1]	175 0	17 6	5 2	200	269	24
25	**Stringham (19)**.	Harlan & Hollingsworth Co., Wilmington, Del.	Reserve torpedo group, Annapolis.	225 0	22 0	6 6	340	401	25
26	**Thornton (33)**..	Wm. R. Trigg Co., Richmond, Va.	Reserve torpedo group.[1]	175 0	17 6	5 2	200	269	26
27	**Tingey (34)**.....	Columbian Iron Works, Balt., Md.	Reserve torpedo group.[1]	175 0	17 6	4 8	165	.....	27
28	**Wilkes (35)**.....	Gas Engine & Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y.	Reserve torpedo group.[1]	175 0	17 7½	4 8	165	261	28
	Total displacement.....			.....	.....	.....	4,821		

[1] Navy yard, Charleston.
[2] Purchased during War with Spain.
[3] Approximate.
[4] Stricken from the Navy Register Nov. 7, 1912.
[5] Stricken from the Navy Register Oct. 29, 1912.

BOATS—Continued.

	Net tonnage for Suez Canal.	Highest speed on trial.	Mean displacement on trial.	Tons per inch immersion at normal draft.	Bunker capacity at 43 cubic feet per ton.	Name and official number.	
	Tons.	*Knots.*	*Tons.*		*Tons.*		
16	.....	20.11	78	.....	[1] 15	**Mackenzie (17)**..	16
17	.....	17.00	30	.....	.....	**Manly (23)**	17
18	.....	24.00	98	.....	26	**Morris (14)**.....	18
19	.....	28.63	165	4.52	76	**Porter (6)**	19
20	.....	24.49	143	4.07	44	**Rodgers (4)**....	20
21	.....	27.07	182	4.65	63	**Rowan (8)**	21
22	104	26.07	189	5.40	82	**Shubrick (31)**...	22
23	.....	[1] 17.50	147	3.75	37	**Somers (22)**	23
24	104	25.79	197	5.40	79	**Stockton (32)**...	24
25	.....	25.33	378	8.25	95	**Stringham (19)**.	25
26	104	24.88	193	5.40	85	**Thornton (33)**..	26
27	103	24.94	190	5.40	73	**Tingey (34)**.....	27
28	.....	25.99	205	5.62	66	**Wilkes (35)**.....	28

[1] Estimated.

TORPEDO

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
16	**Mackenzie (17)**..	Vert. 3-exp. (1)..	12	19½	[1] 22	16	2 Thorny-croft.	40	2,168	[2] 850	1,192	27	16
17	**Manly (23)**.....	Vert. 3-exp. (1)..	8	12	17½	10	1 Yarrow....	13	500	.....	250	.....	17
18	**Morris (14)**.....	Vert. 3-exp. (2)..	12½	18	25	13½	2 mod. Nor-mand.	80	4,004	.....	1,750	41	18
19	**Porter (6)**.....	Vert. 3-exp. (2)..	16	22½	[1] 25	16	3 mod. Nor-mand.	156	8,288	.....	[2] 3,500	78	19
20	**Rodgers (4)**....	Vert. 3-exp. (2)..	12	19½	[1] 22	16	2 Mosher....	95	5,260	2,295	2,411	51	20
21	**Rowan (8)**.....	Vert. 3-exp. (2)..	14½	23	[1] 25¾	18	3 Mosher....	143	7,890	.....	3,200	83	21
22	**Shubrick (31)**...	Vert. 3-exp. (2)..	14	22	[1] 25½	18	3 Thorny-croft.	137	7,548	.....	3,000	89	22
23	**Somers (22)**.....	Vert. 4-exp. (1)..	17	24 33 1/33	42½	18½	1 locomotive	47	2,242	.....	[2] 1,900	.....	23
24	**Stockton (32)**...	Vert. 3-exp. (2)..	14	22	[1] 25½	18	3 Thorny-croft.	137	7,548	.....	3,000	89	24
25	**Stringham (19)**.	Vert. 3-exp. (2)..	22	32½	[1] 34	18	4 Thorny-croft.	252	16,020	.....	[2] 7,200	.....	25
26	**Thornton (33)**..	Vert. 3-exp. (2)..	14	22	[1] 25½	18	3 Thorny-croft.	137	7,548	.....	3,000	89	26
27	**Tingey (34)**.....	Vert. 3-exp. (2)..	14	22	[1] 25½	18	3 Thorny-croft.	137	7,548	.....	3,000	[2] 80	27
28	**Wilkes (35)**.....	Vert. 3-exp. (2)..	14	22	[1] 25½	18	3 Seabury...	137	7,800	.....	3,000	95	28

[1] Two low-pressure cylinders. [2] Estimated.

BOATS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
16								Mackenzie (17)..	16
17								Manly (23).....	17
18	1	2	80	25	25	4-2-800	Riker Electric Co.....	Morris (14).....	18
19	1	2	80	25	25	4-2-800	Riker Electric Co.....	Porter (6).....	19
20	1	2	80	25	25	4-2-650	General Electric Co.....	Rodgers (4)....	20
21	1	2	80	25	25	6-2-500	B. F. Sturtevant Co.....	Rowan (8).....	21
22	1	2.5	80	32	32	6-2.5-800	General Electric Co.....	Shubrick (31)...	22
23								Somers (22).....	23
24	1	2.5	80	32	32	6-2.5-800	General Electric Co.....	Stockton (32)...	24
25	1	5	80	62.5	62.5	4-5-700	General Electric Co.....	Stringham (19)..	25
26	1	2.5	80	32	32	6-2.5-800	General Electric Co.....	Thornton (33)..	26
27	1	2.5	80	32	32	4-2.5-800	B. F. Sturtevant Co.....	Tingey (34).....	27
28	1	2.5	80	32	32	6-2.5-800	General Electric Co.....	Wilkes (35).....	28

TORPEDO

	Name and official number.	Batteries.		Complement.		Contract price of hull and machinery.	Date of act authorizing the building.	
		Guns.	Torpedo tubes.	Officers.	Men.			
16	**Mackenzie** (17)	1 1-pdr. R. F.	2 18" Whitehead	2	13	$48,500	June 10, 1896	16
17	**Manly** (23)				5			17
18	**Morris** (14)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	21	85,000	June 10, 1896	18
19	**Porter** (6)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	30	144,000	Mar. 2, 1895	19
20	**Rodgers** (4)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	24	97,500	July 26, 1894	20
21	**Rowan** (8)	4 1-pdr. R. F.	2 18" Whitehead. Long.	2	36	160,000	Mar. 2, 1895	21
22	**Shubrick** (31)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	26	129,750	May 4, 1898	22
23	**Somers** (22)				21			23
24	**Stockton** (32)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	27	129,750	May 4, 1898	24
25	**Stringham** (19)	4 6-pdr. R. F.	2 18" Whitehead. Long.	3	55	236,000	Mar. 3, 1897	25
26	**Thornton** (33)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	30	129,750	May 4, 1898	26
27	**Tingey** (34)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	30	168,000	May 4, 1898	27
28	**Wilkes** (35)	3 1-pdr. R. F.	3 18" Whitehead. Long.	2	30	146,000	May 4, 1898	28

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.	
16	Oct. 7, 1896	Apr. 15, 1897	Feb. 19, 1898	Oct. 7, 1897	Jan. 7, 1899	May 1, 1899 Apr. 15, 1912[1]	**Mackenzie (17).**	16
17	.....	.....	.....	.....	.....	.....	**Manly (23).....**	17
18	Oct. 6, 1896	Nov. 17, 1897	Apr. 13, 1898	Oct. 6, 1897	May 12, 1898	May 11, 1898 Dec. 26, 1906	**Morris (14).....**	18
19	Oct. 19, 1895	Feb. —, 1896	Sept. 9, 1896	Aug. 19, 1896	Feb. 12, 1897	Feb. 20, 1897 May 14, 1909	**Porter (6).....**	19
20	May 3, 1895	May 6, 1896	Nov. 10, 1896	Aug. 3, 1896	Apr. 19, 1898	Apr. 2, 1898 May 19, 1911	**Rodgers (4)...**	20
21	Oct. 19, 1895	June 22, 1896	Apr. 8, 1898	Jan. 19, 1897	Jan. 31, 1899	Apr. 1, 1899 Dec. 21, 1909	**Rowan (5).....**	21
22	Nov. 16, 1898	Mar. 11, 1899	Oct. 31, 1899	Nov. 16, 1899	May 31, 1901	..... May 14, 1909	**Shubrick (31)..**	22
23	.....	.....	.....	.....	.....	Mar. 28, 1898 June 26, 1909[1]	**Somers (22)....**	23
24	Nov. 16, 1898	Mar. 18, 1899	Dec. 27, 1899	Nov. 16, 1899	Jan. 18, 1901	Nov. 16, 1902 May 14, 1909	**Stockton (32)..**	24
25	July 29, 1897	Mar. 21, 1898	June 10, 1899	Jan. 29, 1899	.....	Nov. 7, 1905 Aug. 14, 1909	**Stringham (19)**	25
26	Nov. 16, 1898	Mar. 16, 1899	May 15, 1900	Nov. 16, 1899	Apr. 1, 1902	June 9, 1902 June 19, 1907	**Thornton (33).**	26
27	Oct. 1, 1898	Mar. 29, 1899	Mar. 25, 1901	Oct. 1, 1899	Dec. 15, 1903	Jan. 7, 1904 Dec. 11, 1907	**Tingey (34)....**	27
28	Sept. 30, 1898	June 3, 1899	Sept. 28, 1901	Sept. 30, 1899	June 27, 1902	Sept. 18, 1902 Nov. 23, 1908	**Wilkes (35)....**	28

[1] Date of placing out of commission.

SUBMA-

	Name and official number.	Contractor.	By whom and where built or building.	
1	A-1 (1).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	1
2	A-2 (3).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	2
3	A-3 (4).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal..	3
4	A-4 (5).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	4
5	A-5 (6).....	J. P. Holland Torpedo Boat Co., New York. N. Y.	Union Iron Works, San Francisco. Cal..	5
6	A-6 (7).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	6
7	A-7 (8).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	7
8	B-1 (10).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	8
9	B-2 (11).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	9
10	B-3 (12).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	10
11	C-1 (9).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	11
12	C-2 (13).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	12
13	C-3 (14).....	Electric Boat Co., New York, N Y...	Fore River S. B. Co., Quincy, Mass....	13
14	C-4 (15).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	14
15	C-5 (16).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	15
16	D-1 (17).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	16
17	D-2 (18).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	17
18	D-3 (19).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	18
19	E-1 (24).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	19
20	E-2 (25).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	20
21	F-1 (20).....	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	21
22	F-2 (21).....	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	22
23	F-3 (22).....	Electric Boat Co., New York, N. Y...	The Moran Co., Seattle, Wash.....	23
24	F-4 (23).....	Electric Boat Co., New York, N. Y...	The Moran Co., Seattle, Wash.....	24
25	G-1.....	Lake Torpedo Boat Co., Bridgeport, Conn.	Newport News S. B. Co., Newport News, Va.	25
26	G-2 (27)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Newport News S. B. Co., Newport News, Va.	26
27	G-3 (31)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Lake Torpedo Boat Co., Bridgeport, Conn.	27

[1] Building.

BINES.

	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	Mar. 3, 1899[1]	Nov. 19, 1900	Oct. 19, 1901	June 24, 1903	Sept. 19, 1903 Feb. 25, 1907	**A-1** (1).....	1
2	June 7, 1900[1]	Aug. 25, 1900	Apr. 25, 1901	Jan. 9, 1903	Jan. 12, 1903 Feb. 10, 1910	**A-2** (3).....	2
3	June 7, 1900[1]	Aug. 25, 1900	Apr. 25, 1901	May 11, 1903	May 28, 1903 June 9, 1908	**A-3** (4).....	3
4	June 7, 1900[1]	Aug. 25, 1900	May 25, 1901	Jan. 13, 1903	Jan. 17, 1903 Feb. 10, 1910	**A-4** (5).....	4
5	June 7, 1900[1]	Aug. 25, 1900	May 25, 1901	May 11, 1903	May 28, 1903 June 9, 1908	**A-5** (6).....	5
6	June 7, 1900[1]	Aug. 25, 1900	June 25, 1901	June 24, 1903	Sept. 19, 1903	**A-6** (7).....	6
7	June 7, 1900[1]	Aug. 25, 1900	July 25, 1901	June 24, 1903	Sept. 19, 1903	**A-7** (8).....	7
8	Apr. 27, 1904	Mar. 6, 1905	Sept. 6, 1906	Oct. 12, 1907	Oct. 18, 1907 Apr. 15, 1910	**B-1** (10).....	8
9	Apr. 27, 1904	Mar. 18, 1905	Sept. 18, 1906	Oct. 12, 1907	Oct. 18, 1907 Apr. 15, 1910	**B-2** (11).....	9
10	Apr. 27, 1904	Mar. 18, 1905	Sept. 18, 1906	Nov. 11, 1907	Dec. 3, 1907 Apr. 15, 1910	**B-3** (12).....	10
11	Apr. 27, 1904	Mar. 6, 1905	Sept. 6, 1906	June 23, 1908	June 30, 1908	**C-1** (9).....	11
12	June 29, 1906[2]	Nov. 19, 1907	July 19, 1909	Oct. 16, 1909	Nov. 23, 1909	**C-2** (13).....	12
13	June 29, 1906[2]	Nov. 19, 1907	July 19, 1909	Oct. 14, 1909	Nov. 23, 1909	**C-3** (14).....	13
14	June 29, 1906[2]	Nov. 19, 1907	Sept. 19, 1909	Oct. 20, 1909	Nov. 23, 1909	**C-4** (15).....	14
15	June 29, 1906[2]	Nov. 19, 1907	Sept. 19, 1909	Dec. 22, 1909	Feb. 2, 1910	**C-5** (16).....	15
16	June 29, 1906[2]	Nov. 23, 1907	Nov. 23, 1909	Oct. 7, 1909	Nov. 23, 1909	**D-1** (17).....	16
17	June 29, 1906[2]	Nov. 23, 1907	Nov. 23, 1909	Oct. 11, 1909	Nov. 23, 1909	**D-2** (18).....	17
18	June 29, 1906[2]	Nov. 23, 1907	Dec. 23, 1909	Sept. 1, 1910	Sept. 8, 1910	**D-3** (19).....	18
19	May 13, 1908	June 3, 1909	Aug. 3, 1911	Feb. 14, 1912	Feb. 14, 1912	**E-1** (24).....	19
20	May 13, 1908	June 3, 1909	Aug. 3, 1911	Feb. 14, 1912	Feb. 14, 1912	**E-2** (25).....	20
21	May 13, 1908	Mar. 5, 1909	June 5, 1911	June 19, 1912	June 19, 1912	**F-1** (20).....	21
22	May 13, 1908	Mar. 5, 1909	June 5, 1911	June 25, 1912	June 25, 1912	**F-2** (21).....	22
23	May 13, 1908	Mar. 5, 1909	Aug. 5, 1911	Aug. 5, 1912	Aug. 5, 1912	**F-3** (22).....	23
24	May 13, 1908	Mar. 5, 1909	Aug. 5, 1911	.....	.....	**F-4** (23).....	24
25	June 29, 1906[2]	Feb. 3, 1908	May 3, 1910	Oct. 18, 1912	Oct. 28, 1912	**G-1**	25
26	May 13, 1908	Apr. 21, 1909	Aug. 21, 1911	.....	.....	**G-2** (27).....	26
27	Mar. 3, 1909	Jan. 19, 1911	Sept. 19, 1912	.....	.....	**G-3** (31).....	27

[1] Together with acts of June 10, 1896, and Mar. 3, 1899.

[2] Together with act of Mar. 2, 1907.

SUBMARINES—

	Name and official number.	Contractor.	By whom and where built or building.	
28	G-4 (26)[1]	American Laurenti Co., Philadelphia, Pa.	Wm. Cramp & Sons, Philadelphia, Pa.	28
29	H-1 (28)[1]	Electric Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	29
30	H-2 (29)[1]	Electric Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	30
31	H-3 (30)[1]	Electric Boat Co., New York, N. Y.	The Moran Co., Seattle, Wash.	31
32	K-1 (32)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	32
33	K-2 (33)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	33
34	K-3 (34)[1]	Electric Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	34
35	K-4 (35)[1]	Electric Boat Co., New York, N. Y.	The Moran Co., Seattle, Wash.	35
36	K-5 (36)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	36
37	K-6 (37)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	37
38	K-7 (38)[1]	Electric Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	38
39	K-8 (39)[1]	Electric Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal.	39
40	L-1 (40)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	40
41	L-2 (41)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	41
42	L-3 (42)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	42
43	L-4 (43)[1]	Electric Boat Co., New York, N. Y.	Fore River S. B. Co., Quincy, Mass.	43
44	L-5 (44)[1]	Lake Torpedo Boat Co., Bridgeport, Conn.	Lake Torpedo Boat Co., Bridgeport, Conn.	44
45	L-6 (45)[1]	Lake Torpedo Boat Co., Bridgeport, Conn.	Craig S. B. Co., Long Beach, Cal.	45
46	L-7 (46)[1]	Lake Torpedo Boat Co., Bridgeport, Conn.	Craig S. B. Co., Long Beach, Cal.	46
47	M-1 (47)[1]	Electric Boat Co., Bridgeport, Conn.	Fore River S. B. Co., Quincy, Mass.	47

[1] Building.

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.	
28	May 13, 1908	Apr. 24, 1909	Oct. 24, 1911	.....	.....	G-4 (26).....	28
29	Mar. 3, 1909	Aug. 10, 1910	Jan. 10, 1913	.....	.....	H-1 (28).....	29
30	Mar. 3, 1909	Aug. 10, 1910	Jan. 10, 1913	.....	.....	H-2 (29).....	30
31	Mar. 3, 1909	Aug. 10, 1910	Feb. 10, 1913	.....	.....	H-3 (30).....	31
32	June 24, 1910	May 31, 1911	June 30, 1913	.....	.....	K-1 (32).....	32
33	June 24, 1910	May 31, 1911	June 30, 1913	.....	.....	K-2 (33).....	33
34	June 24, 1910	May 31, 1911	July 31, 1913	.....	.....	K-3 (34).....	34
35	June 24, 1910	May 31, 1911	Aug. 31, 1913	.....	.....	K-4 (35).....	53
36	Mar. 4, 1911	Oct. 27, 1911	Oct. 27, 1913	.....	.....	K-5 (36).....	36
37	Mar. 4, 1911	Oct. 27, 1911	Nov. 27, 1913	.....	.....	K-6 (37).....	37
38	Mar. 4, 1911	Oct. 27, 1911	Dec. 27, 1913	.....	.....	K-7 (38).....	38
39	Mar. 4, 1911	Oct. 27, 1911	Jan. 27, 1914	.....	.....	K-8 (39).....	39
40	Aug. 22, 1912	Feb. 1, 1913	Dec. 1, 1914	.....	.....	L-1 (40).....	40
41	Aug. 22, 1912	Feb. 1, 1913	Jan. 1, 1915	.....	.....	L-2 (41).....	41
42	Aug. 22, 1912	Feb. 1, 1913	Feb. 1, 1915	.....	.....	L-3 (42).....	42
43	Aug. 22, 1912	Feb. 1, 1913	Mar. 1, 1915	.....	.....	L-4 (43).....	43
44	Aug. 22, 1912	.....	.....	.....	.....	L-5 (44).....	44
45	Aug. 22, 1912	.....	.....	.....	.....	L-6 (45).....	45
46	Aug. 22, 1912	.....	.....	.....	.....	L-7 (46).....	46
47	Aug. 22, 1912	Feb. 4, 1913	Feb. 4, 1915	.....	.....	M-1 (47).....	47

TENDERS TO

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Alert**[2]	John Roach, Chester, Pa.	Submarine tender, Pacific.	177 4	32 0	13 0	1,110	10.40	1
2	**Castine (6)**	Bath Iron Works, Bath, Me.	Tender, Atlantic Submarine Flotilla.	204 0	32 1½	12 0	[8] 1,177	10.78	2
3	**Dixie**[4]	Newport News Shipbuilding Co., Newport News, Va.	Tender, Atlantic Topedo Flotilla.	[5] 391 6	[6] 48 3	19 11	6,114	33.70	3
4	**Iris**[4]	A. Leslie & Co., Newcastle, England.	Tender, Pacific Torpedo Flotilla.	310 6	39 0	24 0	[7] 6,100	23.30	4
5	**Mohican**	Navy yard, Mare Island, Cal.	Tender, Asiatic Submarine Flotilla.	216 0	37 0	16 6	1,900	15.25	5
6	**Fulton (1)**[12] (Submarine tender.)	New London S. & E. Co., Groton, Conn.	Building 0% complete.	216 0	[8] 35 0	13 0	[12] 1,408	12.36	6
7	**Pompey**	S. P. Austin & Sons (Ltd.) Sunderland, England.	Tender, Asiatic Torpedo Flotilla.	234 0	33 6	[9] 15 10	[7] 3,085	.....	7
8	**Severn**[10]	Bath Iron Works, Bath, Me.	Tender, Atlantic Submarine Flotilla.	175 0	37 0	16 6	[11] 1,175	10.86	8
9	**Bushnell (2)** (Submarine tender.)	.....	Design being prepared.	.....	.....	.....	3,600	.....	9
10	**Melville (2)** (Destroyer tender.)	.....	Design being prepared.	.....	.....	.....	6,300	.....	10
	Total displacement						31,969	.....	

[1] Length on designed L. W. L.
[2] Iron.
[3] Full supply ammunition and stores, normal coal.
[4] Purchased during war with Spain.
[5] Fore side of stem to center of rudder stock.
[6] Extreme.
[7] Estimated.
[8] Molded.
[9] Loaded.
[10] Formerly Chesapeake. Name changed June 15, 1905.
[11] Full supply ammunition, stores, and coal.
[12] Two-thirds full supply of stores and full supply of ammunition and fuel.
[13] Formerly the Niagara. Name changed Feb. 18, 1913.

TORPEDO VESSELS.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity.	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	199 9	.....	[1] 10.0	.....	197	Alert.....	1
2	212 4	1,293	16.03	1,060	210	Castine (6).....	2
3	405 10	.....	[1] 14.5	.....	1,075	Dixie.....	3
4	321 0	.....	[1] 10.0	.....	300	Iris.....	4
5	247 6	.....	.....	1,900	158	Mohican.....	5
6	226 6	1,453	[1] 12.25	[1] 1,408	[2] 234	Fulton (1).....	6
7	245 0	.....	[3] 10.5	.....	200	Pompey.....	7
8	224 3	.....	.....	.....	43	Severn.....	8
9	.....	.....	.....	.....	.....	Bushnell (2)....	9
10	.....	.....	.....	.....	.....	Melville (2).....	10

[1] Estimated. [2] Tons of oil fuel. [3] Loaded.

TENDERS TO

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Alert**	Hor. comp. (1)	28½	...	42½	42	2 B. & W.	96	4,250	500	560	.....	1
2	**Castine (6)**	Vert. 3-exp. (2)	15½	22½	35	24	2 S. W.	120	4,930	2,180	2,199	145	2
3	**Dixie**	Vert. 3-exp. (1)	33	52	84	54	3 D. E.	414	10,581	.....	[1]3,800	.....	3
4	**Iris**	Vert. comp. (1)	31	...	70	48	2 D. E.; 1 auxiliary.	154	4,918	1,320	.....	.....	4
5	**Mohican**	.....	...	...	...	...	4 S. E.	128	3,287	.....	[1]1,150	.....	5
6	**Fulton (1)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	6
7	**Pompey**	Vert. 3-exp. (1)	19⅝	31½	51	32	1 S. E.: 1 auxiliary.	74	2,672	.....	.....	.....	7
8	**Severn**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	8
9	**Bushnell (2)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	9
10	**Melville (2)**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	10

[1] Estimated.

TORPEDO VESSELS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	[1] 2	85	100–175	675	1,430	4–85–2400	General Electric Co.	Alert	1
	1	10	125	80	.....	6–10–375	Westinghouse Co.		
2	2	75	100–175	750	1,500	[1] 8–75–2400	General Electric Co.	Castine (6)	2
	1	15	110	136.3	136.3	4–15–400			
	1	7	110	63.6	63.6	4–7–550			
3	3	32	125	256	768	8–32–400	General Electric Co.	Dixie	3
4	2	8	80	100	200	4–8–400	General Electric Co.	Iris	4
5	1	10	125	80	80	6–10–450	General Electric Co.	Mohican	5
6	[1] 1	35	125	280	280	.....	.....	Fulton (1)	6
	[1] 2	300	95–350	2,400	4,800	[2]			
7	1	5	125	40	440	4–5–700	B. F. Sturtevant Co	Pompey	7
	1	32	125	256	.....	4–32–400	General Electric Co.		
8	1	7	110	63.6	63.6	4–7–550	General Electric Co.	Severn	8
	2	4	80	50	100	4–4–600	Westinghouse Co. (Forbes engine).		
9	2	300	95–350	2,400	4,800	.....	.....	Bushnell (2)	9
	[1] 1	50	125	400	400	[2]			
10	[1] 3	100	125	800	2,400	[2]	.....	Melville (2)	10

[1] Turbo-generators. [2] Not yet installed.

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Alert	6 4" 40 cal. R. F.; 4 6-pdr. R. F		1
2	Castine (6)	2 6-pdr. R. F		2
3	Dixie	10 3" 50 cal. R. F.; 2 6-pdr. R. F		3
4	Iris			4
5	Mohican	4 6-pdr. R. F		5
6	Fulton (1)	4 3" R. F		6
7	Pompey			7
8	Severn			8
9	Bushnell (2)			9
10	Melville (2)			10

TORPEDO VESSELS—Continued.

	Water-tight deck.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inch.	*Inch.*					
1	.....	.....	Schooner, 2 masts.....	10	133	**Alert**.....	1
2	$\frac{1}{16}$	$\frac{3}{8}$	2 pole masts, 1 funnel.....	10	138	**Castine (6)**	2
3	.....	.....	Brig, 1 funnel.....	14	322	**Dixie**	3
4	.....	.....	Brigantine, 1 funnel.....	8	116	**Iris**.....	4
5	.....	.....	Bark, 1 funnel.....	18	151	**Mohician**.....	5
6	.....	.....	Schooner, 1 funnel.....	[1] 20	[1] 240	**Fulton (1)**	6
7	.....	.....	Schooner, 1 funnel.....	8	106	**Pompey**.....	7
8	.....	.....	.....	.....	60	**Severn**.....	8
9	.....	.....	.....	.....	.....	**Bushnell (2)**....	9
10	.....	.....	.....	.....	.....	**Melville (2)**	10

[1] Including complement of submarines.

TENDERS TO

	Name and official number.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
1	Alert	[1] 713				1
2	Castine (6)	[1] 398	$318,500	Mar. 2, 1889	Apr. 12, 1890	2
3	Dixie	[1] 3,074				3
4	Iris	[1] 1,923				4
5	Mohican					5
6	Fulton (1)		492,930	Mar. 4, 1911	June 19, 1912	6
7	Pompey		[2] 111,929			7
8	Severn	[1] 865	112,600	Mar. 3, 1897. July 19, 1897.	Mar. 16, 1898	8
9	Bushnell (2)		[3] 1,000,000	Aug. 22, 1912		9
10	Melville (2)		[3] 1,315,000	Aug. 22, 1912		10

[1] Subject to possible change. [2] Purchase price. [3] Limit of cost.

TORPEDO VESSELS—Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	1873	.....	.....	.....	.....	**Alert**.....	1
2	Feb. —, 1891	May 11, 1892	Apr. 12, 1892	Aug. 18, 1893	Oct. 22, 1894 Oct. 4, 1908	**Castine (6)**.....	2
3	1893	.....	.....	.....	Apr. 19, 1898 Feb. 2, 1909	**Dixie**.....	3
4	1885	.....	.....	.....	Apr. 1, 1898 Oct. 15, 1909	**Iris**.....	4
5	.....	.....	.....	.....	.....	**Mohican**.....	5
6	.....	.....	June 19, 1914	.....	.....	**Fulton (1)**.....	6
7	.....	.....	.....	.....	May 26, 1898 [1]July 6, 1911	**Pompey**.....	7
8	Aug. 2, 1898	June 20, 1899	June 16, 1899	July 22, 1899	Dec. 3, 1899 Feb. 24, 1909	**Severn**.....	8
9	.....	.....	.....	.....	.....	**Bushnell (2)**.....	9
10	.....	.....	.....	.....	.....	**Melville (2)**.....	1

[1] Date of placing out of commission.

GUN

	Name and official number.	By whom and where built or building.	Duty or station. July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Annapolis (10)**[2].	Lewis Nixon, Elizabethport, N. J.	Special service, Pacific.	168 0	36 0	12 0	[3] 1,010	10.72	1
2	**Callao**[4 5]	Manila Slip Co., Cavite, P. I.	Asiatic Fleet....	115 3	17 10	6 6	[3] 243	3.80	2
3	**Concord (3)**[6 7] ..	N. F. Palmer, jr., & Co., Chester, Pa.	Naval Militia, Washington.	230 0	36 0	14 0	[3] 1,710	13.79	3
4	**Dolphin**[6]	John Roach & Sons Chester, Pa.	Special service, Atlantic.	240 0	32 0	14 3	[3] 1,486	13.31	4
5	**Don Juan de Austria.**[9 5]	Cartagena, Spain..	Naval Militia, Michigan.	210 0	[8] 32 0	12 6	1,130	11.65	5
6	**Dubuque(17)**[2] ..	Gas Engine and Power Co. and Chas. L. Seabury & Co. (Consolidated), Morris Heights, N. Y.	Naval Militia, Illinois.	174 0	35 0	12 3	[10] 1,085	10.66	6
7	**Elcano**[11 5]	Carraca, Spain	Asiatic Fleet....	157 11	26 0	10 0	[3] 620	7.50	7
8	**Helena (9)**[6 12] ..	Newport News S. B. Co., Newport News., Va.	Asiatic Fleet....	250 9	[13] 39 · 8	9 0	[3] 1,392	17.10	8
9	**Isla de Luzon**[6 9]	W. G. Armstrong, Newcastle on Tyne, England.	Naval Militia, Missouri.	192 8	30 1½	11 6	1,030	9.73	9
10	**Machias (5)**[6] ...	Bath Iron Works, Bath, Me.	Naval Militia, Connecticut.	204 0	32 1½	12 0	[3] 1,177	10.78	10
11	**Marietta (15)**[2] ..	Union Iron Works, San Francisco, Cal.	Naval Militia, New Jersey.	174 0	34 0	12 0	[3] 990	10.10	11

[1] Length on designed L. W. L.
[2] Composite.
[3] Full supply ammunition and stores, normal coal.
[4] Captured in Manila Bay, June, 1898.
[5] Iron.
[6] Steel.
[7] Order of July 12, 1910, striking the Concord from the Navy List, annulled Dec. 23, 1910.
[8] Molded.
[9] Captured during war with Spain.
[10] Two-thirds full supply of ammunition and stores.
[11] Transferred to the Navy from the Army, Nov. 9, 1899.
[12] 1-inch plate on side.
[13] Extreme breadth, 40′ 1½″.

NOTE.—Isla de Cuba was stricken from the Navy Register May 17, 1912. The Alvarado was stricken from the Navy Register May 20, 1912.

BOATS.

	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.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	203 6	1,153	13.17	951	220	Annapolis (10)..	1
2	121 0	.....	[1] 10.0	.....	33	Callao.....	2
3	244 5	1,910	16.80	1,725	354	Concord (3)....	3
4	256 6	.....	15.50	1,413	265	Dolphin.....	4
5	215 6	.....	12.20	1,015	204	Don Juan de Austria.	5
6	200 5	1,237	12.90	1,084	246	Dubuque (17)...	6
7	165 6	.....	[1] 11.0	.....	94	Elcano	7
8	251 10	1,571	15.50	1,340	300	Helena (9).....	8
9	196 9	.....	11.23	1,020	159	Isla de Luzon ..	9
10	212 4	1,293	15.46	1,067	261	Machias (5).....	10
11	189 7	1,106	13.02	990	229	Marietta (15)...	11

[1] Estimated.

GUNBOATS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Annapolis (10)**	Vert. 3-exp. (1).	15	24½	40	28	2 B. & W.	100	3,814	1,223	1,227	124	1
2	**Callao**										[1] [2] 250		2
3	**Concord (3)**	Hor. 3-exp. (2).	22	31	50	30	4 Low. Loco.	220	8,210	3,359	3,404	285	3
4	**Dolphin**	Vert. comp. (1).	42	...	78	48	2 D. E.; 2 S. E.	264	6,529	2,253	2,255	[1] 410	4
5	**Don Juan de Austria.**	Hor. comp. (1).	40	...	70	30	4 S. W.	164	4,442		941		5
6	**Dubuque (17)**	Vert. 3-exp. (2).	9	15½	25½	21	2 B. & W.	100	4,159	1,193	1,220	133	6
7	**Elcano**										[1] [2] 600		7
8	**Helena (9)**	Vert. 3-exp. (2).	14½	22	33½	18	4 Hohenstein	153	6,092	1,959	1,988		8
9	**Isla de Luzon**	Hor. 3-exp. (2).	18½	29	43	24	2 S. W.	149	5,508	516	535		9
10	**Machias (5)**	Vert. 3-exp. (2).	15½	22½	35½	24	2 S. W.	106	3,954	1,848	1,873	144	10
11	**Marietta (15)**	Vert. 3-exp. (2).	12	18	28	18	2 B. & W.	98	3,664	1,036	1,054	126	11

[1] Estimated. [2] Twin screws.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	10	125	80	160	6-10-460	B. F. Sturtevant Co	Annapolis (10)	1
2								Callao	2
3								Concord (3)	3
4	2	10	125	80	160	6-10-450	General Electric Co	Dolphin	4
5	2	8	125	64	128	6-8-480	B. F. Sturtevant Co	Don Juan de Austria.	5
6	2	24	125	192	384	8-24-400	General Electric Co	Dubuque (17)	6
7	1	10	110	91	91	4-10-450	General Electric Co	Elcano	7
8	2	16	125	128	256	4-16-450	B. F. Sturtevant Co	Helena (9)	8
9	2	5	80	62.5	125	4-5-500	General Electric Co	Isla de Luzon	9
10	2	8	125	64	128	6-8-550	General Electric Co	Machias (5)	10
11	2	8	125	64	128	6-8-475	B. F. Sturtevant Co	Marietta (15)	11

GUNBOATS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Annapolis (10)..	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr.....	.....	1
2	Callao.....	4 3-pdr. R. F.; 2 1-pdr. R. F.....	.....	2
3	Concord (3)....	3 6" 30 cal. R. F.; 1 4" 40 cal. R. F.; 4 3-pdr. R. F.....	.....	3
4	Dolphin.....	2 4" 40 cal. R. F.; 5 3-pdr. R. F.....	.....	4
5	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.	.....	5
6	Dubuque (17)...	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F	.....	6
7	Elcano.....	4 4" 40 cal. R. F.; 4 3-pdr. R. F.....	.....	7
8	Helena (9).....	8 4" 40 cal. R. F.; 4 3-pdr. R. F.....	.....	8
9	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.	.....	9
10	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.	.....	10
11	Marietta (15)...	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.....	.....	11

Continued.

	Water-tight deck.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inches.	*Inches.*					
1	.....	.....	3-masted schooner; 1 funnel.....	8	152	**Annapolis (10)**..	1
2	.....	.....	Schooner; 1 funnel.....	2	29	**Callao**.	2
3	⅜	.....	Schooner; 1 funnel.....	10	177	**Concord (3)**	3
4	.....	.....	Schooner, 1 funnel.....	8	144	**Dolphin**	4
5	.....	.....	Schooner; 1 funnel.....	8	145	**Don Juan de Austria.**	5
6	.....	.....	Schooner; 2 funnels.....	8	154	**Dubuque (17)** ..	6
7	.....	.....	Schooner; 1 funnel.....	6	97	**Elcano**	7
8	.....	.....	1 mil. m.; 1 funnel.....	10	177	**Helena (9)**.....	8
9	[1] 1½	[1] 2½	Schooner; 2 funnels.....	8	137	**Isla de Luzon**..	9
10	1/16	⅜	Schooner; 1 funnel.....	10	138	**Machias (5)**	10
11	.....	.....	Schooner; 1 funnel.....	8	155	**Marietta (15)**...	11

[1] Protective deck.

GUNBOATS—

	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	Callao		[2]			2
3	Concord (3)	[1] 481	490,000	Mar. 3, 1887	Nov. 15, 1887	3
4	Dolphin	[1] 447	315,000	Mar. 3, 1883	July 23, 1883	4
5	Don Juan de Austria.	[1] 366	[3] 180,000			5
6	Dubuque (17)	568	295,000	July 1, 1902	May 29, 1903	6
7	Elcano		[4]			7
8	Helena (9)	[1] 921	280,000	Mar. 3, 1893	Jan. 29, 1894	8
9	Isla de Luzon	[1] 314	[3] 215,000			9
10	Machias (5)	[1] 398	318,500	Mar. 2, 1889	Apr. 12, 1890	10
11	Marietta (15)	[1] 532	223,000	Mar. 2, 1895	Nov. 26, 1895	11

[1] Subject to possible change.
[2] Captured in Manila Bay June, 1898.
[3] Estimated value.
[4] Transferred to the Navy from the Army Nov. 9, 1899.

Continued.

	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 May 1,1912	Annapolis (10).....	1
2	Mar., 1887	June, 1888	1888	.....	July 31,1898 Dec. 20,1902	Callao	2
3	May, 1888	Mar. 8,1890	May 15,1889	Feb. 6,1891	Feb. 14,1891 June 15,1911	Concord (3).....	3
4	Oct. 11,1883	Apr. 12,1884	July 23,1884	.....	Dec. 8,1885 Mar. 24,1898	Dolphin	4
5	.....	1887	.....	.....	Apr. 11,1900 Mar. 7,1907[1]	Don Juan de Austria.	5
6	Sept. 22,1903	Aug. 15,1904	Nov. 29,1904	May 31,1905	June 3,1905 July 24,1911[1]	Dubuque (17).....	6
7	.....	1885	.....	.....	Nov. 20,1902 Dec. 5,1910	Elcano.....	7
8	Oct. 11,1894	Jan. 30,1896	Jan. 29,1896	May 24,1897	July 8,1897 July 16,1906	Helena (9)	8
9	.....	1887	Dec., 1886	.....	Jan. 31,1900 May 11,1912	Isla de Luzon	9
10	Feb., 1891	Dec. 8,1891	Apr. 12,1892	June 23,1893	July 20,1893 May 14,1904[1]	Machias (5).....	10
11	Apr. 13,1896	Mar. 18,1897	Feb. 26,1897	Aug. 6,1897	Sept. 1,1897 May 14,1906	Marietta (15)	11

[1] Date of placing out of commission.

GUNBOATS—

	Name and official number.	By whom and where built or building.	Duty or station July 1, 1912.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal. Length between perpendiculars.[1]	Breadth on load waterline.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
12	**Monocacy (20)**[2].	Navy yard, Mare Island.	Building, 0 per cent complete.	160 0	24 6	2 5	[3] 190	7.58	12
13	**Nashville (7)**[2] ..	Newport News S. B. Co., Newport News, Va.	Special service, Atlantic.	220 0	38 1½	11 0	[4] 1,371	13.16	13
14	**Newport (12)**[5]..	Bath Iron Works, Bath, Me.	Public Marine School, New York.	168 0	36 0	12 0	[4] 1,010	10.72	14
15	**Paducah (18)**[5]..	Gas Engine & Power Co. and Chas. L. Seabury & Co. (Consolidated), Morris Heights, N.Y.	Special service, surveying.	174 0	35 0	12 3	[6] 1,085	10.66	15
16	**Palos (16)**.....	Navy yard, Mare Island.	Building, 0 per cent complete.	160 0	24 6	2 5	[3] 190	7.58	16
17	**Pampanga**[7][8]...	Manila Slip Co., Cavite, P. I.	Asiatic Fleet....	115 3	17 10	6 6	[4] 243	3.80	17
18	**Panay**[2][7].....	Navy yard, Cavite, P. I.	Naval station, Cavite.	94 10	17 3	7 1	[4] 170	3.00	18
19	**Petrel (2)**[2].....	Columbian Iron Works, Baltimore, Md.	Special service, Atlantic.	181 4	31 0	11 6	890	9.26	19
20	**Princeton (13)**[5].	J. H. Dialogue & Son, Camden, N. J.	Station ship, Samoa.	168 0	36 0	12 0	[4] 1,010	10.72	20
21	**Quiros**[8][9].....	Hongkong & Whampoa Dock Co.	Asiatic Fleet....	137 9	22 9	7 9	350	.....	21
22	**Ranger**[8].....	Harlan & Hollingsworth, Wilmington, Del.	Public Marine School, Boston.	177 4	32 0	13 0	1,261	.....	22
23	**Sacramento (19).**[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 0 per cent complete.	210 0	40 10	11 6	[3] 1,425	12.95	23
24	**Samar**[7][8].....	Manila Slip Co., Cavite, P. I.	Asiatic Fleet....	115 3	17 10	6 6	[4] 243	3.80	24
25	**Sandoval**[2][10]....	Clydebank Engineering & Shipbuilding Co.	Naval Militia, New York.	110 0	15 6	5 4	[4] 100	2.70	25
26	**Vicksburg(11)**[5].	Bath Iron Works, Bath, Me.	Special service, Pacific.	168 0	36 0	12 0	[4] 1,010	10.72	26

[1] Length on designed L. W. L.
[2] Steel.
[3] Two-thirds full supply of stores and coal and full supply of ammunition.
[4] Full supply of ammunition and stores, normal coal.
[5] Composite.
[6] Two-thirds full supply of ammunition and stores.
[7] Transferred to the Navy from the Army, Nov. 9, 1899.
[8] Iron.
[9] Transferred to Navy from Army Feb. 21, 1900, together with the General Alva, at a cost of $215,000 Mexican.
[10] Captured during war with Spain.

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.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
12	.....	204	[1] 13.25	[1] 190	[2] 13	Monocacy (20)..	12
13	233 8	1,620	16.30	1,379	363	Nashville (7) ...	13
14	204 5	1,153	12.29	990	224	Newport (12)..	14
15	200 5	1,237	12.85	1,084	[3] 236	Paducah (18)..	15
16	.....	204	[1] 13.25	[1]190	[2] 13	Palos (16).....	16
17	121 0	.....	[1] 10.0	.....	33	Pampanga.....	17
18	99 9	.....	[1] 8.0	.....	20	Panay	18
19	188 0	.....	11.40	867	193	Petrel (2).....	19
20	204 5	1,153	10.64	1,038	226	Princeton (13)..	20
21	145 0	.....	[1] 11.0	.....	78	Quiros	21
22	199 9	.....	10.0	.....	178	Ranger.....	22
23	226 2	1,592	[1] 12.0	[1] 1,425	[3] 414	Sacramento (19).	23
24	121 0	.....	[1] 10.5	.....	33	Samar...	24
25	116 10	.....	[1] 8.0	.....	16	Sandoval.....	25
26	204 5	1,153	12.71	990	243	Vicksburg (11) .	26

[1] Estimated.
[2] Tons of wood.
[3] Calculated to bottom of beams for steaming competition trials.

GUNBOATS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. I. P.	Stroke.	Number and type of boilers.	Total grate surface.	Total heating surface.	I. H. P. of propelling machinery and its auxilliaries on trial.	Total maximum I. H. P.	Total weight of machinery.	
			In.	*In.*	*In.*	*In.*		*Sq. ft*	*Sq. ft.*			*Tons.*	
12	**Monocacy (20)**	Vert. Comp. (2).	14	...	26	14	2 B. & W. box type.	95	2,654	[1] 800	.....	[2] 52	12
13	**Nashville (7)**	Vert. 4-exp. (2).	11	17 24	34	18	6 Mosher....	159	6,156	2,524	2,536	.....	13
14	**Newport (12)**	Vert. 3-exp. (1).	15½	23½	30	30	2 S. E.....	78	2,524	998	1,009	138	14
15	**Paducah (18)**	Vert. 3-exp. (2).	9	15½	25½	21	2 B. & W...	100	4,200	1,247	1,268	133	15
16	**Palos (16)**	Vert. Comp. (2).	14	...	26	14	2 B. & W. box type.	95	2,654	[1] 800	.....	[2] 52	16
17	**Pampanga**	.....	...	...	...	...	.....	.....	.....	.....	[2] 250	.....	17
18	**Panay**	.....	...	...	...	...	.....	.....	.....	.....	[2] 125	.....	18
19	**Petrel (2)**	Hor. comp. (1).	25	...	46	33	4 S. E.....	93	2,505	1,008	1,045	130	19
20	**Princeton (13)**	Vert. 3-exp. (1).	15½	23½	36	30	2 S. E.....	78	2,524	835	923	128	20
21	**Quiros**	Vert. 3-exp. (1).	13	...	35	24	2 S. E.....	50	.....	.....	[2] 550	.....	21
22	**Ranger**	Hor. comp. (1).	28	...	42	42	4 S. E.....	120	2,945	.....	[2] 500	.....	22
23	**Sacramento (19)**	Vert. 3-exp. (2).	16	26½	44	26	2 B. & W...	112	3,800	[1] 950	.....	[2] 160	23
24	**Samar**	.....	...	...	...	...	.....	.....	.....	.....	[2] 250	.....	24
25	**Sandoval**	.....	...	...	...	...	.....	.....	.....	.....	[2] 666	.....	25
26	**Vicksburg (11)**	Vert. 3-exp. (1).	15½	23½	36	30	2 S. E.....	78	2,524	1,111	1,118	138	26

[1] Main engine only. [2] Estimated. [3] Twin screws.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
12	1	10	125	80	80	(1) (2)	.....	Monocacy (20)..	12
13	2	16	80	200	400	4-16-400	General Electric Co.....	Nashville (7)....	13
14	2	4	80	50	100	4-4-600	Westinghouse Co.....	Newport (12)...	14
15	2	24	125	192	384	8-24-400	General Electric Co.....	Paducah (18)...	15
16	1	10	125	80	89	(1) (2)	.....	Palos (16).....	16
17	.....	.....	.....	.....	.....	.....	.....	Pampanga.....	17
18	.....	.....	.....	.....	.....	.....	.....	Panay.....	18
19	2	10	125	80	160	6-10-450	General Electric Co.....	Petrel (2).....	19
20	2	10	110	90.9	181.8	6-10-450	General Electric Co.....	Princeton (12)..	20
21	1	7	110	63.6	63.6	4-7-550	General Electric Co.....	Quiros.....	21
22	1	5	110	45.5	45.5	4-5-600	Eddy Electric Mfg. Co. (New Britton engine).	Ranger.....	22
23	2	25	125	200	400	(1) (2)	.....	Sacramento (19).	23
24	.....	.....	.....	.....	.....	.....	.....	Samar.....	24
25	.....	.....	.....	.....	.....	.....	.....	Sandoval.....	25
26	2	10	125	80	160	6-10-450	B. F. Sturtevant Co.....	Vicksburg (11).	26

[1] Turbo generating set. [2] Not yet installed.

GUNBOATS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
12	Monocacy (30)	2 6-pdr. R. F.; 6 auto. machine rifles		12
13	Nashville (7)	8 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F		13
14	Newport (12)			14
15	Paducah (18)	6 4" 50 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F		15
16	Palos (16)	2 6-pdr. R. F.; 6 auto. machine rifles		16
17	Pampanga	4 3-pdr. R. F.; 2 1-pdr. R. F		17
18	Panay	1 3-pdr. R. F.; 2 1-pdr. R. F		18
19	Petrel (2)	4 4" 40 cal. R. F.; 2 3-pdr. R. F.; 2 1-pdr. R. F		19
20	Princeton (13)	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F		20
21	Quiros	4 3-pdr. R. F		21
22	Ranger			22
23	Sacramento (19)	3 4" 50 cal. R. F.; 2 3-pdr. R. F		23
24	Samar	4 3-pdr. R. F.; 2 1-pdr. R.F		24
25	Sandoval	2 3-pdr. R. F.; 2 1-pdr. R. F		25
26	Vicksburg (11)	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F		26

Continued.

	Water-tight deck.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inch.	*Inch.*					
12	.....	.....	Pole masts, 1 fighting top; 1 funnel.....	6	99	**Monocacy (20)**..	12
13	1/16	1/2	Schooner; 2 funnels.....	11	171	**Nashville (7)**....	13
14	.....	.....	Barkentine; 1 funnel.....	8	135	**Newport (12)**...	14
15	.....	.....	Schooner; 2 funnels.....	8	154	**Paducah (18)**...	15
16	.....	.....	Pole masts, 1 fighting top; 1 funnel.....	6	99	**Palos (16)**.....	16
17	.....	.....	Signal mast; 1 funnel.....	2	29	**Pampanga**.....	17
18	.....	.....	Signal mast; 1 funnel.....	2	20	**Panay**.....	18
19	1/2	.....	2-masted schooner; 1 funnel.....	8	134	**Petrel (2)**.....	19
20	.....	.....	Barkentine; 1 funnel.....	8	152	**Princeton (13)**..	20
21	.....	.....	Schooner.....	3	54	**Quiros**.....	21
22	.....	.....	Barkentine; 1 funnel.....	.....	133	**Ranger**.....	22
23	.....	.....	Pole masts, 1 fighting top; 1 funnel.....	8	150	**Sacramento (19)**.	23
24	.....	.....	Signal mast; 1 funnel.....	2	29	**Samar**.....	24
25	.....	.....	Schooner; 1 funnel.....	.....	23	**Sandoval**.....	25
26	.....	.....	Barkentine; 1 funnel.....	8	152	**Vicksburg (11)**..	26

GUNBOATS—

	Name and official number.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
12	Monocacy (20)	.....	[1] $215,000	Mar. 4, 1911	.....	12
13	Nashville (7)	[2] 756	280,000	Mar. 3, 1893	Jan. 22, 1894	13
14	Newport (12)	[2] 560	229,400	Mar. 2, 1895	Nov. 15, 1895	14
15	Paducah (18)	568	355,000	July 1, 1902	July 6, 1903	15
16	Palos (16)	.....	[1] 260,000	May 4, 1898 Aug. 22, 1912	.....	16
17	Pampanga	.....	([3])	.....	.....	17
18	Panay	.....	([3])	.....	.....	18
19	Petrel (2)	362	247,000	Mar. 3, 1885	Dec. 22, 1886	19
20	Princeton (13)	[2] 560	230,000	Mar. 2, 1895	Nov. 20, 1895	20
21	Quiros	.....	([4])	.....	.....	21
22	Ranger	.....	.....	.....	.....	22
23	Sacramento (19)	.....	[1] 500,000	Mar. 4, 1911	Sept. 9, 1912	23
24	Samar	.....	([5])	.....	.....	24
25	Sandoval	.....	([5])	.....	.....	25
26	Vicksburg (11)	[2] 560	229,400	Mar. 2, 1895	Nov. 15, 1895	26

[1] Limit of cost.
[2] Subject to possible change.
[3] Transferred to the Navy from the Army Nov. 9, 1899.
[4] Transferred to the Navy from the Army Feb. 21, 1900, together with the General Alva and Quiros, at a cost of $215,000 Mexican.
[5] Captured during War with Spain.

Continued.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
12	.....	.....	.....	.....	.....	**Monocacy (20)**	12
13	Aug. 9, 1894	Oct. 19, 1895	Jan. 22, 1896	June 25, 1897	Aug. 19, 1897 July 24, 1911	**Nashville (7)**	13
14	Mar., 1896	Dec. 5, 1896	Feb. 15, 1897	July 8, 1897	Oct. 5, 1897 Nov. 17, 1906[1]	**Newport (12)**.....	14
15	Sept. 22, 1903	Oct. 11, 1904	Mar. 6, 1905	Aug. 31, 1905	Sept. 2, 1905	**Paducah (18)**.....	15
16	.....	.....	.....	.....	.....	**Palos (16)**	16
17	Mar., 1887	Feb., 1888	1888	.....	June 8, 1899 Apr. 12, 1911	**Pampanga**	17
18	1884	.....	1885	.....	June 2, 1899 Oct. 1, 1908[1]	**Panay**	18
19	Aug. 27, 1887	Oct. 13, 1888	Dec. 22, 1887	Oct. 15, 1889	Dec. 10, 1889 May 2, 1910	**Petrel (2)**	19
20	May, 1896	June 3, 1897	Feb. 20, 1897	July 25, 1898	May 27, 1898 Nov. 5, 1909	**Princeton (13)**....	20
21	June, 1894	1895	Apr., 1895	.....	Mar. 14, 1900 Oct. 11, 1910	**Quiros**.....	21
22	1873	.....	1876	.....	.....	**Ranger**.....	22
23	.....	.....	June 9, 1914	.....	.....	**Sacramento (19)** ..	23
24	Mar., 1887	Nov., 1887	1888	.....	May 26, 1899 Mar. 11, 1908	**Samar**	24
25	.....	.....	.....	.....	Sept. 2, 1898 Mar. 22, 1906[1]	**Sandoval**.....	25
26	Mar., 1896	Dec. 5, 1896	Feb. 15, 1897	July 8, 1897	Oct. 23, 1897 May 17, 1909	**Vicksburg (11)**	26

[1] Date of placing out of commission.

GUNBOATS—

	Name and official number.	By whom and where built or building.	Duty or station. July 1, 1912.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.				
				Length between perpendiculars.[1]	Breadth on load waterline.	Mean draft.	Displacement (normal).	Tons per inch immersion at normal draft.
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
27	**Villalobos**[2 3]	Hongkong & Whampoa Dock Co.	Asiatic Fleet	[4] 148 0	[4] 23 0	[4] 7 6	[4] 370	[4] 5.10	27
28	**Wheeling (14)**[3]	Union Iron Works, San Francisco, Cal.	Special service, Atlantic.	174 0	34 0	12 0	[5] 990	10.10	28
29	**Wilmington (8)**.[7 8]	Newport News Shipbuilding Co., Newport News, Va.	Asiatic Fleet	250 9	[6] 39 8	9 0	1,392	17.10	29
30	**Yorktown (1)**[7]	Wm. Cramp & Sons, Philadelphia, Pa.	Special service, Pacific.	230 0	36 0	14 0	[5] 1,710	13.75	30
	Total normal displacement						26,883		

[1] Length on L. W. L.
[2] Transferred to the Navy from the Army Feb. 21, 1900, together with the General Alva, at a cost of $215,000 Mexican.
[3] Composite.
[4] Designed.
[5] Full supply of ammunition and stores, normal coal.
[6] Extreme breadth, 40′ 1½″.
[7] Steel.
[8] 1″ plate on side.

GUNBOATS—

	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.*	
27	**Villalobos**									[1] 450	[1] 500		27
28	**Wheeling (14)**	Vert. 3-exp. (2).	12	18	28	18	2 S. E.	60	2,508	1,063	1,080	144	28
29	**Wilmington (8)**	Vert. 3-exp. (2).	14½	22	33¾	18	4 Hohenstein	152	5,092	1,868	1,898		29
30	**Yorktown (1)**	Hor. 3-exp. (2).	22	31	50	30	4 S. W.	220	7,721	3,341	3,392	330	30

[1] Estimated.

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.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
27	156 2	.....	[1] 11.0	.....	65	Villalobos	27
28	189 7	1,106	12.88	1,000	[2] 250	Wheeling (14)...	28
29	251 10	1,571	15.08	1,330	300	Wilmington (8).	29
30	244 5	1,910	16.14	1,720	341	Yorktown (1)..	30

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

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
27	1	4	80	50	50	.....	Union Iron Works	Villalobos	27
28	2	8	80	100	200	4-8-500	B. F. Sturtevant Co.....	Wheeling (14)...	28
29	2	16	125	128	256	6-16-450	General Electric Co.....	Wilmington (8).	29
30	2	16	125	128	256	6-16-450	General Electric Co.....	Yorktown (1)..	30

GUNBOATS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
27	Villalobos	4 3-pdr. R. F.; 2 1-pdr. R. F		27
28	Wheeling (14)	6 4″ 40 cal. R. F.; 4 3-pdr. R. F.; 2 1-pdr. R. F		28
29	Wilmington (8)	8 4″ 40 cal. R. F.; 4 3-pdr. R. F		29
30	Yorktown (1)	6 6″ 30 cal. R. F.; 4 3-pdr. R. F.; 4 1-pdr. R. F		30

GUNBOATS—

	Name and official number.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
27	Villalobos		[1]			27
28	Wheeling (14)	518	$219,000	Mar. 2, 1895	Nov. 26, 1895	28
29	Wilmington (8)	[2] 921	280,000	Mar. 3, 1893	Jan. 29, 1894	29
30	Yorktown (1)	[2] 482	455,000	Mar. 3, 1885	Jan. 31, 1887	30

[1] Transferred to the Navy from the Army, Feb. 21, 1900, together with the General Alva and Quiros, at a cost of $215,000 Mexican.
[2] Subject to possible change.

Continued.

	Protective deck amidships; total thickness.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inches.	*Inches.*					
27	.....	.....	Schooner; 1 funnel.....	3	54	**Villalobos**.....	27
28	.....	.....	Schooner; 1 funnel.....	8	155	**Wheeling (14)**..	28
29	.....	.....	1 mil. m.; 1 funnel.....	10	177	**Wilmington (8)**.	29
30	¾	.....	Schooner; 1 funnel.....	10	180	**Yorktown (1)**..	30

Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
27	Sept. —, 1895	——— 1896	July —, 1896	.....	Mar. 5, 1900 Jan. 21, 1903	**Villalobos**.....	27
28	Apr. 11, 1896	Mar. 18, 1897	Feb. 26, 1897	Aug. 6, 1897	Aug. 10, 1897 May 3, 1910	**Wheeling (14)**.....	28
29	Oct. 8, 1894	Oct. 19, 1895	Jan. 29, 1896	May 17, 1897	May 13, 1897 Apr. 2, 1906	**Wilmington (8)**....	29
30	May 14, 1887	Apr. 28, 1888	Jan. 31, 1888	Mar. 23, 1889	Apr. 23, 1889 July 15, 1912[1]	**Yorktown (1)**.....	30

[1] Date of placing out of commission.

TRANS

	Name.	Material.	Rig and number of funnels.	Built. When.	Built. Where.	Built. By whom.	
1	**Buffalo**[1].....	Steel..	Topsail schooner, 1 funnel.	1892	Newport News, Va.	Newport News S. B. & D. D. Co.	1
2	**General Alava**[2].	Steel..	Schooner, 1 funnel.....	1895	Dumbarton, Scotland.[3]	A. McMillan & Son.	2
3	**Hancock**[4].....	Iron...	Schooner.....	1879	Glasgow, Scotland.	.....	3
4	**Prairie**[1].....	Iron...	Brig, 1 funnel.....	1890	Philadelphia, Pa.	Wm. Cramp & Sons.	4
5	**Rainbow**[1].....	Steel..	Schooner, 1 funnel.....	1890	Sunderland, England.	James Laing....	5

[1] Purchased during War with Spain.
[2] Originally purchased by War Department.
[3] Engined by David Rowen & Son, of Glasgow.
[4] Transferred from the Army Nov. 8, 1902.

NOTE.—The Yosemite was stricken from the Navy Register Feb. 14, 1912. The Yankee was stricken from the Navy Register Apr. 17, 1912.

TRANSPORTS—

	Name.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Buffalo**.....	Vert. 3-exp. (1).	33	52	84	54	3 D. E.....	414	11,795	.....	[1]3,600	.....	1
2	**General Alava**..	Vert. 3-exp. (1).	17	27	45	30	1 S. E., auxiliary.	82	1,855	.....	770	.....	2
3	**Hancock**.....	Vert. 3-exp. (1).	33½	56	92	65½	3 D. E.; 2 S. E.	468	14,578	.....	4,000	.....	3
4	**Prairie**.....	Vert. 3-exp. (1).	32	52	84	54	3 D. E. 1; auxillary.	447	10,506	.....	[1]3,800	.....	4
5	**Rainbow**.....	Vert. 3-exp. (1).	28	44	72	48	2 D. E.....	246	6,419	.....	[1]1,800	.....	5

[1] Estimated.

PORTS.

	Duty or station July 1, 1912.	Length over all.	Length between perpendiculars.	Breadth.	Mean draft.	Name.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*		
1	Special service, Pacific.....	408 0	380 6	[1] 48 3	19 5	**Buffalo**.....	1
2	Naval station, Cavite.....	.....	212 6	29 9	11 0	**General Alava**..	2
3	Navy yard, New York.....	.....	450 2	45 4	24 3	**Hancock**.....	3
4	Special service, Atlantic.....	404 9	391 6	[1] 48 3	20 9	**Prairie**.....	4
5	Asiatic Fleet.....	351 10	326 0	41 0	17 2	**Rainbow**.....	5

[1] Extreme.

Continued.

	Generating sets.							Name.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	30	125	225	480	2-30-1250	Edison General Electric Co. (Ideal engines).	**Buffalo**.....	1
2	1	10	110	91	91	4-10-450	General Electric Co.....	**General Alava**..	2
3	1 2	24 24	125 125	192 192	576	4-24-400 8-24-400	Union Iron Works..... General Electric Co.	**Hancock**.....	3
4	3	15	110	136	408	4-15-400	General Electric Co.....	**Prairie**.....	4
5	2	30	125	240	480	6-30-305	General Electric Co.....	**Rainbow**.....	5

TRANSPORTS—

	Name.	Displacement.	Net tonnage for Suez Canal.	Speed.	Bunker capacity (43 cubic feet to ton).	Battery.	
		Tons.	*Tons.*	*Knots.*	*Tons.*		
1	**Buffalo**.....	6,000	.....	[1] 14.5	[2] 1,375	2 5" 40 cal. R. F.; 4 4" 40 cal. R. F.; 6 3-pdr. R. F.	1
2	**General Alava**..	1,115	.....	10.5	240	2 6-pdr. R. F.....	2
3	**Hancock**.....	[1] 8,500	.....	.....	2,428	2 6-pdr. R. F.....	3
4	**Prairie**.....	6,620	.....	[1] 14.5	[2] 1,300	10 3" 50 cal. R. F.; 2 6-pdr. R. F.; 3 1-pdr. R. F.	4
5	**Rainbow**.....	4,360	[3] 2,254	[1] 12.0	1,139	6 6-pdr. R. F.; 6 1-pdr. R. F.....	5
		26,595 Total displacement.					

[1] Estimated. [2] Calculated to 6" below beams. [3] Subject to possible change.

SUPPLY

	Name.	Material.	Type.	Rig.	Built.			
					When.	Where.	By whom.	
1	**Celtic**[1].....	Steel.	Refrigerator ship.	2 pole masts.	1891	Belfast, Ireland.	Workman, Clark & Co. (Ltd.).	1
2	**Culgoa**[1].....	Steel.	Supply ship..	Schooner....	1889	Sunderland, England.	J. L. Thompson & Son.	2
3	**Glacier**[1].....	Steel.	Refrigerator ship.	Schooner....	1891	Sunderland, England.	J. L. Thompson & Son.	3
4	**Supply**[1].....	Iron..	Supply ship..	Schooner....	1873	Philadelphia, Pa.	Wm. Cramp & Sons.	4

[1] Purchased during War with Spain.

Concluded.

	Complement.		Date of first and latest commission.	Name.	
	Officers.	Men.			
1	14	171	July 18, 1898; Nov. 17, 1906	Buffalo	1
2	8	88	Mar. 9, 1900; Feb. 26, 1906 [1]	General Alava	2
3		192	Nov. 20, 1902	Hancock	3
4	14	268	Apr. 14, 1898; Sept. 26, 1906	Prairie	4
5	10	289	July 18, 1898; Dec. 1, 1901	Rainbow	5

[1] Date of placing out of commission.

SHIPS.

	Duty or station July 1, 1912.	Length over all.	Length between perpendiculars.	Breadth.	Mean draft.	Name.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*		
1	Supply ship, Atlantic Fleet...	383 1	369 8	44 7	21 0	Celtic	1
2	Supply ship, Atlantic Fleet...	346 4	334 4	43 0	21 9	Culgoa	2
3	Supply ship, Pacific Fleet....	388 7	353 0	46 1	25 4	Glacier	3
4	Navy yard, Puget Sound	355 8	342 7	43 4	19 5	Supply	4

SUPPLY

	Name.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Celtic**	Vert. 3-exp. (1)	26½	44	72	48	4 B. & W	250	8,140	.....	[1] 1,690	.....	1
2	**Culgoa**	Vert. 3-exp. (1)	28	44 1/16	72	48	2 D. E	185	6,799	2,350	2,383	.....	2
3	**Glacier**	Vert. 3-exp. (1)	30	48	78	54	3 D. E., 1 auxiliary.	243	7,134	.....	2,127	.....	3
4	**Supply**	Vert. 3-exp. (1)	23	36	60	36	1 D. E., 2 auxiliary.	114	3,827	.....	1,069	.....	4

[1] Estimated.

SUPPLY

	Name.	Displacement.	Tons per inch, normal draft.	Net tonnage for Suez Canal.	Speed.	Bunker capacity.	
		Tons.		*Tons.*	*Knots.*	*Tons.*	
1	**Celtic**	6,750	30.0	.....	[1] 10.5	739	1
2	**Culgoa**	6,000	28.5	2,483	13.25	957	2
3	**Glacier**	8,325	32.7	.....	12.3	917	3
4	**Supply**	4,325	25.0	[2] 2,692	9.66	1,029	4
		25,400 total displacement.					

[1] Estimated. [2] Subject to possible change.

SHIPS—Continued.

	Generating sets.								
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Name.	
1	2	8	125	64	128	6–8–450	B. F. Sturtevant Co	**Celtic**	1
2	2	16	125	128	256	6–16–450	General Electric Co	**Culgoa**	2
3	2	16	125	128	256	6–16–450	General Electric Co	**Glacier**	3
4	1 2	24 16	80 80	300 200	700	6–24–450 4–16–450	General Electric Co	**Supply**	4

SHIPS—Concluded.

	Guns.	Complement. Officers.	Complement. Men.	Date of first and latest commission.	Name.	
1	2 6-pdr. R. F.	9	138	May 25, 1898 Oct. 23, 1908	**Celtic**	1
2	2 6-pdr. R. F.	9	126	Dec. 3, 1898 Sept. 12, 1907	**Culgoa**	2
3	1 3-pdr. R. F.	9	134	July 5, 1898 Sept. 15, 1905	**Glacier**	3
4	6 6-pdr. R. F.; 4 1-pdr. R. F.	10	110	..... Aug. 1, 1902	**Supply**	4

HOSPITAL

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

[1] Transferred from the Army Nov. 13, 1902. [2] Purchased during War with Spain.

HOSPITAL

	Name.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	**Relief**	Vert. 3-exp. (1).	30	48	75	54	6 S. E.	448			2,666		1
2	**Solace**	Vert. 3-exp. (1).	28	44	74	54	3 D. E.; 1 auxiliary.	388	10,910		[1] 3,200		2

[1] Estimated.

HOSPITAL

	Name.	Displacement.	Tons per inch, normal draft.	Net tonnage for Suez Canal.	Speed.	Bunker capacity.	
		Tons.	*Tons.*		*Knots.*	*Tons.*	
1	**Relief**	3,300			[1] 15	607	1
2	**Solace**	5,700			[1] 15	1,000	2
		9,000 total displacement.					

[1] Estimated.

SHIPS.

	Duty or station July 1, 1912.	Length over all.	Length between perpendiculars.	Breadth.	Mean draft.	Name.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*		
1	Floating hospital, naval station, Olongapo, P. I.	314 0	299 2	46 0	15 10	**Relief**	1
2	Atlantic Fleet	377 0	361 2	44 0	22 0	**Solace**	2

SHIPS—Continued.

	Generating sets.							Name.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
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

SHIPS—Concluded.

	Complement. Officers.	Complement. Men.	Date of first and latest commission.	Name.	
1	16	58	June 10, 1910 [1]	**Relief**	1
2	17	[2] 91	Apr. 14, 1898; Nov. 20, 1909	**Solace**	2

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

	Name and official number.	Material.	Rig.	Built.		
				Where.	By whom.	
1	Abarenda[1]	Steel	Schooner	Newcastle, England	Edwards S. B. Co	1
2	Ajax[1]	Steel	Schooner	Glasgow, Scotland	D. & W. Henderson & Co.	2
3	Alexander[1]	Steel	Schooner	Stockton-on-Tees, England.	Richardson, Duck & Co.	3
4	Arethusa	Steel	Schooner	Stockton	Craig, Taylor & Co	4
5	Brutus[1]	Iron	2 pole masts	South Shields, England	J. Redhead & Sons	5
6	Cæsar[1]	Steel	Schooner	Stockton-on-Tees, England.	Ropner & Son	6
7	Cyclops (4)	Steel	4 pole masts	Philadelphia, Pa	Wm. Cramp & Sons	7
8	Hannibal	Steel	Schooner	Sunderland, England	J. Blumer & Co	8
9	Hector (7)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	9
10	Jason (12)	Steel	2 masts	Sparrow Point, Md	Maryland Steel Co	10
11	Jupiter (3)	Steel	4 pole masts	Navy yard, Mare Island	United States	11
12	Justin[1]	Steel	Schooner	Middlesboro - on - Tees, England.	R. Dixon & Co	12
13	Kanawha (13)	Steel	2 pole masts	Navy yard, Mare Island	United States	13
14	Leonidas[1]	Steel	Schooner	Sunderland, England	S. P. Austin & Son (Ltd.)	14
15	Mars (6)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	15
16	Maumee (14)	Steel	2 pole masts			16
17	Nanshan[1]	Steel	2 pole masts	Grangemouth, Scotland	Grangemouth Dockyard Co.	17
18	Neptune (8)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	18
19	Nereus (10)	Steel	2 masts	Newport News, Va	Newport News S. B. Co.	19
20	Nero[1]	Steel	Schooner	Sunderland, England	J. L. Thompson & Son (Ltd.).	20

[1] Purchased during war with Spain.

SHIPS.

	Duty or station, July 1, 1912.	Length over all.	Length between perpendiculars.	Breadth.	Depth of hold.	Mean draft loaded.	Displacement.	Name and official number.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*		
1	Asiatic station.....	325 6	314 0	42 0½	28 6	22 10	6,705	Abarenda.....	1
2	Navy yard, Boston [1]..	387 6	375 4	46 6	30 0	24 8	9,250	Ajax.....	2
3	Asiatic station	343 3	330 0	43 0	29 0	23 0	6,181	Alexander.....	3
4	Atlantic station.....	343 6	332 0	42 2	.....	20 11	6,159	Arethusa.....	4
5	Navy yard, Norfolk [1].	332 6	321 6	41 6	21 9	23 1	6,600	Brutus.....	5
6	Atlantic station.....	322 1	310 0	43 11	20 6	19 7	5,920	Cæsar.....	6
7	Atlantic station.....	542 0	520 0	[2] 65 0	36 9	27 8	19,360	Cyclops (4).....	7
8	Special service, surveying.	274 1	263 4	39 3	20 0	17 7	4,000	Hannibal.....	8
9	Atlantic station.....	403 0	385 0	[2] 53 0	29 6	24 8	11,230	Hector (7).....	9
10	Building, 45.9% complete.	536 0	514 0	[2] 65 0	36 3	27 8	19,132	Jason (12).....	10
11	Building, 71.8% complete.	542 0	520 0	[2] 65 0	36 9	27 8	19,360	Jupiter (3).....	11
12	Pacific station.....	287 6	[3] 277 0	39 0	23 0	19 8	.....	Justin.....	12
13	Building 0% complete.	475 0	455 0	[2] 56 0	33 11	26 4	14,500	Kanawha (13)..	13
14	Navy yard, Portsmouth, N. H.[1]	273 11	263 3	39 2½	17 2	17 7	4,023	Leonidas.....	14
15	Atlantic station.....	403 0	385 0	[2] 53 0	29 6	24 8	11,230	Mars (6).....	15
16	Design being prepared	475 0	455 0	[2] 56 0	33 11	26 4	14,500	Maumee (14)....	16
17	Asiatic station.....	300 0	287 0	39 0	24 0	21 3	4,950	Nanshan	17
18	Navy yard, Norfolk [1].	542 0	520 0	[2] 65 0	36 9	27 7	19,375	Neptune (8)....	18
19	Building, 54.6% complete.	522 0	500 0	[2] 62 0	36 9	27 8	19,000	Nereus (10).....	19
20	Pacific station.....	323 5	312 0	41 0	20 6	22 0	6,360	Nero.....	20

[1] Out of commission. [2] Molded. [3] Registered length.

FUEL

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			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] 1,050	.....	1
2	**Ajax**	Vert. 3-exp. (1)	27	44½	71	60	3 S. E.; 1 auxiliary.	254	.....	.....	[1] 3,000	.....	2
3	**Alexander**	Vert. 3-exp. (1)	24½	42	64	39	2 D. E.; 1 auxiliary.	105	4,016	.....	[1] 1,026	.....	3
4	**Arethusa**	Vert. 3-exp. (1)	25⅜	40	66	45	2 B. & W	139	6,400	.....	[1] 1,700	.....	4
5	**Brutus**	Vert. 3-exp. (1)	24	40	64	42	2 S. E.; 1 auxiliary.	123	4,000	.....	[1] 1,200	.....	5
6	**Cæsar**	Vert. 3-exp. (1)	22½	37	61	42	2 D. E.; 1 auxiliary.	104	3,760	.....	[1] 1,500	.....	6
7	**Cyclops (4)**	Vert. 3-exp. (2)	27½	46	76	48	3 D. E	450	19,379	[2] 6,705	[1] 6,750	.....	7
8	**Hannibal**	Vert. 3-exp. (1)	20½	33	54	39	2 S. E	84	3,109	.....	[1] 1,100	.....	8
9	**Hector (7)**	Vert. 3-exp. (2)	22	37½	60	42	4 S. E	235	10,200	[2] 3,921	.....	735	9
10	**Jason (12)**	Vert. 3-exp. (2)	27	46	76	48	3 D. E	440	18,921	.....	.....	.....	10
11	**Jupiter (3)**	G. E. Electric Drive.	.....	.....	.....	.....	3 D. E	450	19,379	[1] 7,200	.....	.....	11
12	**Justin**	Vert. 3-exp. (1)	21	35	57½	39	2 S. E	73	3,196	.....	978	.....	12
13	**Kanawha (13)**	Vert. 3-exp. (2)	23	39½	68½	48	4 Water tube	(4)	12,000	.....	[3] 5,200	[1] 613	13
14	**Leonidas**	Vert. 3-exp. (1)	20½	33	54	39	2 S. E.; 1 auxiliary.	84	3,109	.....	1,100	.....	14
15	**Mars (6)**	Vert. 3-exp. (2)	22	37½	60	42	4 S. E	235	10,200	[2] 3,818	.....	735	15
16	**Maumee (14)**	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	**Nanshan**	Vert. 3-exp. (1)	23	38	61	42	2 S. E.; 1 auxiliary.	120	3,365	.....	1,400	.....	17
18	**Neptune (8)**	Westinghouse-Parsons turb.	.....	.....	.....	.....	3 D. E.; 1 auxiliary.	462	19,544	[2] 5,409	.....	.....	18
19	**Nereus (10)**	Vert. 3-exp. (2)	26	43½	74	48	3 D. E	430	18,492	.....	.....	.....	19
20	**Nero**	Vert. 3-exp. (1)	23	37⅞	61¼	39	2 S. E.; 1 auxiliary.	90	4,800	.....	[1] 1,000	.....	20

[1] Estimated. [2] Main engines only. [3] Design. [4] Oil fuel.

SHIPS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	1	10	110	90	90	4-10-450	General Electric Co.	Abarenda	1
2	2	24	80	300	600	6-24-100	General Electric Co.	Ajax	2
3	....	.....	.....	.....	.....	.....	.....	Alexander	3
4	1	10	110	91	91	6-10-450	B. F. Sturtevant Co	Arethusa	4
5	1	15	125	120	120	6-15-425	B. F. Sturtevant Co.	Brutus	5
6	1	15	125	120	120	6-15-400	B. F. Sturtevant Co.	Cæsar	6
7	1	15	110	136.3	136.3	6-15-400	General Electric Co.	Cyclops (4)	7
8	1	10	125	80	80	4-10-450	B. F. Sturtevant Co.	Hannibal	8
9	1	5	125	120	120	6-15-400	B. F. Sturtevant Co.	Hector (7)	9
10	2	25	125	200	400	8-25-350	B. F. Sturtevant Co	Jason (12)	10
11	[1] 3	35	125	280	840	2-35-3600	General Electric Co. (Curtis turbine).	Jupiter (3)	11
12	1	10	110	90	90	4-10-450	General Electric Co.	Justin	12
13	[1] 2	50	125	400	800	([2])	.....	Kanawha (13)	13
14	1	5	80	62.5	62.5	4-5-500	General Electric Co.	Leonidas	14
15	1	15	125	120	120	6-15-400	B. F. Sturtevant Co.	Mars (6)	15
16	[2] 2	50	125	400	800	([2])	.....	Maumee (14)	16
17	....	.....	.....	.....	.....	.....	.....	Nanshan	17
18	3	15	125	120	360	6-15-400	B. F. Sturtevant Co.	Neptune (8)	18
19	2	25	125	200	400	([2])	.....	Nereus (10)	19
20	1	12.5	125	100	100	4-12.5-400	Eddy Electric Co. (Sturtevant engine).	Nero	20

[1] Turbo-generating set.

[2] Not yet installed.

FUEL

	Name and official number.	Speed loaded.	Net tonnage for Suez Canal.	Bunker capacity.	Cargo capacity for coal.	Cargo capacity for oil.	Complement. Officers.	Complement. Men.	Contract price of hull and machinery.	
		Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*				
1	Abarenda	[1] 9	2,133	813	3,400	.....	[2] 10	30	[3] $175,000	1
2	Ajax	[1] 10	3,320	500	5,000	.....	[2] 10	44	[3] 267,657	2
3	Alexander	[1] 8.75	.....	800	4,200	.....	[2] 9	30	[3] 206,826	3
4	Arethusa	[1] 10	.....	685	.....	3,629	[2] 10	32	.....	4
5	Brutus	[1] 10	[4] 2,314	547	4,000	.....	[2] 10	30	[3] 215,000	5
6	Cæsar	[1] 10	2,072	761	3,156	.....	[2] 11	30	[3] 175,194	6
7	Cyclops (4)	14.61	7,055	[5] 2,233	10,457	2,923	[2] 13	91	822,500	7
8	Hannibal	9	.....	480	2,300	.....	[2] 9	25	[3] 147,941	8
9	Hector (7)	12.87	3,902	818	7,200–8,128	.....	[2] 11	71	479,600	9
10	Jason (12)	[1] 14	.....	2,000	10,500	2,586	.....	.....	951,000	10
11	Jupiter (3)	[1] 14	.....	2,043	10,457	2,923	.....	.....	[6] [7] 1,200,000	11
12	Justin	9.98	.....	167	2,900	.....	[2] 10	25	[3] 145,000	12
13	Kanawha (13)	[1] 14	.....	[8] 1,568	.....	7,554	10	140	[6] 1,140,000	13
14	Leonidas	8.5	.....	200	2,200	.....	[2] 10	25	[3] 147,941	14
15	Mars (6)	12.65	3,902	818	7,200–8,128	.....	[2] 11	71	479,600	15
16	Maumee (14)	[1] 14	.....	[5] 1,568	.....	7,554	10	140	[6] 1,140,000	16
17	Nanshan	10.5	.....	400	2,900	.....	[2] 9	30	[3] 155,728	17
18	Neptune (8)	12.93	.....	2,000	10,500	2,929	[2] 13	91	889,600	18
19	Nereus (10)	[1] 14	.....	2,000	10,500	3,081	.....	.....	990,000	19
20	Nero	[1] 9	[4] 2,204	300	3,500	.....	.....	.....	[3] 215,000	20

[1] Estimated.
[2] Merchant crew.
[3] Purchase price.
[4] Subject to possible change.
[5] Calculated to bottom of beams.
[6] Limit of cost.
[7] Act of Congress approved Mar. 4, 1911.
[8] Tons of oil fuel.

SHIPS—Continued.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name and official number.	
1	.....	.....	.....	.....	.....	May 20, 1898 Feb. 21, 1905	**Abarenda**.....	1
2	.....	.....	.....	.....	.....	May 21, 1898 May 10, 1912[1]	**Ajax**.....	2
3	.....	.....	.....	.....	.....	June 1, 1898 Apr. 15, 1910[1]	**Alexander**.....	3
4	.....	.....	1893	.....	.....	..... Oct. 15, 1909	**Arethusa**.....	4
5	.....	.....	.....	.....	.....	May 27, 1898 May 20, 1912[1]	**Brutus**.....	5
6	.....	.....	.....	.....	.....	May 13, 1898 Nov. 4, 1905	**Cæsar**.....	6
7	May 13, 1908	Mar. 24, 1909	June 2, 1909	May 7, 1910	Nov. 24, 1910	Nov. 7, 1910	**Cyclops (4)**....	7
8	.....	.....	.....	.....	.....	June 7, 1898 Oct. 16, 1911	**Hannibal**.....	8
9	May 13, 1908	Oct. 28, 1908	Oct. 5, 1908	July 3, 1909	Oct. 28, 1909	Oct. 22, 1909	**Hector (7)**.....	9
10	Mar. 4, 1911	Aug. 22, 1911	Mar. 26, 1912	Nov. 16, 1912	Aug. 22, 1913	.....	**Jason (12)**.....	10
11	May 13, 1908	.....	Oct. 18, 1911	Aug. 24, 1912	.....	.....	**Jupiter (3)**.....	11
12	.....	.....	.....	.....	.....	Apr. 27, 1898 Sept. 9, 1907	**Justin**.....	12
13	Aug. 22, 1912	.....	.....	.....	.....	.....	**Kanawha (13)**.	13
14	.....	.....	.....	.....	.....	May 21, 1898 May 3, 1912[1]	**Leonidas**.....	14
15	May 13, 1908	Oct. 28, 1908	Oct. 5, 1908	Apr. 10, 1909	Aug. 28, 1909	Aug. 26, 1909 Dec. 11, 1912	**Mars (6)**.....	15
16	Aug. 22, 1912	.....	.....	.....	.....	.....	**Maumee (14)** ..	16
17	.....	.....	.....	.....	.....	..... Feb. 1, 1907	**Nanshan**.....	17
18	Mar. 3, 1909	Sept. 23, 1909	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911	Sept. 20, 1911	**Neptune (8)**...	18
19	June 24, 1910	Aug. 29, 1911	Dec. 4, 1911	.....	June 29, 1913	.....	**Nereus (10)**....	19
20	.....	.....	.....	.....	.....	June 8, 1898 Jan. 3, 1910[1]	**Nero**.....	20

[1] Date of placing out of commission.

FUEL

	Name and official number.	Material.	Rig.	Built. Where.	Built. By whom.	
21	**Orion (11)**	Steel	2 masts	Sparrow Point, Md	Maryland Steel Co	21
22	**Prometheus (2).**	Steel	4 pole masts	Navy yard, Mare Island	United States	22
23	**Proteus (9)**	Steel	2 masts	Newport News, Va	Newport News S. B. Co.	23
24	**Saturn**[1]	Iron	Schooner	Wilmington, Del	Harlan & Hollingsworth	24
25	**Sterling**[1]	Iron	Schooner	Port Glasgow, Scotland	Duncan & Co	25
26	**Vulcan (5)**	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	26
	Total displacement (excepting Justin)					

[1] Purchased during War with Spain.

FUEL

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
21	**Orion (11)**	Vert. 3-exp. (2)	27	46	76	48	3 D. E	440	18,921	[2] 6,943			21
22	**Prometheus (2).**	Vert. 3-exp. (2)	28	44½	75	54	6 B. & W	493	19,974		[1] 7,500	[1] 1,125	22
23	**Proteus (9)**	Vert. 3-exp. (2)	26	43½	74	48	3 D. E	430	18,492				23
24	**Saturn**	Vert. 3-exp. (1)	22	32	52	48	4 S. E.; 1 auxiliary.	203	5,389		1,500		24
25	**Sterling**	Vert. 3-exp. (1)	22⅛	32	55⅛	42	1 S. E.: 1 auxiliary.	77	3,466	[1] 926	[1] 1,000		25
26	**Vulcan (5)**	Vert. 3-exp. (2)	22	37½	60	42	4 S. E	235	10,200	[2] 3,736		735	26

[1] Estimated. [2] Main engines only.

SHIPS—Continued.

	Duty or station July 1, 1912.	Length over all.	Length between perpendiculars.	Breadth.	Depth of hold.	Mean draft loaded.	Displacement.	Name and official number.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Ft. in.*	*Tons.*		
21	Atlantic station.....	536 0	514 0	[1] 65 0	36 3	27 8	19,132	**Orion (11)**.....	21
22	Pacific station.....	465 9	450 0	60 1	34 0	26 0	12,585	**Prometheus (2)**..	22
23	Building, 59.7% complete.	522 0	500 0	[1] 62 0	36 9	27 8	19,000	**Proteus (9)**.....	23
24	Navy yard, Puget Sound.[2]	297 1	283 0	40 5	26 4	21 3	4,842	**Saturn**.....	24
25	Navy yard, Norfolk [2].	284 0	275 0	37 0	23 6	22 6	[2] 5,663	**Sterling**.....	25
26	Navy yard, Portsmouth, N. H.[2]	403 0	385 0	[1] 53 0	29 6	24 8	11,230	**Vulcan (5)**.....	26
	.....	.....	.....	.....	.....	.....	280,287		

[1] Molded. [2] Out of commission. [3] Approximate.

SHIPS—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
21	2	25	125	200	400	8-25-350	B. F. Sturtevant Co	**Orion (11)**.....	21
22	2	32	125	257	514	8-32-400	General Electric Co.....	**Prometheus (2)**	22
23	[1] 2	25	125	200	400	(3)	.....	**Proteus (9)**.....	23
24	2	4	80	50	100	4-4-600	General Electric Co. (Forbes engine).	**Saturn**.....	24
25	....	.....	.....	.....	.....	.....	.....	**Sterling**.....	25
26	1	15	125	120	120	6-15-400	B. F. Sturtevant Co.....	**Vulcan (5)**.....	26

[1] Turbo-generating sets. [2] Not yet installed.

FUEL

	Name and official number.	Speed loaded.	Net tonnage for Suez Canal.	Bunker capacity.	Cargo capacity for coal.	Cargo capacity for oil.	Complement. Officers.	Complement. Men.	Contract price of hull and machinery.	
		Knots.	*Tons.*	*Tons.*	*Tons.*	*Tons.*				
21	**Orion (11)**	[1] 14	.....	2,000	10,500	2,586	13	91	$951,000	21
22	**Prometheus (2)**	[1] 16	4,350	1,576	5,600–6,410	.....	[2] 12	91	[3] [4] 1,550,000	22
23	**Proteus (9)**	[1] 14	.....	2,000	10,500	3,081	.....	.....	990,000	23
24	**Saturn**	11	.....	[5] 386	2,495	.....	[2] 9	30	[6] 290,000	24
25	**Sterling**	11	.....	469	2,672	.....	9	30	[6] 190,000	25
26	**Vulcan (5)**	12.82	3,902	818	7,200–8,128	.....	[2] 11	71	479,600	26

[1] Estimated.
[2] Merchant crew.
[3] Limit of cost.
[4] Act of Congress approved June 29, 1906.
[5] Calculated to bottom of beams.
[6] Purchase price.

SHIPS—Concluded.

	Date of act authorizing the building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name and official number.	
21	Mar. 4, 1911	Aug. 22, 1911	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913	July 29, 1912	Orion (11	21
22	Apr. 27, 1904	.....	Oct. 18, 1907	Dec. 5, 1908	.....	Jan. 15, 1910	Prometheus (2).	22
23	June 24, 1910	Aug. 29, 1910	Oct. 31, 1911	Sept. 14, 1912	June 29, 1913	.....	Proteus (9)....	23
24	.....	.....	.....	.....	.....	Apr. 11, 1898 Sept. 20, 1911[1]	Saturn.....	24
25	.....	.....	.....	.....	.....	Apr. 16, 1898 May 29, 1912	Sterling.....	25
26	May 13, 1908	Oct. 28, 1908	Oct. 5, 1908	May 15, 1909	Sept. 28, 1909	Oct. 2, 1909 May 4, 1912	Vulcan (5).....	26

[1] Date of placing out of commission.

CONVERTED

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

[1] Purchased during war with Spain.

NOTE.—The Hist was stricken from the Navy Register July 27, 1911.

YACHTS.

	Duty or station, July 1, 1912.	Length.	Breadth.	Mean draft.	Name.	
		Ft. in.	*Ft. in.*	*Ft. in.*		
1	Naval Militia, Rhode Island	120 0	20 0	8 0	Aileen	1
2	Naval Militia, Ohio	182 4	23 5	11 5	Dorothea	2
3	Special service, Atlantic, surveying	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	Naval Militia, Missouri	[1] 97 0	16 0	7 3	Huntress	7
8	Special service, Atlantic	[1] 273 0	36 0	17 4	Mayflower	8
9	Naval Militia, District of Columbia	[1] 110 11	18 6	7 6	Oneida	9
10	Torpedo station, Newport	[1] 113 0	16 0	6 6	Restless	10
11	Station ship, Constantinople	212 9	28 1	11 0	Scorpion	11
12	Naval Militia, Louisiana	[1] 164 7	23 7	9 3	Stranger	12
13	Special service, Atlantic	[1] 123 8	20 0	7 6	Sylph	13
14	Naval Militia, Pennsylvania	[1] 130 0	18 6	10 0	Sylvia	14
15	Naval Militia, New Jersey	[1] 182 3	28 0	12 8	Vixen	15
16	Naval Militia, New York	[1] 180 0	23 0	12 0	Wasp	16
17	Tender, Atlantic Fleet	[1] 185 0	27 6	13 10	Yankton	17

[1] On water line.

CONVERTED

	Name.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq.ft.*			*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] 2,000		5
6	**Hawk**										1,000		6
7	**Huntress**										[1] 260		7
8	**Mayflower**	Vert. 3-exp. (2)	22½	38	[2] 40	27	2 Mosher	181	7,940		4,600		8
9	**Oneida**	Vert. 3-exp. (1)	17	26½	40	24	4 Thornycroft.	198	9,370		350		9
10	**Restless**						1 Mosher	45	1,770		500		10
11	**Scorpion**	Vert. 3-exp. (1)	15	24	39	21	4 Yarrow	159	8,384		2,800		11
12	**Stranger**										[1] 920		12
13	**Sylph**										550		13
14	**Sylvia**										[1] 165		14
15	**Vixen**	Vert. 3-exp. (1)	18	27	48	25	2 S. E.	126	3,508		[1] 1,250		15
16	**Wasp**	Vert. 3-exp. (1)	21½	31	[2] 34	20	2 S. E., 1 auxiliary.				[1] 1,800		15
17	**Yankton**	Vert. 3-exp. (1)	18	29	47	33	1 S. E.	67	1,872		[1] 750		17

[1] Estimated.

[2] Two low-pressure cylinders.

YACHTS—Continued.

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

CONVERTED

	Name.	Displacement.	Net tonnage for Suez Canal.	Speed.	Bunker capacity (43 cubic feet to ton).	Battery.	
1	Aileen	*Tons.* 192	*Tons.*	*Knots.* 14	*Tons.* 45	1 3-pdr. R. F.; 2 1-pdr. R. F.	1
2	Dorothea	594		[1] 14	78	2 3-pdr. R. F.	2
3	Eagle	434		[1] 12.5	[2] 66	2 6-pdr. R. F.	3
4	Elfrida	164		10.5	23	1 6-pdr. R. F.	4
5	Gloucester	786		17	120	3 3-pdr. R. F.; 4 1-pdr. R. F.	5
6	Hawk	375		14.5	70	1 3-pdr. R. F.	6
7	Huntress	82		14	17	2 3-pdr. R. F.	7
8	Mayflower	2,690		16.8	525	6 6-pdr. R. F.	8
9	Oneida	150		12	20		9
10	Restless	158		[1] 13	12		10
11	Scorpion	775		17.85	133	4 6-pdr. R. F.	11
12	Stranger	[1] 369		14	50	2 3-pdr. R. F.	12
13	Sylph	152		15	47		13
14	Sylvia	[1] 302		9	60	1 3-pdr. R. F.; 3 1-pdr. R. F.	14
15	Vixen	806		[1] 16	190	4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F.	15
16	Wasp	630		[1] 16.5	79	2 3-pdr. R. F.	16
17	Yankton	[1] 975		[1] 14	170	2 3-pdr. R. F.	17
		9,634 total displacement.					

[1] Estimated. [2] 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	.....	.....	July 1, 1898; Aug. 31, 1898[1].....	**Huntress**.....	7
8	8	166	July 25, 1905.....	**Mayflower**.....	8
9	.....	.....	Apr. 30, 1898; Sept. 14, 1912.....	**Oneida**.....	9
10	.....	.....	May 14, 1898; May 17, 1907[1].....	**Restless**.....	10
11	7	95	Apr. 11, 1898; Aug. 1, 1908.....	**Scorpion**.....	11
12	.....	.....	June 30, 1898; Sept. 24, 1898[1].....	**Stranger**.....	12
13	3	28	Aug. 18, 1898.....	**Sylph**.....	13
14	.....	.....	June 29, 1898; Sept. 16, 1898[1].....	**Sylvia**.....	14
15	5	74	Apr. 11, 1898; Mar. 31, 1906[1].....	**Vixen**.....	15
16	4	32	Apr. 11, 1898; Oct. 2, 1902.....	**Wasp**.....	16
17	8	78	May 16, 1898.....	**Yankton**.....	17

[1] Date of placing out of commission.

TUGS.

	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	**Fortune**	Boston, Mass	James Tetlow	Iron	7
8	**Hercules**	Camden, N. J	J. H. Dialogue & Son	Iron	8
9	**Iroquois**[1]	San Francisco, Cal	Union Iron Works	Steel	9
10	**Iwana (2)**	Boston, Mass	City Point Iron Works	Steel	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 2]	Philadelphia, Pa	Neafie & Levy	Steel	15
16	**Ontario (13)**[1]	Camden, N. J	New York Shipbuilding Co	Steel	16
17	**Osceola**[1]	Philadelphia, Pa	Chas. Hillman	Steel	17
18	**Patapsco(10)**[1 2]	Navy yard, Portsmouth, N. H	United States	Steel	18
19	**Patuxent (11)**[1 2]	Navy yard, Norfolk, Va	United States	Steel	19
20	**Pawnee**	Tompkins Cove, N. Y	Rodermond & Co	Wood	20
21	**Pawtucket (7)**	Navy yard, Mare Island, Cal	United States	Steel	21

[1] Suitable for sea service. [2] Has towing machine.

NOTE.—The Locust was stricken from the Navy Register Jan. 6, 1912.

TUGS.

	Duty or station July 1, 1912.	Rig.	Dimensions. Length.	Breadth.	Mean draft.	Displacement.	Name and official number.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*		
1	Navy yard, Boston		[1] 81 5	[2] 18 10½	8 5	187	**Accomac**	1
2	Navy yard, Mare Island	Light-signal mast.	[3] 107 0	22 6	10 0	296	**Active**	2
3	Navy yard, Norfolk	1 mast, 1 derrick.	[1] 102 8	25 6	7 5	318	**Alice**	3
4	Iona Island	1 mast, 1 derrick.	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	2 pole masts	[3] 100 9	21 0	9 5	274	**Choctaw**	6
7	Pacific reserve fleet	Schooner	[1] 137 0	[2] 26 0	9 6	450	**Fortune**	7
8	Navy yard, Norfolk	1 mast	101 6	20 6	9 0	198	**Hercules**	8
9	Navy yard, Mare Island	Schooner	[3] 152 0	26 0	13 6	702	**Iroquois**	9
10	Navy yard, Boston		[1] 92 6	20 11½	8 0	192	**Iwana (2)**	10
11	Navy yard, Norfolk	1 pole mast	[5] 89 5	19 0	8 6	202	**Massasoit**	11
12	Navy yard, Philadelphia		[5] 96 9	20 10	9 3	241	**Modoc**	12
13	Navy yard, Norfolk		[1] 103 10	24 0	10 9	368	**Mohawk**	13
14	Navy yard, New York	2 pole masts	[1] 92 6	20 11½	8 0	192	**Narkeeta (3)**	14
15	Naval station, Honolulu	2 masts	[3] 141 4	[2] 27 6	14 1	800	**Navajo**	15
16	Building, 93.9 per cent complete.	2 pole masts	[1] 175 0	[2] 34 0	12 6	1,120	**Ontario (13)**	16
17	Naval station, Key West	Schooner	125 5	26 3	14 0	571	**Osceola**	17
18	Tender, Atlantic Fleet	2 pole masts	[1] 148 0	29 0½	12 3	755	**Patapsco (10)**	18
19	Tender, Atlantic Fleet	2 pole masts	[1] 148 0	29 0½	12 3	755	**Patuxent (11)**	19
20	Navy yard, New York	1 mast, 1 derrick.	112 0	27 3	7 0	275	**Pawnee**	20
21	Navy yard, Puget Sound	Schooner	[1] 92 6	21 1	8 9	225	**Pawtucket (7)**	21

[1] Between perpendiculars.
[2] Molded.
[3] Over all.
[4] Estimated.
[5] On water lin

TUGS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq. ft.*			*Tons.*	
1	**Accomac**										250		1
2	**Active**										600		2
3	**Alice**	Vert. comp	10	...	28	18	2 vert. B	28½	1,234		250		3
4	**Apache**										550		4
5	**Chickasaw**										[1] 160		5
6	**Choctaw**						1 S. E	56	1,779		188		6
7	**Fortune**										340		7
8	**Hercules**	Vert. 3-exp	14	22	36	24	1 S. E	43	1,277		[1] 350		8
9	**Iroquois**										1,000		9
10	**Iwana (2)**	Vert. 3-exp.(1)	13	20	31½	24	1 S. E	49	1,491		300		10
11	**Massasoit**										[1] 150		11
12	**Modoc**						1 S. E				[1] 175		12
13	**Mohawk**	Vert. comp	20	...	40	24	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	**Ontario (13)**	Vert. 3-exp. (1)	19½	31½	54½	36	2 Scotch	158	5,812	[2] 1,517			16
17	**Osceola**						2 S. E	88	2,291		[1] 1,000		17
18	**Patapsco (10)**	Vert. 3-exp. (2)	11½	18½	32	27	2 S. E	97	3,078		[1] 1,160		18
19	**Patuxent (11)**	Vert. 3-exp. (2)	11½	18½	32	27	2 S. E	97	3,078		[1] 1,160		19
20	**Pawnee**										250		20
21	**Pawtucket (7)**	Vert. 3-exp. (1)	13	20	31	30	1 S. E	48	1,351		500		21

[1] Estimated. [2] Main engines only.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	....	.....	.....	.....	.....	.....	.....	Accomac.....	1
2	1	4	125	32	32	4-4-600	General Electric Co.....	Active.....	2
3	....	.....	.....	.....	.....	.....	.....	Alice.....	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.....	Choctaw.....	6
7	1	4	80	50	50	4-4-600	Westinghouse Co. (Forbes engine).	Fortune.....	7
8	....	.....	.....	.....	.....	.....	.....	Hercules.....	8
9	1	5	125	40	40	2-5-5000	General Electric Co. (Curtiss turbine).	Iroquois.....	9
10	....	.....	.....	.....	.....	.....	.....	Iwana (2).....	1
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	4-25-800	B. F. Sturtevant Co.....	Narkeeta (3)....	14
15	....	.....	.....	.....	.....	.....	.....	Navajo.....	15
16	[1]2	10	125	80	160	(3)	General Electric Co.....	Ontario (13)....	16
17	1	5	110	50	50	4-5-450	B. F. Sturtevant Co.....	Osceola.....	17
18	1	8	125	64	64	6-8-5000	General Electric Co	Patapsco (10)..	18
19	1	8	125	64	64	6-8-475	B. F. Sturtevant Co.....	Patuxent (11)...	19
20	....	.....	.....	.....	.....	.....	.....	Pawnee.....	20
21	1	11	110	100	100	4-10-1300	Crocker-Wheeler 15-horsepower motor (Sturtevant engine).	Pawtucket (7)..	21

[1] Turbo generating set.

[2] Not yet installed.

TUGS—

	Name and official number.	Net tonnage for Suez Canal.	Speed.	Coal capacity.	Guns.	Contract price of hull and machinery.	
		Tons.	*Knots.*	*Tons.*			
1	Accomac		10	33		[1] $40,000	1
2	Active		12	80		[1] 75,000	2
3	Alice		10	15		[1] 19,000	3
4	Apache		10	120		[1] 54,510	4
5	Chickasaw		10	20		[1] 15,000	5
6	Choctaw		10	70		[1] 82,500	6
7	Fortune		10	108		128,000	7
8	Hercules		12	40		[1] 40,000	8
9	Iroquois		13.25	205		[1] 150,000	9
10	Iwana (2)		11.50	35		32,438	10
11	Massasoit		[2] 9	34		[1] 30,000	11
12	Modoc		10	40		[1] 30,000	12
13	Mohawk		12	32		[1] 44,000	13
14	Narkeeta (3)		11.50	35		32,438	14
15	Navajo		[2] 12.00			[1] 115,000	15
16	Ontario (13)		13.23	462		194,000	16
17	Osceola		14	150		[1] 100,000	17
18	Patapsco (10)		[2] 13	316		[3] 175,000	18
19	Patuxent (11)		[2] 13	316		[3] 175,000	19
20	Pawnee		10	16		[1] 25,000	20
21	Pawtucket (7)		12.2	30		[3] 50,000	21

[1] Purchase price. [2] Estimated. [3] Limit of cost.

Continued.

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Name and official number.	
1	(1)	.....	1891	.....	.....	Accomac.....	1
2	(1)	.....	1888	.....	.....	Active.....	2
3	(1)	.....	1893	.....	.....	Alice.....	3
4	(1)	.....	1889	.....	.....	Apache.....	4
5	(1)	.....	1882	.....	.....	Chickasaw.....	5
6	(1)	.....	1892	.....	.....	Choctaw.....	6
7	.....	.....	1865	.....	Sept. 20, 1864	Fortune.....	7
8	(1)	.....	1888	.....	.....	Hercules.....	8
9	(1)	.....	1892	.....	.....	Iroquois.....	9
10	Mar. 2, 1889	Dec. 20, 1890	Apr. —, 1891	Mar. 12, 1892	Dec. 20, 1891	Iwana (2).....	10
11	(1)	.....	1898	.....	.....	Massasoit.....	11
12	(1)	.....	1890	.....	.....	Modoc.....	12
13	(1)	.....	1893	.....	.....	Mohawk.....	13
14	Mar. 2, 1889	Dec. 20, 1890	Apr. —, 1891	Feb. 11, 1892	Dec. 20, 1891	Narkeeta (3).....	14
15	(2)	.....	.....	.....	.....	Navajo.....	15
16	Mar. 4, 1911	July 28, 1911	Nov. 23, 1911	Apr. 11, 1912	Aug. 24, 1912	Ontario (13).....	16
17	(1)	.....	1896	.....	.....	Osceola.....	17
18	Apr. 27, 1904	.....	May 12, 1907	June 29, 1908	.....	Patapsco (10).....	18
19	Apr. 27, 1904	.....	July 25, 1907	May 16, 1908	.....	Patuxent (11).....	19
20	(1)	.....	1896	.....	.....	Pawnee.....	20
21	Mar. 3, 1897	.....	July 22, 1898	Nov. 17, 1898	.....	Pawtucket (7).....	21

[1] Purchased during war with Spain.

[2] Purchased Nov. 21, 1907.

TUGS—

	Name and official number.	Built.		Material.	
		Where.	By whom.		
22	**Penacook (6)**	Navy yard, New York, N. Y	United States	Steel	22
23	**Pentucket (8)**	Navy yard, Boston, Mass	United States	Steel	23
24	**Peoria**	Philadelphia, Pa	Neafie & Levy	Steel	24
25	**Piscataqua** [1] [2]	West Bay City, Mich	F. W. Wheeler & Co	Steel	25
26	**Pontiac**	Athens, N. Y	Peter McGiehan	Wood	26
27	**Potomac**	West Bay City, Mich	F. W. Wheeler & Co	Steel	27
28	**Powhatan**	Baltimore, Md	Maryland Steel Co	Steel	28
29	**Rapido** [3]			Wood	29
30	**Rocket**	Wilmington, Del	Pusey & Jones Co	Steel	30
31	**Samoset (5)**	Navy yard, Norfolk, Va	United States	Steel	31
32	**Sebago**	Camden, N. J	J. H. Dialogue & Son	Steel	32
33	**Sioux**	Philadelphia, Pa	Neafie & Levy	Iron	33
34	**Sonoma (12)**	Camden, N. J	New York Ship Building Co	Steel	34
35	**Sotoyomo (9)**	Navy yard, Mare Island, Cal	United States	Steel	35
36	**Standish**	Boston, Mass	James Tetlow	Iron	36
37	**Tecumseh**	Camden, N. J	J. H. Dialogue & Son	Steel	37
38	**Traffic**	South Brooklyn, N. Y	D. McCarty	Wood	38
39	**Transfer** [4]	Navy yard, New York	United States	Steel	39
40	**Triton**	Camden, N. J	J. H. Dialogue	Steel	40
41	**Unadilla (4)**	Navy yard, Mare Island, Cal	United States	Steel	41
42	**Uncas** [2]	Camden, N. J	J. H. Dialogue	Steel	42
43	**Vigilant**	Philadelphia, Pa	Wm. Cramp & Son		43

[1] Has towing machine.
[2] Suitable for sea service.
[3] Captured in the Philippines during the Spanish War.
[4] Steam-propelled derrick freight lighter. Taken up on the Navy Register, July 19, 1910, as a tug.

Continued.

	Duty or station July 1, 1912.	Rig.	Dimensions. Length.	Breadth.	Mean draft.	Displacement.	Name and official number.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*		
22	Navy yard, Portsmouth...	.....	[1] 92 6	21 1	9 0	230	**Penacook (6)**...	22
23	Navy yard, New York....	2 pole masts.....	[1] 92 6	21 1	9 0	230	**Pentucket (8)**...	2
24	General service, Atlantic..	Schooner.....	131 0	25 0	10 6	487	**Peoria**.....	24
25	Asiatic Fleet.....	2 masts.....	[1] 149 0	28 7	12 0	854	**Piscataqua**.....	25
26	Navy yard, New York....	1 mast, 1 derrick.	124 4	27 0	9 6	401	**Pontiac**.....	26
27	General service, Atlantic..	2 pole masts.....	[1] 138 9	28 6	12 0	785	**Potomac**.....	27
28	Navy yard, New York....	2 pole masts.....	[1] 101 0	21 0	10 0	194	**Powhatan**.....	28
29	Naval station, Cavite, P. I.	1 pole mast.....	96 0	16 4	7 6	186	**Rapido**.....	29
30	Navy yard, Norfolk.....	Derrick mast....	[1] 93 0	28 0	9 0	206	**Rocket**.....	30
31	Navy yard, Philadelphia..	.....	[1] 92 6	21 0	8 9	225	**Samoset (5)**.....	31
32	Navy yard, Charleston....	.....	99 0	21 0	[2] 8 0	[3] 243	**Sebago**.....	32
33	Navy yard, Boston.....	.....	[1] 84 6	19 0	8 0	155	**Sioux**.....	33
34	Building 93.3 per cent complete.	2 pole masts.....	[1] 175 0	[4] 34 0	12 6	1,120	**Sonoma (12)**....	34
35	Navy yard, Puget Sound..	Schooner.....	[1] 92 6	21 1	9 0	230	**Sotoyomo (9)**...	35
36	Naval Academy, Annapolis.	Schooner.....	[1] 137 0	[4] 25 10	9 6	450	**Standish**.....	36
37	Navy yard, Washington..	2 pole masts.....	[5] 100 9	21 9	8 2	221	**Tecumseh**.....	37
38	Navy yard, New York....	Derrick mast....	[1] 106 0	29 4	9 0	280	**Traffic**.....	38
39	Navy yard, New York....	Derrick mast....	110 0	30 0	9 10	684	**Transfer**.....	39
40	Navy yard, Washington...	2 pole masts.....	[1] 96 9	20 9	9 0	212	**Triton**.....	40
41	Navy yard, Mare Island...	Schooner.....	[1] 110 0	25 0	9 11	355	**Unadilla (4)**....	41
42	Naval sta., Guantanamo..	Schooner.....	119 3	25 0	12 0	441	**Uncas**.....	42
43	Training station, San Francisco.	Schooner.....	[5] 116 0	21 0	9 0	300	**Vigilant**.....	43

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

TUGS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
22	**Penacook (6)**	Vert. 3-exp. (1)	13	20	31½	24	1 S. E.	48	1,351		450		22
23	**Pentucket (8)**	Vert. 3-exp. (1)	13	20	31½	24	1 S. E.				450		23
24	**Peoria**										[1] 270		24
25	**Piscataqua**	Vert. 3-exp. (1)	20	32½	55	36	2 S. E.	120	4,304		2,000		25
26	**Pontiac**										425		26
27	**Potomac**										2,000		27
28	**Powhatan**						1 S. E.	45	1,060		397		28
29	**Rapido**										[1] 125		29
30	**Rocket**										450		30
31	**Samoset (5)**						1 S. E.				450		31
32	**Sebago**										506		32
33	**Sioux**	Vert. 3-exp. (1)	15		26	22	1 S. E.	42	1,186		290		33
34	**Sonoma (12)**	Vert. 3-exp. (1)	19½	31½	54½	36	2 Scotch	158	5,812	[2] 1,596			34
35	**Sotoyomo (9)**	Vert. 3-exp. (1)	13	20	31½	24	1 S. E.	48	1,351		506		35
36	**Standish**										340		36
37	**Tecumseh**						1 S. E.	58	1,716		500		37
38	**Traffic**						1 B. & W.	44	1,148		[1] 190		38
39	**Transfer**												39
40	**Triton**	Vert. 3-exp. (1)	13	21	32	24	1 S. E.	42	1,156		300		40
41	**Unadilla (4)**	Vert. 3-exp. (1)	13	20	31	30	1 S. E.	66	1,792		500		41
42	**Uncas**										750		42
43	**Vigilant**	Vert. comp. (1)	18		33	28	1 S. E.	44½	1,449		450		43

[1] Estimated. [2] Main engines only.

Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
22								Penacook (6)	22
23	1	5	125	40	40	6-5-700	General Electric Co	Pentucket (8)	23
24	1	8	110	72	72	4-8-650	General Electric Co	Peoria	24
25	1	7	110	64	64	4-7-550	General Electric Co	Piscataqua	25
26	1	4	110	38	38	6-4-420	Engeberg Electric & Machine Co.	Pontiac	26
27	1	7	110	64	64	4-7-550	General Electric Co	Potomac	27
28	1	2.5	110	23	23	4-2.5-800	B. F. Sturtevant Co	Powhatan	28
29								Rapido	29
30								Rocket	30
31								Samoset (5)	31
32								Sebago	32
33								Sioux	33
34	[1] 2	10	125	80	160	([2])	General Electric Co	Sonoma (12)	34
35	1	6	80	75	75	4-6-600	Westinghouse Co. (Forbes engine)	Sotoyomo (9)	35
36	1	5	125	40	40	6-5-600	B. F. Sturtevant Co	Standish	36
37	1	5	125	40	40	6-5-700	General Electric Co	Tecumseh	37
38								Traffic	38
39								Transfer	39
40	1	8	110	72	72	6-8-575	B. F. Sturtevant Co	Triton	40
41	1	4	80	50	50	4-4-600	Westinghouse Co. (Forbes engine)	Unadilla (4)	41
42	1	2	80	25	25	4-2-745	General Electric Co	Uncas	42
43	1	4	80	50	50	4-4-600	Westinghouse Co. (Forbes engine)	Vigilant	43

[1] Turbo generating set. [2] Not yet installed.

TUGS—

	Name and official number.	Net tonnage for Suez Canal.	Speed.	Coal capacity.	Guns.	Contract price of hull and machinery.	
		Tons.	*Knots.*	*Tons.*			
22	Penacook (6)		12	28		[1] $50,000	22
23	Pentucket (8)		12	28		[1] 70,000	23
24	Peoria		[2] 9	68	4 3-pdr. R. F.	[3] 100,000	24
25	Piscataqua		16	236		[3] 130,000	25
26	Pontiac		10.5	45		[3] 30,000	26
27	Potomac		16	200		[3] 125,300	27
28	Powhatan		13	57		[3] 42,500	28
29	Rapido		10	14			29
30	Rocket		8	33		29,000	30
31	Samoset (5)		12	30		[1] 25,000	31
32	Sebago		12	30		[3] 28,000	32
33	Sioux		10	45		[3] 25,553	33
34	Sonoma (12)		13.08	462		194,000	34
35	Sotoyomo (9)		11.10	28		[1] 70,000	35
36	Standish		10	80		84,640	36
37	Tecumseh		11	40		[3] 45,000	37
38	Traffic		10			26,400	38
39	Transfer						39
40	Triton		13	45		[3] 35,000	40
41	Unadilla (4)		12	[4]		[1] 80,000	41
42	Uncas		12	120		[3] 75,000	42
43	Vigilant		12	75		[3] 60,000	43

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

Continued.

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched	Contract date of completion.	Name and official number.	
22	Mar. 3, 1897	.....	Feb. 8, 1898	Oct. 29, 1898	.....	Penacook (6).....	22
23	July 1, 1902	.....	Jan. 29, 1903	July 16, 1903	.....	Pentucket (8).....	23
24	(1)	.....	.....	.....	.....	Peoria.....	24
25	(1)	.....	1897	.....	.....	Piscataqua.....	25
26	(1)	.....	1891	.....	.....	Pontiac.....	26
27	(1)	.....	1897	.....	.....	Potomac.....	27
28	(1)	.....	1892	.....	.....	Powhatan.....	28
29	(2)	.....	.....	.....	.....	Rapido.....	29
30	.....	1899	.....	.....	.....	Rocket.....	30
31	Mar. 2, 1895	.....	Jan. 13, 1895	Mar. 20, 1897	.....	Samoset (5).....	31
32	.....	.....	1893	.....	.....	Sebago.....	32
33	(1)	.....	1892	.....	.....	Sioux.....	33
34	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sonoma (12).....	34
35	July 1, 1902	.....	Mar. 2, 1903	Aug. 20, 1903	.....	Sotoyomo (9).....	35
36	.....	.....	1865	.....	Oct. 20, 1864	Standish.....	36
37	(1)	.....	1891	.....	.....	Tecumseh.....	37
38	.....	.....	1891	.....	.....	Traffic.....	38
39	.....	.....	Aug. 18, 1904	May 24, 1905	.....	Transfer.....	39
40	.....	.....	1888	.....	.....	Triton.....	40
41	July 26, 1894	.....	Apr. 29, 1895	Sept. 21, 1895	.....	Unadilla (4).....	41
42	(1)	.....	1893	.....	.....	Uncas.....	42
43	(1)	.....	1883	.....	.....	Vigilant.....	43

[1] Purchased during war with Spain. [2] Captured in the Philippines during the Spanish War.

TUGS—

	Name and official number.	Built. Where.	Built. By whom.	Material.	
44	**Waban**	Philadelphia, Pa	Wm. Cramp & Son	Iron	44
45	**Wahneta (1)**	Boston, Mass	City Point Iron Works	Steel	45
46	**Wompatuck**[1]	Wilmington, Del	Harlan & Hollingsworth	Steel	46

[1] Suitable for sea service.

TUGS—

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq.ft.*			*Tons.*	
44	**Waban**									[1] 300	450		44
45	**Wahneta (1)**	Vert. 3-exp. (1)	13	20	31½	24	[1] S. E.	49	1,350		300		45
46	**Wompatuck**										650		46

[1] Estimated.

TUGS—

	Name and official number.	Net tonnage for Suez Canal.	Speed.	Coal capacity.	Guns.	Contract price of hull and machinery.	
		Tons.	*Knots.*	*Tons.*			
44	**Waban**		13	30		[1] $20,000	44
45	**Wahneta (1)**		11.50	35		32,438	45
46	**Wompatuck**		13	130		[1] 65,000	46

[1] Purchase price.

Continued.

	Duty or station July 1, 1912.	Rig.	Dimensions. Length.	Dimensions. Breadth.	Dimensions. Mean draft.	Displacement.	Name and official number.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*		
44	Naval station, Guantanamo.	.....	[1] 85 0	[2] 17 6½	8 0	150	Waban.....	44
45	Navy yard, Norfolk.....	.....	[1] 92 0	20 11½	6 11	152	Wahneta (1)....	45
46	Asiatic Fleet.....	Schooner.....	[3] 130 0	25 6	12 0	462	Wompatuck....	46
	Total displacement.....					18,124		

[1] Between perpendiculars. [2] Molded. [3] Length over all.

Continued.

	Generating sets. No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Name and official number.	
44	.....	.....	.....	.....	.....	.....	.....	Waban.....	44
45	.....	.....	.....	.....	.....	.....	.....	Wahneta (1)....	45
46	1	5	80	62.5	62.5	8-5-725	B. F. Sturtevant Co.....	Wompatuck....	46

Concluded.

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Name and official number.	
44	[1]	.....	1880	.....	.....	Waban.....	44
45	Mar. 2, 1889	Dec. 20, 1890	Apr. —, 1891	Mar. 3, 1892	Dec. 20, 1891	Wahneta (1).....	45
46	[1]	.....	1896	.....	.....	Wompatuck.....	46

[1] Purchased during war with Spain.

79 **SPECIAL**

	Name and official number.	By whom and where built or building.	Duty or station. July 1, 1912.	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.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Tons.*	
1	**Lebanon**.....	Wm. Cramp & Sons, Philadelphia, Pa.	Special service, Atlantic.	249 0	[2] 37 4½	17 3	3,285	18.50	1
2	**Montgomery (9).**	Columbian Iron Works, Baltimore, Md.	Special service, torpedo practice vessel.	257 0	37 0	14 6	2,072	15.75	2
3	**Panther**[3].....	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic fleet....	304 8	[2] 40 8	15 9	3,380	23.22	3
4	**San Francisco**[4].	Union Iron Works, San Francisco, Cal.	.....do.....	310 0	49 2	18 9	4,083	25.00	4
5	**Vestal (1)**.....	United States navy yard, New York.	Navy yard, Philadelphia, in reserve.	450 0	[5] 60 0	26 0	12,585	48.35	5
6	**Vesuvius**[6].....	Pneumatic Dynamite Gun Co., at Wm. Cramp & Sons, Philadelphia, Pa.	Torpedo station, Newport.	252 4	26 6½	10 7	930	10.65	6
	Total normal displacement.....						26,335		

[1] Length on designed L. W. L. [2] Extreme. [3] Purchased during war with Spain. [4] Mine planter. [5] Molded. [6] Torpedo cruiser for use as torpedo training vessel.

SPECIAL

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	I. P.	L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq.ft.*	*Sq.ft.*			*Tons.*	
1	**Lebanon**.....	Vert. 3-exp. (1)..	19	30	50	30	2 S. E.....	127	3,203	.....	[1] 2,200	.....	1
2	**Montgomery (9).**	Vert. 3-exp. (2)..	26½	39	63	26	6 Almy.....	242	9,300	5,543	5,584	401	2
3	**Panther**.....	Vert. 3-exp. (1)..	25 9/16	41	67⅛	42	4 S. E.....	234	6,960	.....	[1] 3,200	.....	
4	**San Francisco**..	Hor. 3-exp. (2)..	42	60	94	36	8 B. & W.[2]..	684	26,700	9,761	9,913	914	4
5	**Vestal (1)**.....	Vert. 3-exp. (2)..	28	44½	75	54	6 B. & W....	493	19,974	.....	[1] 7,500	[1] 1,125	5
6	**Vesuvius**.....	Vert. 3-exp. (2)..	21½	31	[3] 34	20	4 Normand..	200	8,204	3,975	4,295	215	6

[1] Estimated. [2] Proposed. [3] Two low-pressure cylinders.

TYPE.

	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity (43 cubic feet to the ton).	Name and official number.	
	Ft. in.	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	259 6	.....	[1] 10.0	.....	188	**Lebanon**.....	1
2	269 10	2,212	19.06	2,080	[2] 265	**Montgomery (9).**	2
3	324 4	.....	[3] 13.5	.....	[2] 675	**Panther**.....	3
4	324 6	4,583	19.52	4,067	[2] 625	**San Francisco**..	4
5	465 9	.....	[3] 16.0	.....	[4] 1,648	**Vestal (1)**.....	5
6	252 4	.....	21.65	793	[2] 132	**Vesuvius**.....	6

[1] Loaded.
[2] Calculated to 6 inches below bottom of beams.
[3] Estimated.
[4] Calculated to bottom of beams.

TYPE—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1	2	5	80	62.5	125	4-5-500	General Electric Co.....	**Lebanon**.....	1
2	3	50	125	400	1,200	8-50-400	General Electric Co.....	**Montgomery (9).**	2
3	[1] 2	50	125	400	800	[2] 4-50-2800	De Laval Crocker Wheeler Co...	**Panther**.....	3
4	4	24	80	300	1,200	6-24-400	General Electric Co.....	**San Francisco**..	4
5	[2] 2 2	85 32	100-175 125	675 257	1,350 514	4-85-2300 8-32-400	Terry-Diehl. General Electric Co.....	**Vestal (1)**.....	5
6	1	10	125	80	80	6-10-450	General Electric Co.....	**Vesuvius**.....	6

[1] Not yet installed.
[2] Turbo-generators.

SPECIAL

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	**Lebanon**	2 6-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
3	**Panther**	2 6-pdr. R. F		3
4	**San Francisco**	8 5″ 40 cal. R. F.; 4 6-pdr. saluting		4
5	**Vestal (1)**			5
6	**Vesuvius**	1 3-pdr. signaling	1 18″ subm. 1 21″ subm. 2 18″ above water.	6

SPECIAL

	Name and official number.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
1	**Lebanon**		[1] $225,000			1
2	**Montgomery (9)**	[2] 587	612,500	Sept. 7, 1888	Nov. 2, 1889	2
3	**Panther**	1,912				3
4	**San Francisco**	[2] 1,266	1,428,000	Mar. 3, 1887	Oct. 26, 1887	4
5	**Vestal (1)**		[3 4] 1,550,000	Apr. 27, 1904		5
6	**Vesuvius**		350,000	Aug. 3, 1886	Feb. 11, 1887	6

[1] Purchase price.
[2] Subject to possible change.
[3] Limit of cost.
[4] Act of Congress approved June 29, 1906.

TYPE—Continued.

	Water-tight deck.		Rig and number of funnels.	Complement.		Name and official number.	
	Flat.	Slope.		Officers.	Men.		
	Inches.	*Inches.*					
1	.....	.....	Schooner; 1 funnel.....	5	51	**Lebanon**.....	1
2	$\frac{1}{16}$	$\frac{1}{16}$	Schooner; 2 funnels.....	19	239	**Montgomery (9)**	2
3	.....	.....	Schooner; 1 funnel.....	10	206	**Panther**.....	3
4	2	3	Schooner; 2 funnels.....	16	323	**San Francisco**..	4
5	.....	.....	4 pole masts; 1 funnel.....	[1] 12	91	**Vestal (1)**.....	5
6	.....	.....	1 pole; 1 funnel.....	4	31	**Vesuvius**.....	6

[1] Merchant crew.

TYPE—Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	.....	.....	.....	.....	Apr. 16, 1898 June 15, 1910	**Lebanon**.....	1
2	Feb., 1890	Dec. 5, 1891	May 2, 1892	Mar. 5, 1894	June 21, 1894 Jan. 2, 1908	**Montgomery (9)**...	2
3	.....	.....	.....	.....	Apr. 22, 1898 Nov. 18, 1907	**Panther**.....	3
4	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Aug. 21, 1911	**San Francisco**....	4
5	Mar. 25, 1907	May 19, 1908	.....	.....	Oct. 4, 1909	**Vestal (1)**.....	5
6	Sept., 1887	Apr. 28, 1888	Feb. 11, 1888	.....	June 7, 1890 Feb. 14, 1910	**Vesuvius**.....	6

UNSERVICEABLE FOR

	Name and official number.	Built. When.	Built. Where.	Built. By whom.	Material.	Rig.	Duty or station July 1, 1912.	
1	**Adams**.....	1874-1876	Boston, Mass..	United States and Donald Mackay.	Wood.	Bark....	Public Marine School, Philadelphia.	1
2	**Boxer**.....	1904-1905	Navy yard, Portsmouth, N. H.	United States.	Wood.	Brigantine.	Training station, Newport.	2
3	**Constellation**.	1797	Baltimore, Md.	United States.	Wood.	Ship....	Stationary training ship, Newport.	3
4	**Constitution**..	1797	Boston, Mass..	United States.	Wood.	Ship....	Navy yard, Boston.	4
5	**Cumberland**...	1904	Navy yard, Boston, Mass.	United States.	Steel..	Bark....	Training station, Newport.	5
6	**Essex**.....	1874-1876	Kittery and Boston.	United States and Donald Mackay.	Wood.	Bark....	Naval Militia, Ohio.	6
7	**Franklin**.....	1855-1865	Kittery, Me...	United States.	Wood.	Housed over.	Navy yard, Norfolk.	7
8	**Gopher**[1].....	1871	New York, N. Y.	Delamater & Stack.	Wood.	Schooner	Naval Militia, Minnesota.	8
9	**Granite State**[2]	1818	Kittery, Me...	United States.	Wood.	Housed over.	Naval Militia, New York.	9
10	**Hartford**.....	1858	Boston, Mass..	United States.	Wood.	Bark....	Station ship, Naval Academy.	10
11	**Independence**[3]	1837	Boston, Mass..	United States.	Wood.	Housed over.	Navy yard, Mare Island.	11
12	**Intrepid**.....	1904	Mare Island...	United States.	Steel..	Bark....	Training station, Yerba Buena.	12

[1] Formerly Fern. Name changed Dec. 27, 1905.
[2] Formerly New Hampshire. Name changed Nov. 30, 1904.
[3] Out of commission.

NOTE.—The Pensacola was stricken from the Navy Register Dec. 23, 1911. The Alliance was stricken from the Navy Register Aug. 9. 1911. The Atlanta was stricken from the Navy Register Apr. 24, 1912.

WAR PURPOSES.

	Length between perpendiculars.	Breadth.	Mean draft.	Displacement.	Speed.	Bunker capacity.	Complement. Officers.	Complement. Men.	Batteries.	Name and official number.	
	Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	*Kts.*	*Tons.*					
1	189 0	35 0	14 10	1,400	9.80	141	....	139	.....	**Adams**.....	1
2	[1]108 0	29 9	9 2	346	.....	.....	4	60	.....	**Boxer**.....	2
3	176 0	42 0	20 0	1,970	.....	.....	15	196	2 6-pdr. R. F.; 2 1-pdr. R. F..	**Constellation**...	3
4	175 0	45 0	20 0	2,200	.....	.....	....	....	.....	**Constitution**...	4
5	[1]176 5	45 8	16 5	1,800	.....	[2]100	16	[3]120	6 4" .40 cal. R. F.; 4 6-pdr.; 2 1-pdr.	**Cumberland**....	5
6	185 0	35 0	14 3	1,375	10.50	155	....	6	2 3-pdr. R. F.; 2 1-pdr. R. F..	**Essex**.....	6
7	265 9	54 3	24 3	5,170	.....	.....	....	214	2 3-pdr. R. F.....	**Franklin**.....	7
8	160 0	28 0	11 9	840	9.0	80	....	....	.....	**Gopher**.....	8
9	196 3	53 0	25 6	4,150	.....	.....	....	....	1 4" .40 cal. R. F.....	**Granite State**..	9
10	226 0	[4]43 10	18 2	2,790	12.00	262	14	256	.....	**Hartford**.....	10
11	189 0	51 6	21 6	3,270	.....	.....	....	131	2 6-pdr. R. F.; 2 3-pdr. R. F.	**Independence**..	11
12	175 5	45 8	16 5	1,800	.....	[2]100	16	[3]120	6 4" .40 cal. R. F.; 4 6-pdr.; 2 1-pdr.	**Intrepid**.....	12

[1] Length on designed L. W. L.
[2] Estimated.
[3] 150 additional apprentice seamen.
[4] Molded.

UNSERVICEABLE FOR

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
1	Adams	Hor. comp. (1)	34 11/13	...	51 1/16	42	4 S. E.	124	3,172	.....	800	.....	1
2	Boxer												2
3	Constellation												3
4	Constitution												4
5	Cumberland												5
6	Essex	Vert. 3-exp. (1)	20	32½	53	36	2 S. E.	38½	1,149	.....	1,200	.....	6
7	Franklin										1,050	.....	7
8	Gopher										300	.....	8
9	Granite State												9
10	Hartford	Hor. comp. (1)	35	...	66	48	4 S. E.	186	6,340	.....	2,000	[1] 290	10
11	Independence												11
12	Intrepid												12

[1] Estimated.

WAR PURPOSES—Continued.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
1								Adams	1
2								Boxer	2
3								Constellation	3
4								Constitution	4
5	2	24	125	192	384	8-24-400	General Electric Co.	Cumberland	5
6								Essex	6
7								Franklin	7
8	1	15	110	137	137	6-15-400	B. F. Sturtevant	Gopher	8
9								Granite State	9
10	2	16	80	200	400	6-16-450	General Electric Co.	Hartford	10
11								Independence	11
12	2	24	125	192	384	8-24-400	General Electric Co.	Intrepid	12

UNSERVICEABLE FOR

	Name and official number.	Built. When.	Built. Where.	Built. By whom.	Material.	Rig.	Duty or station July 1, 1912.	
13	**Jamestown**[1]...	1845	Norfolk, Va...	United States.	Wood.	Ship....	Marine Hospital Service.	13
14	**Lancaster**.....	1858	Philadelphia, Pa.	United States.	Wood.	Ship....	Navy yard, Philadelphia.	14
15	**Manila**[2 3].....	1881	Leith, Scotland.	.....	Iron...	Schooner	Navy yard, Mare Island.	15
16	**Nipsic**[3 4 5].....	1873–1879	Washington, D. C.	United States.	Wood.	Housed over.	Navy yard, Puget Sound.	16
17	**Omaha**.....	1867–1869	Philadelphia, Pa.	United States.	Wood.	Bark....	Transferred to Marine Hospital Service.	17
18	**Philadelphia** (4).	1887–1890	Philadelphia, Pa.	Wm. Cramp & Sons.	Steel..	Housed over.	Navy yard, Puget Sound.	18
19	**Portsmouth**...	1843	Kittery, Me...	United States.	Wood.	Ship....	Navy yard, Norfolk.	19
20	**Reina Mercedes.**	1887	Cartagena, Spain.	.....	Iron...	Housed over.	Auxiliary to the Constellation.	20
21	**Richmond**.....	1858	Norfolk, Va...	United States.	Wood.	Housed over.	Auxiliary to the Franklin.	21
22	**Southery**[3].....	1889	Sunderland, England.	R. Thompson Sons & Co.	Steel..	Housed over.	Navy yard, Portsmouth, N. H.	22
23	**Topeka**[3 4].....	1881	Kiel, Germany	G. Howldt....	Iron...	Schooner	Auxiliary to Southery.	23
24	**Wabash**[6].....	1854	Philadelphia, Pa.	United States.	Wood.	Housed over.	Navy yard, Boston.	24
25	**Wolverine**[7]....	1842–1844	Erie, Pa.....	Stackhouse & Tomlinson, of Pittsburgh, Pa.	Iron...	Schooner	Naval militia, Pennsylvania.	25
26	**Yantic**.....	1864	Philadelphia, Pa.	United States.	Wood.	Bark....	Naval militia, Michigan,	26
	Total displacement.....							

[1] Stricken from the Navy Register Sept. 4, 1912.
[2] Captured during war with Spain on May 1, 1898.
[3] Used as a prison ship.
[4] Machinery removed.
[5] Stricken from the Navy Register Dec. 11, 1912.
[6] Stricken from the Navy Register Nov. 15, 1912.
[7] Formerly Michigan. Name changed June 17, 1905.

WAR PURPOSES—Continued.

	Length between perpendiculars.	Breadth.	Mean draft.	Displacement.	Speed.	Bunker capacity.	Complement. Officers.	Complement. Men.	Batteries.	Name and official number.	
	Ft. in.	Ft. in.	Ft. in.	Tons.	Kts.	Tons.					
13	163 6	36 6	16 0	1,150	.....	.....	.....	.....	.....	Jamestown.....	13
14	235 8	46 0	19 2	3,250	9.60	326	....	147	.....	Lancaster.....	14
15	209 3	31 2	13 0	1,750	10.0	186	10	92	.....	Manila.....	15
16	184 9	35 0	11 10	1,100	10.7	60	....	47	.....	Nipsic.....	16
17	250 6	38 0	16 6	2,400	11.3	.....	.....	.....	.....	Omaha.....	17
18	327 6	48 7½	19 6	4,410	19.68	525	....	187	.....	Philadelphia (4).	18
19	153 0	38 3	16 6	1,125	.....	.....	15	....	.....	Portsmouth....	19
20	292 0	43 3	16 9	2,835	.....	194	....	91	.....	Reina Mercedes	20
21	225 0	42 6	17 4	2,700	9.50	265	....	....	.....	Richmond.....	21
22	288 0	38 10	.....	[4]3,100	[1]9.0	380	6	161	.....	Southery.....	22
23	251 0	35 0	17 8	2,255	[1]16.0	394	....	77	.....	Topeka.....	23
24	262 7	51 4	23 0	4,650	.....	.....	....	189	3 6-pdr. R. F.....	Wabash.....	24
25	[2]164 11	[2]27 0	9 0	685	10.5	115	....	82	6 6-pdr. R. F.; 2 1-pdr. R. F..	Wolverine.....	25
26	180 0	30 0	12 2	900	8.3	130	....	....	.....	Yantic.....	26
...	.....	.....	.....	59,421							

[1] Estimated. [2] On L. W. L. [3] Molded. [4] Approximately.

UNSERVICEABLE FOR

	Name and official number.	Type of engine.	Cylinder diameter. H. P.	Cylinder diameter. I. P.	Cylinder diameter. L. P.	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.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
13	Jamestown												13
14	Lancaster										1,000		14
15	Manila	Compound (1)	32		61	39	2 S. E.; 1 auxiliary.	117	3,191	[1] 750	[1] 900		15
16	Nipsic										839		16
17	Omaha									953			17
18	Philadelphia (4).	Hor. 3-exp. (2)	38	58	86	40	4 D. E.	624	20,457	8,688	8,815	705	18
19	Portsmouth												19
20	Reina Mercedes												20
21	Richmond										692		21
22	Southery	Vert. 3-exp. (1)	21	35	57⅜	39	2 S. E.; 1 auxiliary.	133	2,831				22
23	Topeka	Hor. comp. (2)	35½		58	36	2 D E.; 2 S.E.	273	8,462	[1] 2,000	[1] 2,200		23
24	Wabash										950		24
25	Wolverine	Inclined simple			[2] 36	96	2 S. E.	91	[1] 2,572		[1] 365		25
26	Yantic										310		26

[1] Estimated.

[2] Two low-pressure cylinders.

WAR PURPOSES—Concluded.

	Generating sets.							Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		
13								Jamestown	13
14								Lancaster	14
15								Manila	15
16								Nipsic	16
17								Omaha	17
18	1	24	80	300	300	4-24-400	Thresher Electric Co. (Shepherd engine).	Philadelphia (4).	18
19								Portsmouth	19
20	2	16	80	200	400	4-16-400	Edison General Electric Co	Reina Mercedes	20
21								Richmond	21
22								Southery	22
23								Topeka	23
24								Wabash	24
25	1	4	110	37	37	2-4-440	Burke Electric Co. (Erico engine)	Wolverine	25
		7	125	56	56	4-7-600	Bullock Electric Co. (AB. Co. Engine).		
26	2	10	125	40	40	6-10-450	B. F. Sturtevant Co	Yantic	26

VESSELS ASSIGNED TO

	Name.	Type.	Built.			
			When.	Where.	By whom.	
1	**Chicago**	Protected cruiser	1883–1889	Chester, Pa	John Roach & Sons	1
2	**Boston**	Protected cruiser	1883–1887	Chester, Pa	John Roach & Sons	2
3	**Marblehead**	Unprotected cruiser.	1889–1894	Boston, Mass	City Point Works	3
4	**Amphitrite**	Double-turret monitor.	1874–1895	Wilmington, Del., and Norfolk, Va.	Harlan & Hollingsworth and United States.	4
5	**Cheyenne**	Single-turret monitor.	1898–1902	San Francisco, Cal	Union Iron Works	5
6	**Ozark**	Single-turret monitor.	1898–1902	Newport News, Va	Newport News S. B. Co	6
7	**Foote**	Torpedo boat	1895–1897	Baltimore, Md	Columbian Iron Works	7
8	**Mackenzie**	Torpedo boat	1897–1899	Philadelphia, Pa	The Chas. Hillman Co	8
9	**Rodgers**	Torpedo boat	1895–1898	Baltimore, Md	Columbian Iron Works	9
10	**Somers**	Torpedo boat		Elbing, Germany	Schichau Works	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	**Marietta**	Gunboat	1896–1897	San Francisco, Cal	Union Iron Works	14
15	**Concord**	Gunboat	1888–1891	Chester, Pa	N. F. Palmer, jr., & Co	15
16	**Don Juan de Austria.**	Gunboat	1887	Cartagena, Spain		16
17	**Sandoval**	Gunboat		Clydebank, Scotland	Clydebank Engineering & Shipbuilding Co.	17
18	**Aileen**	Converted yacht	1896	Chester, Pa	John Roach	18

NAVAL MILITIAS.[1]

	Material.	Rig.	Length.	Breadth.	Mean draft.	Displacement.	Name.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*		
1	Steel	Schooner	325 0	48 2½	19 0	4,500	**Chicago**	1
2	Steel	Schooner	277 5	42 2	16 10	3,000	**Boston**	2
3	Steel	Schooner	257 0	37 0	14 6	2,072	**Marblehead**	3
4	Steel	1 mil. m	259 3	55 4	14 6	3,990	**Amphitrite**	4
5	Steel	1 mil. m	252 0	50 0	12 6	3,225	**Cheyenne**	5
6	Steel	1 mil. m	252 0	50 0	12 6	3,225	**Ozark**	6
7	Steel	1 signal pole	160 0	16 1	5 0	142	**Foote**	7
8	Steel	1 signal pole	99 3	12 9	4 3	65	**Mackenzie**	8
9	Steel	1 signal pole	160 0	16 1	5 0	142	**Rodgers**	9
10	Steel		149 4	17 6	5 10	150	**Somers**	10
11	Steel	Schooner	192 10	30 1½	11 6	1,030	**Isla de Luson**	11
12	Steel	Schooner	204 0	32 1½	12 0	1,177	**Machias**	12
13	Composite	Schooner	174 0	35 0	12 3	1,085	**Dubuque**	13
14	Composite	Schooner	174 0	34 0	12 0	990	**Marietta**	14
15	Steel	Schooner	230 0	36 0	14 0	1,710	**Concord**	15
16	Iron	Schooner	210 0	32 0	12 6	1,130	**Don Juan de Austria.**	16
17	Steel	Schooner	110 0	15 6	5 4	100	**Sandoval**	17
18	Steel	Schooner	120 0	20 0	8 0	192	**Aileen**	18

[1] Special 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	**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.	1
2	**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.	2
3	**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.	3
4	**Amphitrite**	10.50	271	4 10″ 30 cal. B. L. R.; 2 4″ 40 cal. R. F.; 2 3-pdr. R. F	4
5	**Cheyenne**	11.80	[1] 129	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F	5
6	**Ozark**	12.03	344	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F	6
7	**Foote**	24.53	44	2 18″ Whitehead long torpedo tubes; 3 1-pdr. R. F	7
8	**Mackenzie**	20.11	[2] 15	2 18″ Whitehead torpedo tubes; 1 1-pdr. R. F	8
9	**Rodgers**	24.49	44	3 18″ Whitehead long torpedo tubes; 3 1-pdr. R. F	9
10	**Somers**	17.50	37		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	**Marietta**	13.02	229	6 4″ 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F	14
15	**Concord**	16.80	354	3 6″ 30 cal. R. F.; 1 4″ 40 cal. R. F.; 4 3-pdr. R. F	15
16	**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.	16
17	**Sandoval**	[2] 8.00	16	2 3-pdr. R. F.; 1 1-pdr. R. F	17
18	**Aileen**	14.00	45	1 3-pdr. R. F.; 2 1-pdr. R. F	18

[1] And 60,816 gallons of oil fuel. [2] Estimated.

NAVAL MILITIAS—Continued.

	Where assigned.	When assigned.	Name.	
1	Massachusetts	June 16, 1910	Chicago	1
2	Oregon	June 17, 1911	Boston	2
3	California	Dec. 17, 1909	Marblehead	3
4	Louisiana	May 26, 1912	Amphitrite	4
5	Washington	June 10, 1910	Cheyenne	5
6	District of Columbia	June 10, 1910	Ozark	6
7	North Carolina	July 8, 1911	Foote	7
8	Florida	May 7, 1912	Mackenzie	8
9	Massachusetts	May 14, 1910	Rodgers	9
10	Maryland	Feb. 24, 1909	Somers	10
11	Missouri	April 26, 1912	Isla de Luzon	11
12	Connecticut	Dec. 6, 1907	Machias	12
13	Illinois	July 15, 1911	Dubuque	13
14	New Jersey	May 27, 1912	Marietta	14
15	Washington	June 15, 1911	Concord	15
16	Michigan	July 3, 1907	Don Juan de Austria.	16
17	New York	Dec. 7, 1906	Sandoval	17
18	Rhode Island	June 15, 1910	Aileen	18

VESSELS ASSIGNED TO

	Name.	Type.	Built.			
			When.	Where.	By whom.	
19	**Dorothea**.....	Converted yacht	1897	Philadelphia, Pa.....	Wm. Cramp & Sons.....	19
20	**Elfrida**.....	Converted yacht	1899	Wilmington, Del.....	Harlan & Hollingsworth..	20
21	**Gloucester**.....	Converted yacht	1891	Philadelphia, Pa.....	Neafie & Levy.....	21
22	**Hawk**.....	Converted yacht	1891	Paisley, Scotland.....	Fleming & Ferguson.....	22
23	**Huntress**.....	Converted yacht	1895	Nyack-on-Hudson, N. Y.	Chas. L. Seabury & Co....	23
24	**Stranger**.....	Converted yacht	1880	Philadelphia, Pa.....	Wm. Cramp & Sons.....	24
25	**Sylvia**.....	Converted yacht	1882	Glasgow, Scotland....	A. Stephen & Sons.....	25
26	**Vixen**.....	Converted yacht	1896	Elizabethport, N. J....	Lewis Nixon.....	26
27	**Wasp**.....	Converted yacht	1898	Philadelphia, Pa.....	Wm. Cramp & Sons.....	27
28	**Essex**.....	Steam vessel....	1874–1876	Kittery and Boston...	United States and Donald Mackay.	28
29	**Gopher**.....	Steam vessel....	1871	New York, N. Y.....	Delamater & Stack.....	29
30	**Wolverine**.....	Steam vessel....	1842–1844	Erie, Pa.....	Stackhouse & Tomlinson, Pittsburgh, Pa.	30
31	**Yantic**.....	Steam vessel....	1864	Philadelphia, Pa.....	United States.....	31
32	**Granite State.**	Sailing vessel....	1818	Kittery, Me.....	United States.....	32

NAVAL MILITIAS—Continued.

	Material.	Rig.	Length.	Breadth.	Mean draft.	Displacement.	Name.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*		
19	Steel	Schooner	182 4	23 5	11 5	594	**Dorothea**	19
20	Steel	Schooner	101 6	18 0½	7 9	164	**Elfrida**	20
21	Steel	Schooner	204 0	27 2	12 0	786	**Gloucester**	21
22	Steel	1 mast	145 0	22 0	11 6	375	**Hawk**	22
23	Composite	Schooner	97 0	16 0	7 3	82	**Huntress**	23
24	Iron	Schooner	164 7	23 7	9 3	369	**Stranger**	24
25	Iron	Schooner	130 0	18 6	10 0	302	**Sylvia**	25
26	Steel	Schooner	182 3	28 0	12 8	806	**Vixen**	26
27	Steel	Schooner	180 0	23 0	12 0	630	**Wasp**	27
28	Wood	Bark	185 0	35 0	14 3	1,375	**Essex**	28
29	Wood	Schooner	160 0	28 0	11 9	840	**Gopher**	29
30	Iron	Schooner	164 11	27 0	9 0	685	**Wolverine**	30
31	Wood	Bark	180 0	30 0	12 2	900	**Yantic**	31
32	Wood	Housed over	196 3	53 0	25 6	4,150	**Granite State**	32

VESSELS ASSIGNED TO

	Name.	Speed.	Bunker capacity, 43 cubic feet to ton.	Batteries.	
		Knots.	*Tons.*		
19	**Dorothea**	[1] 14.00	78	2 3-pdr. R. F	19
20	**Elfrida**	10.50	23	1 6-pdr. R. F	20
21	**Gloucester**	17.00	120	2 3-pdr. R. F.; 4 1-pdr. R. F	21
22	**Hawk**	14.50	70	1 3-pdr. R. F	22
23	**Huntress**	14.00	17	2 3-pdr. R. F	23
24	**Stranger**	14.00	50	2 3-pdr. R. F	24
25	**Sylvia**	9.00	60	1 3-pdr. R. F.; 3 1-pdr. R. F	25
26	**Vixen**	16.00	190	4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F.	26
27	**Wasp**	[1] 16.50	79	2 3-pdr. R. F	27
28	**Essex**	10.50	155	2 6-pdr. R. F.; 2 1-pdr. R. F	28
29	**Gopher**	9.00	80		29
30	**Wolverine**	10.50	115	6 6-pdr. R. F.; 2 1-pdr. R. F	30
31	**Yantic**	8.30	130		31
32	**Granite State**			1 4" 40 cal. R. F	32

[1] Estimated.

NAVAL MILITIAS—Concluded.

	Where assigned.	When assigned.	Name.	
19	Ohio	July 14, 1909	**Dorothea**	19
20	North Carolina	July 26, 1909	**Elfrida**	20
21	New York	Feb. 24, 1909	**Gloucester**	21
22	New York	Aug. 28, 1909	**Hawk**	22
23	Missouri	July 17, 1907	**Huntress**	23
24	Louisiana	Nov. 16, 1898	**Stranger**	24
25	Pennsylvania	Dec. 6, 1907	**Sylvia**	25
26	New Jersey	Dec. 6, 1907	**Vixen**	26
27	New York	Feb. 6, 1908	**Wasp**	27
28	Ohio	May 9, 1904	**Essex**	28
29	Minnesota	May 25, 1905	**Gopher**	29
30	Pennsylvania	June 15, 1911	**Wolverine**	30
31	Michigan	July 2, 1897	**Yantic**	31
32	New York		**Granite State.**	32

COAL BARGES.

Registered No.	Length.	Breadth.	Present Location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
1[1]	215 3	33 2	Guantanamo, Cuba	Baltimore, Md., purchased 1898.	Steel.
6	105 0	25 0	Guantanamo, Cuba	Milton, Fla., purchased 1898.	Wood, sheathed.
23[2]	105 0	31 6	Guantanamo, Cuba	Navy yard, Pensacola, Fla., 1901.	Wood, sheathed, with house.
24[3]	105 0	31 6	Guantanamo, Cuba	Navy yard, Pensacola, Fla., 1901.	Wood, sheathed, with house.
30[4]	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.
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	Boston	Bangor, Me., 1902.	Wood, sheathed, with house.
50	86 2	29 2	Boston	Bangor, Me., 1902.	Wood, sheathed, with house.
51	86 2	29 2	Boston	Bangor, Me., 1902.	Wood, sheathed, with house.
52	86 2	29 2	Boston	Bangor, Me., 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.
57[5]	86 2	29 2	Guantanamo, Cuba	Navy yard, Pensacola, Fla., 1902.	Wood, sheathed, with house.
59	86 2	29 2	Guantanamo, Cuba	Navy yard, Pensacola, Fla., 1902.	Wood, sheathed, with house.
60	86 2	29 2	Guantanamo, Cuba	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.

[1] Assigned to Cape Cruz Casilda survey expedition.
[2] Fitted for dredging.
[3] Fitted for coal handling.
[4] Turned over to Marine Corps.
[5] Fitted with cargo derrick.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
67.....	86 2	29 2	Annapolis, Md.....	Navy yard, Norfolk, Va., 1902...	Wood, sheathed, with house.
69.....	108 0	22 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1904...	Steel.
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.
77.....	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.
83.....	86 2	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.
87.....	86 2	29 2	Key West, 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.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
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.
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.
111.....	86 2	29 2	Guantanamo, Cuba...	Navy yard, Pensacola, Fla., 1904.	Wood, sheathed, with flash-boards.
112.....	86 2	29 2	Guantanamo, Cuba...	Navy yard, Pensacola, Fla., 1904.	Wood, sheathed, with flash-boards.
113.....	86 2	29 2	Guantanamo, Cuba...	Navy yard, Pensacola, Fla., 1904.	Wood, sheathed, with flash-boards.
114.....	86 2	29 2	Key West, Fla.....	Navy yard, Pensacola, Fla., 1904.	Wood, sheathed, with flash-boards.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
116.....	45 0	20 0	Island of Guam.....	Navy yard, Mare Island, Cal., 1905.	Wood, sheathed, with flash-boards.
117.....	45 0	20 0	Island of Guam.....	Navy yard, Mare Island, Cal., 1905.	Wood, sheathed, with flash-boards.
118.....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with flash-beards.
119.....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with flash-boards.
120.....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with flash-boards.
121.....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with flash-boards.
122.....	86 2	29 2	Guantanamo, Cuba...	Navy yard, Pensacola, Fla.,1904.	Wood, sheathed, with house.
123[1]...	86 2	29 2	Guantanamo, Cuba...	Navy yard, Pensacola, Fla., 1904.	Wood, sheathed, with house.
124.....	86 2	29 2	Annapolis, Md.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with house.
125.....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with flash-boards.
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	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
130.....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
131.....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
132.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.

[1] Fitted as house boat for surveying.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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	Pichilinque Bay.....	Navy yard, Mare Island, 1907...	Wood, sheathed, with flash-boards.
141.....	60 0	20 0	Pichilinque Bay.....	Navy yard, Mare Island, 1907...	Wood, sheathed, with flash-boards.
142.....	60 0	20 0	Pichilinque Bay.....	Navy yard, Mare Island, 1907...	Wood, sheathed-with flash boards.
143.....	60 0	20 0	Pichilinque 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.
151.....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
152.....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
153.....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
154.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.

[1] Dredger frame, 10 H. P.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
159.....	110 0	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	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
163.....	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
164.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
165.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
166.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
167.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
168.....	110 0	30 0	Navy yard, New York.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
169.....	110 0	30 0	Navy yard, New York.	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.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
175....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
176....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
177....	110 0	30 0	Naval station, Olongapo, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
178....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
179....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
180....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
181....	110 0	30 0	Naval station, Olongapo, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
182....	110 0	30 0	Naval station, Olongapo, P. I.	Navy yard, New York, 1908....	Wood, sheathed, with flash-boards.
183....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
184....	110 0	30 0	Naval station, Cavite, P. I.	Navy yard, New York, 1908.....	Wood, sheathed, with flash-boards.
185....	110 0	30 0	Naval station, Olongapo, P. I.	Navy yard, NewYork, 1908.....	Wood, sheathed, with flash-boards.
186....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
187....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
188	110 0	30 0	Mare Island, Cal.	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
189	110 0	30 0	Mare Island, Cal.	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
190	110 0	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.
198	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
199	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
200	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
201	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
202	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
203	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
204	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
205	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
206[1]	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.
207	110 0	30 0	Guantanamo, Cuba...	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flash-boards.

[1] Fitted for dredging.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
208....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
209....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
210....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
211....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
212....	110 0	30 0	N rfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
213....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
214....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1908...	Wood, sheathed, with flash-boards.
215....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
216....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
217....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
218....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
219....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
220....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
221....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
222....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
223....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in	*Ft. in.*			
224....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
225....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
226....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flash-boards.
227....	60 0	20 0	Narragansett Bay.....	Navy yard, Boston, Mass., 1908..	Wood, sheathed, with flash-boards.
229....	60 0	20 0	Narragansett Bay.....	Navy yard, Boston, Mass., 1908..	Wood, sheathed, with flash-boards.
230....	60 0	20 0	Boston, Mass.....	Navy yard, Boston, Mass., 1908..	Wood, sheathed, with flash-boards.
231....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1909.	Wood, sheathed with flash-boards.
232....	110 0	30 0	Key West, Fla.....	Navy yard, Pensacola, Fla., 1909.	Wood, sheathed with flash-boards.
233....	110 0	30 0	Guantanamo, Cuba...	Navy yard, Pensacola, Fla., 1909.	Wood, sheathed with flash-boards.
234....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1909.	Wood, sheathed with flash-boards.
235....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1909.	Wood, sheathed, with flash-boards.
236....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1909.	Wood, sheathed, with flash-boards.
237....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1909.	Wood, sheathed, with flash-boards.
238....	110 0	30 0	Cavite, P. I.....	Naval station, Cavite, P. I., 1910.	Wood, sheathed, with flash-boards.
239....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.
240....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
241....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.
242....	110 0	30 0	Tiburon, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.
243....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.
244....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.
245....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed, with flash-boards.
246....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1912.	Wood, sheathed, with flash-boards.
249....	110 0	30 0	Portsmouth, N. H....	Navy yard, Portsmouth, N. H., 1912.	Wood, sheathed, with flash-boards.
250....	110 0	30 0	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.), 1911.	Wood, sheathed, with flash-boards.
252....	110 0	30 0	Honolulu, Hawaii.....	Inter Island Steam Nav. Co. (Ltd.), 1911.	Wood, sheathed, with flash-boards.
253....	110 0	30 0	Honolulu, Hawaii.....	Inter Island Steam Nav. Co. (Ltd.), 1911.	Wood, sheathed, with flash-boards.
254....	110 0	30 0	Honolulu, Hawaii.....	Inter Island Steam Nav. Co. (Ltd.), 1911.	Wood, sheathed, with flash-boards.
255....	110 0	34 0	Norfolk, Va.....	Maryland Steel Co., Sparrow Point, Md., 1911.	Steel, with flash-boards.
256....	110 0	34 0	Norfolk, Va.....	Maryland Steel Co., Sparrow Point, Md., 1911.	Steel, with flash-boards.
257....	110 0	34 0	Norfolk, Va.....	Maryland Steel Co., Sparrow Point, Md., 1911.	Steel, with flash-boards.
258....	110 0	34 0	Norfolk, Va.....	Maryland Steel Co., Sparrow Point, Md., 1911.	Steel, with flash-boards.
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.

COAL BARGES—Concluded.

Registered No.	Length.	Breadth.	Present Location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
261....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flashboards.
262....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flashboards.
263....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flashboards.
264....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flashboards.
265....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flashboards.
266....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flashboards.

ASH LIGHTERS.

6.....	35 5	10 5	Guantanamo, Cuba...	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.
13.....	50 0	20 0	Narragansett Bay.....	Navy yard, Boston, Mass., 1905..	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.
21.....	60 0	20 0	Cavite, P. I.....	Naval station, Cavite, P. I., 1908.	Wood, sheathed.
22.....	36 0	15 0	Naval Academy, Annapolis, Md.	Navy yard, Norfolk, 1908.....	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.

ASH LIGHTERS—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
33.....	36 0	15 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1910...	Wood, sheathed.
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.
40.....	36 0	15 0	Philadelphia, Pa.....	Navy yard, Philadelphia, Pa., 1912	Wood.
41.....	36 0	15 0	Philadelphia, Pa.....	Navy yard, Philadelphia, Pa., 1912	Wood.

WATER BARGES.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
1.....	125 0	30 4	Guantanamo, Cuba...	New York, N. Y., purchased 1898.	Steel.
2.....	170 0	33 0	Guantanamo, Cuba...	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	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	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	Annapolis, Md.....	Navy yard, Norfolk, Va., 1899...	Steel, 5-ton derrick.
22.....	112 0	30 0	Boston, Mass.....	Navy yard, New York, N. Y., 1910.	Steel, self-propelled.

AMMUNITION LIGHTERS.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
1.....	61 0	21 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1899.	Steel.
2.....	61 0	21 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1899.	Steel.
3.....	61 0	21 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1901.	Steel.
4.....	61 0	21 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1901.	Steel.
6.....	100 7⅞	30 1⅜	Washington, D. C.....	Navy yard, Norfolk, Va., 1902...	Steel.
7.....	90 0	25 4	Olongapo, P. I.....	Naval station, Cavite, P. I., 1902.	Steel, with mast and steam hoisting gear.
8.....	110 0	28 6	Olongapo, P. I.....	Naval station, Cavite, P. I., 1907.	Steel, self-propelled.
9.....	100 7⅞	30 1⅜	Washington, D. C.....	Navy yard, Norfolk, Va., 1904..	Steel.
10.....	86 2	29 2	Philadelphia, Pa.....	Navy yard, Philadelphia, Pa., 1904.	Wood, with deck house.
11.....	122 0	30 0	New York.....	Navy yard, New York, N. Y., 1905.	Steel, with mast and steam hoisting gear.
12.....	100 7⅞	30 1⅜	Washington, D. C.....	Navy yard, Norfolk, Va., 1907...	Steel.
13.....	128 0½	31 6⅜	Washington, D. C.....	Fore River Shipbuilding Co., Quincy, Mass., 1909.	Steel.
14.....	100 6	30 0	Washington, D. C.....	Ash Lighter No. 18, converted; navy yard, Norfolk, Va., 1909.	Steel.
15.....	90 0	28 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1910.	Wood, sheathed.
16.....	90 0	28 0	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	New York.....	Navy yard, New York, N. Y., 1901.	Wood.
19.....	86 2	29 2	New York.....	Navy yard, New York, N. Y., 1901.	Wood, steam hoisting gear in small house.

AMMUNITION LIGHTERS—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
20	86 2	29 2	New York	Navy yard, New York. N. Y., 1903.	Wood.
21	90 0	31 6	Washington, D. C.	Pusey & Jones, 1900	Steel.
22	54 6	17 6	Norfolk, Va	Unknown	Steel.
23	107 0	31 9	Naval magazine, Hingham, Mass.	Navy yard, Boston, Mass., 1911	Wood.
24	128 0½	30 0	Washington, D. C.	Newport News Shipbuilding & Dry Dock Co., 1912.	Steel.

FREIGHT LIGHTERS.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
1.....	83 0	30 6	New York.....	Purchased Perth Amboy, N. J., 1898.	Wood, covered.
2.....	80 0	28 0	New York.....	Navy yard, New York, 1898.....	Steel.
4.....	62 9	18 9	Cavite, P. I.....	Captured with naval station, Cavite, P. I., 1898.	Wood, coppered; converted from casco No. 7, 1907.
5.....	85 9	18 0	Cavite, P. I.....	Captured with naval station, Cavite, P. I., 1898.	Wood, coppered; converted from casco No. 16, 1907.
6.....	80 5	18 0	Cavite, P. I	Naval station, Cavite, P. I., 1899.	Wood, coppered; converted from casco No. 22.
7.....	96 0	32 0	New York.....	Navy yard, New York, 1901.....	Wood.
8.....	86 2	29 4	Norfolk, Va.....	Navy yard, Norfolk, Va., 1902 ..	Wood, with deck house.
9.....	40 6	20 3	Philadelphia, Pa.....	Navy yard, Philadelphia, Pa., 1902.	Wood, with deck house.
10.....	50 0	30 0	Annapolis, Md.....	Navy yard, Norfolk, Va., 1903...	Wood, sheathed.
11.....	50 0	30 0	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	New Orleans.....	Naval station, New Orleans, 1906.	Wood.
17.....	101 7	25 5	Cavite, P. I.....	Hongkong, 1906.....	Wood, sheathed, with house (lorcha).
20.....	60 0	20 0	Cavite, P. I.....	Naval station, Cavite, P. I., 1907.	Wood, sheathed.
21.....	60 0	20 0	Cavite, P. I.....	Naval station, Cavite, P. I., 1907.	Wood, sheathed.
22.....	60 0	19 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1908.	Wood, sheathed.
23.....	60 0	19 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1908.	Wood, sheathed.

FREIGHT LIGHTERS—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
24.....	60 0	20 0	Cavite, P. I.....	Naval station, Cavite, P. I., 1908.	Wood, sheathed.
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	Cavite, P. I.....	Naval station, Cavite, P. I., 1910.	Wood, coppered; 10-ton steam derrick.
29.....	60 2	15 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed; sampan lighter.
30.....	60 2	15 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood, sheathed; sampan lighter.
31.....	36 0	15 0	Annapolis, Md.....	Navy yard, Norfolk, Va., 1911...	Wood, galvanized sheet steel sheathing.
32.....	36 0	15 0	Annapolis, Md.....	Navy yard, Norfolk, Va., 1911...	Wood, galvanized sheet steel sheathing.
34.....	50 0	20 0	Olongapo, P. I.....	Naval station, Cavite, P. I., 1908.	Wood, sheathed; converted from ash lighter No. 20.
35.....	50 0	20 0	Olongapo, P. I.....	Naval station, Cavite, P. I., 1908.	Wood, coppered.
36.....	50 0	20 0	Olongapo, P. I.....	J. G. White & Co.....	Wood, coppered.
37.....	50 0	20 0	Olongapo, P. I.....	Naval station, Cavite, P. I.....	Wood, coppered.
38.....	101 7	25 5	Cavite, P. I.....	Hongkong, 1906.....	Wood, sheathed, with house (lorcha).

FLOATING DERRICKS.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
1.....	66 6	60 8	New York, N. Y.....	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886.	Steel, revolving pontoon, 75 tons capacity.
2.....	57 5	22 1	Boston, Mass.....	Navy yard, Boston, Mass., 1892.	Wood, 5-ton derrick scow.
3.....	95 6	33 0	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	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1900.	Wood, steam derrick scow.
5.....	62 1½	36 0	Philadelphia, Pa.....	Navy yard, Philadelphia, Pa., 1900.	Wood, 20-ton steam derrick.
6.....	50 0	24 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1900.	Wood, 8½ tons, hand power.
7.....	67 11½	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1903...	Steel, 10-ton steam revolving derrick.
8.....	132 0	44 0	Norfolk, Va.....	Snare & Triest Co., New York, N. Y., 1903.	Wood, 120 tons.
9.....	63 6	35 0	Portsmouth, N. H....	Snare & Triest Co., Kennebunk, Me., 1903.	Wood, sheathed, 20 tons.
10.....	61 3	31 4	Annapolis, Md.....	Navy yard, Norfolk, Va., 1897...	Wood, sheathed, 15 tons.
11.....	100 0	60 0	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, 100 tons.
12.....	55 0	26 0	Annapolis, Md.....	Navy yard, Norfolk, Va., 1903...	Wood, sheathed, torpedo barge, 5 tons.
13.....	70 8	40 0	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	Cavite, P. I.....	Naval station, Cavite, P. I., 1906.	Wood, sheathed, shear float, 3 tons.
16.....	80 0	40 0	Olongapo, P. I.....	Naval station, Olongapo, P. I., 1908.	Wood, sheathed, 20 tons.
17.....	69 7	31 5	Key West, 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.
19.....	45 0	18 0	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.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
1.....	68 0	30 0	Boston, Mass.....	Navy yard, Boston, Mass., 1904.	Steel, 10-ton steam floating revolving derrick.
2.....	113 7	37 7	Guantanamo, Cuba...	Navy yard, New York, N. Y., 1905.	Steel, 10-ton steam floating revolving derrick.
3.....	50 0	24 0	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.

1.....	70 0	24 0	Navy yard, New York, N. Y.	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.
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.
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	Annapolis, Md.....	Navy yard, Norfolk, Va..1911...	Wood, sheathed.
15.....	40 0	20 0	Naval station, Hawaii.	Unknown.....	Wood, coppered.

DREDGES.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.

1.....	30 0	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.
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.
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.
	Ft. in.	*Ft. in.*			
Alida	76 0	18 0	Melville Station, R. I.	Pusey & Jones Co., Wilmington, Del., 1905.	Steel.
Balanga	69 0	13 0	Cavite, P. I.	Captured with navy yard, 1898.	Composite, coppered.
Banaag	96 0	16 0	Olongapo, P. I.	Hongkong Whompoa Dock Co., 1910.	Composite, coppered.
Barcelo	69 10	12 8	Cavite, P. I.	Captured with navy yard, 1898.	Composite, coppered.
Christine	86 6	13 0	Cavite, P. I.	Hongkong Whompoa Dock Co., 1902.	Composite, coppered.
Iona	53 6	10 3	Cavite, P. I.	Captured with navy yard, 1898.	Composite, coppered.
Magdalen, working launch No. 687.	65 0	12 5	Olongapo, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Mercedes	53 6	9 2	Cavite, P. I.	Captured with navy yard, 1898.	Wood, coppered.
Rivera, working launch No. 685.	65 0	12 5	Olongapo, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Urdaneta	69 3	12 7	Olongapo, P. I.	Sold to Navy by Army	Iron; condemned for sea service.
Working launch No. 681.	65 0	12 5	Olongapo, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Working launch No. 682.	65 0	13 0	Cavite, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Working launch No. 683.	65 0	12 5	Olongapo, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Working launch No. 684.	65 0	13 0	Cavite, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Working launch No. 686.	65 0	13 0	Cavite, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.

FERRY BOATS.

Wave	80 0	24 0	Naval torpedo station, Newport, R. I.	Herreshoff Manufacturing Co., 1907.	Steel.
Inca	100 0	28 0	Naval training station, Newport, 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.
	Ft. in.	*Ft. in.*			
Breaker	50 0	10 0	Second naval district, Newport, R. I.	Navy yard, Portsmouth, N. H., 1901.	Wood.
Castro	75 4	18 3½	Naval training station, Yerba Buena.	Navy yard, Mare Island, 1904.	Steel.
Courier	56 8	13 0	Charleston, S. C.	Navy yard, Norfolk, Va., 1897.	Wood.
Daisy	64 6	14 9	Norfolk, Va.	Navy yard, Norfolk, Va., 1885.	Wood, sheathed.
Dart	71 10	16 7	Mare Island, Cal.	Navy yard, Mare Island, 1900.	Steel.
Despatch	66 6	13 6	Naval training station, Newport, R. I.	Navy yard, Portsmouth, 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	Charleston, S. C.	Navy yard, Portsmouth, N. H., 1906.	Composite.
Navy yard	80 0	17 0½	Norfolk, Va.	Navy yard, Norfolk, Va., 1901.	Composite.
Pinafore	45 0	12 3	Mare Island, Cal.	Navy yard, Mare Island, 1902.	Wood, sheathed.
No. 132	64 0	16 0	Portsmouth, N. H.	Navy yard, Portsmouth, N. H., 1890.	Wood, sheathed.
No. 1048	77 1½	19 6	Building, navy yard, Portsmouth, N. H.	Navy yard, Portsmouth, N. H., 1910.	Composite.
Talbot	99 6	12 6	Naval proving ground, Indian Head, Md.	Herreshoff Manufacturing Co., Bristol, R. I.	Steel.

FUEL-OIL BARGES.

1	87 0	27 0	Puget Sound, Wash.	Navy yard, Puget Sound, 1909.	Steel.
2	165 9	25 0	Norfolk, Va.	Maryland Steel Co., 1912.	Steel, self-propelled.
3	165 9	25 0	Norfolk, Va.	Maryland Steel Co., 1912.	Steel, self-propelled.
4	165 9	25 0	Puget Sound, Wash.	Navy yard, Puget Sound, 1912.	Steel.

MISCELLANEOUS CRAFT.

Number or name.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
No. 1069	60 0	10 0	New York	New York, 1911	Wood. Commandant's barge.
Vidette	56 0	9 4	Norfolk, Va	Cowes, Isle of Wight, England.	Wood, sheathed, commandant's barge.
Leslie	75 0	18 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1902.	Wood, sheathed. Fire boat.
Robert Center.	66 0	12 4½	Annapolis, Md	Unknown	Wood. Sloop.
Argo	57 0	16 3	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.
Anchor hoy	24 0	10 4	Dry Tortugas	Key West, Fla., 1898	Wood. Sheathed.
Anchor hoy No. 2.	81 0	30 0	New York	Navy yard, New York, N. Y., 1904.	Wood, with deck-house over hoisting machinery.
Float	51 0	31 0	Annapolis, Md		Wood, sheathed.
Power float No. 23.	81 0	18 2	Cavite, P. I	Naval station, Cavite, P. I., 1906.	Wood, sheathed.
Power float No. 24.	60 0	20 0	Cavite, P. I	Naval station, Cavite, P. I., 1908.	Wood, sheathed.
Pitch lighter	30 0	10 0	Puget Sound, Wash	Navy yard, Puget Sound.	Wood, with house.
Farm scow No. 1.	75 6	36 6	Annapolis, Md	Navy yard, Norfolk	Wood, sheathed.
Farm scow No. 2.	75 6	36 6	Annapolis, Md	Navy yard, Norfolk	Wood, sheathed.
Farm scow No. 3.	50 0	20 0	Annapolis, Md	Navy yard, Norfolk, 1911.	Wood, sheathed.
Sand scow	30 10	18 9	Annapolis, Md	Unknown	Wood, sheathed.
Heating scow No. 1.	55 4	13 6	New York	Navy yard, New York, 1905.	Steel.
Heating scow No. 2.	55 4	13 7½	New York	Navy yard, New York, 1910.	Steel.
Heating scow No. 3.	55 4	13 6	New York	Navy yard, New York, 1893.	Steel.
Torpedo testing barge.	127 0	48 0	Building, Staten Island S. B. Co.	Staten Island S. B. Co., 1912.	Steel hull, wood house.

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

Fit for service, including those under repair.

Type.	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		Tons.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*
First-class battleships	16	198,250	22	292,146	25	334,146	25	334,146	29	406,146	29	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 ship, 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

* Reprint of the 1911 edition. Classification changes in the 1912 edition.

[1] Excepting Locust.
[2] Excepting Justin.

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

Fit for service, including those under repair.

Type.	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		Tons.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*
Transports and supply ships	11	53,247	10	50,571	9	50,084	8	44,384	8	44,384	8	44,384
Hospital ships	1	3,300	1	3,300	1	3,300	2	9,000	2	9,000	2	9,000
Receiving ships	4	18,995	5	21,250	5	21,250	4	18,995	4	18,995	5	23,408
Prison ships	2	[1] 4,850	2	[1] 4,850	2	[1] 4,850	3	[1] 7,105	3	[2] 4,005	3	[2] 4,005
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.
		Tons.		*Tons.*		*Tons.*		*Tons.*		*Tons.*		*Tons.*
First-class battleships	9	135,896	5	74,000	4	72,000	6	115,650	4	95,650	6	149,650
Armored cruisers	6	85,360	4	56,360	1	14,500	....	.....	....	.....	....	.....
First-class cruisers	2	19,400	....	.....	....	.....	....	.....	....	.....	....	.....
Scout cruisers	3	11,250	3	11,250	1	3,750	....	.....	....	.....	....	.....
Training ships, steel	2	3,600	....	.....	....	.....	....	.....	....	.....	....	.....
Torpedo-boat destroyers	....	.....	....	.....	5	3,500	20	14,630	15	11,130	9	6,678
Submarine torpedo boats	4	784	4	784	7	2,103	16	5,890	10	4,124	17	7,732
Tugs	....	.....	2	1,510	2	1,510	1	755	....	.....	....	.....
Colliers	....	.....	2	25,170	2	25,170	6	78,220	2	38,735	2	38,735
Total	26	256,290	20	169,074	22	122,533	49	215,145	31	149,639	34	202,795

[1] Includes Southery.

[2] Excepting Southery.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY JULY 1, 1912.

(Including those authorized by act of Congress approved Aug. 22, 1912.)

Type.	Fit for service, including those under repair.		Under construction.		Authorized.		Total.	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		Tons.		*Tons.*		*Tons.*		*Tons.*
Battleships, first line	12	205,650	6	161,000	1	[1, 2] 31,400	19	398,050
Battleships, second line	19	244,146					19	244,146
Armored cruisers	10	140,080					10	140,080
Cruisers, first class	5	46,465					5	46,465
Cruisers, second class	6	33,561					6	33,561
Cruisers, third class	15	48,748					15	48,748
Monitors	10	39,004					10	39,004
Destroyers	39	23,551	11	10,496	6	6,321	56	40,368
Torpedo boats	28	4,821					28	4,821
Submarines	22	5,229	17	8,268	8	[1, 2] 4,160	47	17,657
Tenders to torpedo vessels	7	20,661	1	1,408	2	[1, 2] 9,900	10	31,969
Gunboats	27	25,078			3	1,805	30	26,883
Transports	5	26,595					5	26,595
Supply ships	4	25,400					4	25,400
Hospital ships	2	9,000					2	9,000
Fuel ships	19	155,663	5	95,624	2	29,000	26	[3] 280,287
Converted yachts	17	9,634					17	9,634
Tugs	44	15,884	2	2,240			46	18,124
Special type	6	26,335					6	26,335
Unserviceable for war purposes	26	59,421					26	59,421
Total	323	1,164,926	42	279,036	22	82,586	387	1,526,548

[1] Approximately. [2] Design being prepared. [3] Excepting the Justin.

INDEX.