NAVY DEPARTMENT

SHIPS' DATA

U. S. NAVAL VESSELS

JANUARY 1, 1914

WASHINGTON
GOVERNMENT PRINTING OFFICE
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ABBREVIATIONS.

Engines:

Vert. 3-exp. (2)=Vertical triple expansion, two screws.
Hor. comp. (1)=Horizontal compound, single screw.
Incl. comp. (2)=Inclined compound, two screws.
Turb.=Turbines.

Boilers:

S. E.=Single-ended, cylindrical.
D. E.=Double-ended, cylindrical.
S. W.=Straight-away cylindrical.
B. & W.=Babcock & Wilcox.

Batteries:

B. L. R.=Breech-loading rifle.
R. F.=Rapid-fire gun.
S. A.=Semi-automatic.
Cal.=Caliber.
Subm.=Submerged.

Miscellaneous:

Kw.=Kilowatts.
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, Jan. 1, 1914.	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.	Atlantic Fleet	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	**Michigan (27)**[6]	New York S. B. Co., Camden, N. J.	Atlantic Fleet	450 0	80 2½	24 6	[3] 16,000	64.20	4
5	**Nevada (36)**	Fore River S. & E. Co., Quincy, Mass.	Building, 52.6% complete.	[5] 575 0	95 2½	28 6	[4] 27,500	93.25	5
6	**New York (34)**[2]	Navy Yard, New York.	Building, 95.2% complete.	[5] 565 0	95 2½	28 6	[4] 27,000	91.80	6
7	**North Dakota (29)**.	Fore River S. B. Co., Quincy, Mass.	Atlantic Fleet	510 0	85 2½	26 11	[3] 20,000	71.70	7
8	**Oklahoma (37)**	New York S. B. Co., Camden, N.J.	Building, 56.3% complete.	[5] 575 0	95 2½	28 6	[4] 27,500	93.25	8
9	**Pennsylvania (38)**.[2]	Newport News S. B. Co., Newport News, Va.	Building, 14.4% complete.	[5] 600 0	97 0½	28 10	[4] 31,400	101.50	9
10	**South Carolina (26)**.[6]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	450 0	80 2½	24 6	[3] 16,000	64.20	10
11	**Texas (35)**[2]	Newport News S. B. Co., Newport News, Va.	Building, 98.1% complete.	[5] 565 0	95 2½	28 6	[4] 27,000	91.80	11
12	**Utah (31)**[2]	New York S. B. Co., Camden, N.J.	Atlantic Fleet	510 0	88 2½	28 6	[4] 21,825	74.00	12
13	**Wyoming (32)**[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	554 0	93 2½	28 6	[4] 26,000	88.50	13
14	**Number 39**	Navy Yard, New York.	Building, 3.2% complete.	[5] 600 0	97 0½	28 10	[4] 31,400	101.50	14
	Total normal displacement						339,450		

[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.
[6] To be transferred to the second line on Mar. 3, 1915.

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	[2] 2,691	**Arkansas (3)**..	1
2	518 9	[3] 22,060	21.56	20,099	[3] 2,668	**Delaware (28)**..	2
3	521 6	23,033	22.08	21,240	[1 2] 2,500	**Florida (30)**....	3
4	452 9	17,617	18.79	16,064	2,380	**Michigan (27)**...	4
5	583 0	28,400	[1] 20.50	[1] 27,500	[1 4] 598,400 [5] (2,000)	**Nevada (36)**....	5
6	573 0	28,367	[1] 21.00	[1] 27,000	[1 2] 2,850	**New York (34)** .	6
7	518 9	[3] 22,060	21.01	20,020	[3] 2,676	**North Dakota (29).**	7
8	583 0	28,400	[1] 20.50	[1] 27,500	[1 4] 598,400 [5] (2,000)	**Oklahoma (37)**..	8
9	608 0	32,567	[1] 21.00	[1] 31,400	[1 4] 694,830 [5] (2,322)	**Pennsylvania (38).**	9
10	452 9	17,617	18.86	16,136	[1] 2,200	**South Carolina (26).**	10
11	573 0	28,367	21.05	26,250	[2] 2,892	**Texas (35)**.....	11
12	521 6	23,033	21.04	21,282	[2] 2,520	**Utah (31)**.....	12
13	562 0	27,243	21.22	25,085	[2] 2,641	**Wyoming (32)**..	13
14	608 0	32,567	[1] 21.0	[1] 31,400	[1 4] 69,830 [5] (2,322)	**Number 39**	14

[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.

* General Order No. 229, Oct. 22, 1912: "The age of vessels in the Navy shall be computed from the date of the act of Congress authorizing their construction." Navy Department's indorsement No. 5087-96:11 of Nov. 9, 1912; battleships shall be transferred from the first line to the second line on reaching an age of ten years.

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.[7]	Total maximum I. H. P.[8]	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	28,697	29,320	2,178	1
2	**Delaware (28)**	Vert. 3-exp. (2).	38½	57	[1] 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	41,240	41,810	2,152	3
4	**Michigan (27)**	Vert. 3-exp. (2).	32	52	[1] 72	48	12 B. & W.	1,050	47,220	16,313	16,517	1,555	4
5	**Nevada (36)**	Curtis turb. (2).	...	...	...	...	12 Yarrow.	[5]	48,000	.....	[4] 26,500	.....	5
6	**New York (34)**	Vert. 3-exp. (2).	39	63	[1] 83	48	[2] 14 B. & W.	1,554	62,213 [2] 3,267	28,100	.....	[4] 2,375	6
7	**North Dakota (29).**	Curtis turb. (2).	...	...	...	...	14 B. & W.	1,439	61,943	[6] 31,635	32,307	2,047	7
8	**Oklahoma (37)**	Vert. 3-exp. (2).	35	59	[1] 78	48	12 B. & W.	.....	48,000	24,800	.....	[4] 1,900	8
9	**Pennsylvania (38).**	Curtis turb. (4).	...	...	...	...	12 B. & W.	.....	[4] 58,150	[4] 31,500	.....	[4] 2,399	9
10	**South Carolina (26).**	Vert. 3-exp. (2).	32	52	[1] 72	48	12 B. & W.	1,050	47,220	18,087	18,357	1,533	10
11	**Texas (35)**	Vert. 3-exp. (2).	39	63	[1] 83	48	[2] 14 B. & W.	1,554	62,213 [2] 3,267	28,100	.....	[4] 2,375	11
12	**Utah (31)**	Parsons turb. (4).	...	...	...	...	12 B. & W.	1,428	64,234	[6] 27,445	28,136	2,064	12
13	**Wyoming (32)**	Parsons turb. (4).	...	...	...	...	12 B. & W.	1,428	64,234	[6] 31,601	34,956	2,095	13
14	**Number 39**	Parsons turb. (4). (Geared cruising.)	...	...	...	...	.....	.....	54,000	.....	.....	.....	14

[1] Two low-pressure cylinders.
[2] Eight with superheaters.
[3] Estimated, main engines only.
[4] Estimated.
[5] Shaft horsepower, on preliminary trial.
[6] Oil burning boilers.
[7] Referring to turbine ships I. H. P. corresponds to S. H. P. developed by main turbines together with horsepower developed by main air and circulating pumps and feed pumps.
[8] Referring to turbine ships I. H. P. corresponds to S. H. P. developed by main turbines together with horsepower developed by all auxiliaries.

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	[2] 6-300-1500	General Electric Co.	Arkansas (33)	1
2	4	300	125	2,400	9,600	[2] 4-300-1500	General Electric Co.	Delaware (28)	2
3	4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Florida (30)	3
4	4	200	125	1,600	6,400	[2] 4-200-1700	General Electric Co.	Michigan (27)	4
5	[1] 4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Nevada (36)	5
6	4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	New York (34)	6
7	4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	North Dakota (29).	7
8	[1] 4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Oklahoma (37)	8
9	[1] 4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Pennsylvania (38).	9
10	4	200	125	1,600	6,400	[2] 4-200-1700	General Electric Co.	South Carolina (26).	10
11	4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Texas (35)	11
12	4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Utah (31)	12
13	4	300	125	2,400	9,600	[2] 6-300-1500	General Electric Co.	Wyoming (32)	13
14	[1] 4	300	125	2,400	9,600	[3]		Number 39	14

[1] Not yet installed.

[2] Turbogenerators.

BATTLESHIPS—

	Name and official number.	Radio installations.		Submarine signal sets.				
		Frequency.		Sending sets.		Receiving sets.[1]		
		High.	Low.	Number.	Type.	Number.	Type.	
		Kw.	*Kw.*					
1	**Arkansas (33)**	5				1	J	1
2	**Delaware (28)**	5				1	J	2
3	**Florida (30)**	5				1	J	3
4	**Michigan (27)**	5				1	J	4
5	**Nevada (36)**					[2]1	J	5
6	**New York (34)**	5				1	J	6
7	**North Dakota (29)**	5				1	J	7
8	**Oklahoma (37)**					[2]1	J	8
9	**Pennsylvania (38)**					[2]1	J	9
10	**South Carolina (26)**	5				1	J	10
11	**Texas (35)**	5				1	J	11
12	**Utah (31)**	5				1	J	12
13	**Wyoming (32)**	5				1	J	13
14	**Number (29)**							14

[1] Manufactured by the Submarine Signal Co.
[2] Not yet installed.

FIRST LINE—Continued.

	Messes (complement).								Name and official number.	
	Wardroom officers.	Junior officers.	Warrant officers.	Additional officers for flagship.[1]	Chief petty officers.	Men.	Marines.	Additional men for flagship.		
1	27	17	10	14	40	869	72	52	**Arkansas (33)**	1
2	26	16	10	.....	42	716	64	.....	**Delaware (28)**	2
3	26	16	10	(2)	38	788	64	52	**Florida (30)**	3
4	24	15	10	.....	36	666	56	.....	**Michigan (27)**	4
5	26	16	10	.....	39	757	64	.....	**Nevada (36)**	5
6	26	16	10	(2)	43	855	72	52	**New York (34)**	6
7	26	16	10	.....	42	786	64	.....	**North Dakota (29)**	7
8	26	16	10	.....	39	757	64	.....	**Oklahoma (37)**	8
9	25	18	12	14	39	757	64	.....	**Pennsylvania (26)**	9
10	24	15	10	.....	36	666	56	.....	**South Carolina (26)**	10
11	26	16	10	(2)	43	855	72	52	**Texas (35)**	11
12	26	16	10	(2)	38	788	64	52	**Utah (31)**	12
13	27	17	10	(2)	40	869	72	52	**Wyoming (32)**	13
14	25	18	12	.....	39	757	64	.....	**Number (39)**	14

[1] Including flag officer.
[2] Three extra officers for division flagship. Thirteen extra officers for C. in C. flagship.

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	Michigan (27)..	8 12″ 45 cal. B. L. R.; 22 3″ 50 cal. R. F.; 4 3-pdr. saluting....	2 21″, subm...	4
5	Nevada (36)....	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. R. F.; 4 3-pdr. saluting...	4 21″, subm...	5
6	New York (34)..	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. B. L. R.; 4 3-pdr. saluting....	4 21″, subm...	6
7	North Dakota (29).	10 12″ 45 cal. B. L. R.; 14 5″ 50 cal. B. L. R.; 4 3-pdr. saluting....	2 21″, subm...	7
8	Oklahoma (37)..	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. R. F.; 4 3-pdr. saluting.....	4 21″, subm...	8
9	Pennsylvania (38).	12 14″ 45 cal. B. L. R.; 22 5″ 51 cal. R. F.; 4 3-pdr. saluting.....	4 21″, subm...	9
10	South Carolina (26).	8 12″ 45 cal. B. L. R.; 22 3″ 50 cal. R. F.; 2 3-pdr. saluting.....	2 21″, subm...	10
11	Texas (35).....	10 14″ 45 cal. B. L. R.; 21 5″ 51 cal. B. L. R.; 4 3-pdr. saluting...	4 21″, subm...	11
12	Utah (31).....	10 12″ 45 cal. B. L. R.; 16 5″ 51 cal. R. F.; 4 6-pdr. saluting.....	2 21″, subm...	12
13	Wyoming (32)..	12 12″ 50 cal. B. L. R.; 21 5″ 51 cal. R. F.; 4 3-pdr. saluting.....	2 21″, subm...	13
14	Number 39.....	12 14″ 45 cal. B. L. R.; 22 5″ 51 cal. R. F.; 4 3-pdr. saluting..	4 21″, subm...	14

FIRST LINE—Continued.

	Armor.					Protective deck. Total thickness.		Name and official number.	
		Turrets.		Barbettes.					
	Water-line belt amidships.	Size.	Thickness.	Size.	Thickness.	At ends.	Amidships.		
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*		
1	.....	.....	.....	.....	.....	.....	.....	Arkansas (33)..	1
2	.....	.....	.....	.....	.....	.....	.....	Delaware (28)..	2
3	.....	.....	.....	.....	.....	.....	.....	Florida (30)....	3
4	[1] Top 11, bottom 9, water line 10½.	12	12–8	12	10–8	For'd 1½.... Aft 3.....	1½	Michigan (27)..	4
5	.....	.....	.....	.....	.....	.....	.....	Nevada (36)....	5
6	.....	.....	.....	.....	.....	.....	.....	New York (34)..	6
7	.....	.....	.....	.....	.....	.....	.....	North Dakota (29).	7
8	.....	.....	.....	.....	.....	.....	.....	Oklahoma (37).	8
9	.....	.....	.....	.....	.....	.....	.....	Pennsylvania (38).	9
10	[1] Top 11, bottom 9, water line 10½.	12	12–8	12	10–8	For'd 1½.... Aft 3.....	1½	South Carolina (26).	10
11	.....	.....	.....	.....	.....	.....	.....	Texas (35).....	11
12	.....	.....	.....	.....	.....	.....	.....	Utah (31).....	12
13	.....	.....	.....	.....	.....	.....	.....	Wyoming (32)..	13
14	.....	.....	.....	.....	.....	.....	.....	Number 39.....	14

[1] In way of magazines 12″ to 10″.

BATTLESHIPS—

	Name and official number.	Rig and number of funnels.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
1	Arkansas (33)	2 cage m.; 2 funnels	.....	$4,675,000	Mar. 3, 1909	Sept. 25, 1909	1
2	Delaware (28)	2 cage m.; 2 funnels	.....	3,987,000	June 29, 1906	Aug. 6, 1907	2
3	Florida (30)	2 cage m.; 2 funnels	.....	[1]6,400,000	May 13, 1908	.....	3
4	Michigan (27)	2 cage m.; 2 funnels	.....	3,585,000	Mar. 3, 1905	July 20, 1906	4
5	Nevada (36)	2 cage m.; 1 funnel	.....	5,895,000	Mar. 4, 1911	Jan. 22, 1912	5
6	New York (34)	2 cage m.; 2 funnels	.....	[2]6,400,000	June 24, 1910	.....	6
7	North Dakota (29).	2 cage m.; 2 funnels	.....	4,377,000	Mar. 2, 1907	Aug. 6, 1907	7
8	Oklahoma (37)	2 cage m.; 1 funnel	.....	5,926,000	Mar. 4, 1911	Jan. 22, 1912	8
9	Pennsylvania (36).	2 cage m.; 1 funnel	.....	7,260,000	Aug. 22, 1912	Feb. 28, 1913	9
10	South Carolina (26).	2 cage m.; 2 funnels	.....	3,540,000	Mar. 3, 1905	July 21, 1906	10
11	Texas (35)	2 cage m.; 2 funnels	.....	5,830,000	June 24, 1910	Dec. 17, 1910	11
12	Utah (31)	2 cage m.; 2 funnels	.....	3,946,000	May 13, 1908	Nov. 24, 1908	12
13	Wyoming (32)	2 cage m.; 2 funnels	.....	4,450,000	Mar. 3, 1909	Oct. 14, 1909	13
14	Number 39	2 cage m.; 1 funnel	.....	[3]7,425,000	Mar. 4, 1913	.....	14

[1] Limit of cost, act of Congress approved Mar. 4, 1911.
[2] Limit of cost, exclusive of indirect charges, act of Congress approved Mar. 4, 1911.
[3] Limit of cost, act of Congress approved Mar. 4, 1913.

FIRST LINE—Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	**Arkansas (33)**	1
2	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	Dec. 17, 1906	May 26, 1908	Nov. 20, 1909	Aug. 31, 1909	Jan. 4, 1910	**Michigan (27)**	4
5	Nov. 4, 1912	.....	Jan. 22, 1915	.....	.....	**Nevada (36)**	5
6	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914	.....	Apr. 15, 1914	**New York (34)**	6
7	Dec. 16, 1907	Nov. 10, 1908	June 21, 1910	Apr. 11, 1910	Apr. 11, 1910	**North Dakota (29).**	7
8	Oct. 26, 1912	Mar. 23, 1914	Jan. 22, 1915	.....	.....	**Oklahoma (37)**	8
9	Oct. 27, 1913	.....	Feb. 28, 1916	.....	.....	**Pennsylvania (38).**	9
10	Dec. 18, 1906	July 11, 1908	Dec. 21, 1909	Nov. 5, 1909	Mar. 1, 1910	**South Carolina (26).**	10
11	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	Mar. 12, 1914	Mar. 12, 1914	**Texas (35)**	11
12	Mar. 15, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	**Utah (31)**	12
13	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	**Wyoming (32)**	13
14	Mar. 16, 1914	.....	.....	.....	.....	**Number 39**	14

BATTLESHIPS—

	Name and official number.	By whom and where built or building.	Duty or station, Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.			
				Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	
				Ft. in.	Ft. in.	Ft. in.	
1	Alabama (8)[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	1
2	Connecticut (18).[2]	Navy yard, New York	Atlantic Fleet	450 0	76 10	24 6	2
3	Georgia (15)[2]	Bath Iron Works, Bath, Me.	Atlantic Fleet	435 0	76 2½	23 9	3
4	Idaho (24)	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	375 0	77 0	24 8	4
5	Illinois (7)	Newport News S. B. Co., Newport News, Va.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	5
6	Indiana (1)	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	348 0	69 3	24 0	6
7	Iowa (4)[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	360 0	72 2½	24 0	7
8	Kansas (21)	New York S. B. Co., Camden, N. J.	Atlantic Fleet	450 0	76 10	24 6	8
9	Kearsarge (5)	Newport News S. B. Co., Newport News, Va.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	9
10	Kentucky (6)	Newport News S. B. Co., Newport News, Va.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	10
11	Louisiana (19).[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	450 0	76 10	24 6	11
12	Maine (10)	Wm Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	388 0	72 2½	23 10	12
13	Massachusetts (2).	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	348 0	69 3	24 0	13
14	Minnesota (22)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	450 0	76 10	24 6	14
15	Mississippi (23)	Wm. Cramp & Sons, Philadelphia, Pa.	Aeronautic Station Ship.	375 0	77 0	24 8	15
16	Missouri (11)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Reserve Fleet.	388 0	72 2½	23 11	16
17	Nebraska (14)[2]	Moran Bros., Seattle, Wash.	Atlantic Fleet	435 0	76 2½	23 9	17
18	New Hampshire (25).	New York S. B. Co., Camden, N. J.	Atlantic Fleet	450 0	76 10	24 6	18
19	New Jersey (16).[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	435 0	76 2½	23 9	19
20	Ohio (12)[2]	Union Iron Works, San Francisco, Cal.	Atlantic Fleet	388 0	72 2½	23 7	20
21	Oregon (3)	Union Iron Works, San Francisco, Cal.	Pacific Reserve Fleet.	348 0	69 3	24 0	21
22	Rhode Island (17).[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	435 0	76 2½	23 9	22
23	Vermont (20)[2]	Fore River S. & E. Co., Quincy, Mass.	Atlantic Fleet	450 0	76 10	24 6	23
24	Virginia (13)[2]	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet	435 0	76 2½	23 9	24
25	Wisconsin (9)[2]	Union Iron Works, San Francisco, Cal.	Atlantic Reserve Fleet.	368 0	72 2½	23 6	25
	Total normal displacement						

[1] Length on designed L. W. L.
[2] Fitted as a flagship.

SECOND LINE.

	Ship, fully equipped ready for sea, normal stores, etc.—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	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	[1] 11,552	47.75	374 0	12,150	17.01	11,570	1,447	Alabama (8)....	1
2	[1] 16,000	63.14	456 4	17,666	18.78	16,220	2,452	Connecticut (18).	2
3	[1] 14,948	60.95	441 3	16,094	19.26	14,963	1,967	Georgia (15)....	3
4	[1] 13,000	51.43	382 0	14,465	17.12	13,093	1,824	Idaho (24).....	4
5	[1] 11,552	47.75	375 4	12,150	17.45	11,540	[2] 1,275	Illinois (7).....	5
6	[2] 10,288	42.75	350 11	11,688	15.55	10,225	[2] 1,500	Indiana (1).....	6
7	[2] 11,346	46.00	362 5	12,647	17.09	11,363	1,643	Iowa (4).....	7
8	[1] 16,000	63.14	456 4	17,650	18.09	16,000	2,388	Kansas (21).....	8
9	[2] 11,520	47.35	375 4	12,320	16.82	11,550	1,640	Kearsarge (5)..	9
10	[2] 11,520	47.35	375 4	12,320	16.90	11,550	1,620	Kentucky (6)...	10
11	[1] 16,000	63.14	456 4	17,666	18.82	16,000	2,389	Louisiana (19).	11
12	[2] 12,500	50.75	393 11	13,500	18.00	12,370	1,860	Maine (10).....	12
13	[2] 10,288	42.75	350 11	11,688	16.21	10,300	1,487	Massachusetts (2).	13
14	[1] 16,000	63.14	456 4	17,650	18.85	16,002	2,364	Minnesota (22)..	14
15	[1] 13,000	51.43	382 0	14,465	17.11	13,000	1,824	Mississippi (23)..	15
16	[2] 12,500	50.35	393 11	13,500	18.15	12,300	1,887	Missouri (11)....	16
17	[1] 14,948	60.95	441 3	16,094	19.06	14,865	1,923	Nebraska (14)..	17
18	[1] 16,000	63.14	456 4	17,784	18.16	16,145	2,592	New Hampshire (25).	18
19	[1] 14,948	60.95	441 3	16,094	19.18	14,930	1,946	New Jersey (16).	19
20	[2] 12,500	51.25	393 10	13,500	17.82	12,500	2,277	Ohio (12).....	20
21	[2] 10,288	42.75	351 2	11,688	16.79	10,242	1,425	Oregon (3).....	21
22	[1] 14,948	60.95	441 3	16,094	19.01	14,920	1,983	Rhode Island (17).	22
23	[1] 16,000	63.14	455 10	17,650	18.33	16,000	2,428	Vermont (20)...	23
24	[1] 14,948	60.95	441 3	16,094	19.01	14,980	1,924	Virginia (13)....	24
25	[1] 11,552	47.75	373 10	12,150	17.17	11,565	1,413	Wisconsin (9)...	25
	334,146								

[1] Two-thirds full supply of ammunition and stores.
[2] Calculated to 6 inches below beams.
[3] Full supply of ammunition and stores, normal coal.

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 (8).....	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	Idaho (24).....	Vert. 3-exp. (2).	25½	42	69	48	8 B. & W...	768	32,648	14,010	14,269	992	4
5	Illinois (7).....	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher....	692	30,000	12,757	12,318	1,279	5
6	Indiana (1).....	Vert. 3-exp. (2).	34½	48	75	42	8 B. & W...	616	19,194	9,607	9,738	1,242	6
7	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	7
8	Kansas (21).....	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W...	1,098	52,752	19,545	19,757	1,562	8
9	Kearsarge (5)..	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher....	725	31,760	11,788	11,954	1,209	9
10	Kentucky (6)...	Vert. 3-exp. (2).	33½	51	78	48	8 Mosher....	725	31,760	12,179	12,318	1,211	10
11	Louisiana (19)..	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W...	1,097	52,752	20,748	21,350	1,596	11
12	Maine (10).....	Vert. 3-exp. (2).	38½	59	92	42	12 B. & W...	1,135	47,628	15,603	15,841	1,600	12
13	Massachusetts (2).	Vert. 3-exp. (2).	34½	48	75	42	8 B. & W....	567	24,500	10,240	10,403	1,062	13
14	Minnesota (22).	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W..	1,100	52,752	20,235	20,572	1,599	14
15	Mississippi (23).	Vert. 3-exp. (2).	25½	42	69	48	8 B. & W...	768	32,640	13,607	13,900	998	15
16	Missouri (11)....	Vert. 3-exp. (2).	34¾	53	[1] 63	48	12 Thorny-croft.	972	51,372	15,845	16,277	1,317	16
17	Nebraska (14)..	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W...	1,342	56,385	21,283	21,911	1,689	17
18	New Hampshire (25).	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W..	1,100	47,112	17,820	18,104	1,558	18
19	New Jersey (16).	Vert. 3-exp. (2).	35	57	[1] 66	48	12 B. & W...	1,342	56,184	23,089	23,579	1,737	19
20	Ohio (12).....	Vert. 3-exp. (2).	35½	53	[1] 63	48	12 Thorny-croft.	924	60,130	16,220	16,507	1,371	20
21	Oregon (3).....	Vert. 3-exp. (2).	34½	48	75	42	4 D. E.....	552	16,832	11,037	11,111	1,009	21
22	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	22
23	Vermont (20)...	Vert. 3-exp. (2).	32½	53	[1] 61	48	12 B. & W...	1,097	52,752	17,741	18,249	1,559	23
24	Virginia (13)....	Vert. 3-exp. (2).	35	57	[1] 66	48	24 Niclausse.	1,431	57,534	22,841	23,468	1,835	24
25	Wisconsin (9)...	Vert. 3-exp. (2).	33½	51	78	48	8 S. E.....	685	21,205	12,452	12,609	1,278	25

[1] Two low-pressure cylinders.

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	100	125	800	6,400	10-100-350	General Electric Co.	Idaho (24)	4
5	8	32	80	400	3,200	6-32-400	General Electric Co.	Illinois (7)	5
6	3	100	125	800	2,400	6-100-350	C. and C. Electric Co. (Forbes engine).	Indiana (1)	6
7	3	100	125	800	2,400	[1] 4-100-2400	General Electric Co.	Iowa (4)	7
8	8	100	125	800	6,400	10-100-350	General Electric Co.	Kansas (21)	8
9	7	50	80	625	4,375	6-50-310	General Electric Co.	Kearsarge (5)	9
10	7	50	80	625	4,375	6-50-310	General Electric Co.	Kentucky (6)	10
11	8	100	125	800	6,400	10-100-350	General Electric Co.	Louisiana (19)	11
12	4 4	50 32	80 80	625 400	4,100	6-50-310 6-32-400	General Electric Co.	Maine (10)	12
13	3	100	125	800	2,400	10-100-350	B. F. Sturtevant Co.	Massachusetts (2).	13
14	8	100	125	800	6,400	10-100-350	General Electric Co.	Minnesota (22)	14
15	8	100	125	800	6,400	10-100-350	General Electric Co.	Mississippi (23)	15
16	4 4	50 32	80 80	625 400	4,100	6-50-310 6-32-400	General Electric Co.	Missouri (11)	16
17	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co.	Nebraska (14)	17
18	4 2	100 200	125 125	800 1,600	6,400	8-100-350 [1] 4-200-1700	General Electric Co.	New Hampshire (25).	18
19	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co. (Sturtevant engine).	New Jersey (16).	19
20	4 4	50 32	80 80	625 400	4,100	6-50-350 4-32-400	Union Iron Works.	Ohio (12)	20
21	3	100	125	800	2,400	10-100-350	B. F. Sturtevant Co.	Oregon (3)	21
22	2 6	100 50	125 125	800 400	4,000	10-100-350 8-50-400	General Electric Co. (Sturtevant engine).	Rhode Island (17).	22
23	8	100	125	800	6,400	10-100-350	General Electric Co.	Vermont (20)	23
24	2 6	100 50	125 125	800 400	4,000	8-100-350 6-50-400	Thresher Electric Co. (Forbes engine).	Virginia (13)	24
25	4 4	32 32	80 80	400 400	3,200	4-32-400 6-32-400	Union Iron Works. General Electric Co.	Wisconsin (9)	25

[1] Turbo-generators.

BATTLESHIPS—

	Name and official number.	Radio installations.		Submarine signal sets.				
		Frequency.		Sending sets.		Receiving sets.[1]		
		High.	Low.	Number.	Type.	Number.	Type.	
		Kw.	*Kw.*					
1	Alabama (8)		5			1	J	1
2	Connecticut (18)	5				1	E	2
3	Georgia (15)	5				1	E	3
4	Idaho (24)	5				1	J	4
5	Illinois (7)		2					5
6	Indiana (1)		3					6
7	Iowa (4)		2					7
8	Kansas (21)	5				1	J	8
9	Kearsarge (5)		2					9
10	Kentucky (6)		2					10
11	Louisiana (19)	5				1	J	11
12	Maine (10)	2				1	J	12
13	Massachusetts (2)		5					13
14	Minnesota (20)	5				1	E	14
15	Mississippi (23)		5			1	J	15
16	Missouri (11)	2				1	J	16
17	Nebraska (14)	5				1	J	17
18	New Hampshire (25)	2				1	J	18
19	New Jersey (16)	5				1	J	19
20	Ohio (12)	2				1	J	20
21	Oregon (3)		2					21
22	Rhode Island (17)	5				1	J	22
23	Vermont (20)	5				1	J	23
24	Virginia (13)	2				1	J	24
25	Wisconsin (9)		3			1	E	25

[1] Manufactured by the Submarine Signal Co.

SECOND LINE—Continued.

	Messes (complement).								Name and official number.	
	Wardroom officers.	Junior officers.	Warrant officers.	Additional officers for flagship.[1]	Chief petty officers.	Men.	Marines.	Additional men for flagship.		
1	20	14	9	.....	29	575	56	.....	Alabama (6)	1
2	30	15	10	(2)	36	805	64	52	Connecticut (18).....	2
3	30	15	10	(2)	36	760	64	52	Georgia (15).....	3
4	27	17	10	.....	31	668	56	.....	Idaho (24).....	4
5	20	14	9	.....	29	576	56	.....	Illinois (7).....	5
6	20	12	8	.....	28	563	56	.....	Indiana (1).....	6
7	20	12	9	.....	28	567	56	.....	Iowa (4)	7
8	30	15	10	.....	36	805	64	.....	Kansas (21)	8
9	22	13	9	.....	29	607	56	.....	Kearsarge (5)	9
10	22	13	9	.....	29	607	56	.....	Kentucky (8).....	10
11	30	15	10	(2)	36	807	64	52	Louisiana (19).....	11
12	22	14	9	.....	30	669	56	.....	Maine (10).....	12
13	20	12	8	.....	28	563	56	.....	Massachusetts (2).....	13
14	30	15	10	(2)	36	806	64	52	Minnesota (22)	14
15	27	17	10	.....	30	670	56	.....	Mississippi (23).....	15
16	22	14	9	.....	30	670	56	.....	Missouri (11)	16
17	30	15	10	.....	36	759	64	.....	Nebraska (14).....	17
18	30	15	10	.....	38	803	.....	.....	New Hampshire (25).....	18
19	30	15	10	.....	36	759	64	.....	New Jersey(16)	19
20	22	14	9	(2)	31	668	56	52	Ohio (12)	20
21	20	12	8	.....	28	560	56	.....	Oregon (3).....	21
22	30	15	10	.....	35	753	64	.....	Rhode Island (17).....	22
23	30	15	10	.....	36	804	64	.....	Vermont (20).....	23
24	30	15	10	.....	36	758	64	.....	Virginia (13).....	24
25	20	14	9	.....	29	578	56	.....	Wisconsin (9).....	25

[1] Including flag officer.
[2] Three extra officers for division flagship, 13 extra officers for C. in C. flagships.

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 (13).	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 12 7″ 45 cal. B. L. R.; 18 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	Idaho (24).....	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 8 7″ 45 cal. B. L. R.; 12 3″ 50 cal. R. F.; 4 6-pdr. saluting.	2 21″, subm...	4
5	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.	.....	5
6	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.	.....	6
7	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.	.....	7
8	Kansas (21).....	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 12 7″ 45 cal. B. L. R.; 18 3″ 50 cal. R. F.; 4 6-pdr. saluting.	4 21″, subm...	8
9	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.	9
10	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.	.....	10
11	Louisiana (19)..	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 12 7″ 45 cal. B. L. R.; 18 3″ 50 cal. R. F.; 4 6-pdr. saluting.	4 21″, subm...	11
12	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...	12
13	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.	.....	13
14	Minnesota (22).	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 12 7″ 45 cal. B. L. R.; 18 3″ 50 cal. R. F.; 4 6-pdr. saluting.	4 21″, subm...	14
15	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...	15
16	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...	16
17	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...	17
18	New Hampshire (25).	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 12 7″ 45 cal. B. L. R.; 18 3″ 50 cal. R. F.; 4 6-pdr. saluting.	4 21″, subm...	18
19	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...	19
20	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...	20
21	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.	.....	21
22	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...	22
23	Vermont (20)...	4 12″ 45 cal. B. L. R.; 8 8″ 45 cal. B. L. R.; 12 7″ 45 cal. B. L. R.; 18 3″ 50 cal. R. F.; 4 6-pdr. saluting.	4 21″, subm...	23
24	Virginia (18)....	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...	24
25	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.	.....	25

[1] Four 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 9, bottom 9, water line 9.	12 8	12–8 6½–6	12 8	10–7½ 6–4	For'd 3..... Aft 3.....	1½–3	Idaho (24).....	4
5	Top 16½, bottom 9½, water line 13½.	13	14	13	15–10	For'd 2¾–3... Aft 2¾–4.....	2¾	Illinois (7).....	5
6	Top 18, bottom 8½, water line 18.	13 8	15 6	13 8	17 8–6	For'd 3..... Aft 3.....	2¾	Indiana (1).....	6
7	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).....	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	Kansas (21).....	8
9	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)..	9
10	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)...	10
11	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)..	11
12	Top 11, bottom 7½, water line 11.	12	12–11	12	12–8	For'd 2½–2¾.. Aft 2¾–4.....	2½	Maine (10).....	12
13	Top 18, bottom 8½, water line 18.	13 8	15 6	13 8	17 8–6	For'd 3..... Aft 3.....	2¾	Massachusetts (2).	13
14	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).	14
15	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).	15
16	Top 11, bottom 7½, water line 11.	12	12–11	12	12–8	For'd 2¾–3... Aft 2¾–4.....	2½	Missouri (11)....	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	Nebraska (14)..	17
18	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).	18
19	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).	19
20	Top 11, bottom 7½, water line 11.	12	12–11	12	12–8	For'd 2½–2¾.. Aft 2¾–4.....	2½	Ohio (12).....	20
21	Top 18, bottom 8, water line 18.	13 8	15 6	13 8	17 8–6	For'd 3..... Aft 3.....	2¾	Oregon (3).....	21
22	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).	22
23	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)...	23
24	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)....	24
25	Top 16½, bottom 9½, water line 13½.	13	14	13	15–10	For'd 2¾–3... Aft 2¾–4.....	2¾	Wisconsin (9)...	25

[1] In superposed turrets.

BATTLESHIPS—

	Name and official number.	Rig and number of funnels.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
1	Alabama (8)	2 cage m.; 2 funnels, abreast.	4,228	$2,650,000	June 10,1896	Sept. 24,1896	1
2	Connecticut (18).	2 cage m.; 3 funnels	5,877	[1] 4,600,000	July 1,1902	.....	2
3	Georgia (15)	2 cage m.; 3 funnels	5,316	3,590,000	Mar. 3,1899	Feb. 18,1901	3
4	Idaho (24)	2 cage m.; 2 funnels	.....	2,999,500	Mar. 3,1903	Jan. 25,1904	4
5	Illinois (7)	2 cage m.; 2 funnels, abreast.	4,270	2,595,000	June 10,1896	Sept. 26,1896	5
6	Indiana (1)	1 mil. m.; 1 cage m.; 2 funnels.	3,204	3,063,000	June 30,1890	Nov. 19,1890	6
7	Iowa (4)	1 mil. m.; 1 cage m.; 2 funnels.	3,806	3,010,000	July 19,1892	Feb. 11,1893	7
8	Kansas (21)	2 cage m.; 3 funnels	5,899	4,165,000	Mar. 3,1903	June 16, 1903	8
9	Kearsarge (5)	2 cage m.; 2 funnels	4,205	2,250,000	Mar. 2,1895	Jan. 2,1896	9
10	Kentucky (6)	2 cage m.; 2 funnels	4,209	2,250,000	Mar. 2,1895	Jan. 2,1896	10
11	Louisiana (19)	2 cage m.; 3 funnels	5,866	3,990,000	July 1,1902	Oct. 15,1902	11
12	Maine (10)	2 cage m.; 3 funnels	4,660	2,885,000	May 4,1898	Oct. 1,1898	12
13	Massachusetts (2).	1 mil. m.; 1 cage m.; 2 funnels.	3,204	3,063,000	June 30,1890	Nov. 18,1890	13
14	Minnesota (22)	2 cage m.; 3 funnels	5,882	4,110,000	Mar. 3,1903	June 20,1903	14
15	Mississippi (23)	2 cage m.; 2 funnels	.....	2,999,500	Mar. 3,1903	Jan. 25, 1904	15
16	Missouri (11)	2 cage m.; 3 funnels	4,460	2,885,000	May 4,1898	Dec. 30,1898	16
17	Nebraska (14)	2 cage m.; 3 funnels	5,305	3,733,600	Mar. 3,1899	Mar. 7,1901	17
18	New Hampshire (25).	2 cage m.; 3 funnels	5,738	3,748,000	Apr. 27,1904	Dec. 27, 1904	18
19	New Jersey (16).	2 cage m.; 3 funnels	5,252	3,405,000	June 7,1900	Feb. 15,1901	19
20	Ohio (12)	2 cage m.; 3 funnels	4,810	2,899,000	May 4,1898	Oct. 5,1898	20
21	Oregon (3)	1 mil. m.; 1 cage m.; 2 funnels.	3,354	3,222,810	June 30,1890	Nov. 19,1890	21
22	Rhode Island (17).	2 cage m.; 3 funnels	5,252	3,405,000	June 7,1900	Feb. 15,1901	22
23	Vermont (20)	2 cage m.; 3 funnels	5,861	4,179,000	Mar. 3, 1903	June 20, 1903	23
24	Virginia (13)	2 cage m.; 3 funnels	5,272	3,590,000	Mar. 3,1899	Feb. 15,1901	24
25	Wisconsin (9)	2 cage m.; 2 funnels, abreast.	4,257	2,674,950	June 10,1896	Sept. 19,1896	25

[1] Limit of cost, act of Congress approved June 29, 1906.

SECOND LINE—Concluded.

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

ARMORED

	Name and official number.	By whom and where built or building.	Duty or station, Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.						
				Length between perpendiculars.[1]		Breadth on load water line.		Mean draft.		
				Ft.	in.	Ft.	in.	Ft.	in.	
1	California (6)[2]...	Union Iron Works, San Francisco, Cal.	Pacific Fleet.....	502	0	69	6½	24	1	1
2	Colorado (7)[2]...	Wm. Cramp & Sons, Philadelphia, Pa.	Pacific reserve Fleet..	502	0	69	6½	24	1	2
3	Maryland (8)[2]...	Newport News S. B. Co., Newport News, Va.	Pacific Fleet.....	502	0	69	6½	24	1	3
4	Montana (13)....	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet.....	502	0	72	10½	25	0	4
5	N. Carolina (12)..	Newport News S. B. Co., Newport News, Va.	In reserve, navy yard, Boston.	502	0	72	10½	25	0	5
6	Pittsburgh (4)[2][3].	Wm. Cramp & Sons, Philadelphia, Pa.	Pacific Fleet.....	502	0	69	6½	24	1	6
7	S. Dakota (9)[2]...	Union Iron Works, San Francisco, Cal.	Pacific reserve Fleet..	502	0	69	6½	24	1	7
8	Tennessee (10)[2]..	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Reserve Fleet.	502	0	72	10½	25	0	8
9	Washington (11).[2]	New York S. B. Co., Camden, N. J.	In reserve, navy yard, New York.	502	0	72	10½	25	0	9
10	W. Virginia (5)[2]..	Newport News S. B. Co., Newport News, Va.	Pacific Reserve Fleet.	502	0	69	6½	24	1	10
	Total normal displacement									

[1] Length on designed L. W. L.
[2] Fitted as a flagship.
[3] Formerly Pennsylvania; name changed Aug. 27, 1912.

CRUISERS.

	Ship, fully equipped ready for sea, normal stores, etc.—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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	[1] 13,680	57.80	503 11	15,138	22.20	13,750	2,185	**California (6)....**	1
2	[1] 13,680	57.80	504 0	15,138	22.24	13,780	1,929	**Colorado (7)....**	2
3	[1] 13,680	57.80	503 11	15,138	22.41	13,749	2,054	**Maryland (8)....**	3
4	[1] 14,500	59.70	504 5	15,981	22.26	14,531	2,113	**Montana (13)....**	4
5	[1] 14,500	59.70	504 5	15,981	21.91	14,518	2,113	**N.Carolina (12)..**	5
6	[1] 13,680	57.80	504 0	15,138	22.44	13,810	1,946	**Pittsburgh (4)...**	6
7	[1] 13,680	57.80	503 11	15,138	22.24	13,750	2,185	**S. Dakota (9)....**	7
8	[1] 14,500	59.70	504 5	15,712	22.16	14,500	1,974	**Tennessee (10)...**	8
9	[1] 14,500	59.70	504 5	15,712	22.27	14,500	2,015	**Washington (11).**	9
10	[1] 13,680	57.80	503 11	15,138	22.15	13,750	2,054	**W. Virginia (5)..**	10
	140,080								

[1] Two-thirds full supply of ammunition and stores.

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.	L. 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 (12)**...	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	26,598	27,274	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	27,571	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] Two low-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.	Radio installations. Frequency. High.	Low.	Submarine signal sets. Sending sets. Number.	Type.	Receiving sets.[1] Number.	Type.	
		Kw.	*Kw.*					
1	California (6)	5				1	J	1
2	Colorado (7)	5				1	J	2
3	Maryland (8)	5				1	J	3
4	Montana (13)	5				1	J	4
5	North Carolina (12)	5				1	J	5
6	Pittsburgh (4)	5				1	J	6
7	South Dakota (9)	5				1	I	7
8	Tennessee (10)	5				1	J	8
9	Washington (11)	5				1	J	9
10	West Virginia (5)	2				1	J	10

	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 (13)	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

[1] Manufactured by the Submarine Signal Co.

CRUISERS—Continued.

	Messes (complement).						Name and official number.	
	Wardroom officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.		
1	24	14	10	32	745	64	California (6)	1
2	24	14	10	32	745	64	Colorado (7)	2
3	24	14	10	32	745	64	Maryland (8)	3
4	25	14	10	38	804	64	Montana (13)	4
5	25	14	10	38	804	64	North Carolina (12)	5
6	24	14	10	32	745	64	Pittsburgh (4)	6
7	24	14	10	32	745	64	South Dakota (9)	7
8	25	14	10	34	804	64	Tennessee (10)	8
9	25	14	10	34	804	64	Washington (11)	9
10	24	14	10	32	745	64	West Virginia (5)	10

	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 (13)...	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.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
1	California (6)...	1 mil. m., 1 cage m., 4 funnels.	[1] 4,050	$3,800,000	Mar. 3,1899	Jan. 10,1901	1
2	Colorado (7)...	1 mil. m., 1 cage m., 4 funnels.	4,000	3,780,000	June 7,1900	Jan. 10,1901	2
3	Maryland (8)...	1 mil. m., 1 cage m., 4 funnels.	3,953	3,775,000	June 7,1900	Jan. 24,1901	3
4	Montana (13)..	1 mil. m.,1 cage m., 4 funnels.	4,509	3,575,000	Apr. 27,1904	Jan. 3,1905	4
5	N. Carolina (12)	1 mil. m.,1 cage m., 4 funnels.	4,509	3,575,000	Apr. 27,1904	Jan. 3,1905	5
6	Pittsburgh (4)..	1 mil. m., 1 cage m., 4 funnels.	4,000	3,890,000	Mar. 3,1899	Jan. 10,1901	6
7	S. Dakota (9)...	1 mil. m., 1 cage m., 4 funnels.	[1] 4,050	3,750,000	June 7,1900	Jan. 10,1901	7
8	Tennessee (10)..	1 mil. m., 1 cage m., 4 funnels.	.....	4,035,000	July 1,1902	Feb. 9,1903	8
9	Washington (11).	1 mil. m., 1 cage m., 4 funnels.	.....	4,035,000	July 1,1902	Feb. 10,1903	9
10	W.Virginia (5)..	1 mil. m., 1 cage m., 4 funnels.	3,953	3,885,000	Mar. 3,1899	Jan. 24,1901	10

[1] Subject to possible change.

CRUISERS—Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	May 7, 1902	Apr. 28, 1904	Jan. 10, 1904	July 20, 1907	Aug. 1, 1907	California (6).....	1
2	Apr. 25, 1901	Apr. 25, 1903	Jan. 10, 1904	Jan. 10, 1905	Jan. 19, 1905	Colorado (7).....	2
3	Oct. 29, 1901	Sept. 12, 1903	Jan. 24, 1904	Apr. 18, 1905	Apr. 18, 1905	Maryland (8).....	3
4	Apr. 29, 1905	Dec. 15, 1906	Jan. 3, 1908	July 10, 1908	July 21, 1908	Montana (12).....	4
5	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	Apr. 27, 1908	May 7, 1908	N. Carolina (12)...	5
6	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905	Pittsburgh (4).....	6
7	Sept. 30, 1902	July 21, 1904	Jan. 10, 1904	Nov. 19, 1907	Jan. 27, 1908	S. Dakota (9).....	7
8	June 20, 1903	Dec. 3, 1904	Aug. 9, 1906	July 11, 1906	July 17, 1906	Tennessee (10).....	8
9	Sept. 23, 1903	Mar. 18, 1905	Aug. 10, 1906	July 30, 1906	Aug. 7, 1906	Washington (11)...	9
10	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 Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal. Length between perpendiculars.[1]	Breadth on load waterline.	Mean draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
1	**Brooklyn (3)**[2]..	Wm. Cramp & Sons, Philadelphia, Pa.	Navy Yard, Philadelphia.[4]	400 6	64 8	24 0	1
2	**Charleston (22).**[2]	Newport News S. B. Co., Newport News, Va.	Pacific Reserve Fleet..	424 0	66 0	22 6	2
3	**Milwaukee (21).**	Union Iron Works, San Francisco, Cal.	Pacific Reserve Fleet..	424 0	66 0	22 6	3
4	**Saratoga (2)**[2 6].	Wm. Cramp & Sons, Philadelphia, Pa.	Asiatic Fleet	380 6	64 10	23 3	4
5	**St. Louis (20)**...	Neafie & Levy, Philadelphia, Pa.	Pacific Reserve Fleet..	424 0	66 0	22 6	5
	Total normal displacement						

	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	**Brooklyn (3)**....	Vert. 3-exp. (2)[7]	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	[8]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	[8]69	45	16 B. & W..	1,400	64,000	24,166	24,504	1,861	3
4	**Saratoga (2)** ...	Vert. 3-exp. (2)[7]	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	[8]69	45	16 B. & W..	1,400	64,000	27,264	27,484	1,777	5

[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.
[7] Two engines, each screw.
[8] Two low-pressure cylinders.

FIRST CLASS.

	Ship, fully equipped ready for sea, normal stores, etc.—Continued. Displacement (normal).	Tons per inch immersion at normal draft.	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.	
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	[3] 9,215	41.80	402 7	10,068	21.91	8,150	1,415	**Brooklyn (3)**....	1
2	[3] 9,700	44.85	426 6	10,839	22.04	9,681	1,776	**Charleston (22).**	2
3	[3] 9,700	44.85	426 6	10,839	22.22	9,700	1,704	**Milwaukee (21)**.	3
4	[3] 8,150	39.00	384 0	8,900	21.00	8,480	[1] 1,075	**Saratoga (2)**....	4
5	[3] 9,700	44.85	426 6	10,839	22.13	9,665	1,751	**St. Louis (20)**...	5
	46,465								

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

[1] Calculated to 6 inches below beams.

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

	Name and official number.	Rig and number of funnels.	Messes (complement).						Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
			Wardroom officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.				
1	**Brooklyn (3)**...	2 mil. m., 3 funnels.	15	6	8	25	473	40	3,368	$2,986,000	July 19, 1892	1
2	**Charleston (22)**.	2 mil. m., 4 funnels.	14	7	8	25	624	48	.....	2,740,000	June 7, 1900	2
3	**Milwaukee (21)**.	2 mil. m., 4 funnels.	14	7	8	25	624	48	[1]3,401	2,825,000	June 7, 1900	3
4	**Saratoga (2)**....	2 mil. m., 3 funnels.	14	6	8	25	422	40	2,838	2,985,000	Sept. 7, 1888	4
5	**St. Louis (20)**...	2 mil. m., 4 funnels.	14	7	8	25	624	48	.....	2,740,000	June 7, 1900	5

[1] Subject to possible change.

FIRST-CLASS—Concluded.

	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 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

	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 Mar. 1, 1914	**Brooklyn (3)**....	1
2	Mar. 30, 1901	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Aug. 31, 1905	Oct. 17, 1905 Sept. 14, 1912	**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

CRUISERS—

	Name and official number.	By whom and where built or building.	Duty or station Jan. 1, 1914.	Ship, fully equipped ready for sea, full stores and ammunition; normal coal.			
				Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	
				Ft. in.	Ft. in.	Ft. in.	
1	Chicago [2]	John Roach & Sons, Chester, Pa.	Naval Militia, Massachusetts.	325 0	48 2½	19 0	1
2	Columbia (12)	Wm. Cramp & Sons, Philadelphia, Pa.	Navy yard, Philadelphia.[3]	411 7	58 2	22 6	2
3	Minneapolis (13).[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Navy yard, Philadelphia.[3]	411 7	58 2	22 6	3
4	Olympia (6) [2]	Union Iron Works, San Francisco, Cal.	In ordinary, navy yard, Charleston.	340 0	53 0½	21 6	4
	Total normal displacement						

	Name and official number.	Type of engine.	Cylinder diameter.			Stroke.	Number and type of boilers.	Total grate surface.	Total heating surface.	L. 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	Chicago	Hor. 3-exp. (2)	33½	50½	76	40	6 B. & W.; 4 S. E.	634	23,253	.....	9,000	922	1
2	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	2
3	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	3
4	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	4

[1] Length on designed L. W. L. [2] Fitted as a flagship. [3] Out of commission.

NOTE.—The Newark was stricken from the Navy Register June 26, 1913.

SECOND CLASS.

	Ship, fully equipped ready for sea, full stores and ammunition; etc.—Contd.		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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	4,500	27.00	342 2	.....	18.00	4,546	850	Chicago.....	1
2	[1] 7,350	36.87	413 1	8,270	22.80	7,387	1,525	Columbia (12)...	2
3	[2] 7,350	36.87	413 1	8,270	23.07	7,387	1,400	Minneapolis (12).	3
4	[2] 5,865	29.35	344 1	6,558	21.69	5,566	1,000	Olympia (6).....	4
	25,065								

	Generating sets.								Name and official number.	
	No.	Kilowatts	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Radio installations. Frequency. High.	Radio installations. Frequency. Low.	
								Kw.	*Kw.*	
1	3	24	80	300	900	6-24-410	General Electric Co...	.....	.....	Chicago.....	1
2	2	32	80	400	800	4-32-400	General Electric Co..	.....	.....	Columbia (12)..	2
3	3	24	80	300	900	4-24-400	General Electric Co...	.....	.....	Minneapolis (12).	3
4	4 2	32 24	80 80	400 300	2,200	8-32-400 8-24-400	General Electric Co...	.....	.....	Olympia (6).....	4

[1] Two-thirds full supply of ammunition and stores.
[2] Full supply of ammunition and stores.

CRUISERS—

	Name and official number.	Messes (complement). Wardroom officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Rig and number of funnels.	Protective deck amidships; total thickness. Flat.	Slope.	
								Inch.	*Inch.*	
1	**Chicago**	13	4	7	21	356	Schooner; 2 funnels	1½	1½	1
2	**Columbia (12)**	12	4	7	22	338	Schooner; 4 funnels	2½	4	2
3	**Minneapolis(13)**	12	4	7	22	338	Schooner; 2 funnels	2½	4	3
4	**Olympia (6)**	13	4	7	20	372	Schooner; 2 funnels	2	4½	4

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

[1] Subject to possible change.

SECOND-CLASS—Concluded.

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

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

[1] Date of placing out of commission.

CRUISERS—

	Name and official number.	By whom and where built or building.	Duty or station, Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.			
				Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
1	**Albany** *st*[c]	Armstrong, Mitchell & Co., Newcastle on Tyne, England.[2]	Pacific Reserve Fleet.	346 0	43 9	16 10	1
2	**Birmingham** (2).[5 a b]	Fore River Shipbuilding Co., Quincy, Mass.	Flagship, torpedo flotilla, Atlantic Fleet.	420 0	47 1	16 9	2
3	**Boston**[5 c]	John Roach & Sons, Chester, Pa.	Naval Militia, Oregon.	277 5	42 2	16 10	3
4	**Chattanooga** (16) *sg*.	Crescent Ship Yard, Elizabethport, N. J.	Pacific Reserve Fleet.	292 0	44 0	15 9	4
5	**Chester** (1).[5 a b]	Bath Iron Works, Bath, Me.	General service, Atlantic.	420 0	47 1	16 9	5
6	**Cincinnati** (7).[5]	Navy yard, New York	Asiatic Fleet.	300 0	42 0	18 0	6
7	**Cleveland** (19) *sg*.	Bath Iron Works, Bath, Me.	In reserve, navy yard, Mare Island.	292 0	44 0	15 9	7
8	**Denver** (14) *sg*.	Neafie & Levy, Philadelphia, Pa.	General service, Pacific.	292 0	44 0	15 9	8
9	**Des Moines** (15) *sg*.	Fore River Engine Co., Quincy, Mass.	General service, Atlantic.	292 0	44 0	15 9	9
10	**Galveston** (17) *sg*.	Wm. R. Trigg Co., Richmond, Va.	Asiatic fleet.	292 0	44 0	15 9	10
11	**Marblehead** (11).[5]	City Point Works, Boston, Mass.	Naval Militia, California.	257 0	37 0	14 6	11
12	**New Orleans** *st*[c]	Armstrong, Mitchell & Co., Newcastle on Tyne, England.[9]	General service, Pacific.	346 0	43 9	16 10	12
13	**Raleigh** (8).[5]	Navy yard, Norfolk, Va.	General service, Pacific.	300 0	42 0	18 0	13
14	**Salem** (3).[5 a b]	Fore River Ship Building Co., Quincy, Mass.	Atlantic Reserve Fleet.	420 0	47 1	16 9	14
15	**Tacoma** (18) *st*.	Union Iron Works, San Francisco, Cal.	General service, Atlantic.	292 0	44 0	15 9	15
	Total normal displacement.						

(*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.
c Purchased during war with Spain.

THIRD-CLASS.

	Ship, fully equipped ready for sea, normal stores, etc.—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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	[2] 3,430	23.00	354 10	3,954	20.52	3,450	821	Albany	1
2	[4] 3,750	31.00	423 1	4,687	24.33	3,720	[1] 1,400	Birmingham (2).	2
3	3,000	20.00	288 3	.....	15.60	3,025	[1] 428	Boston	3
4	[7] 3,200	22.30	308 11	3,514	16.65	3,207	733	Chattanooga (16).	4
5	[4] 3,750	31.00	423 1	4,687	26.52	3,673	[1] 1,375	Chester (1)	5
6	[3] 3,183	20.00	306 1	3,339	19.91	.....	712	Cincinnati (7)	6
7	[7] 3,200	22.30	308 10	3,514	16.45	3,202	720	Cleveland (19)	7
8	[7] 3,200	22.30	308 9	3,514	16.75	3,200	710	Denver (14)	8
9	[7] 3,200	22.30	309 10	3,514	16.65	3,196	[1] 700	Des Moines (15)	9
10	[7] 3,200	22.30	308 10	3,514	16.41	3,255	724	Galveston (17)	10
11	2,072	15.75	269 6	2,212	18.44	2,054	[1] 346	Marblehead (11).	11
12	[2] 3,430	23.00	354 5	3,954	[2] 20.00	.....	[1] 750	New Orleans	12
13	[3] 3,183	20.00	305 10	3,339	21.12	.....	698	Raleigh (3)	13
14	[4] 3,750	31.00	423 1	4,687	25.95	3,751	[1] 1,400	Salem (3)	14
15	[7] 3,200	22.30	308 6	3,514	16.58	3,211	710	Tacoma (18)	15
	48,748								

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

CRUISERS—

	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	**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).	28½	45	[2] 62	36	12 Fore River.	696	37,992	15,670	15,889	844	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	[1] 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.							Submarine signal sets.	Radio installations		Name and official number.	
				Amperes.					Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builders.		High.	Low.		
									Kw.	Kw.		
1	2	50	125	400	800	8-50-400	General Electric Co.	....	2	.....	Albany.....	1
2	3	32	125	256	768	8-32-400	General Electric Co.	(2)	5	.....	Birmingham (2).	2
3	2	16	80	200	600	4-16-400	General Electric Co.	....	.....	.....	Boston.....	3
	1	16	80	200		4-16-400	Edison dynamo (U. I. W. engine).					
4	4	24	80	300	1,200	6-24-400	General Electric Co.	....	2	.....	Chattanooga (16).	4
5	3	32	125	256	768	8-32-400	General Electric Co.	(2)	.....	5	Chester (1).....	5
6	2	30	125	240	480	[1]4-30-3600	General Electric Co.	....	2	.....	Cincinnati (7)..	6
7	4	24	80	300	1,200	6-24-400	General Electric Co.	....	2	.....	Cleveland (19)..	7
8	4	24	80	300	1,200	6-24-400	General Electric Co.	....	2	.....	Denver (14).....	8
9	4	24	80	300	1,200	6-24-400	General Electric Co.	....	2	.....	Des Moines (15).	9
10	4	24	80	300	1,200	8-24-380	Bullock Electric Co. (Forbes engine).	....	2	.....	Galveston (17)..	10
11	2	16	80	200	400	4-16-400	Crocker Wheeler Co. (Forbes engine).	....	.....	2	Marblehead (11).	11
12	2	50	125	400	1,200	8-50-400	B. F. Sturtevant Co.	....	2	.....	New Orleans...	12
13	2	30	125	240	480	[1]4-30-3600	General Electric Co.	....	2	.....	Raleigh (8).....	13
14	3	32	125	256	768	8-32-400	General Electric Co.	(2)	5	.....	Salem (3).....	14
15	4	24	80	300	1,200	4-24-400	Union Iron Works..	....	2	.....	Tacoma (18)....	15

[1] Turbo-generators.
[2] One receiving set, type (J), manufactured by the Submarine Signal Co.

CRUISERS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Albany.....	10 5″ 50 cal. B. L. R.; 2 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.; 2 3-pdr. R. F.....	.....	12
13	Raleigh (8).....	11 5″ 40 cal. R. F.; 6 6-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 (18)....	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.	Messes (complement).				Name and official number.	
	Flat.	Slope.		Ward-room officers.	War-rant officers.	Chief petty officers.	Men.		
	Inch.	*Inch.*							
1	1½	3½	2 mil. m.; 2 funnels.....	12	5	19	309	Albany.....	1
2	.....	.....	4 funnels; 2 masts.....	12	5	25	330	Birmingham (2)	2
3	1½	1½	Schooner; 2 funnels	12	5	12	239	Boston.....	3
4	⅛	2½	Schooner; 2 funnels	12	5	13	261	Chattanooga (16).	4
5	.....	.....	4 funnels; 2 masts.....	12	5	25	326	Chester (1)	5
6	1	2½	1 pole m.; 2 funnels. ...	12	5	15	270	Cincinnati (7)..	6
7	⅛	2½	Schooner; 2 funnels	12	5	13	261	Cleveland (19)..	7
8	⅛	2½	Schooner; 2 funnels	12	5	14	261	Denver (14).....	8
9	⅛	2½	Schooner; 2 funnels	12	5	13	261	Des Moines (15).	9
10	⅛	2½	Schooner; 2 funnels	12	5	13	261	Galveston (17)..	10
11	⅛	7/16	Schooner; 2 funnels.....	12	5	13	226	Marblehead (11).	11
12	1¼	3½	2 mil. m.; 2 funnels.....	12	5	18	309	New Orleans...	12
13	1	2½	Schooner; 2 funnels.....	12	5	15	270	Raleigh (8).....	13
14	.....	.....	4 funnels; 2 masts.....	12	5	25	326	Salem (3).....	14
15	⅛	2½	Schooner; 2 funnels	12	5	14	260	Tacoma (18) ...	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	[3] $1,205,000			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 (12)**		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	[3] 1,429,215			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 (13)**	1,554	1,041,900	Mar. 3, 1899	Dec. 14, 1899	15

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

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 Oct. 11, 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. Jan. 1, 1914.	Ship fully equipped ready for sea, all stores on board. Normal coal supply.			
				Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	
				Ft. in.	Ft. in.	Ft. in.	
1	Amphitrite.....	Harlan & Hollingsworth, Wilmington, Del., and navy yard, Norfolk.	Naval Militia, Louisiana.	259 3	55 4	14 6	1
2	Cheyenne (16)[2 3]	Union Iron Works, San Francisco, Cal.	Submarine tender, Pacific.	252 0	50 0	12 6	2
3	Miantonomoh..	John Roach, Chester, Pa., and navy yard, New York.	Navy yard, Philadelphia.[4]	260 3	55 4	14 6	3
4	Monadnock.....	Continental Iron Works, Vallejo, Cal., and navy yard, Mare Island.	Asiatic Fleet.....	258 6	55 5	14 6	4
5	Monterey.....	Union Iron Works, San Francisco, Cal.	Asiatic Fleet[5].....	256 0	59 0½	14 10	5
6	Ozark (7)[6 3].....	Newport News S. B. Co., Newport News, Va.	Submarine tender, Atlantic.	252 0	50 0	12 6	6
7	Tallahassee (9).[7 3]	Lewis Nixon, Elizabethport, N.J.	Ordnance experimental ship, Atlantic.	252 0	50 0	12 6	7
8	Terror.....	Wm. Cramp & Sons, Philadelphia, Pa., and navy yard, New York.	Navy yard, Philadelphia.[4]	258 8	55 6	14 8	8
9	Tonopah (8)[8 3].	Bath Iron Works, Bath, Me..	Submarine tender, Atlantic.	252 0	50 0	12 6	9
	Total normal displacement.....						

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

NOTE.—The Puritan was stricken from the Navy Register Feb. 27, 1913.

TORS.

	Ship fully equipped ready for sea, all stores on board. Normal coal supply—Contd.		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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	3,990	27.67	262 9	.....	10.50	3,990	271	**Amphitrite**.....	1
2	[1] 3,225	25.25	255 1	3,356	11.80	3,280	[2] 129	**Cheyenne (10)** ..	2
3	3,990	27.67	263 1	.....	10.50	3,990	250	**Miantonomoh**..	3
4	3,990	27.67	262 3	.....	11.63	3,990	386	**Monadnock**.....	4
5	4,084	26.74	260 11	.....	13.60	4,084	206	**Monterey**.....	5
6	[1] 3,225	25.25	255 1	3,356	12.03	3,215	344	**Ozark (7)**.....	6
7	[1] 3,225	25.25	255 1	3,356	12.40	3,225	355	**Tallahassee (9)**.	7
8	3,990	27.67	263 1	.....	10.50	3,990	276	**Terror**.....	8
9	[1] 3,225	25.25	255 1	3,356	13.04	3,250	338	**Tonopah (8)** ...	9
	32,944								

[1] Two-thirds full supply of ammunition and stores.
[2] 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	**Tallahassee (9)**.	Vert. 3 exp. (1).	17	26½	40	24	4 Mosher....	240	9,504	2,336	2,395	222	7
8	**Terror**.....	Incl. comp. (2)..	32	...	48	46	6 S. E.....	378	8,781	.....	1,600	487	8
9	**Tonopah (8)**....	Vert. 3 exp. (2).	17	26½	40	24	4 Niclausse..	220	8,876	1,970	2,004	227	9

	Name and official number.	Batteries. Guns.	Batteries. 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.; 2 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.; 2 6-pdr. R. F.....	.....	6
7	**Tallahassee (9)**.	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 3 6-pdr. R. F.....	.....	7
8	**Terror**.....	4 10″ 30 cal. B. L. R.; 4 4″ 40 cal. R. F.; 2 6-pdr. R. F.....	.....	8
9	**Tonopah (8)**....	2 12″ 40 cal. B. L. R.; 4 4″ 50 cal. R. F.; 2 6-pdr. R. F.....	.....	9

[1] Estimated.

Continued.

	Generating sets.							Submarine signal sets.	Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		Frequency. High.	Frequency. Low.		
									Kw.	*Kw.*		
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..	(1)	.....	2	**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.	.....	2	.....	**Monadnock**....	4
5	3	16	80	200	600	6-16-450	General Electric Co.	.....	2	.....	**Monterey**.....	5
6	4	32	80	400	1,600	6-32-400	General Electric Co.	.....	2	.....	**Ozark (7)**.....	6
7	2	32	80	400	800	6-32-400	General Electric Co.	.....	.....	2	**Tallahassee (9)**.	7
8	1 1	24 24	80 80	300 300	600	4-24-400 2-24-400	General Electric Co. Siemens Bros.....	.....	.....	.....	**Terror**.....	8
9	4	32	80	400	1,600	6-32-400	General Electric Co.	(1)	2	.....	**Tonopah (8)**....	9

	Armor.					Protective deck amidships. Total thickness.		Name and official number.	
	Water-line belt amidships.	Turrets. Size.	Turrets. Thickness.	Barbettes. Size.	Barbettes. Thickness.	Flat.	Slope.		
	Inches.	*Inches.*	*Inches.*	*In.*	*Inches.*	*Inches.*	*Inches.*		
1	Top 9, bottom 4, water line 9.	10	7½	10	11½	1¼	.....	**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	.....	.....	1¼	.....	**Miantonomoh**..	3
4	Top 9, bottom 5, water line 9.	10	7½	10	11½	1¼	.....	**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 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	**Tallahassee (9)**.	7
8	Top 7, bottom 4, water line 7.	10	11½	.....	.....	1¼	.....	**Terror**.....	8
9	Top 11, bottom 5, water line 8.	12	10-9	12	11-9	1½	.....	**Tonopah (8)**....	9

[1] One sending set (overside) and one receiving set (type J) manufactured by the Submarine Signal Co.

MONITORS—

	Name and official number.	Rig and number of funnels.	Messes (complement). Wardroom officers.	Warrant officers.	Chief petty officers.	Men.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
1	Amphitrite.....	1 mil. m.; 1 funnel.....	14	4	17	123	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	1
2	Cheyennne (10).	1 mil. m.; 1 funnel.....	13	4	14	195	.....	$975,000	May 4, 1898	2
3	Miantonomoh..	1 mil. m.; 1 funnel.....	14	4	17	123	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	3
4	Monadnock....	1 mil. m.; 1 funnel.....	14	4	17	123	[2] 988	(1)	Aug. 3, 1886 Mar. 3, 1887	4
5	Monterey.....	1 mil. m.; 1 funnel.....	14	4	17	123	[2] 840	1,628,950	Mar. 3, 1887	5
6	Ozark (7).....	1 mil. m.; 1 funnel.....	13	4	14	195	.....	960,000	May 4, 1898	6
7	Tallahassee (9).	1 mil. m.; 1 funnel.....	13	4	14	195	.....	925,000	May 4, 1898	7
8	Terror.....	1 mil. m.; 1 funnel.....	14	4	17	123	.....	(1)	Aug. 3, 1886 Mar. 3, 1887	8
9	Tonopah (8)....	1 mil. m.; 1 funnel.....	13	4	14	195	.....	962,000	May 4, 1898	9

[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	Oct. 11,1898	Jan. 23,1899	Nov. 30,1901	Mar. 11,1901	May 26,'903	June 18,1903 Aug. 1,1910	**Tallahassee (9)**.	7
8	.....	1874	Mar. 24,1883	.....	.....	Apr. 15,1896 May 8,1906[1]	**Terror**.....	8
9	Oct. 19,1898	Apr. 17,1899	Nov. 24,1900	Mar. 19,1901	Mar. 5,1903	Mar. 5,1903 May 14,1909	**Tonopah (3)**....	9

[1] Date of placing out of commission.

	Name and official number.	By whom and where built or building.	Duty or station, Jan. 1, 1914.	Ship fully equipped ready for sea, normal stores, ammunition, and coal. Length between perpendiculars.[1]	Breadth on load water line.	Mean hull draft.	
				Ft. in.	Ft. in.	Ft. in.	
1	**Ammen (35)**	New York S. B. Co., Camden, N. J.	Atlantic Fleet	289 0	26 1½	8 4	1
2	**Aylwin (47)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 97.4% complete.	[2]300 0	30 4	9 5	2
3	**Bainbridge (1)**	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet	245 0	23 1	6 6	3
4	**Balch (50)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 92.6% complete.	[2]300 0	30 4	9 5	4
5	**Barry (2)**	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet	245 0	23 1	6 6	5
6	**Beale (40)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	[2]289 0	26 1½	8 4	6
7	**Benham (49)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building; 98.0% complete.	[2]300 0	30 4	9 5	7
8	**Burrows (29)**	New York S. B. Co., Camden, N. J.	Atlantic Fleet	289 0	26 1½	8 4	8
9	**Cassin (43)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	[2]300 0	30 4	9 3	9
10	**Chauncey (3)**	Neafie & Levy, Philadelphia, Pa.	Asiatic Fleet	245 0	23 1	6 6	10
11	**Conyngham (58)**	Wm. Crump & Sons, Philadelphia, Pa.	Building, 1.3% complete.	[2]310 0	[3]29 10	9 4½	11
12	**Cummings (44)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	[2]300 0	30 4	9 3	12
13	**Cushing (55)**	Fore River Shipbuilding Co., Quincy, Mass.	Building; 27.9% complete.	[2]300 0	30 4½	9 6	13
14	**Dale (4)**	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet	245 0	23 1	6 6	14
15	**Decatur (5)**	Wm. R. Trigg Co., Richmond, Va.	Asiatic Fleet	245 0	23 1	6 6	15
16	**Downes (45)**	New York S. B. Co., Camden, N. J.	Building; 91.5% complete.	[2]300 0	[3]30 6	9 7	16
17	**Drayton (23)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 1½	8 4	17

[1] Length on designed L. W. L. [2] Length on designer's L. W. L. [3] Breadth molded, extreme.

ERS.

	Ship fully equipped ready for sea, normal stores, etc.—Continued. Displacement (normal).	Tons per inch immersion at normal draft.	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.	
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	742	12.00	293 10	883	[2] 30.48	736	[3] [5] 67,855 [4] (227)	**Ammen (35)**	1
2	1,036	14.40	305 3	1,156	[2] 29.60	1,020	[3] [5] 92,273 [4] (308)	**Aylwin (47)**.....	2
3	420	9.40	250 0	592	28.45	452	181	**Bainbridge (1)** .	3
4	1,036	14.40	305 3	1,156	[2] 29.62	1,048	[3] [5] 92,273 [4] (308)	**Balch (50)**.....	4
5	420	9.40	250 0	592	28.13	462	181	**Barry (2)**.....	5
6	742	12.00	293 10	883	[2] 29.65	740	[3] 68,012 [4] (227)	**Beale (40)**	6
7	1,036	14.40	305 3	1,156	[2] 29.59	1,035	[3] [5] 92,273 [4] (308)	**Benham (49)** ...	7
8	742	12.00	293 10	887	[2] 30.67	720	[3] [5] 70,176 [4] (235)	**Burrows (29)**...	8
9	1,020	14.30	305 3	1,139	[2] 30.14	1,011	[3] [5] 98,280 [4] (328)	**Cassin (43)**	9
10	420	9.40	250 0	592	28.64	460	181	**Chauncey (3)**...	10
11	1,090	13.86	315 3	1,205	[5] 29.50	[5] 1,090	[3] [5] 86,768 [4] (290)	**Conyngham (58)**	11
12	1,020	14.30	305 3	1,139	[2] 30.57	1,014	[3] [5] 98,280 [4] (328)	**Cummings (44)** .	12
13	1,050	14.48	305 3	1,171	[5] 29.00	[5] 1,050	[3] [5] 92,393 [4] (309)	**Cushing (55)**....	13
14	420	9.40	250 0	592	28.00	457	186	**Dale (4)**	14
15	420	9.40	250 0	592	28.10	450	186	**Decatur (5)**.....	15
16	1,072	14.42	305 3	1,190	[5] 29.00	[5] 1,072	[3] [5] 91,854 [4] (307)	**Downes (45)**....	16
17	742	12.00	293 10	887	[2] 30.83	721	[3] 70,580 [4] (236)	**Drayton (23)**...	17

[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.[5]	Total maximum I. H. P.[6]	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	[2] 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	[2] 16,000	.....	[3] 352	4
5	**Barry (2)**	Vert. 3-exp. (2).	20½	32⅝	38 3/13	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	[2] 16,000	.....	[3] 352	7
8	**Burrows (39)**	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	[2] 15,307	.....	[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	**Conyngham (58)**	Parsons turb. geared cruising.	...	...	...	...	4 White Forster.	.....	24,000	.....	.....	.....	11
12	**Cummings (44)**	Parsons turb. with recip. eng. (2.)	16	...	24	18	4 Normand.	(1)	21,509	[2] 16,335	.....	[3] 336	12
13	**Cushing (55)**	Curtis turb. (4).	...	...	...	...	4 Yarrow ...	.....	21,500	.....	.....	.....	13
14	**Dale (4)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	14
15	**Decatur (5)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,768	.....	[3] 8,000	204	15
16	**Downes (45)**	Curtis turb. recip. (2.)	12½	...	26½	14	4 Thorny-croft.	(1)	26,456	[2] 16,000	.....	[3] 388	16
17	**Drayton (23)**	Parsons turb.(3)	...	...	...	...	4 Normand..	(1)	19,321	[2] 15,524	.....	263	17

[1] Oil fuel.
[2] Main engines only.
[3] Estimated.
[4] Two low-pressure cylinders.
[5] Having reference to turbine ships; I. H. P. corresponds to S. H. P. developed by main turbines together with horsepower developed by main air and circulating pumps and feed pumps.
[6] Having reference to turbine ships; I. H. P. corresponds to S. H. P. developed by main turbines together with horsepower developed by all auxiliaries.

Continued.

	Generating sets.							Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Frequency. High.	Frequency. Low.		
								Kw.	*Kw.*		
1	2	[3] 5	125	40	80	[1] 4–5–3800 [1] 4–5–4000	Terry-Diehl	2	.....	**Ammen (35)**....	1
2	2	10	125	80	160	[1] 2–10–5000	General Electric Co....	2	.....	**Aylwin (47)**.....	2
3	1	5	125	40	40	[1] 2–5–5000	General Electric Co....	2	.....	**Bainbridge (1)**..	3
4	2	10	125	80	160	[1] 2–10–5000	General Electric Co	2	.....	**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.....	2	.....	**Beale (40)**.....	6
7	2	10	125	80	160	[1] 2–10–5000	General Electric Co	2	.....	**Benham (49)**....	7
8	2	5	125	40	80	[1] 2–5–5000	General Electric Co	2	.....	**Burrows (29)**...	8
9	2	10	125	80	160	[1] 2–10–5000	General Electric Co	2	.....	**Cassin (43)**.....	9
10	1	5	125	40	40	[1] 2–5–5000	General Electric Co	.....	.....	**Chauncey (3)**...	10
11	[2] 2	25	125	200	400	(1)	.....	.....	.....	**Conyngham (58)**	11
12	2	10	125	80	160	[1] 2–10–5000	General Electric Co	2	.....	**Cummings (44)**.	12
13	2	25	125	200	400	[1] 2–25–3,600	General Electric Co	.....	.....	**Cushing (55)**....	13
14	1	5	125	40	40	[1] 2–5–5000	Diehl Electric Co. (Terry turbine).	.....	1	**Dale (4)**.....	14
15	1	5	125	40	40	[1] 2–5–5000	Diehl Electric Co. (Terry turbine).	2	.....	**Decatur (5)**.....	15
16	2	10	125	80	160	[1] 2–10–5000	General Electric Co	2	.....	**Downes (45)**....	16
17	2	5	125	40	80	[1] 2–5–5000	General Electric Co	2	.....	**Drayton (23)**...	17

[1] Turbo-generators. [2] Not yet installed. [3] To be converted to 10 K. W.

DESTROYERS—

	Name and official number.	Batteries. Guns.	Batteries. Torpedo tubes (long).	Rig and number of funnels.	Messes (complement). Wardroom officers.	Messes (complement). Chief petty officers.	Messes (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	8	76	.....	$648,000	Mar. 3, 1909	1
2	**Aylwin (47)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	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	7	69	229	283,000	May 4, 1898	3
4	**Balch (50)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	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	7	69	229	283,000	May 4, 1898	5
6	**Beale (40)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	8	76	.....	654,000	June 24, 1910	6
7	**Benham (49)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	756,100	Mar. 4, 1911	7
8	**Burrows (29)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	665,000	May 13, 1908	8
9	**Cassin (43)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	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	7	69	229	283,000	May 4, 1898	10
11	**Conyngham (53)**	4 4″ 50 col. R. F.	4 twin 21″.	2 masts; 4 funnels.	5	8	87	.....	881,000	Mar. 4, 1913	11
12	**Cummings (44)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	761,500	Mar. 4, 1911	12
13	**Cushing (55)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	854,500	Aug. 22, 1912	13
14	**Dale (4)**	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels.	3	7	69	229	260,000	May 4, 1898	14
15	**Decatur (5)**	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	7	69	229	260,000	May 4, 1898	15
16	**Downes (45)**	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	777,500	Mar. 4, 1911	16
17	**Drayton (23)**	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	644,000	May 13, 1908	17

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	Jan. 17, 1914	Jan. 17, 1914	**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	Mar. 26, 1914	Mar. 26, 1914	**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	Mar. 22, 1913	Aug. 22, 1913	Jan. 20, 1914	Jan. 20, 1914	**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	May 20, 1913	Sept. 6, 1913	Aug. 8, 1913	Aug. 9, 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	Oct. 2, 1913	Feb. 24, 1914	.....	Sept. 17, 1915	.....	.....	**Conyngham (58)**	11
12	Sept. 6, 1911	May 21, 1912	Aug. 6, 1913	Sept. 6, 1913	Sept. 19, 1913	Sept. 19, 1913	**Cummings (44)**.	12
13	Dec. 11, 1912	Sept. 23, 1913	.....	Dec. 11, 1914	.....	.....	**Cushing (55)**....	13
14	Nov. 16, 1898	July 12, 1899	July 24, 1900	May 16, 1900	July 17, 1902	Oct. 24, 1902	**Dale (4)**.....	14
15	Nov. 16, 1898	July 26, 1899	Sept. 26, 1900	May 16, 1900	Apr. 1, 1902	May 19, 1902 Apr. 22, 1910	**Decatur (5)**.....	15
16	Sept. 8, 1911	June 27, 1912	Nov. 8, 1913	Sept. 8, 1913	.....	.....	**Downes (45)**....	16
17	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910	**Drayton (23)**...	17

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station Jan. 1, 1914.	Ship fully equipped ready for sea, normal stores, ammunition, and coal.			
				Length between perpendiculars.[1]	Breadth on load water line.	Mean hull draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
18	**Duncan (46)**....	Fore River S. B. Co., Quincy, Mass.	Atlantic Fleet.....	[2]300 0	30 4	9 3	18
19	**Ericsson (56)**...	New York S. B. Co., Camden, N. J.	Building; 35.1% complete.	[2]300 0	[3]30 6	9 9	19
20	**Fanning (37)**...	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet.....	[2]289 0	26 1½	8 4	20
21	**Flusser (30)**.....	Bath Iron Works, Bath, Me...	Atlantic Fleet.....	289 0	26 0	8 0	21
22	**Henley (39)**.....	Fore River S. B. Co., Quincy, Mass.	Atlantic Fleet.....	[2]289 0	26 1½	8 4	22
23	**Hopkins (6)**....	Harlan & Hollingsworth Co., Wilmington, Del.	Reserve torpedo division, Mare Island.	238 9	23 1½	6 0	23
24	**Hull (7)**.....	Harlan & Hollingsworth Co., Wilmington, Del.	Reserve torpedo division, Mare Island.	238 9	23 1½	6 0	24
25	**Jacob Jones (61)**.	New York Shipbuilding Co., Camden, N. J.	Building, 1.6% complete.	[2]310 0	[3]29 10	9 8½	25
26	**Jarvis (38)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet.....	[2]289 0	26 1½	8 4	26
27	**Jenkins (42)**....	Bath Iron Works, Bath, Me...	Atlantic Fleet.....	[2]289 0	26 1½	8 4	27
28	**Jouett (41)**.....	Bath Iron Works, Bath, Me...	Atlantic Fleet.....	[2]289 0	26 1½	8 4	28
29	**Lamson (18)**....	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet.....	289 0	26 0	8 0	29
30	**Lawrence (8)**...	Fore River Engine Co., Weymouth, Mass.	Reserve torpedo division, Mare Island.	240 7	22 2½	6 2	30
31	**Mayrant (31)**..	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet.....	289 0	26 1½	8 4	31
32	**McCall (28)**.....	New York S. B. Co., Camden, N. J.	Atlantic Fleet.....	289 0	26 1½	8 4	32
33	**McDougal (54)**.	Bath Iron Works, Bath, Me...	Building; 59% complete.	[2]300 0	[3]30 6	9 3	33
34	**Macdonough (9)**.	Fore River Engine Co., Weymouth, Mass.	Reserve torpedo division, Newport.	240 7	22 2½	6 2	34
35	**Monaghan (32)**.	Newport News S. B. Co., Newport News, Va.	Atlantic Fleet.....	289 0	26 1½	8 4	35

[1] Length on designed L. W. L. [2] Length on designer's L. W. L. [3] Breadth molded, extreme.

Continued.

	Ship fully equipped, etc.—Contd.		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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
18	1,014	14.26	305 3	1,133	[5] 29.14	1,057	[2] [3] 91,284 [4] (305)	Duncan (46).....	18
19	1,090	14.50	305 3	1,211	[2] 29.00	[2] 1,090	[2] [3] 92,393 [4] (309)	Ericsson (56).....	19
20	742	12.00	293 10	883	[5] 29.99	725	[2] [3] 67,342 [4] (225)	Fanning (37).....	20
21	700	11.86	293 10	902	[5] 30.41	686	316	Flusser (30).....	21
22	742	12.00	293 10	891	[5] 30.41	767	[2] [3] 74,287 [4] (248)	Henley (39).....	22
23	408	9.50	248 8	568	29.02	467	153	Hopkins (6).....	23
24	408	9.50	248 8	568	28.04	449	156	Hull (7).....	24
25	1,150	13.98	315 3	1,265	[2] 29.50	[2] 1,150	[2] [3] 86,768 [4] (290)	Jacob Jones (61).	25
26	742	12.00	293 10	883	[5] 30.01	777	[2] 66,707 [4] (223)	Jarvis (38).....	26
27	742	12.00	293 10	883	[5] 31.27	719	[2] 66,471 [4] (222)	Jenkins (42).....	27
28	742	12.00	293 10	883	[5] 32.27	728	[2] 67,420 [4] (225)	Jouett (41).....	28
29	700	11.86	293 10	902	[5] 28.61	690	284	Lamson (18).....	29
30	400	8.56	246 3	505	28.41	412	116	Lawrence (8).....	30
31	742	12.00	293 10	887	[5] 30.22	734	[2] 73,583 [4] (246)	Mayrant (31).....	31
32	742	12.00	293 10	887	[5] 30.66	738	[2] 70,575 [4] (236)	McCall (28).....	32
33	1,020	14.30	305 3	1,139	[2] 29.00	[2] 1,020	[2] [3] 97,980 [4] (327)	McDougal (54)...	33
34	400	8.56	246 3	505	28.03	405	116	Macdonough (9).	34
35	742	12.00	293 10	883	[5] 30.45	735	[2] 70,074 [4] (234)	Monaghan (32)..	35

[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.[5]	Total maximum I. H. P.[6]	Total weight of machinery.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
18	**Duncan (46)**	Curtis turb. with recip. eng. (2)	12½	...	26½	13½	4 Yarrow	(1)	21,500	[3] 16,000	.....	[3] 330.3	18
19	**Ericsson (56)**	Parsons turb. (3) with recip. eng. (1).	...	...	...	...	4 Thorny-croft.	.....	26,936	.....	.....	.....	19
20	**Fanning (37)**	Parsons turb. (3).	...	...	...	...	4 Thorny-croft.	(1)	18,136	[3] 12,609	.....	272.3	20
21	**Flusser (20)**	Parsons turb. (3).	...	...	...	...	4 Normand.	347	16,177	[3] 11,541	11,842	240	21
22	**Henley (39)**	Curtis turb. and recip. (2).	...	...	...	...	4 Yarrow	(1)	18,000	[3] 13,472	.....	305	22
23	**Hopkins (6)**	Vert. 3-exp. (2).	22	32½	[4] 34	18	4 Thorny-croft.	294	17,612	.....	8,456	201	23
24	**Hull (7)**	Vert. 3-exp. (2).	22	32½	[4] 34	18	4 Thorny-croft.	294	17,612	.....	9,119	202	24
25	**Jacob Jones (61).**	Parsons turb. geared cruising.	...	...	...	...	4 Thorny-croft.	.....	23,936	.....	.....	.....	25
26	**Jarvis (38)**	Parsons turb. (3).	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 10,584	.....	[3] 293	26
27	**Jenkins (42)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,021	[3] 12,440	.....	263	27
28	**Jouett (41)**	Parsons turb. (3).	...	...	...	...	4 Normand.	(1)	18,021	[3] 12,340	.....	263	28
29	**Lamson (18)**	Parsons turb. (3).	...	...	...	...	4 Mosher	368	18,003	10,769	11,041	251	29
30	**Lawrence (8)**	Vert. 3-exp. (2).	22	31	[4] 34	20	4 Mod. Normand.	304	18,117	.....	[3] 8,400	182	30
31	**Mayrant (31)**	Zoelly turb. (2).	...	...	...	...	4 White-Forster.	(1)	18,000	[3] 13,140	.....	284	31
32	**McCall (28)**	Parsons turb. (3).	...	...	...	...	4 Thorny-croft.	(1)	19,200	[3] 13,072	.....	287	32
33	**McDougal (54)**	Parsons turb. with recip. eng. (2 each).	16	...	24	18	4 Normand.	(1)	21,509	[3] 16,000	.....	.....	33
34	**Macdonough (9).**	Vert. 3-exp. (2).	22	31	[4] 34	24	4 Mod. Normand.	304	18,117	.....	[3] 8,400	183	34
35	**Monaghan (32)**	Parsons turb. (3).	...	...	...	...	4 Thorny-croft.	(1)	18,000	[3] 12,410	.....	277	35

[1] Oil fuel.
[2] Estimated.
[3] Main engines only.
[4] Two low-pressure cylinders.
[5] Having reference to turbine ships; I. H. P. corresponds to S. H. P. developed by main turbines, together with horsepower developed by main air and circulating pumps and feed pumps.
[6] Having reference to turbine ships; I. H. P. corresponds to S. H. P. developed by main turbines, together with horsepower developed by all auxiliaries.

Continued.

	Generating sets.							Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Frequency. High.	Frequency. Low.		
								Kw.	*Kw.*		
18	2	10	125	80	160	[1] 2-10-5000	General Electric Co....	2	.....	Duncan (46)....	18
19	2	25	125	200	400	([1]) ([2])	.....	.....	.....	Ericsson (56)....	19
20	2	[3] 5	125	40	80	[3] 4-5-3800	Terry-Diehl.....	2	.....	Fanning (37)...	20
21	2	[3] 5	125	40	80	[3] 2-5-5000	General Electric Co....	2	.....	Flusser (30).....	21
22	2	[3] 5	125	40	80	[3] 2-5-5000	General Electric Co....	2	.....	Henley (39).....	22
23	1	5	125	40	40	[3] 2-5-5000	General Electric Co....	.....	1	Hopkins (6)....	23
24	1	5	125	40	40	[3] 2-5-5000	General Electric Co....	.....	1	Hull (7).....	24
25	[1] 2	25	125	400	([2])	.....	.....	.....	.....	Jacob Jones (61).	25
26	2	[3] 5	125	40	80	[3] 2-5-5000	General Electric Co....	2	.....	Jarvis (38).....	26
27	2	[3] 5	125	40	80	[3] 2-5-5000	General Electric Co....	2	.....	Jenkins (42)....	27
28	2	[3] 5	125	40	80	[3] 4-5-5000	General Electric Co....	2	.....	Jouett (41).....	28
29	2	[3] 5	125	40	80	[3] 2-5-5000	General Electric Co...	2	.....	Lamson (18)....	29
30	[1] 1	10	125	80	80	6-10-3600	Terry-Diehl.....	.....	2	Lawrence (8)...	30
31	2	[3] 5	125	40	80	[3] 2-5-5000	General Electric Co....	2	.....	Mayrant (31)...	31
32	3	[3] 5	125	40	120	[3] 2-5-5000	General Electric Co....	2	.....	McCall (28).....	32
33	[1] 2	25	125	200	400	([2])	.....	.....	.....	McDougal (54)..	33
34	1	5	80	62.5	62.5	6-5-700	General Electric Co. (Fore River engine).	.....	2	Macdonough (9).	34
35	2	10	125	80	160	[3] 6-10-3600	Terry-Diehl.....	2	.....	Monaghan (32) .	35

[1] Not yet installed. [2] Turbo-generators. [3] To be converted to 10 K. W.

DESTROYERS—

	Name and official number.	Batteries. Guns.	Batteries. Torpedo tubes (long).	Rig and number of funnels.	Messes (complement). Wardroom officers.	Messes (complement). Chief petty officers.	Messes (complement). Men.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
18	Duncan (46)...	4 4" 50 cal. R. F.	4 twin 18".	2 masts; 4 funnels.	5	8	87	.....	$779,450	Mar. 4, 1911	18
19	Ericsson (56)...	4 4" 50 cal. R. F.	4 twin 18".	2 masts; 4 funnels.	5	8	87	.....	873,500	Aug. 22, 1912	19
20	Fanning (37)...	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 3 funnels.	4	8	76	.....	630,500	June 24, 1910	20
21	Flusser (20)...	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	624,000	Mar. 2, 1907	21
22	Henley (39)...	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	648,700	June 24, 1910	22
23	Hopkins (6)...	2 3" 50 cal. R. F.; 6 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels; wireless pole.	3	7	69	.....	291,000	May 4, 1898	23
24	Hull (7).....	2 3" 50 cal. R. F.; 6 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels; wireless pole.	3	7	69	.....	291,000	May 4, 1898	24
25	Jacob Jones (61).	4 4" 50 cal. R. F.	4 twin 21".	2 masts; 4 funnels.	5	8	87	.....	825,000	Mar. 4, 1913	25
26	Jarvis (38).....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	640,000	June 24, 1910	26
27	Jenkins (42)....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	654,500	June 24, 1910	27
28	Jouett (41).....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	654,500	June 24, 1910	28
29	Lamson (18)...	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	585,000	June 29, 1906	29
30	Lawrence (8)..	7 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels; wireless pole.	3	7	69	.....	281,000	May 4, 1898	30
31	Mayrant (31)..	5 3" 50 cal. R. F.	3 twin 18"	2 masts; 3 funnels.	4	8	76	.....	664,000	May 13, 1908	31
32	McCall (28)....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 4 funnels.	4	8	76	.....	665,000	May 13, 1908	32
33	McDougal (54)	4 4" 50 cal. R. F.	4 twin 18"	2 masts; 4 funnels.	5	8	87	.....	810,000	Aug. 22, 1912	33
34	Macdonough (9).	7 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels.	3	7	69	.....	281,000	May 4, 1898	34
35	Monaghan (32)	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 3 funnels.	4	8	76	.....	629,000	Mar. 3, 1909	35

Continued.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
18	Sept. 6 1911	June 17, 1912	Apr. 5, 1913	Sept. 6, 1913	Aug. 30, 1913	Aug. 30, 1913	Duncan (46)...	18
19	Dec. 16, 1912	Nov, 10, 1913	.....	Dec. 16, 1914	.....	.....	Ericsson (56)...	19
20	Dec. 6, 1910	Apr. 29, 1911	Jan. 11, 1912	Dec. 6, 1912	June 20, 1912	June 21, 1912	Fanning (37)...	20
21	Sept. 28, 1907	Aug. 3, 1908	July 20, 1909	Sept. 28, 1909	Sept. 29, 1909	Oct. 28, 1909	Flusser (20)...	21
22	Nov. 28, 1910	July 17, 1911	Apr. 3, 1912	Nov. 28, 1912	Dec. 5, 1912	Dec. 6, 1912	Henley (39)...	22
23	Oct. 19, 1898	Feb. 2, 1899	Apr. 24, 1902	Apr. 19, 1900	May 27, 1903	Sept. 23, 1903 June 22, 1909	Hopkins (6)....	23
24	Oct. 19, 1898	Feb. 22, 1899	June 21, 1902	Apr. 19, 1900	Mar. 18, 1903	May 20, 1903 Nov. 14, 1906	Hull (7).....	24
25	Oct. 15, 1913	.....	.....	Oct. 15, 1915	.....	.....	Jacob Jones (61).	25
26	Dec. 3, 1910	July 1, 1911	Apr. 3, 1912	Dec. 3, 1912	Oct. 21, 1912	Oct. 22, 1912	Jarvis (38).....	26
27	Nov. 30, 1910	Mar. 24, 1911	Apr. 29, 1912	Nov. 30, 1912	June 14, 1912	June 15, 1912	Jenkins (42)....	27
28	Nov. 30, 1910	Mar. 7, 1911	Apr. 15, 1912	Nov. 30, 1912	May 24, 1912	May 25, 1912	Jouett (41)....	28
29	Oct. 10, 1907	Mar. 18, 1908	June 16, 1909	Oct. 10, 1909	Jan. 27, 1910	Feb. 10, 1910	Lamson (18)...	29
30	Dec. 3, 1898	Apr. 10, 1899	Nov. 7, 1900	Apr. 3, 1900	Apr. 7, 1903	Apr. 14, 1903 July 23, 1907	Lawrence (8)..	30
31	Oct. 1, 1908	Apr. 22, 1909	Apr. 23, 1910	Oct. 1, 1910	July 10, 1911	July 12, 1911	Mayrant (31)..	31
32	Oct. 5, 1908	June 8, 1909	June 4, 1910	Oct. 5, 1910	Jan. 18, 1911	Jan. 23, 1911	McCall (36)....	32
33	Dec. 16, 1912	July 29, 1913	Apr. 22, 1914	Sept. 16, 1914	.....	.....	McDougal (54)	33
34	Dec. 3, 1898	Apr. 21, 1899	Dec. 24, 1900	May 3, 1900	July 3, 1903	Sept. 5, 1903 Nov. 21, 1908	Macdonough (9).	34
35	June 23, 1909	June 1, 1910	Feb. 18, 1911	June 23, 1911	June 20, 1911	June 21, 1911	Monaghan (32)	35

DESTROYERS—

	Name and official number.	By whom and where built or building.	Duty or station, Jan. 1, 1914.	Ship fully equipped ready for sea, normal stores, ammunition, and coal. Length between perpendiculars.[1]	Breadth on load water line.	Mean hull draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
36	**Nicholson (52)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 36.7% complete.	[2]300 0	30 4	9 6	36
37	**O'Brien (51)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 36.8% complete.	[2]300 0	30 4	9 6	37
38	**Parker (48)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	[2]300 0	30 4	9 5	38
39	**Patterson (36)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	289 0	26 1½	8 4	39
40	**Paulding (22)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 1½	8 4	40
41	**Paul Jones (10)**	Union Iron Works, San Francisco, Cal.	Pacific Fleet	245 0	23 1	6 6	41
42	**Perkins (26)**	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet	289 0	26 1½	8 4	42
43	**Perry (11)**	Union Iron Works, San Francisco, Cal.	Pacific Fleet	245 0	23 1	6 6	43
44	**Porter (59)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 1.1% complete.	[2]310 0	[3]29 10	9 4½	44
45	**Preble (12)**	Union Iron Works, San Francisco, Cal.	Reserve Torpedo Division, Mare Island.	245 0	23 1	6 6	45
46	**Preston (19)**	New York Shipbuilding Co., Camden, N. J.	Atlantic Fleet	289 0	26 0	8 0	46
47	**Reid (21)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 0	8 0	47
48	**Roe (24)**	Newport News Shipbuilding Co., Newport News, Va.	Atlantic Fleet	289 0	26 1½	8 4	48
49	**Smith (17)**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	289 0	26 0	8 0	49
50	**Sterett (27)**	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet	289 0	26 1½	8 4	50
51	**Stewart (13)**	Gas Engine & Power Co. and Chas. L. Seabury & Co., Cons., Morris Heights, N. Y.	Pacific Fleet	245 0	23 1	6 6	51
52	**Terry (25)**	Newport News Shipbuilding Co., Newport News, Va.	Atlantic Fleet	289 0	26 1½	8 4	52
53	**Trippe (33)**	Bath Iron Works, Bath, Me.	Atlantic Fleet	289 0	26 1½	8 4	53
54	**Truxtun (14)**	Maryland Steel Co., Sparrows Point, Md.	Pacific Fleet	248 0	22 3½	6 0	54
55	**Tucker (57)**	Fore River Shipbuilding Co., Quincy, Mass.	Building, 3.2% complete.	[2]310 0	[3]29 10	9 4½	55
56	**Wadsworth (60)**	Bath Iron Works, Bath, Me.	Building, 2.2% complete.	[2]310 0	[3]29 10	9 4½	56
57	**Wainwright (62)**	New York Shipbuilding Co., Camden, N. J.	Building, 1.6% complete.	[2]310 0	[3]29 10	9 8½	57
58	**Walke (34)**	Fore River Shipbuilding Co., Quincy, Mass.	Atlantic Fleet	289 0	26 1½	8 4	58
59	**Warrington (30).**	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic Fleet	289 0	26 1½	8 4	59
60	**Whipple (15)**	Maryland Steel Co., Sparrows Point, Md.	Pacific Fleet	248 0	22 3½	6 0	60
61	**Winslow (53)**	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 33.2% complete.	[2]300 0	30 4	9 6	61
62	**Worden (16)**	Maryland Steel Co., Sparrows Point, Md.	Reserve Torpedo Division, Annapolis.	248 0	22 3½	6 0	62
	Total normal displacement						

[1] Length on designed L. W. L. [2] Length on designer's L. W. L. [3] Breadth molded, extreme.

Continued.

	Ship fully equipped, etc.—Contd.								
	Displacement (normal).	Tons per inch immersion at normal draft.	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.	
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
36	1,050	14.48	305 3	1,171	[1] 29.00	[1] 1,050	[1] [2] 92,393 [3] (309)	Nicholson (52) ..	36
37	1,050	14.48	305 3	1,171	[1] 29.00	[1] 1,050	[1] [2] 92,393 [3] (309)	O'Brien (51)	37
38	1,036	14.40	305 3	1,156	[4] 29.55	1,035	[1] [2] 92,273 [3] (308)	Parker (48)	38
39	742	12.00	293 10	883	[4] 29.69	757	[1] [2] 70,701 [3] (236)	Patterson (36) ..	39
40	742	12.00	293 10	887	[4] 32.80	711	[1] [2] 70,580 [3] (236)	Paulding (22)...	40
41	420	9.40	250 2	592	28.91	475	179	Paul Jones (10).	41
42	742	12.00	293 10	893	[4] 29.76	765	[1] [2] 73,815 [3] (247)	Perkins (26)	42
43	420	9.40	250 2	592	28.32	476	179	Perry (11).....	43
44	1,090	13.86	315 3	1,205	[1] 29.50	[1] 1,090	[1] [2] 86,768 [3] (290)	Porter (59).....	44
45	420	9.40	250 2	592	28.03	475	179	Preble (12).....	45
46	700	11.86	293 10	902	[4] 29.18	719	283	Preston (19)	46
47	700	11.86	293 10	902	[4] 31.82	690	316	Reid (21)	47
48	742	12.00	293 10	887	[4] 29.60	711	[1] [2] 70,074 [3] (234)	Roe (24)	48
49	700	11.86	293 10	902	[4] 28.35	716	298	Smith (17)	49
50	742	12.00	293 10	893	[4] 30.37	754	[1] [2] 73,815 [3] (247)	Sterett (27)	50
51	420	9.40	250 6	592	29.69	439	184	Stewart (13)....	51
52	742	12.00	293 10	887	[4] 30.24	722	[1] [2] 70,074 [3] (234)	Terry (25)	52
53	742	12.00	293. 10	883	[4] 30.89	733	[1] [2] 69,824 [3] (233)	Trippe (33)	53
54	433	9.56	259 6	605	29.58	486	175	Truxtun (14)....	54
55	1,090	13.86	315 3	1,205	[1] 29.50	[1] 1,090	[1] [2] 86,768 [3] (290)	Tucker (57).....	55
56	1,090	13.86	315 3	1,205	[1] 30.00	[1] 1,090	[1] [2] 86,768 [3] (290)	Wadsworth (60)	56
57	1,150	13.98	315 3	1,265	[1] 29.50	[1] 1,150	[1] [2] 86,768 [3] (290)	Wainwright (62)	57
58	742	12.00	293 10	889	[4] 29.78	772	[2] 73,815 [3] (247)	Walke (34).....	58
59	742	12.00	293 10	887	[4] 30.12	729	[2] 73,583 [3] (246)	Warrington (30).	59
60	433	9.56	259 6	605	28.24	481	175	Whipple (15)....	60
61	1,050	14.48	305 3	1,171	[1] 29.00	[1] 1,050	[1] [2] 92,393 [3] (309)	Winslow (53)....	61
62	433	9.56	259 6	605	29.86	476	184	Worden (16)	62
	47,017								

[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.	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.[5]	Total maximum I. H. P.[6]	Total weight of machinery.	
			In.	*In.*	*In.*	*In.*		*Sq. ft.*	*Sq. ft.*			*Tons.*	
36	**Nicholson (52)**	Cramp turb. with recip. eng. (2 each).	13	...	25	12	4 White-Forster.	.....	21,600	.....	.....	.....	36
37	**O'Brien (51)**	Cramp turb. with recip. eng. (2 each).	13	...	25	12	4 White-Forster.	.....	21,600	.....	.....	.....	37
38	**Parker (48)**	Cramp turb. and recip. (2).	13	...	25	12	4 White-Forster.	(1)	21,600	[2] 16,000	.....	[3] 352	38
39	**Patterson (36)**	Parsons turb. (3)	...	...	...	...	4 White-Forster.	(1)	18,000	[2] 12,622	.....	270.8	39
40	**Paulding (22)**	Parsons turb. (3)	...	...	...	...	4 Normand.	(1)	19,320	[2] 17,393	.....	269	40
41	**Paul Jones (10)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,783	.....	[2] 8,000	206	41
42	**Perkins (26)**	Curtis turb. (2).	...	...	...	...	4 Yarrow.	(1)	18,000	[2] 11,668	.....	301	42
43	**Perry (11)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,763	.....	[2] 7,950	205	43
44	**Porter (59)**	Parsons turb. geared cruising.	...	...	...	...	4 White-Forster.	.....	24,000	.....	.....	.....	44
45	**Preble (12)**	Vert. 3-exp. (2).	20½	32	[4] 38	22	4 Thorny-croft.	315	17,782	7,310	7,370	206	45
46	**Preston (19)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	333	19,260	[2] 10,918	11,356	255	46
47	**Reid (21)**	Parsons turb. (3)	...	...	...	...	4 Normand.	347	16,177	[2] 12,421	12,734	228	47
48	**Roe (24)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	18,000	11,789	12,299	277	48
49	**Smith (17)**	Parsons turb. (3)	...	...	...	...	4 Mosher.	368	18,003	[2] 9,946	10,362	250	49
50	**Sterett (27)**	Curtis turb. (2).	...	...	...	...	4 Yarrow.	(1)	18,000	12,789	.....	300	50
51	**Stewart (13)**	Vert. 3-exp. (3).	20½	32	38	22	4 Seabury.	315	17,782	.....	[2] 8,000	205	51
52	**Terry (25)**	Parsons turb. (3)	...	...	...	...	4 Thorny-croft.	(1)	18,000	[2] 13,350	.....	277	52
53	**Trippe (33)**	Parsons turb. (3)	...	...	...	...	4 Normand.	(1)	19,320	[2] 14,978	.....	270	53
54	**Truxtun (14)**	Vert. 3-exp. (2).	23	34	[4] 37	20	4 Thorny-croft.	300	19,748	.....	[2] 8,300	207	54
55	**Tucker (57)**	Curtis turb. geared cruising.	...	...	...	...	4 Yarrow	.....	21,500	.....	.....	.....	55
56	**Wadsworth (60)**	Parsons turb. with reduction gear.	...	...	...	...	4 Normand.	.....	21,500	.....	.....	.....	56
57	**Wainwright (62)**	Parsons turb. geared cruising.	...	...	...	...	4 Thorny-croft.	.....	23,936	.....	.....	.....	57
58	**Walke (34)**	Curtis (2)	...	...	...	...	4 Yarrow.	(1)	18,000	[2] 12,573	.....	303	58
59	**Warrington (30)**	Zoelly turb. (2).	...	...	...	...	4 White-Forster.	(1)	18,000	[2] 12,846	13,333	283	59
60	**Whipple (15)**	Vert. 3-exp. (2).	23	34	[4] 37	20	4 Thorny-croft.	300	19,748	.....	[2] 8,300	208	60
61	**Winslow (53)**	Cramp turb. with recip. eng. (2 each).	13	...	25	12	4 White-Forster.	.....	21,600	.....	.....	.....	61
62	**Worden (16)**	Vert. 3-exp. (2).	23	34	[4] 37	20	4 Thorny-croft.	300	19,748	.....	[2] 8,300	207	62

[1] Oil fuel. [2] Estimated. [3] Main engines only. [4] Two low-pressure cylinders.
[5] Having reference to turbine ships; I. H. P. corresponds to S. H. P. developed by main turbines together with horsepower developed by main air and circulating pumps and feed pumps.
[6] Having reference to turbine ships; I. H. P. corresponds to S. H. P. developed by main turbines together with horsepower developed by all auxiliaries.

Continued.

	Generating sets.							Radio installations.		Name and official number.	
				Amperes.				Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builders.	High.	Low.		
								Kw.	Kw.		
36	[2] 2	10	125	200	400	(1)				Nicholson (53)	36
37	[2] 2	10	125	200	400	(1)				O'Brien (51)	37
38	2	10	125	80	160	[1] 2-10-5000	General Electric Co.	2		Parker (48)	38
39	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Patterson (36)	39
40	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Paulding (32)	40
41	1	5	125	40	40	[1] 4-5-4000	Terry-Diehl		1	Paul Jones (10)	41
42	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Perkins (26)	42
43	1	5	125	40	40	[1] 2-5-5000	General Electric Co.		1	Perry (11)	43
44	[2] 2	25	125	400		(1)				Porter (59)	44
45	1	5	125	40	40	[1] 2-5-5000	General Electric Co.		1	Preble (12)	45
46	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Preston (19)	46
47	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Reid (21)	47
48	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Roe (24)	48
49	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Smith (17)	49
50	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Sterett (27)	50
51	1	10	125	80	80	[1] 2-5-4000	Terry-Diehl		1	Stewart (13)	51
52	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Terry (25)	52
53	2	[3] 5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Trippe (33)	53
54	1	10	125	80	80	[1] 2-5-4000	Diehl Electric Co. (Terry turbines).		1	Truxtun (14)	54
55	[2] 2	25	125	200	400	(1)				Tucker (57)	55
56	[2] 2	25	125	200	400	(1)				Wadsworth (60)	56
57	[2] 2	25	125	200	400	(1)				Wainwright (62)	57
58	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Walke (34)	58
59	2	5	125	40	80	[1] 2-5-5000	General Electric Co.	2		Warrington (30).	59
60	2	5 2.5	125 125	40 20	60	[1] 2-5-5000	General Electric Co. Engel E. & M. Works.		1	Whipple (15)	60
61	[2] 2	10	125	200	400	(1)				Winslow (52)	61
62	1	5	125	40	40	8-5-675	B. F. Sturtevant Co.	[4]	2	Worden (16)	62

[1] Turbo-generators.
[2] Not yet installed.
[3] To be converted to 10 K. W.
[4] Has 1 receiving submarine signal set, type (E), manufactured by the Submarine Signal Co.

DESTROYERS—

	Name and official number.	Batteries.		Rig and number of funnels.	Messes (complement).			Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
		Guns.	Torpedo tubes (long).		Wardroom officers.	Chief petty officers.	Men.				
36	**Nicholson (52)**..	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	$842,000	Aug. 22, 1912	36
37	**O'Brien (51)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts; 4 funnels.	5	8	87	.....	842,000	Aug. 22, 1912	37
38	**Parker (46)**.....	4 4″ 50 cal. R. F.	4 twin 18″.	2 masts, 4 funnels.	5	8	87	.....	756,100	Mar. 4, 1911	38
39	**Patterson (36)**..	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	8	76	.....	637,000	Mar. 3, 1909	39
40	**Paulding (22)**...	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	644,000	May 13, 1908	40
41	**Paul Jones (10)**.	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	7	69	[1] 229	285,000	May 4, 1898	41
42	**Perkins (28)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	8	76	.....	610,000	May 13, 1908	42
43	**Perry (11)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	7	69	[1] 229	285,000	May 4, 1898	43
44	**Porter (59)**.....	4 4″ 50 col. R. F.	4 twin 21″.	2 masts; 4 funnels.	5	8	87	.....	881,000	Mar. 4, 1913	44
45	**Preble (12)**.....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	7	69	[1] 229	285,000	May 4, 1898	45
46	**Preston (19)**....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	645,000	June 29, 1906	46
47	**Reid (21)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	624,000	Mar. 2, 1907	47
48	**Roe (24)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	8	76	.....	620,000	May 13, 1908	48
49	**Smith (17)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	585,000	June 29, 1906	49
50	**Sterett (27)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	8	76	.....	610,000	May 13, 1908	50
51	**Stewart (13)**....	2 3″ 50 cal. R. F.; 5 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	7	69	.....	282,000	May 4, 1898	51
52	**Terry (25)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 3 funnels.	4	8	76	.....	620,000	May 13, 1908	52
53	**Trippe (33)**.....	5 3″ 50 cal. R. F.	3 twin 18″.	2 masts; 4 funnels.	4	8	76	.....	659,500	Mar. 3, 1909	53
54	**Truxtun (14)**....	2 3″ 50 cal. R. F.; 6 6-pdr. R. F.	2 18″.....	Signal pole; 4 funnels; wireless pole.	3	7	69	.....	286,000	May 4, 1898	54

[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.	
36	Dec. 7, 1912	Sept. 8, 1913	.....	Nov. 22, 1914	.....	.....	Nicholson (56)..	36
37	Dec. 7, 1912	Sept. 8, 1913	.....	Nov. 7, 1914	.....	.....	O'Brien (51).....	37
38	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	Dec. 20, 1913	Dec. 30, 1913	Parker (48).....	38
39	June 14, 1909	Apr. 27, 1910	Apr. 29, 1911	June 14, 1911	Oct. 7, 1911	Oct. 11, 1911	Patterson (36)..	39
40	Sept. 29, 1908	July 24, 1909	Apr. 12, 1910	Sept. 29, 1910	Sept. 27, 1910	Sept. 29, 1910	Paulding (33)...	40
41	Oct. 5, 1898	Apr. 20, 1899	June 14, 1902	Apr. 5, 1900	July 19, 1902	July 19, 1902 Jan. 7, 1909	Paul Jones (10).	41
42	Oct. 1, 1908	Mar. 22, 1909	Apr. 9, 1910	Sept. 1, 1910	Nov. 15, 1910	Nov. 18, 1910	Perkins (26)....	42
43	Oct. 5, 1898	Apr. 19, 1899	Oct. 27, 1900	Apr. 5, 1900	May 31, 1902	Sept. 4, 1902 July 11, 1907	Perry (11).....	43
44	Oct. 2, 1913	Feb. 24, 1914	.....	Oct. 2, 1915	.....	.....	Porter (59).....	44
45	Oct. 5, 1898	Apr. 21, 1899	Mar. 2, 1901	Apr. 5, 1900	June 21, 1902	June 21, 1902 Sept. 17, 1909	Preble (13).....	45
46	Sept. 28, 1907	Apr. 28, 1908	July 14, 1909	Sept. 28, 1909	Dec. 21, 1909	Dec. 24, 1909	Preston (19)....	46
47	Sept. 28, 1907	Aug. 3, 1908	Aug. 17, 1909	Sept. 28, 1909	Oct. 27, 1909	Dec. 3, 1909	Reid (21).....	47
48	Oct. 12, 1908	Jan. 18, 1909	July 24, 1909	Oct. 12, 1910	Sept. 15, 1910	Sept. 17, 1910	Roe (24).....	48
49	Oct. 10, 1907	Mar. 18, 1908	Apr. 20, 1909	Oct. 10, 1909	Nov. 24, 1909	Nov. 26, 1909	Smith (17).....	49
50	Oct. 1, 1908	Mar. 22, 1909	May 12, 1910	Oct. 1, 1910	Dec. 12, 1910	Dec. 15, 1910	Sterett (27).....	50
51	Sept. 30, 1898	Jan. 24, 1900	May 10, 1902	Feb. 28, 1900	Nov. 14, 1902	Dec. 17, 1902 Nov. 18, 1909	Stewart (13)....	51
52	Oct. 12, 1908	Feb. 8, 1909	Aug. 21, 1909	Oct. 12, 1910	Oct. 12, 1910	Oct. 18, 1910	Terry (25).....	52
53	June 15, 1909	Apr. 12, 1910	Dec. 20, 1910	June 15, 1911	Mar. 21, 1911	Mar. 23, 1911	Trippe (33).....	53
54	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Aug. 16, 1902	Sept. 11, 1902 Nov. 18, 1907	Truxtun (14)....	54

DESTROYERS—

	Name and official number.	Batteries.		Rig and number of funnels.	Messes (complement).			Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	
		Guns.	Torpedo tubes (long).		Wardroom officers.	Chief petty officers.	Men.				
55	Tucker (57).....	4 4" 50 cal. R. F.	4 twin 21".	2 masts; 4 funnels.	5	8	87	.....	2861,000	Mar. 4, 1913	55
56	Wadsworth (66)	4 4" 50 cal. R. F.	4 twin 21".	2 masts; 4 funnels.	5	8	87	.....	884,000	Mar. 4, 1913	56
57	Wainwright (67)	4 4" 50 cal. R. F.	4 twin 21".	2 masts; 4 funnels.	5	8	87	.....	825,000	Mar. 4, 1913	57
58	Walke (66).....	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 3 funnels.	4	8	76	.....	644,000	Mar. 3, 1909	58
59	Warrington (30).	5 3" 50 cal. R. F.	3 twin 18".	2 masts; 3 funnels.	4	8	76	.....	664,000	May 13, 1908	59
60	Whipple (15)....	2 3" 50 cal. R. F.; 6 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels.	3	7	69	.....	286,000	May 4, 1898	60
61	Winslow (53)...	4 4" 50 cal. R. F.	4 twin 18".	2 masts; 4 funnels.	5	8	87	.....	842,000	Aug. 22, 1912	61
62	Worden (16)....	2 3" 50 cal. R. F.; 6 6-pdr. R. F.	2 18".....	Signal pole; 4 funnels.	3	7	69	.....	286,000	May 4, 1898	62

Constructed.

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
55	Sept. 22, 1913	.....	.....	Sept. 22, 1915	.....	.....	Tucker (57).....	55
56	Oct. 15, 1913	Feb. 23, 1914	.....	Oct. 15, 1915	.....	.....	Wadsworth (60)	56
57	Oct. 15, 1913	.....	.....	Oct. 15, 1915	.....	.....	Wainwright (62)	57
58	June 29, 1909	Mar. 5, 1910	Nov. 3, 1910	June 29, 1911	July 18, 1911	July 22, 1911	Walke (34).....	58
59	Oct. 1, 1908	June 21, 1909	June 18, 1910	Oct. 1, 1910	Mar. 17, 1911	Mar. 20, 1911	Warrington (36).	59
60	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Oct. 9, 1902	Oct. 21, 1902 July 16, 1906	Whipple (15) ...	60
61	Dec. 7, 1912	Oct. 1, 1913	.....	Dec. 7, 1914	.....	.....	Winslow (58) .	61
62	Oct. 4, 1898	Nov. 13, 1899	Aug. 15, 1901	Apr. 4, 1900	Oct. 17, 1902	Dec. 31, 1902 May 12, 1909	Worden (16)....	62

	Name and official number.	By whom and where built or building.	Duty or station Jan 1, 1914.	Ship fully equipped ready for sea, all stores on board; normal coal supply.				
				Length on load water line.	Extreme breadth.	Mean draft.	Displacement.	
				Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*	
1	**Bagley (24)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo division, Annapolis.	157 0	17 7½	4 11	175	1
2	**Bailey (21)**.....	Gas Engine & Power Co., and Chas. L. Seabury & Co., Consolidated, Morris Heights, N. Y.	Reserve torpedo division, Annapolis.	205 0	19 3	6 10	280	2
3	**Barney (25)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo division, Annapolis.	157 0	17 7½	4 11	175	3
4	**Biddle (26)**.....	Bath Iron Works, Bath, Me.	Reserve torpedo division, Annapolis.	157 0	17 7½	4 11	175	4
5	**Blakely (27)**....	Lawley & Sons, S. Boston, Mass.	Reserve torpedo division, Newport.	175 1	17 9	5 11	196	5
6	**Dahlgren (9)**....	Bath Iron Works, Bath, Me.	Reserve torpedo division.[1]	147 0	16 4½	4 7	146	6
7	**De Long (28)**...	Lawley & Sons, S. Boston, Mass.	Reserve torpedo division.[1]	175 1	17 9	5 11	196	7
8	**Dupont (7)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo division, Newport.	175 0	17 8½	4 8	165	8
9	**Farragut (11)**...	Union Iron Works, San Francisco, Cal.	Reserve torpedo division.[2]	213 6	20 8	6 0	279	9
10	**Foote (3)**.....	Columbian Iron Works, Baltimore, Md.	Naval Militia, N. Carolina.	160 0	16 1	5 0	142	10
11	**Fox (13)**.....	Wolff & Zwicker, Portland, Oreg.	Naval Militia, Washington.	146 0	15 4	5 10	154	11
12	**Goldsboro u g h (20)**.	Wolff & Zwicker, Portland, Oreg.	Reserve torpedo division.[2]	198 0	20 7	6 10	255	12
13	**Gwin (16)**[6].....	Herreshoff Mfg. Co., Bristol, R. I.	Torpedo station, Newport.	99 6	12 6	3 3	46	13
14	**Mackenzie (17)**..	The Chas. Hillman Co., Philadelphia, Pa.	Naval Militia, Florida.	99 3	12 9	4 3	65	14
15	**Manly (23)**[3 5]....	Yarrow.....	Naval Academy...	60 8	9 5	.....	[4] 30	15
16	**Morris (14)**.....	Herreshoff Mfg. Co., Bristol, R. I.	Reserve torpedo division, Newport.	138 3	15 6	4 1	105	16
17	**Rodgers (4)**....	Columbian Iron Works, Baltimore, Md.	Naval Militia, Massachusetts.	160 0	16 1	5 0	142	17
18	**Shubrick (31)**...	Wm. R. Trigg Co., Richmond, Va.	Reserve torpedo division.[1]	175 0	17 6	5 2	200	18
19	**Somers (22)**[3]....	Schichau Works, Elbing, Germany.	Naval Militia, Maryland.	149 4	17 6	5 10	150	19
20	**Thornton (33)**..	Wm. R. Trigg Co., Richmond, Va.	Reserve torpedo division.[1]	175 0	17 6	5 2	200	20
21	**Tingey (34)**.....	Columbian Iron Works, Baltimore, Md.	Reserve torpedo division.[1]	175 0	17 6	4 8	165	21
	Total displacement			.....	.....	.....	3,441	

[1] Navy yard, Charleston.
[2] Navy yard, Mare Island.
[3] Purchased during War with Spain.
[4] Approximate.
[5] Stricken from the Navy Register April 2, 1914.
[6] Stricken from the Navy Register April 29, 1914.

NOTE.—The Craven was stricken from the Navy Register Nov. 15, 1913; the Davis Nov. 12, 1913; the Porter Nov. 7, 1912; the Rowan Oct. 29, 1912; the Stockton and Wilkes, Nov. 15, 1913; and the Stringham Nov. 26, 1913.

BOATS.

	Full-load displacement.	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.	*Tons.*	*Knots.*	*Tons.*		*Tons.*		
1	211	68	29.15	167	4.40	43	Bagley (24).....	1
2	379	.....	30.20	280	7.05	99	Bailey (21).....	2
3	211	68	29.04	167	4.40	43	Barney (25).....	3
4	211	68	28.57	168	4.40	43	Biddle (26).....	4
5	262	.....	25.58	192	5.30	72	Blakely (27)....	5
6	.....	.....	30.00	146	4.08	[1] 32	Dahlgren (9)...	6
7	262	.....	25.52	192	5.30	72	De Long (28)...	7
8	.....	.....	28.58	165	4.52	76	Dupont (7).....	8
9	340	[2] 160	30.13	236	7.20	95	Farragut (11)...	9
10	180	.....	24.53	142	4.07	44	Foote (3).....	10
11	155	.....	23.13	132	3.68	40	Fox (13).....	11
12	.....	.....	27.40	256	6.33	89	Goldsborough (20).	12
13	58	.....	20.88	46	1.87	9	Gwin (16).....	13
14	75	.....	20.11	78	.....	[1] 15	Mackenzie (17)..	14
15	.....	.....	17.00	30	.....	.....	Manly (23)	15
16	124	.....	24.00	98	.....	26	Morris (14).....	16
17	180	.....	24.49	143	4.07	44	Rodgers (4)....	17
18	269	104	26.07	189	5.40	82	Shubrick (31)...	18
19	.....	.....	[1] 15.00	147	3.75	37	Somers (22)	19
20	269	104	24.88	193	5.40	85	Thornton (33)..	20
21	.....	103	24.94	190	5.40	73	Tingey (34).....	21

[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 1/2	37 3/8	21	2 Normand.	118	5,552		[1] 8,920	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 1/2	37 3/8	21	2 Normand.	118	5,552		[1] 8,920	90	3
4	**Biddle (26)**	Vert. 3-exp. (2).	17 7/12	24 1/2	37 3/8	21	2 Normand.	118	5,552		[1] 8,910	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	**Dahlgren (9)**	Vert. 3-exp. (2).	17 1/4	24 3/4	37	21	2 Normand.	119	5,553		4,200	81	6
7	**De Long (28)**	Vert. 3-exp. (2).	14	22	[2] 25 1/4	18	3 Normand.	150	7,575		[1] 3,000	[1] 80	7
8	**Dupont (7)**	Vert. 3-exp. (2).	16	22 1/2	[2] 25	16	3 mod. Normand.	161	8,288		[1] 3,800	78	8
9	**Farragut (11)**	Vert. 3-exp. (2).	20	29	[2] 30	18	3 Thornycroft.	196	9,912		5,600	108	9
10	**Foote (3)**	Vert. 3-exp. (2).	12	19 1/4	[2] 22	16	2 Mosher.	95	5,260		2,000	51	10
11	**Fox (13)**	Vert. 3-exp. (2).	11 7/8	19	[2] 22 7/8	15	2 Thornycroft.	88	4,763		1,750	52	11
12	**Goldsborough (20).**	Vert. 3-exp. (2).	19 5/8	31 3/4	[2] 35 1/4	20	3 Thornycroft.	216	13,500		5,850	126	12
13	**Gwin (16)**	Vert. 3-exp. (1).	12 1/2	18	25	13 1/2	1 Normand.	38	1,870		850	20	13
14	**Mackenzie (17)**	Vert. 3-exp. (1).	12	19 1/4	[2] 22	16	2 Thornycroft.	40	2,168	[1] 850	1,192	27	14
15	**Manly (23)**	Vert. 3-exp. (1).	8	12	17 1/2	10	1 Yarrow.	13	500		250		15
16	**Morris (14)**	Vert. 3-exp. (2).	12 1/2	18	25	13 1/2	2 mod. Normand.	80	4,004		1,750	41	16
17	**Rodgers (4)**	Vert. 3-exp. (2).	12	19 1/4	[2] 22	16	2 Mosher.	95	5,260	2,295	2,411	51	17
18	**Shubrick (31)**	Vert. 3-exp. (2).	14	22	[2] 25 1/4	18	3 Thornycroft.	137	7,548		3,000	89	18
19	**Somers (22)**	Vert. 4-exp. (1).	17	24 33 1/12	42 1/2	18 1/2	1 locomotive	47	2,242		[1] 1,900		19
20	**Thornton (33)**	Vert. 3-exp. (2).	14	22	[2] 25 1/4	18	3 Thornycroft.	137	7,548		3,000	89	20
21	**Tingey (34)**	Vert. 3-exp. (2).	14	22	[2] 25 1/4	18	3 Thornycroft.	137	7,548		3,000	[1] 80	21

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

BOATS—Continued.

	Generating sets.							Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Building.	Frequency. High.	Frequency. Low.		
								Kw.	*Kw.*		
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.	2		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.			Dahlgren (9)	6
7	1	2.5	80	32	32	6-2.5-800	General Electric Co.			De Long (28)	7
8	1	2	80	25	25	4-2-800	Riker Electric Co.			Dupont (7)	8
9	1	5	80	62.5	62.5	4-5-700	Union Iron Works		1	Farragut (11)	9
10	1	2	80	25	25	4-2-650	General Electric Co.			Foote (3)	10
11	1	2.5	80	32	32	2-2.5-800	General Electric Co.			Fox (13)	11
12	1	3.6	80	45	45	4-3.6-800	General Electric Co.		1	Goldsborough (20)	12
13										Gwin (16)	13
14										Mackenzie (17)	14
15										Manly (23)	15
16	1	2	80	25	25	4-2-800	Riker Electric Co.			Morris (14)	16
17	1	2	80	25	25	4-2-650	General Electric Co.			Rodgers (4)	17
18	1	2.5	80	32	32	6-2.5-800	General Electric Co.			Shubrick (31)	18
19										Somers (22)	19
20	1	2.5	80	32	32	6-2.5-800	General Electric Co.			Thornton (33)	20
21	1	2.5	80	32	32	4-2.5-800	B. F. Sturtevant Co.			Tingey (34)	21

TORPEDO

	Name and official number.	Batteries.		Messes (complement).			Contract price of hull and machinery.	Date of act authorizing the building.	
		Guns.	Torpedo tubes.	Ward room officers.	Chief petty officers.	Men.			
1	Bagley (24).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	23	$161,000	May 4,1898	1
2	Bailey (21).....	4 6-pdr. R. F....	2 18″ Whitehead.	3	4	52	210,000	Mar. 3,1897	2
3	Barney (25).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	24	161,000	May 4,1898	3
4	Biddle (26).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	23	161,000	May 4,1898	4
5	Blakely (27).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	23	159,400	May 4,1898	5
6	Dahlgren (9)....	4 1-pdr. R. F....	2 18″ Whitehead. Long.	2	3	23	194,000	June 10,1896	6
7	De Long (28)...	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	27	159,400	May 4,1898	7
8	Dupont (7).....	4 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	27	144,000	Mar. 2,1895	8
9	Farragut (11)...	4 6-pdr. R. F....	2 18″ Whitehead.	3	5	57	227,500	June 10,1896	9
10	Foote (3).....	3 1-pdr. R. F....	2 18″ Whitehead. Long.	2	3	23	97,500	July 26,1894	10
11	Fox (13).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	24	81,546	June 10,1896	11
12	Goldsborough (20).	4 6-pdr. R. F....	2 18″ Whitehead. Long.	3	5	56	214,500	Mar. 3,1897	12
13	Gwin (16).....	1 1-pdr. R. F....	2 18″ Whitehead.	.....	.....	.....	39,000	June 10,1896	13
14	Mackenzie (17)..	1 1-pdr. R. F....	2 18″ Whitehead.	1	2	11	48,500	June 10,1896	14
15	Manly (23).....	.....	.....	1	1	4	[1] 24,250	.....	15
16	Morris (14).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	1	2	19	85,000	June 10,1896	16
17	Rodgers (4)....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	1	3	21	97,500	July 26,1894	17
18	Shubrick (31)...	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	23	129,750	May 4,1898	18
19	Somers (22).....	.....	.....	1	2	19	[1] 72,997	.....	19
20	Thornton (33)..	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	27	129,750	May 4,1898	20
21	Tingey (34).....	3 1-pdr. R. F....	3 18″ Whitehead. Long.	2	3	27	168,000	May 4,1898	21

[1] Purchase price.

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.	
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. 11, 1897	May 29, 1899	Apr. 6, 1898	Nov. 24, 1899	June 16, 1900	**Dahlgren (9)**	6
7	Sept. 27, 1898	Jan. 24, 1899	Nov. 23, 1900	Sept. 27, 1899	Aug. 11, 1902	Oct. 27, 1902 Apr. 30, 1910	**De Long (28)**	7
8	Oct. 19, 1895	Feb. —, 1896	Mar. 30, 1897	Nov. 19, 1896	Sept. 17, 1897	Sept. 23, 1897 May 14, 1909	**Dupont (7)**	8
9	Oct. 5, 1896	July 23, 1897	July 16, 1898	Apr. 5, 1898	Jan. 30, 1899	Mar. 22, 1899 May 10, 1911	**Farragut (11)**	9
10	May 3, 1895	May 1, 1896	Oct. 1, 1896	Aug. 3, 1896	July 28, 1897	Aug. 7, 1897 May 29, 1913[1]	**Foote (3)**	10
11	Oct. 6, 1896	Mar. 4, 1897	July 4, 1898	Oct. 6, 1897	Mar. 13, 1899	July 8, 1899 July 5, 1913[1]	**Fox (13)**	11
12	July 30, 1897	July 14, 1898	July 29. 1899	Jan. 30, 1899	.....	..... Apr. 9, 1908	**Goldsborough (20).**	12
13	Oct. 6, 1896	Apr. 14, 1897	Nov. 15, 1897	Oct. 6, 1897	Mar. 26, 1898	Apr. 4, 1898 Apr. 18, 1914[1]	**Gwin (16)**	13
14	Oct. 7, 1896	Apr. 15, 1897	Feb. 19, 1898	Oct. 7, 1897	Jan. 7, 1899	May 1, 1899 Apr. 15, 1912[1]	**Mackenzie (17)**	14
15	.....	.....	.....	.....	.....	.....	**Manly (23)**	15
16	Oct. 6, 1896	Nov. 17, 1897	Apr. 13, 1898	Oct. 6, 1897	May 12, 1898	May 11, 1898 Dec. 26, 1906	**Morris (14)**	16
17	May 3, 1895	May 6, 1896	Nov. 10, 1896	Aug. 3, 1896	Apr. 19, 1898	Apr. 2, 1898 May 19, 1911	**Rodgers (4)**	17
18	Nov. 16, 1898	Mar. 11, 1899	Oct. 31, 1899	Nov. 16, 1899	May 31, 1901	Sept. 21, 1905 May 14, 1909	**Shubrick (31)**	18
19	.....	.....	.....	.....	.....	Mar. 28, 1898 June 26, 1909[1]	**Somers (22)**	19
20	Nov. 16, 1898	Mar. 16, 1899	May 15, 1900	Nov. 16, 1899	Apr. 1, 1902	June 9, 1902 June 19, 1907	**Thornton (33)**	20
21	Oct. 1, 1898	Mar. 29, 1899	Mar. 25, 1901	Oct. 1, 1899	Dec. 15, 1903	Jan. 7, 1904 Dec. 11, 1907	**Tingey (34)**	21

[1] Date of placing out of commission.

	Name and official number.	Contractor.	By whom and where built or building.	
1	A-2 (3).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	1
2	A-3 (4).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal..	2
3	A-4 (5).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	3
4	A-5 (6).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Union Iron Works, San Francisco, Cal..	4
5	A-6 (7).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	5
6	A-7 (8).....	J. P. Holland Torpedo Boat Co., New York, N. Y.	Crescent Shipyard, Elizabethport, N. J.	6
7	B-1 (10).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	7
8	B-2 (11).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	8
9	B-3 (12).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	9
10	C-1 (9).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	10
11	C-2 (13).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	11
12	C-3 (14).....	Electric Boat Co., New York, N Y...	Fore River S. B. Co., Quincy, Mass....	12
13	C-4 (15).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	13
14	C-5 (16).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	14
15	D-1 (17).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	15
16	D-2 (18).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	16
17	D-3 (19).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	17
18	E-1 (24).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	18
19	E-2 (25).....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	19
20	F-1 (20).....	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	20
21	F-2 (21).....	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	21
22	F-3 (22).....	Electric Boat Co., New York, N. Y...	The Moran Co., Seattle, Wash.....	22
23	F-4 (28).....	Electric Boat Co., New York, N. Y...	The Moran Co., Seattle, Wash.....	23
24	G-1.....	Lake Torpedo Boat Co., Bridgeport, Conn.	Newport News S. B. Co., Newport News, Va.	24
25	G-2 (27)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Lake Torpedo Boat Co., Bridgeport, Conn.[2]	25
26	G-3 (31)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Lake Torpedo Boat Co., Bridgeport, Conn.[2]	26

[1] Building. [2] Being completed at the Navy Yard, New York, N. Y.

NOTE.—The A-1 was stricken from the Navy register Mar. 3, 1913.

MARINES.

	Date of act authorizing the building.	Contract signed.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	June 7, 1900[1]	Aug. 25, 1900	Apr. 25, 1901	Jan. 9, 1903	Jan. 12, 1903 Feb. 10, 1910	A-2 (3).....	1
2	June 7, 1900[1]	Aug. 25, 1900	Apr. 25, 1901	May 11, 1903	May 28, 1903 June 9, 1908	A-3 (4).....	2
3	June 7, 1900[1]	Aug. 25, 1900	May 25, 1901	Jan. 13, 1903	Jan. 17, 1903 Feb. 10, 1910	A-4 (5).....	3
4	June 7, 1900[1]	Aug. 25, 1900	May 25, 1901	May 11, 1903	May 28, 1903 June 9, 1908	A-5 (6).....	4
5	June 7, 1900[1]	Aug. 25, 1900	June 25, 1901	June 24, 1903	Sept. 19, 1903	A-6 (7).....	5
6	June 7, 1900[1]	Aug. 25, 1900	July 25, 1901	June 24, 1903	Sept. 19, 1903	A-7 (8).....	6
7	Apr. 27, 1904	Mar. 6, 1905	Sept. 6, 1906	Oct. 12, 1907	Oct. 18, 1907 Apr. 15, 1910	B-1 (10).....	7
8	Apr. 27, 1904	Mar. 18, 1905	Sept. 18, 1906	Oct. 12, 1907	Oct. 18, 1907 Aug. 1, 1913	B-2 (11).....	8
9	Apr. 27, 1904	Mar. 18, 1905	Sept. 18, 1906	Nov. 11, 1907	Dec. 3, 1907 Sept. 2, 1913	B-3 (12).....	9
10	Apr. 27, 1904	Mar. 6, 1905	Sept. 6, 1906	June 23, 1908	June 30, 1908	C-1 (9).....	10
11	June 29, 1906[2]	Nov. 19, 1907	July 19, 1909	Oct. 16, 1909	Nov. 23, 1909	C-2 (13).....	11
12	June 29, 1906[2]	Nov. 19, 1907	July 19, 1909	Oct. 14, 1909	Nov. 23, 1909	C-3 (14).....	12
13	June 29, 1906[2]	Nov. 19, 1907	Sept. 19, 1909	Oct. 20, 1909	Nov. 23, 1909	C-4 (15).....	13
14	June 29, 1906[2]	Nov. 19, 1907	Sept. 19, 1909	Dec. 22, 1909	Feb. 2, 1910	C-5 (16).....	14
15	June 29, 1906[2]	Nov. 23, 1907	Nov. 23, 1909	Oct. 7, 1909	Nov. 23, 1909	D-1 (17).....	15
16	June 29, 1906[2]	Nov. 23, 1907	Nov. 23, 1909	Oct. 11, 1909	Nov. 23, 1909	D-2 (18).....	16
17	June 29, 1906[2]	Nov. 23, 1907	Dec. 23, 1909	Sept. 1, 1910	Sept. 8, 1910	D-3 (19).....	17
18	May 13, 1908	June 3, 1909	Aug. 3, 1911	Feb. 14, 1912	Feb. 14, 1912	E-1 (24).....	18
19	May 13, 1908	June 3, 1909	Aug. 3, 1911	Feb. 14, 1912	Feb. 14, 1912	E-2 (25).....	19
20	May 13, 1908	Mar. 5, 1909	June 5, 1911	June 19, 1912	June 19, 1912	F-1 (20).....	20
21	May 13, 1908	Mar. 5, 1909	June 5, 1911	June 25, 1912	June 25, 1912	F-2 (21).....	21
22	May 13, 1908	Mar. 5, 1909	Aug. 5, 1911	Aug. 5, 1912	Aug. 5, 1912	F-3 (22).....	22
23	May 13, 1908	Mar. 5, 1909	Aug. 5, 1911	May 2, 1913	May 3, 1913	F-4 (23).....	23
24	June 29, 1906[2]	Feb. 3, 1908	May 3, 1910	Oct. 28, 1912	Oct. 28, 1912	G-1	24
25	May 13, 1908	Apr. 21, 1909	Aug. 21, 1911	.....	.....	G-2 (27).....	25
26	Mar. 3, 1909	Jan. 19, 1911	Sept. 19, 1912	.....	.....	G-3 (31).....	26

[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.	
27	G-4 (26).....	American Laurenti Co., Philadelphia, Pa.	Wm. Cramp & Sons, Philadelphia, Pa..	27
28	H-1 (28)	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	28
29	H-2 (29)	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	29
30	H-3 (30)[1].....	Electric Boat Co., New York, N. Y...	The Moran Co., Seattle, Wash.....	30
31	K-1 (32)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	31
32	K-2 (33)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	32
33	K-3 (34)[1].....	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	33
34	K-4 (35)[1].....	Electric Boat Co., New York, N. Y...	The Moran Co., Seattle, Wash.....	34
35	K-5 (36)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	35
36	K-6 (37)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	36
37	K-7 (38)[1]	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	37
38	K-8 (39)[1].....	Electric Boat Co., New York, N. Y...	Union Iron Works, San Francisco, Cal..	38
39	L-1 (40)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	39
40	L-2 (41)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	40
41	L-3 (42)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	41
42	L-4 (43)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	42
43	L-5 (44)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Lake Torpedo Boat Co., Bridgeport, Conn.	43
44	L-6 (45)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Craig S. B. Co., Long Beach, Cal.....	44
45	L-7 (46)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Craig S. B. Co., Long Beach, Cal.....	45
46	L-8 (48)[1].....	Lake Torpedo Boat Co., Bridgeport, Conn.	Navy Yard, Portsmouth, N. H	46
47	L-9 (49)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	47
48	L-10 (50)[1].....	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	48
49	M-1 (47)[1]	Electric Boat Co., New York, N. Y...	Fore River S. B. Co., Quincy, Mass....	49
50	Number (51)[2]..	.....	.....	50

[1] Building [2] Contract not yet awarded.

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.	
27	May 13, 1908	Apr. 24, 1909	Oct. 24, 1911	.....	Jan. 22, 1914	G-4 (26).....	27
28	Mar. 3, 1909	Aug. 10, 1910	Jan. 10, 1913	Nov. 29, 1913	Dec. 1, 1913	H-1 (28).....	28
29	Mar. 3, 1909	Aug. 10, 1910	Jan. 10, 1913	Nov. 29, 1913	Dec. 1, 1913	H-2 (29).....	29
30	Mar. 3, 1909	Aug. 10, 1910	Feb. 10, 1913	Jan. 16, 1914	Jan. 16, 1914	H-3 (30).....	30
31	June 24, 1910	May 31, 1911	June 30, 1913	Mar. 17, 1914	Mar. 17, 1914	K-1 (32).....	31
32	June 24, 1910	May 31, 1911	June 30, 1913	Jan. 30, 1914	Jan. 31, 1914	K-2 (33).....	32
33	June 24, 1910	May 31, 1911	July 31, 1913	.....	.....	K-3 (34).....	33
34	June 24, 1910	May 31, 1911	Aug. 31, 1913	.....	.....	K-4 (35).....	34
35	Mar. 4, 1911	Oct. 27, 1911	Oct. 27, 1913	.....	.....	K-5 (36).....	35
36	Mar. 4, 1911	Oct. 27, 1911	Nov. 27, 1913	.....	.....	K-6 (37).....	36
37	Mar. 4, 1911	Oct. 27, 1911	Dec. 27, 1913	.....	.....	K-7 (38).....	37
38	Mar. 4, 1911	Oct. 27, 1911	Jan. 27, 1914	.....	.....	K-8 (39).....	38
39	Aug. 22, 1912	Feb. 1, 1913	Dec. 1, 1914	.....	.....	L-1 (40).....	39
40	Aug. 22, 1912	Feb. 1, 1913	Jan. 1, 1915	.....	.....	L-2 (41).....	40
41	Aug. 22, 1912	Feb. 1, 1913	Feb. 1, 1915	.....	.....	L-3 (42).....	41
42	Aug. 22, 1912	Feb. 1, 1913	Mar. 1, 1915	.....	.....	L-4 (43).....	42
43	Aug. 22, 1912	Apr. 24, 1914	Apr. 24, 1916	.....	.....	L-5 (44).....	43
44	Aug. 22, 1912	Apr. 24, 1914	Apr. 24, 1916	.....	.....	L-6 (45).....	44
45	Aug. 22, 1912	Apr. 24, 1914	Apr. 24, 1916	.....	.....	L-7 (46).....	45
46	Mar. 4, 1913	.....	.....	.....	.....	L-8 (48).....	46
47	Mar. 4, 1913	Mar. 14, 1914	Mar. 14, 1916	.....	.....	L-9 (49).....	47
48	Mar. 4, 1913	Mar. 14, 1914	Apr. 14, 1916	.....	.....	L-10 (50).....	48
49	Aug. 22, 1912	Feb. 4, 1913	Apr. 4, 1915	.....	.....	M-1 (47).....	49
50	Mar. 4, 1913	.....	.....	.....	.....	Number (51)...	50

TENDERS TO

	Name and official number.	By whom and where built or building.	Duty or station Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.			
				Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
1	**Alert**[2]	John Roach, Chester, Pa.	Submarine tender, Pacific.	177 4	32 0	13 0	1
2	**Bushnell (2)**[a] .. (Submarine tender.)	Seattle Con. & D. D. Co., Seattle, Wash.	Building 12.5% complete.	300 0	45 8	15 0	2
3	**Dixie**[3]	Newport News Shipbuilding Co., Newport News, Va.	Tender, Torpedo Flotilla, Atlantic fleet.	[4]391 1	[5]48 3	19 11	3
4	**Fulton (1)**[6a] ... (Submarine tender.)	New London S. & E. Co., Groton, Conn.	Building, 35% complete.	216 0	[7]35 0	13 0	4
5	**Iris**[3]	A. Leslie & Co., Newcastle, England.	Tender, Torpedo Flotilla, Pacific fleet.	310 6	39 0	24 0	5
6	**Melville (2)**[a] .... (Destroyer tender.)	New York S. B. Co., Camden, N. J.	Building, 23% complete.	400 0	[5]54 5½	20 0	6
7	**Mohican**.....	Navy yard, Mare Island, Cal..	Tender, Asiatic Submarine Flotilla.	216 0	37 0	16 6	7
8	**Pompey**[3]	S. P. Austin & Sons (Ltd.) Sunderland, England.	Tender, Asiatic Torpedo Flotilla.	234 0	33 6	[8]15 10	8
9	**Severn**[9]	Bath Iron Works, Bath, Me..	Submarine Tender, Atlantic.	175 0	37 0	16 6	9
	Total displacement						

[a] Has towing machine.
[1] Length on designed L. W. L.
[2] Iron.
[3] Purchased during War with Spain.
[4] Fore side of stem to after side of rudder post.
[5] Extreme.
[6] Formerly the Niagara. Name changed Feb. 18, 1913.
[7] Molded.
[8] Loaded.
[9] Formerly Chesapeake. Name changed June 15, 1905.

TORPEDO VESSELS.

	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.		Length over all.	Full-load displacement.	Speed on trial	Displacement on trial.	Bunker capacity.	Name and official number.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	1,110	10.40	199 9	.....	[1] 10.0	.....	197	**Alert**	1
2	3,580	.....	360 6	.....	[1] 14.0	[1] 3,580	[1] [2] 197,472 [3] (660)	**Bushnell (2)**	2
3	6,114	33.70	406 10	.....	[1] 14.5	.....	1,075	**Dixie**	3
4	[5] 1,408	12.36	226 6	1,453	[1] 12.25	[1] 1,408	[1] [2] 70,013 [3] (234)	**Fulton (1)**	4
5	[1] 6,100	23.30	321 0	.....	[1] 10.0	.....	300	**Iris**	5
6	7,150	.....	417 3	.....	[1] 15.0	[1] 7,150	[1] [2] 269,280 [3] (900)	**Melville (2)**	6
7	1,900	15.25	247 6	.....	.....	1,900	158	**Mohican**	7
8	[1] 3,085	.....	245 0	.....	[6] 10.5	.....	200	**Pompey**	8
9	[4] 1,175	10.86	224 3	.....	.....	.....	43	**Severn**	9
	31,622								

[1] Estimated.
[2] Gallons of oil fuel.
[3] Tons of oil fuel.
[4] Full supply, ammunition, stores, and coal.
[5] Two-thirds full supply of stores and full supply of ammunition and fuel.
[6] Loaded.

TENDERS TO

	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	**Alert**	Hor. comp. (1)	28½	...	42½	42	2 B. & W.	96	4,250	500	560	.....	1
2	**Bushnell (2)**	Turbs. Red. gear (1).	...	...	...	...	2 Yarrow	.....	5,120	[1] 2,500	.....	.....	2
3	**Dixie**	Vert. 3-exp. (1)	33	52	84	54	3 D. E.	414	10,581	.....	[1] 3,800	.....	3
4	**Fulton (1)**	Diesel (1)	...	...	...	...	1 Roberts auxiliary.	.....	1,170	[1] 900	.....	.....	4
5	**Iris**	Vert. comp. (1)	31	...	70	48	2 D. E.; 1 auxiliary.	154	4,918	1,320	.....	.....	5
6	**Melville (2)**	Parson's turb. (1)	...	...	...	...	2 B. & W.	.....	7,000	[1] 4,000	.....	.....	6
7	**Mohican**	.....	...	...	...	...	4 S. E.	512	3,287	.....	[1] 1,150	.....	7
8	**Pompey**	Vert. 3-exp. (1)	19½	31½	51	32	1 S. E.; 1 auxiliary.	74	2,672	.....	.....	.....	8
9	**Severn**	.....	...	...	...	...	3 Ward G[s]. Sq.	.....	.....	.....	.....	.....	9

[1] Estimated.

TORPEDO VESSELS—Continued.

	Generating sets.							Radio installations.		Name and official number.	
				Amperes.				Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builder.	High.	Low.		
								Kw.	*Kw.*		
1	[1] 2 1	85 10	100–175 125	675 80	1,430	4–85–2400 6–10–375	General Electric Co. Westinghouse Co.	.....	2	**Alert**	1
2	2 [1] 1	300 50	95–350 125	2,400 400	5,200	[2]	.....	.....	.....	**Bushnell (2)** [3]	2
3	3	32	125	256	768	8–32–400	General Electric Co.	2	.....	**Dixie**	3
4	[1] 1 2	35 300	125 95–350	280 2,400	5,080	[2] 8–300–250	..... Crocker-Wheeler Co.	.....	.....	**Fulton (1)** [3]	4
5	2	8	80	100	200	4–8–400	General Electric Co.	.....	1	**Iris**	5
6	[1] 3	100	125	800	2,400	[2]	.....	.....	.....	**Melville (2)**	6
7	1	10	125	80	80	6–10–450	General Electric Co.	.....	.....	**Mohican**	7
8	1 1 1	5 32 2	125 125 110	40 256 18	314	4–5–700 4–32–400 [1] 4–2–2400	B. F. Sturtevant Co. General Electric Co. General Electric Co.	2	.....	**Pompey**	8
9	2	4	80	50	100	4–4–600	Westinghouse Co. (Forbes engine).	.....	.....	**Severn**	9

[1] Not yet installed.
[2] Turbo-generators.
[3] Has one davit type sending submarine set, and one receiving set, type (J), manufactured by the Submarine Signal Co. (not yet installed).

TENDERS TO

	Name and official number.	Submarine signal sets.				Battery.	
		Sending sets.		Receiving sets.			
		Number.	Type.	Number.	Type.		
1	Alert					4 6-pdr R. F	1
2	Bushnell (2)	[1]1		[1]1		4 5" 51 cal. R. F.; 2 3-pdr. saluting	2
3	Dixie					10 3" 50 cal. S. A.; 2 6-pdr. R. F	3
4	Fulton (1)	[1]1		[1]1			4
5	Iris						5
6	Melville (2)			[1]1		8 5" 51 cal. R. F.; 2 3-pdr. saluting	6
7	Mohican					4 6-pdr. R. F	7
8	Pompey						8
9	Severn						9

	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	[2]713				1
2	Bushnell (2)		$935,695	Aug. 22, 1912	June 30, 1913	2
3	Dixie	[2]3,074	[3]575,000			3
4	Fulton (1)		492,930	Mar. 4, 1911	June 19, 1912	4
5	Iris	[2]1,923	[3]145,000			5
6	Melville (2)		1,310,000	Aug. 22, 1912	June 20, 1913	6
7	Mohican					7
8	Pompey		[3]111,929			8
9	Severn	[2]865	112,600	Mar. 3, 1897. July 19, 1897.	Mar. 16, 1898	9

[1] Not yet installed. [2] Subject to possible change. [3] Purchase price.

TORPEDO VESSELS—Concluded.

	Water-tight deck.		Rig and number of funnels.	Messes (complement).					Name and official number.	
	Flat.	Slope.		Wardroom officers.	Warrant officers.	Additional officers for flagship.	Chief petty officers.	Men.		
	Inch.	*Inch.*								
1	.....	.....	Schooner, 2 masts	5	.....	.....	13	96	**Alert**.....	1
2	.....	.....	2 masts, 1 funnel.....	6	.....	.....	15	150	**Bushnell (2)**....	2
3	.....	.....	Brig, 1 funnel	9	6	(1)	31	318	**Dixie**.....	3
4	.....	.....	Schooner, 1 funnel	6	.....	.....	15	150	**Fulton (1)**.....	4
5	.....	.....	Brigantine, 1 funnel	9	6	(1)	15	112	**Iris**.....	5
6	.....	.....	2 masts, 1 funnel.....	9	6	(1)	28	254	**Melville (2)**.....	6
7	.....	.....	Bark, 1 funnel	5	.....	.....	9	101	**Mohician**.....	7
8	.....	.....	Schooner, 1 funnel	9	6	(1)	9	97	**Pompey**.....	8
9	.....	.....	.....	3	.....	.....	5	55	**Severn**.....	9

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	1873	.....	.....	.....	..... Jan. 25, 1912	**Alert**.....	1
2	Jan. 3, 1914	.....	Mar. 30, 1915	.....	.....	**Bushnell (2)**.....	2
3	1893	.....	.....	.....	Apr. 19, 1898 Feb. 2, 1909	**Dixie**.....	3
4	Oct. 2, 1913	.....	June 19, 1914	.....	.....	**Fulton (1)**.....	4
5	1885	.....	.....	.....	Apr. 1, 1898 Oct. 15, 1909	**Iris**.....	5
6	Nov. 11, 1913	.....	June 20, 1915	.....	.....	**Melville (2)**.....	6
7	.....	.....	.....	.....	.....	**Mohican**.....	7
8	.....	.....	.....	.....	May 26, 1898 July 6, 1911	**Pompey**.....	8
9	Aug. 2, 1898	June 20, 1899	June 16, 1899	July 22, 1899	Dec. 3, 1899 Feb. 24, 1900	**Severn**.....	9

[1] Extra if used as flagship; 1 flotilla commander; 2 aids; 1 torpedo officer; 1 paymaster; and 1 pay clerk.

GUN

	Name and official number.	By whom and where built or building.	Duty or station. Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.						
				Length between perpendiculars.[1]		Breadth on load water line.		Mean draft.		
				Ft.	in.	Ft.	in.	Ft.	in.	
1	Annapolis (10)[2].	Lewis Nixon, Elizabethport, N. J.	General service, Pacific	168	0	36	0	12	0	1
2	Callao [3 4]	Manila Slip Co., Cavite, P.I..	Asiatic Fleet.....	115	3	17	10	6	6	2
3	Castine (6)	Bath Iron Works, Bath, Me..	Tender, Atlantic Submarine Flotilla.	204	0	32	1½	12	0	3
4	Concord (3)[5 6] ..	N. F. Palmer, jr., & Co., Chester, Pa.	Naval Militia, Washington.	230	0	36	0	14	0	4
5	Dolphin [5]	John Roach & Sons, Chester, Pa.	General service, Atlantic.	240	0	32	0	14	3	5
6	Don Juan de Austria.[3 4]	Cartagena, Spain.....	Naval Militia, Michigan.	210	0	[7] 32	0	12	6	6
7	Dubuque(17)[2] ..	Gas Engine & Power Co. and Chas. L. Seabury & Co. (Consolidated), Morris Heights, N. Y.	Naval Militia, Illinois.	174	0	35	0	12	3	7
8	Elcano [3 4]	Carraca, Spain	Asiatic Fleet.....	157	11	26	0	10	0	8
9	Helena (9) [5 10] ..	Newport News S. B. Co., Newport News., Va.	Asiatic Fleet.....	250	9	[11] 39	8	9	0	9
10	Isla de Luzon[5 6].	W. G. Armstrong, Newcastle on Tyne, England.	Naval Militia, Missouri.	192	8	30	1½	11	6	10
11	Machias (5)[5] ...	Bath Iron Works, Bath, Me..	Naval Militia, Connecticut.	204	0	32	1½	12	0	11
12	Marietta (15)[2] ..	Union Iron Works, San Francisco, Cal.	Naval Militia, New Jersey.	174	0	34	0	12	0	12
13	Monocacy (20)[2].	Navy yard, Mare Island [12]	Being assembled on Asiatic station.	160	0	24	6	2	5	13
14	Nashville (7)[2] ..	Newport News S. B. Co., Newport News, Va.	General service, Atlantic.	220	0	38	1½	11	0	14
15	Newport (12)[4]..	Bath Iron Works, Bath, Me..	Public Marine School, New York.	168	0	36	0	12	0	15
16	Paducah (18)[4]..	Gas Engine & Power Co. and Chas. L. Seabury & Co. (Consolidated), Morris Heights, N. Y.	Special service, surveying, Atlantic.	174	0	35	0	12	3	16

[1] Length on designed L. W. L.
[2] Composite.
[3] Captured in Manila Bay, June, 1898.
[4] Iron.
[5] Steel.
[6] Order of July 12, 1910, striking the Concord from the Navy List, annulled Dec. 23, 1910.
[7] Molded.
[8] Captured during war with Spain.
[9] Transferred to the Navy from the Army, Nov. 9, 1899.
[10] 1-inch plate on side.
[11] Extreme breadth, 40′ 1½″.
[12] Reerected by the Shanghai Dock and Engineering Co. Ltd., Shanghai, China.

BOATS.

	Ship, fully equipped, etc.—Contd.		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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	[1] 1,010	10.72	203 6	1,153	13.17	961	230	Annapolis (10)..	1
2	[1] 243	3.80	121 0	.....	[2] 10.0	.....	33	Callao.....	2
3	[1] 1,177	10.78	212 4	1,293	16.03	1,060	210	Castine (6).....	3
4	[1] 1,710	13.79	244 5	1,910	16.80	1,725	354	Concord (3)....	4
5	[1] 1,486	13.31	256 6	.....	15.50	1,413	265	Dolphin.....	5
6	1,130	11.65	215 6	.....	12.20	1,015	204	Don Juan de Austria.	6
7	[3] 1,085	10.66	200 5	1,237	12.90	1,084	246	Dubuque (17)...	7
8	[1] 620	7.50	165 6	.....	[2] 11.0	.....	94	Elcano	8
9	[1] 1,392	17.10	251 10	1,571	15.50	1,34 0	300	Helena (9).....	9
10	1,030	9.73	196 9	.....	11.23	1,020	159	Isla de Luzon ..	10
11	[1] 1,177	10.78	212 4	1,293	15.46	1,067	261	Machias (5).....	11
12	[1] 990	10.10	189 7	1,106	13.02	990	229	Marietta (15)...	12
13	[1] 190	7.58	.....	204	[2] 13.25	[2] 190	[4] 13	Monocacy (20)..	13
14	[1] 1,371	13.16	233 8	1,620	16.30	1,379	363	Nashville (7) ...	14
15	[1] 1,010	10.72	204 5	1,153	12.29	990	224	Newport (12)..	15
16	[3] 1,085	10.66	200 5	1,237	12.85	1,084	[5] 236	Paducah (18) ..	16

[1] Full supply ammunition and stores, normal coal.
[2] Estimated.
[3] Two-thirds full supply of ammunition and stores.
[4] Tons of wood.
[5] 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. 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**.....	Comp. inv. recip. attached pump (2).	12	....	24	15	1 Scotch single & ret. tube.	39	1,100	.....	[1] [2] 250	.....	2
3	**Castine (6)**...	Vert. 3-exp. (2)	15½	22½	35	24	2 marine loco.	120	4,930	2,180	2,199	145	3
4	**Concord (3)**..	Hor. 3-exp. (2).	22	31	50	30	4 Low. Loco.	220	8,210	3,359	3,404	285	4
5	**Dolphin**.....	Vert. comp. (1).	42	....	78	48	2 D. E.; 2 S. E.	264	6,529	2,253	2,255	[1] 410	5
6	**Don Juan de Austria.**	Hor. comp. (1).	40	....	70	30	4 S. W.....	164	4,442	.....	941	.....	6
7	**Dubuque (17).**	Vert. 3-exp. (2).	9	15½	25½	21	2 B. & W...	100	4,159	1,193	1,220	133	7
8	**Elcano**.....	.....	21½	....	38⅝	18½	2 S. E.; Scotch.	47½	1,155	.....	[1] [2] 600	....	8
9	**Helena (9)**....	Vert 3-exp. (2).	15 7/16	22 3/16	33 3/16	18	4 Hohenstein	153	6,092	1,969	1,988	.....	9
10	**Isla de Luzon.**	Hor. 3-exp. (2).	18½	29	43	24	2 S. W.....	149	5,508	516	535	.....	10
11	**Machias (5)**...	Vert. 3-exp. (2).	15⅝	22½	35½	24	2 S. W.....	106	3,954	1,848	1,873	144	11
12	**Marietta (15).**	Vert. 3-exp. (2).	12	18	28	18	2 B. & W...	98	3,664	1,036	1,054	126	12
13	**Monocacy (20)**	Vert. comp. (2)	14	....	26	14	2 B. & W. box type.	95	2,654	[3] [2] 800	.....	[1] 52	13
14	**Nashville (7)**..	Vert. 4-exp. (2)	11	17 24	34	18	6 Mosher....	159	6,156	2,524	2,536	.....	14
15	**Newport (12).**	Vert. 3-exp. (1)	15½	23½	30	30	2 S. E.....	78	2,524	998	1,009	138	15
16	**Paducah (18).**	Vert. 3-exp. (2).	9	15¼	25½	21	2 B. & W...	100	4,200	1,247	1,268	133	16

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

Continued.

	Generating sets.							Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Frequency. High.	Frequency. Low.		
								Kw.	Kw.		
1	2	10	125	80	160	6-10-460	B. F. Sturtevant Co...	2	.....	Annapolis (10)	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	Callao.....	2
3	2 1 1	75 15 7	100–175 110 110	750 136.3 63.6	1699.9	[2] 8-75-2,400 4-15-400 4-7-550	General Electric Co...	2	(4)	Castine (6)...	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	Concord (3)..	4
5	2	10	125	80	160	6-10-450	General Electric Co...	2	(1)	Dolphin.....	5
6	2	8	125	64	128	6-8-480	B. F. Sturtevant Co...	.....	.....	Don Juan de Austria.	6
7	2	24	125	192	384	8-24-400	General Electric Co...	.....	.....	Dubuque (17).	7
8	1	10	110	91	91	4-10-450	General Electric Co...	.....	2	Elcano.....	8
9	2	16	125	128	256	4-16-450	General Electric Co. (B. F. Sturtevant engines).	2	.....	Helena (9)....	6
10	2	5	80	62.5	125	4-5-500	General Electric Co...	.....	.....	Isla de Luzon.	10
11	2	8	125	64	128	6-8-550	General Electric Co...	.....	.....	Machias (5)..	11
12	2	8	125	64	128	6-8-475	B. F. Sturtevant Co..	.....	3	Marietta (15).	12
13	1	10	125	80	80	(3) (3)	.....	½	.....	Monocacy (20)	13
14	2	16	80	200	400	4-16-400	General Electric Co...	2	.....	Nashville (7)..	14
15	2	4	80	50	100	4-4-600	Westinghouse Co.....	.....	3	Newport (12).	15
16	2	24	125	192	384	8-24-400	General Electric Co...	2	.....	Paducah (18).	16

[1] Submarine signal sets; 1 receiving set, type (E); 1 sending set, type (E); manufactured by the Submarine Signal Co.
[2] Turbo-generating set.
[3] Not yet installed.
[4] Submarine signal sets; 1 receiving set, type (A); 1 sending set, type (J); manufactured by the Submarine Signal Co.

GUNBOATS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Annapolis (16)..	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr.....	.....	1
2	Callao.....	4 3-pdr. R. F.....	.....	2
3	Castine (6).....	2 4" R. F.; 6 6-pdr. R. F	.....	3
4	Concord (3)....	3 6" 30 cal. R. F.; 1 4" 40 cal. R. F.; 4 3-pdr. R. F.....	.....	4
5	Dolphin.....	6 6-pdr. R. F.....	.....	5
6	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.	.....	6
7	Dubuque (17)...	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F	.....	7
8	Elcano.....	4 4" 40 cal. R. F.; 4 3-pdr. R. F.....	.....	8
9	Helena (9).....	8 4" 40 cal. R. F.; 4 3-pdr. R. F.....	.....	9
10	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.	.....	10
11	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.	.....	11
12	Marietta (15)...	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.....	.....	12
13	Monocacy (20)..	2 6-pdr. R. F.; 6 auto. machine rifles.....	.....	13
14	Nashville (7)....	8 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.....	.....	14
15	Newport (13)...	.....	.....	15
16	Paducah (18)...	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F.....	.....	16

Continued.

	Water-tight deck.		Rig and number of funnels.	Messes (complement).				Name and official number.	
	Flat.	Slope.		Wardroom officers.	Chief petty officers.	Men.	Marines.		
	Inches.	Inches.							
1	.....	.....	3-masted schooner; 1 funnel.....	8	11	123	20	Annapolis (16)..	1
2	.....	.....	Schooner; 1 funnel.....	2	2	27	....	Callao.	2
3	1/16	3/8	2 pole masts; 1 funnel.....	10	....	.....	....	Castine (6).....	3
4	3/8	.....	Schooner; 1 funnel.....	8	11	166	....	Concord (3)	4
5	.....	.....	Schooner, 1 funnel.....	8	11	120	....	Delphin	5
6	.....	.....	Schooner; 1 funnel.....	8	12	133	....	Don Juan de Austria.	6
7	.....	.....	Schooner; 2 funnels.....	8	11	153	....	Dubuque (17) ..	7
8	.....	.....	Schooner; 1 funnel.....	6	8	89	....	Elcano	8
9	.....	.....	1 mil. m.; 1 funnel.....	10	14	163	....	Helena (9).....	9
10	[1] 1½	[1] 2½	Schooner; 2 funnels.....	8	11	126	....	Isla de Luson ..	10
11	1/16	3/8	Schooner; 1 funnel.....	8	12	126	....	Machias (5) ..	11
12	.....	.....	Schooner; 1 funnel.....	8	11	144	....	Marietta (15)...	12
13	.....	.....	Pole mast, 1 fighting top; 1 funnel	2	2	43	....	Monocacy (20)..	13
14	1/16	3/8	Schooner; 2 funnels.....	8	12	160	....	Nashville (7) ...	14
15	.....	.....	Barkentine; 1f unnel.....	8	11	124	....	Newport (12)...	15
16	.....	.....	Schooner; 2 funnels.....	8	11	149	....	Paducah (18)...	16

[1] Protective deck.

	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	Castine (6)	[1] 398	318,500	Mar. 2, 1889	Apr. 12, 1890	3
4	Concord (3)	[1] 481	490,000	Mar. 3, 1887	Nov. 15, 1887	4
5	Dolphin	[1] 447	315,000	Mar. 3, 1883	July 23, 1883	5
6	Don Juan de Austria.	[1] 366	[3] 180,000			6
7	Dubuque (17)	568	295,000	July 1, 1902	May 29, 1903	7
8	Elcano		[4]			8
9	Helena (9)	[1] 921	[3] 280,000	Mar. 3, 1893	Jan. 29, 1894	9
10	Isla de Luzon	[1] 314	[3] 215,000			10
11	Machias (5)	[1] 398	318,500	Mar. 2, 1889	Apr. 12, 1890	11
12	Marietta (15)	[1] 532	223,000	Mar. 2, 1895	Nov. 26, 1895	12
13	Monocacy (20)		[5] 215,000	Mar. 4, 1911		13
14	Nashville (7)	[1] 756	280,000	Mar. 3, 1893	Jan. 22, 1894	14
15	Newport (12)	[1] 560	229,400	Mar. 2, 1895	Nov. 15, 1895	15
16	Paducah (18)	568	355,000	July 1, 1902	July 6, 1903	16

[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.
[5] Limit of cost.

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 (16)**	1
2	Mar., 1887	June, 1888	1888	.....	July 31,1898 Dec. 20,1902	**Callao**	2
3	Feb. —, 1891	May 11,1892	Apr. 12,1892	Aug. 18,1893	Oct. 22,1894 Oct. 23,1913[1]	**Castine (6)**	3
4	May, 1888	Mar. 8,1890	May 15,1889	Feb. 6,1891	Feb. 14,1891 June 15,1911[1]	**Concord (3)**	4
5	Oct. 11,1883	Apr. 12,1884	July 23,1884	.....	Dec. 8,1885 Mar. 24,1898	**Dolphin**	5
6	.....	1887	.....	.....	Apr. 11,1900 Mar. 7,1907[1]	**Don Juan de Austria.**	6
7	Sept. 22,1903	Aug. 15,1904	Nov. 29,1904	May 31,1905	June 3,1905 July 24,1911[1]	**Dubuque (17)**	7
8	.....	1885	.....	.....	Nov. 20,1902 Dec. 5,1910	**Elcano**	8
9	Oct. 11,1894	Jan. 30,1896	Jan. 29,1896	May 24,1897	July 8,1897 July 16,1906	**Helena (9)**	9
10	.....	1887	Dec., 1886	.....	Jan. 31,1900 May 11,1912[1]	**Isla de Luzon**	10
11	Feb., 1891	Dec. 8,1891	Apr. 12,1892	June 23,1893	July 20,1893 May 14,1904[1]	**Machias (5)**	11
12	Apr. 13,1896	Mar. 18,1897	Feb. 26,1897	Aug. 6,1897	Sept. 1,1897 May 14,1906	**Marietta (15)**	12
13	Apr. 28,1913	Apr. 27,1914	.....	.....	.....	**Monocacy (20)**	13
14	Aug. 9,1894	Oct. 19,1895	Jan. 22,1896	June 25,1897	Aug. 19,1897 July 24,1911	**Nashville (7)**	14
15	Mar., 1896	Dec. 5,1896	Feb. 15,1897	July 8,1897	Oct. 5,1897 Nov. 17,1906[1]	**Newport (12)**	15
16	Sept. 22,1903	Oct. 11,1904	Mar. 6,1905	Aug. 31,1905	Sept. 2,1905	**Paducah (18)**	16

[1] Date of placing out of commission.

GUNBOATS—

	Name and official number.	By whom and where built or building.	Duty or station Jan. 1, 1914.	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.			
				Length between perpendiculars.[1]	Breadth on load waterline.	Mean draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
17	**Palos (16)**.....	Navy Yard, Mare Island [14]....	Being assembled on Asiatic station.	160 0	24 6	2 5	17
18	**Pampanga** [7 8]...	Manila Slip Co., Cavite, P. I.	Asiatic Fleet.....	115 3	17 10	6 6	18
19	**Panay** [2 7].....	Navy Yard, Cavite, P. I.....	Naval station, Cavite.	94 10	17 3	7 1	19
20	**Petrel (2)**[3].....	Columbian Iron Works, Baltimore, Md.	General service Atlantic.	181 4	31 0	11 6	20
21	**Princeton (12)**[6].	J. H. Dialogue & Son, Camden, N. J.	Station ship, Tutuila, Samoa.	168 0	36 0	12 0	21
22	**Quiros** [5 9].....	Hongkong & Whampoa Dock Co.	Asiatic Fleet.....	137 9	22 9	7 9	22
23	**Ranger** [8].....	Harlan & Hollingsworth, Wilmington, Del.	Public Marine School, Boston.	177 4	32 0	13 0	23
24	**Sacramento (19)**.[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Building, 66 per cent complete.	210 0	40 10½	11 6	24
25	**Samar** [7 8].....	Manila Slip Co., Cavite, P. I.	Asiatic Fleet.....	115 3	17 10	6 6	25
26	**Sandoval** [2 10]....	Clydebank Engineering & Shipbuilding Co.	Naval Militia, New York.	110 0	15 6	5 4	26
27	**Vicksburg(11)**[6].	Bath Iron Works, Bath, Me..	Naval Militia, Washington.	168 0	36 0	12 0	27
28	**Villalobos** [5 9] ...	Hongkong & Whampoa Dock Co.	Asiatic Fleet.....	[11] 148 0	[11] 23 0	[11] 7 6	28
29	**Wheeling (14)**[5]..	Union Iron Works, San Francisco, Cal.	General service, Atlantic.	174 0	34 0	12 0	29
30	**Wilmington (8)** [2 13].	Newport News Shipbuilding Co., Newport News, Va.	Asiatic Fleet.....	250 9	[12] 39 8	9 0	30
31	**Yorktown (1)**[2].	Wm. Cramp & Sons, Philadelphia, Pa.	General service, Pacific.	230 0	36 0	14 0	31
	Total normal displacement.....			.....	.....	.....	

[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] Tansferrred to the Navy from the Army Nov. 9, 1899.
[8] Iron.
[9] Transferred to Navy from Army Feb. 21, 1900, together with the General Alava, at a cost of $215,000 Mexican.
[10] Captured during War with Spain.
[11] Designed.
[12] Extreme breadth, 40′ 1½″.
[13] 1″ plate on side.
[14] Reerected by the Shanghai Dock and Engineering Co., Ltd., Shanghai, China.

Continued.

	Ship, fully equipped ready for sea, normal stores, ammunition, and coal.		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.	
	Displacement (normal).	Tons per inch immersion at normal draft.							
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
17	[2] 190	7.58	.....	204	[1] 13.25	[1] 190	[2] 13	**Palos (16)**	17
18	[4] 243	3.80	121 0	.....	[1] 10.0	.....	33	**Pampanga**	18
19	[4] 170	3.00	99 9	.....	[1] 8.0	.....	20	**Panay**	19
20	890	9.26	188 0	.....	11.40	867	193	**Petrel (3)**	20
21	[4] 1,010	10.72	204 5	1,153	10.64	1,038	226	**Princeton (13)**	21
22	350	.....	145 0	.....	[1] 11.0	.....	78	**Quiros**	22
23	1,261	.....	199 9	.....	10.0	.....	178	**Ranger**	23
24	[3] 1,425	12.95	226 2	1,592	12.78	1,395	[3] 414	**Sacramento (19).**	24
25	[4] 243	3.80	121 0	.....	[1] 10.5	.....	33	**Samar**	25
26	[4] 100	2.70	116 10	.....	[1] 8.0	.....	16	**Sandoval**	26
27	[4] 1,010	10.72	204 5	1,153	12.71	990	243	**Vicksburg (11)**	27
28	[11] 370	[11] 5.10	156 2	.....	[1] 11.0	.....	65	**Villalobos**	28
29	[4] 990	10.10	189 7	1,106	12.88	1,000	[3] 250	**Wheeling (14)**	29
30	1,392	17.10	251 10	1,571	15.08	1,330	300	**Wilmington (8)**	30
31	[4] 1,710	13.75	244 5	1,910	16.14	1,720	341	**Yorktown (1)**	31
	28,060	.....	.....	.....	.....	.....	.....		

[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. 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	**Palos (16)**	Vert. comp. (2).	14	...	26	14	2 B. & W. box type.	95	2,654	[1] 2 800	.....	[2] 52	17
18	**Pampanga**	.....	...	...	...	...	.....	.....	.....	.....	[2] [3] 250	.....	18
19	**Panay**	Vert. inverted comp.	9⅝	...	17	12	1-2 furnace Scotch.	28	412	.....	[2] [3] 125	.....	19
20	**Petrel (2)**	Hor. comp. (1).	25	...	46	33	4 S. E.	93	2,505	1,008	1,045	130	20
21	**Princeton (13)**	Vert. 3-exp. (1).	15½	23½	36	30	2 S. E.	78	2,524	835	923	128	21
22	**Quiros**	Vert. 3-exp. (1).	13 1/16	28⅛	35 1/16	24	2 S.E. Scotch return tube double furnace.	50	.....	.....	[2] 550	.....	22
23	**Ranger**	Hor. comp. (1).	28	...	42	42	4 S. E.	120	2,945	.....	[2] 500	.....	23
24	**Sacramento (19).**	Vert. 3-exp. (1).	16	26½	44	26	2 B. & W.	112	3,800	[1] [2] 950	.....	[2] 160	24
25	**Samar**	.....	12	16½	24½	15	1 S.E. Scotch	40	1,040	.....	[2] 250	.....	25
26	**Sandoval**	.....	...	...	...	...	.....	.....	.....	.....	[2] 666	.....	26
27	**Vicksburg (11)**	Vert. 3-exp. (1).	15½	23½	36	30	2 S. E.	78	2,524	1,111	1,118	138	27
28	**Villalobos**	Triple exp	13	21	35	24	2 S.E. Scotch double furnace.	68	1,063	[2] 450	[2]	.....	28
29	**Wheeling (14)**	Vert. 3-exp. (2).	12	18	28	18	2 S. E	60	2,508	1,063	1,080	144	29
30	**Wilmington (8)**	Vert. 3-exp. (2).	15	22⅝	34½	18	4 Hohenstein	152	5,092	1,868	1,898	.....	30
31	**Yorktown (1)**	Hor. 3-exp. (2).	22	31	50	30	4 Marine locomotive.	220	7,721	3,341	3,392	330	31

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

Continued.

	Generating sets.							Radio installations.		Name and official number.	
				Amperes.				Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builders.	High.	Low.		
								Kw.	Kw.		
17	1	10	125	80	80	(1) (2)		1		Palos (16)	17
18										Pampanga	18
19										Panay	19
20	2	10	125	80	160	6-10-450	General Electric Co.	2		Petrel (2)	20
21	2	10	110	90.9	181.8	6-10-450	General Electric Co.	2		Princeton (13)	21
22	1	7	110	63.6	63.6	4-7-550	General Electric Co.			Quiros	22
23	1	5	110	45.5	45.5	4-5-600	Eddy Electric Mfg. Co. (New Britton engine.)		2	Ranger	23
24	2	25	125	200	400	2-25-3,600	General Electric Co.	[2] 2		Sacramento (19).	24
25										Samar	25
26										Sandoval	26
27	2	10	125	80	160	6-10-450	B. F. Sturtevant Co.		1	Vicksburg (11).	27
28	1	4	80	50	50	(3)	Union Iron Works			Villalobos	28
29	2	8	80	100	200	4-8-500	B. F. Sturtevant Co.	2		Wheeling (14)	29
30	2	16	125	128	256	6-16-450	General Electric Co.	2		Wilmington (8).	30
31	2	16	125	128	256	6-16-450	General Electric Co.		2	Yorktown (1)	31

[1] Turbo generating set.
[2] Not yet installed.
[3] Compound engine direct connected to compound wound dynamo.

GUNBOATS—

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
17	Palos (16)	2 6-pdr. R. F.; 6 auto. machine rifles		17
18	Pampanga	4 3-pdr. R. F.; 2 1-pdr. R. F		18
19	Panay	1 3-pdr. R. F.; 2 1-pdr. R. F		19
20	Petrel (3)	4 4" 40 cal. R. F.; 2 3-pdr. R. F.; 2 1-pdr. R. F		20
21	Princeton (12)	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F		21
22	Quiros	4 3-pdr. R. F		22
23	Ranger			23
24	Sacramento (19).	3 4" 50 cal. R. F.; 2 3-pdr. R. F		24
25	Samar	4 3-pdr. R. F.; 2 1-pdr. R.F		25
26	Sandoval	2 3-pdr. R. F.; 2 1-pdr. R. F		26
27	Vicksburg (11)	6 4" 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F		27
28	Villalobos	4 3-pdr. R. F.; 2 1-pdr. R. F		28
29	Wheeling (14)	6 4" 40 cal. R. F.; 4 3-pdr. R. F.; 2 1-pdr. R. F		29
30	Wilmington (8)	8 4" 40 cal. R. F.; 4 3-pdr. R. F		30
31	Yorktown (1)	6 5" 40 cal. R. F.; 4 3-pdr. R. F.; 4 1-pdr. R. F		31

Continued.

	Water-tight deck.		Rig and number of funnels.	Messes (complement).				Name and official number	
	Flat.	Slope.		Wardroom officers.	Chief petty officers.	Men.	Marines.		
	Inch.	*Inch.*							
17	.....	.....	Pole masts, 1 fighting top; 1 funnel...	2	2	43	....	Palos (16).....	17
18	.....	.....	Signal mast; 1 funnel.....	2	2	27	....	Pampanga.....	18
19	.....	.....	Signal mast; 1 funnel.....	2	2	18	....	Panay.....	19
20	⅜	.....	2-masted schooner; 1 funnel.....	8	10	124	....	Petrel (2).....	20
21	.....	.....	Barkentine; 1 funnel.....	8	11	141	....	Princeton (13).	21
22	.....	.....	Schooner.....	2	2	52	....	Quiros.....	22
23	.....	.....	Barkentine; 1 funnel.....	8	9	122	....	Ranger.....	23
24	.....	.....	Pole masts, 1 fighting top; 1 funnel...	8	11	139	....	Sacramento (19).	24
25	.....	.....	Signal mast; 1 funnel.....	2	....	.....	....	Samar.....	25
26	.....	.....	Schooner; 1 funnel.....	2	2	18	....	Sandoval.....	26
27	.....	.....	Barkentine; 1 funnel.....	8	11	121	[1]20	Vicksburg (11)..	27
28	.....	.....	Schooner; 1 funnel.....	2	2	52	....	Villalobos.....	28
29	.....	.....	Schooner; 1 funnel.....	8	11	125	20	Wheeling (14)..	29
30	.....	.....	1 mil. m.; 1 funnel.....	10	13	164	....	Wilmington (8).	30
31	⅜	.....	Schooner; 1 funnel.....	8	12	150	20	Yorktown (1)..	31

[1] If no marines 141 men.

GUNBOATS—

	Name and official number.	Net tonnage for Suez Canal.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.	
17	Palos (16)		[1] $260,000	May 4, 1898 / Aug. 22, 1912		17
18	Pampanga		([2])			18
19	Panay		([2])			19
20	Petrel (2)	362	247,000	Mar. 3, 1885	Dec. 22, 1886	20
21	Princeton (13)	[3] 560	230,000	Mar. 2, 1895	Nov. 20, 1895	21
22	Quiros		([4])			22
23	Ranger					23
24	Sacramento (19).		492,500	Mar. 4, 1911	Sept. 9, 1912	24
25	Samar		([2])			25
26	Sandoval		([5])			26
27	Vicksburg (11)	[3] 560	229,400	Mar. 2, 1895	Nov. 15, 1895	27
28	Villalobos		([4])			28
29	Wheeling (14)	518	219,000	Mar. 2, 1895	Nov. 26, 1895	29
30	Wilmington (8)	[3] 921	280,000	Mar. 3, 1893	Jan. 29, 1894	30
31	Yorktown (1)	[3] 482	455,000	Mar. 3, 1885	Jan. 31, 1887	31

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

Concluded.

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
17	Apr. 28, 1913	Apr. 23, 1914	.....	.....	.....	**Palos (16)**	17
18	Mar., 1887	Feb., 1888	1888	.....	June 8, 1899 Apr. 12, 1911	**Pampanga**	18
19	1884	.....	1885	.....	June 2, 1899 Oct. 1, 1908[1]	**Panay**	19
20	Aug. 27, 1887	Oct. 13, 1888	Dec. 22, 1887	Oct. 15, 1889	Dec. 10, 1889 May 2, 1910	**Petrel (2)**	20
21	May, 1896	June 3, 1897	Feb. 20, 1897	July 25, 1898	May 27, 1898 Nov. 5, 1909	**Princeton (13)**....	21
22	June, 1894	1895	Apr., 1895	.....	Mar. 14, 1900 Oct. 11, 1910	**Quiros**.....	22
23	1873	.....	1876	.....	.....	**Ranger**.....	23
24	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	.....	.....	**Sacramento (12)** ..	24
25	Mar., 1887	Nov., 1887	1888	.....	May 26, 1899 Mar. 11, 1908	**Samar**	25
26	.....	.....	.....	.....	Sept. 2, 1898 Mar. 22, 1906[1]	**Sandoval**.....	26
27	Mar., 1896	Dec. 5, 1896	Feb. 15, 1897	July 8, 1897	Oct. 23, 1897 May 17, 1909	**Vicksburg (11)**....	27
28	Sept. , 1895	1896	July , 1896	.....	Mar. 5, 1900 Jan. 21, 1903	**Villalobos**.....	28
29	Apr. 11, 1896	Mar. 18, 1897	Feb. 26, 1897	Aug. 6, 1897	Aug. 10, 1897 May 3, 1910	**Wheeling (14)**.....	29
30	Oct. 8, 1894	Oct. 19, 1895	Jan. 29, 1896	May 17, 1897	May 13, 1897 Apr. 2, 1906	**Wilmington (8)**....	30
31	May 14, 1887	Apr. 28, 1888	Jan. 31, 1888	Mar. 23, 1889	Apr. 23, 1889 Apr. 1, 1913	**Yorktown (1)**.....	31

[1] Date of placing out of commission.

TRANS

	Name and official number.	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
6	Number 1	Steel	2 masts, 1 funnel		Navy yard, Philadelphia, Pa.	United States	6

	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	Buffalo	Vert. 3-exp. (1)	33	52	84	54	3 D. E	414	11,795		[5]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)	22	52	84	54	3 D. E. 1; auxiliary.	447	10,506		[5]3,800		4
5	Rainbow	Vert. 3-exp. (1)	28	44	72	48	2 D. E	246	6,419		[5]1,800		5
6	Number 1	Vert. 3-exp	21½	37	63½	48			11,400				6

[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.
[5] Estimated.

PORTS.

	Duty or station Jan. 1, 1914.	Length over all.	Length between perpendiculars.	Breadth.	Mean draft.	Name and official number.	
		Ft. in.	*Ft. in.*	*Ft. in.*	*Ft. in.*		
1	General service, Pacific	406 1	[6]391 1	[1]48 3	19 5	Buffalo	1
2	Naval station, Cavite		212 6	29 9	11 0	General Alava	2
3	General service, Atlantic		450 2	45 4	24 3	Hancock	3
4	General 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
6	Building 0% complete	482 9½	460 0	[2]61 1	19 10½	Number 1	6

	Generating sets.							Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Frequency. High.	Frequency. Low.		
								Kw.	*Kw.*		
1	2	30	125	225	450	2-30-1250	Edison General Electric Co. (Ideal engines).	2	.....	Buffalo	1
2	1	10	110	91	91	4-10-450	General Electric Co.	.....	.....	General Alava	2
3	1	24	125	192	576	4-24-400	Union Iron Works.	2	.....	Hancock	3
	2	24	125	192		8-24-400	General Electric Co.				
4	3	15	110	136	408	4-15-400	General Electric Co.	.....	5	Prairie [3]	4
5	2	30	125	240	480	6-30-305	General Electric Co.	2	.....	Rainbow	5
...	3	100	125	800	2,400	([4]) ([5])	.....	.....	.....	Number 1	6

[1] Extreme.
[2] On load-water line.
[3] Submarine signal sets. One receiving set, type (J), manufactured by the Submarine Signal Co.
[4] Not yet installed.
[5] Turbo-generators.
[6] Fore side of stem to after side of rudder post.

TRANSPORTS

	Name and official number.	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	6 4" 40 cal. R. F.; 4 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	6 3" 50 cal. S. A.; 2 3-pdr. guns for saluting.	3
4	**Prairie**	6,620	.....	[1] 14.5	[2] 1,300	10 3" 50 cal. S. A.; 2 6-pdr. R. F.; 3 1-pdr. R. F.	4
5	**Rainbow**	4,360	[2] 2,254	[1] 12.0	1,139	6 6-pdr. R. F.; 6 1-pdr. R. F.	5
6	**Number 1**	10,000	.....	[1] 14.0	[4] 359,040 [5] (1,200)	8 5" 51 cal. R. F.; 2 3-pdr. saluting	6
		36,595	Total displacement.				

[1] Estimated.
[2] Calculated to 6" below beams.
[3] Subject to possible change.
[4] Gallons of oil fuel.
[5] Tons of oil fuel.

SUPPLY

	Name and official number.	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 2]	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
5	**Number 1** [3]	Steel.	Supply ship..	2 pole masts.	(3)	Navy yard, Boston, Mass.	United States...	5

[1] Purchased during War with Spain.
[2] Fitted with towing machine.
[3] Authorized, Mar. 4, 1913.

—Concluded.

	Messes (complement).				Contract price of hull and machinery.	Date of act authorizing the building.	Date of first and latest commission.	Name and official number.	
	Wardroom officers.	Warrant officers.	Chief petty officers.	Men.					
1	8	4	12	159	[2] $575,000	.....	July 18, 1898; Nov. 17, 1906.	Buffalo.....	1
2	9	.....	6	82	.....	.....	Mar. 9, 1900; Feb. 26, 1906.	General Alava..	2
3	8	4	14	201	.....	.....	Nov. 20, 1902.....	Hancock.....	3
4	8	4	13	159	[2] 575,000	.....	Apr. 14, 1898; Sept. 26, 1906.	Prairie.....	4
5	8	4	11	163	[2] 176,576	.....	July 18, 1898; Dec. 1, 1901.	Rainbow.....	5
6	8	5	.....	.....	[3] 1,850,000	Mar. 4, 1913	.....	Number 1	6

[1] Date of placing out of commission.
[2] Purchase price.
[3] Limit of cost.

SHIPS.

	Duty or station Jan. 1, 1914.	Length over all.	Length between perpendiculars.	Breadth.	Mean draft.	Name and official number.	
		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	Station ship, Guam.....	355 8	342 7	43 4	19 5	Supply.....	4
5	Building, 0 per cent complete.	422 11	400 0	55 2½	20 8	Number 1	5

SUPPLY

	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.	L. 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	.....	2,200	.....	1
2	**Culgoa**	Vert. 3-exp. (1)	28	44 7/16	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
5	**Number 1**	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	5

	Name and official number.	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
5	**Number 1**	8,500	41.85	.....	[1] 14.0	[1] [3] 299,200 [4] (1,000)	5
		33,900 total displacement.					

[1] Estimated.
[2] Subject to possible change.
[3] Gallons of oil fuel.
[4] Tons of oil fuel.

SHIPS—Concluded.

	Generating sets.							Radio installations		Name and official number.	
	No	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	Frequency. High.	Frequency. Low.		
								Kw.	*Kw.*		
1	2	8	125	64	128	6-8-450	B. F. Sturtevant Co.	.....	2	**Celtic**	1
2	2	16	125	128	256	6-16-450	General Electric Co.	2	.....	**Culgoa**	2
3	2	16	125	128	256	6-16-450	General Electric Co.	.....	2	**Glacier**	3
4	1 2	24 16	80 80	300 200	700	6-24-450 4-16-450	General Electric Co.	.....	2.5	**Supply**	4
5	2	35	125	280	560	(1) (2)	.....	.....	.....	**Number 1**	5

	Guns.	Contract price of hull and machinery.	Messes (complement). Wardroom officers.	Warrant officers.	Chief petty officers.	Men.	Date of first and latest commission.	Name and official number.	
1	2 6-pdr. R. F	[3] $340,900	8	4	13	127	May 25, 1898 Oct. 23, 1908	**Celtic**	1
2	2 6-pdr. R. F	.....	8	4	12	115	Dec. 3, 1898 Sept. 12, 1907	**Culgoa**	2
3	1 3-pdr. R. F	[3] 340,550	8	4	10	121	July 5, 1898 Sept. 15, 1905	**Glacier**	3
4	6 6-pdr. R. F.; 4 1-pdr. R. F.	[3] 325,000	8	4	11	99	..... Aug. 1, 1902	**Supply**	4
5	4 5" R. F	[4] 1,425,000	.....	.....	.....	.....	.....	**Number 1**	5

[1] Not yet installed. [2] Turbo-generators. [3] Purchase price. [4] Limit of cost.

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

	Name.	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	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.	388	10,910	.....	[3] 3,200	.....	2

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

[1] Transferred from the Army Nov. 13, 1902. [2] Purchased during War with Spain. [3] Estimated.

SHIPS.

	Duty or station Jan. 1, 1914.	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

	Generating sets.							Radio installations. Frequency.		Name.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.	High.	Low.		
								Kw.	*Kw.*		
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.	.....	2	Solace	2

	Complement. Officers.	Complement. Men.	Contract price of hull and machinery.	Date of first and latest commission.	Name.	
1	16	58	.....	June 10, 1910[1]	Relief	1
2	17	[2] 91	[3] $600,000	Apr. 14, 1898; Nov. 20, 1909	Solace	2

[1] Date of placing out of commission. [2] Merchant crew. [3] Purchase price.

	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 2]	Steel	Schooner	Glasgow, Scotland	D. & W. Henderson & Co.	2
3	Arethusa [1 2]	Steel	Schooner	Stockton	Craig, Taylor & Co	3
4	Brutus [1 2]	Iron	2 pole masts	South Shields, England	J. Redhead & Sons	4
5	Cæsar [1 2]	Steel	Schooner	Stockton-on-Tees, England.	Ropner & Son	5
6	Cyclops (4)	Steel	4 pole masts	Philadelphia, Pa	Wm. Cramp & Sons	6
7	Hannibal [1]	Steel	Schooner	Sunderland, England	J. Blumer & Co	7
8	Hector (7)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	8
9	Jason (12)	Steel	2 masts	Sparrow Point, Md	Maryland Steel Co	9
10	Jupiter (3)	Steel	4 pole masts	Navy yard, Mare Island.	United States	10
11	Justin [1]	Steel	Schooner	Middlesboro-on-Tees, England.	R. Dixon & Co	11
12	Kanawha (13)	Steel	2 pole masts	Navy yard, Mare Island.	United States	12
13	Leonidas [1]	Steel	Schooner	Sunderland, England	S. P. Austin & Son (Ltd.)	13
14	Mars (6)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	14
15	Maumee (14)	Steel	2 pole masts	Navy Yard, Mare Island.	United States	15
16	Nanshan [1]	Steel	2 pole masts	Grangemouth, Scotland.	Grangemouth Dockyard Co.	16
17	Neptune (8)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	17
18	Nereus (10)	Steel	2 masts	Newport News, Va	Newport News S. B. Co.	18
19	Nero [1]	Steel	Schooner	Sunderland, England	J. L. Thompson & Son (Ltd.).	19
20	Orion (11)	Steel	2 masts	Sparrow Point, Md	Maryland Steel Co	20
21	Proteus (9)	Steel	2 masts	Newport News, Va	Newport News S. B. Co.	21
22	Saturn [1]	Iron	Schooner	Wilmington, Del	Harlan & Hollingsworth.	22
23	Sterling [1]	Iron	Schooner	Port Glasgow, Scotland.	Duncan & Co	23
24	Vulcan (5)	Steel	2 pole masts	Sparrow Point, Md	Maryland Steel Co	24
	Total displacement (excepting Justin).					

[1] Purchased during war with Spain. [2] Has towing machine.

NOTE.—The Alexander was stricken from the Navy Register on Aug. 16, 1913.

SHIPS.

	Duty or station, Jan. 1, 1914.	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	Asiatic station	387 6	375 4	46 6	30 0	24 8	9,250	Ajax	2
3	Atlantic station	343 6	332 0	42 2	.....	20 11	6,159	Arethusa	3
4	Atlantic station	332 6	321 6	41 6	21 9	23 1	6,600	Brutus	4
5	Atlantic station	322 1	310 0	43 11	20 6	19 7	5,920	Cæsar	5
6	Atlantic station	542 0	520 0	[2] 65 0	36 9	27 8	19,360	Cyclops (4)	6
7	Special service, surveying.	274 1	263 4	39 3	20 0	17 7	4,000	Hannibal	7
8	Navy Yard, Portsmouth, N. H.	403 0	385 0	[2] 53 0	29 6	24 8	11,230	Hector (7)	8
9	Atlantic station	536 0	514 0	[2] 65 0	36 3	27 8	19,132	Jason (12)	9
10	Pacific station	542 0	520 0	[2] 65 0	36 9	27 8	19,360	Jupiter (3)	10
11	Pacific station	287 6	[3] 277 0	39 0	23 0	19 8	.....	Justin	11
12	Building 24% complete.	475 7	455 0	[2] 56 0	33 11	26 2	14,500	Kanawha (13)	12
13	Navy yard, Portsmouth, N. H.[1]	273 11	263 3	39 2½	17 2	17 7	4,023	Leonidas	13
14	Navy Yard, Portsmouth, N. H.	403 0	385 0	[2] 53 0	29 6	24 8	11,230	Mars (6)	14
15	Building 15% complete.	475 7	455 0	[2] 56 0	33 11	26 2	14,500	Maumee (14)	15
16	Pacific station	300 0	287 0	39 0	24 0	21 3	4,950	Nanshan	16
17	Navy yard, Norfolk[1]	542 0	520 0	[2] 65 0	36 9	27 7	19,375	Neptune (8)	17
18	Atlantic station	522 0	500 0	[2] 62 0	36 9	27 8	19,000	Nereus (10)	18
19	Navy Yard, Puget Sound.	323 5	312 0	41 0	20 6	22 0	6,360	Nero	19
20	Atlantic station	536 0	514 0	[2] 65 0	36 3	27 8	19,132	Orion (11)	20
21	Atlantic station.	522 0	500 0	[2] 62 0	36 9	27 8	19,000	Proteus (9)	21
22	Navy yard, Puget Sound.[1]	297 1	283 0	40 5	26 4	21 3	4,842	Saturn	22
23	Navy yard, Norfolk[1]	284 0	275 0	37 0	23 6	22 6	[4] 5,663	Sterling	23
24	Navy yard, Portsmouth, N. H.[1]	403 0	385 0	[2] 53 0	29 6	24 8	11,230	Vulcan (5)	24
	.....	.....	.....	.....	.....	.....	261,521		

[1] Out of commission. [2] Molded. [3] Registered length. [4] Approximate.

FUEL

	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	**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	**Arethusa**	Vert. 3-exp. (1)	25⅛	40	66	45	2 B. & W [5]		4,812		[1] 1,700		3
4	**Brutus**	Vert. 3-exp. (1)	24	40	64	42	2 S. E.; 1 auxiliary.	123	4,000		[1] 1,200		4
5	**Cæsar**	Vert. 3-exp. (1)	22½	37	61	42	2 D. E.; 1 auxiliary.	104	3,760		[1] 1,500		5
6	**Cyclops (4)**	Vert. 3-exp. (2)	27½	46	76	48	3 D. E.; 1 auxiliary.	450	19,379	[2] 6,705	[1] 6,750		6
7	**Hannibal**	Vert. 3-exp. (1)	20½	33	54	39	2 S. E	84	3,109		[1] 1,100		7
8	**Hector (7)**	Vert. 3-exp. (2)	22	37½	60	42	4 S. E	235	10,200	[2] 3,921		735	8
9	**Jason (12)**	Vert. 3-exp. (2)	27	46	76	48	3 D. E	440	18,921				9
10	**Jupiter (3)**	G. E. Electric Drive.					3 D. E	450	19,379	[1] 7,200			10
11	**Justin**	Vert. 3-exp. (1)	21	35	57½	39	2 S. E	73	3,196		978		11
12	**Kanawha (13)**	Vert. 3-exp. (2)	23	39½	68½	48	4 Water tube	[4]	12,000		[3] 5,200	[1] 613	12
13	**Leonidas**	Vert. 3-exp. (1)	20½	33	54	39	2 S. E.; 1 auxiliary.	84	3,109		1,100		13
14	**Mars (6)**	Vert. 3-exp. (2)	22	37½	60	42	4 S. E	235	10,200	[2] 3,818		735	14
15	**Maumee (14)**	Diesel 2 cycle (2)					1 B. & W. auxiliary.						15
16	**Nanshan**	Vert. 3-exp. (1)	23	38	61	42	2 S. E.; 1 auxiliary.	120	3,365		1,400		16
17	**Neptune (8)**	Westinghouse-Parsons turb.					3 D. E.; 1 auxiliary.	462	19,544	[2] 5,409			17
18	**Nereus (10)**	Vert. 3-exp. (2)	26	43½	74	48	3 D. E	430	18,492				18
19	**Nero**	Vert. 3-exp. (1)	23	37⅞	61¼	39	2 S. E.; 1 auxiliary.	90	4,800		[1] 1,000		19
20	**Orion (11)**	Vert. 3-exp. (2)	27	46	76	48	3 D. E	440	18,921	[2] 6,943			20
21	**Proteus (9)**	Vert. 3-exp. (2)	26	43½	74	48	3 D. E	430	18,492				21
22	**Saturn**	Vert. 3-exp. (1)	24	39	59	48	4 B. & W	182	5,092		1,500		22
23	**Sterling**	Vert. 3-exp. (1)	22⅛	32	55⅛	42	1 S. E.; 1 auxiliary.	77	3,466	1926	[1] 1,000		23
24	**Vulcan (5)**	Vert. 3-exp. (2)	22	37½	60	42	4 S. E	235	10,200	[2] 3,736		735	24

[1] Estimated. [2] Main engines only. [3] Design. [4] Oil fuel. [5] Oil burning.

SHIPS—Continued.

	Generating sets.							Submarine signal sets.	Radio installations		Name and official number.	
				Amperes.					Frequency.			
	No.	Kilowatts.	Volts	Unit.	Total.	Type.	Builders.		High.	Low.		
									Kw.	*Kw.*		
1	1	10	110	90	90	4-10-450	General Electric Co.	....	2	.....	**Abarenda**....	1
2	2	24	80	300	600	6-24-100	General Electric Co.	....	.....	5	**Ajax**.....	2
3	1	10	110	91	91	6-10-450	B. F. Sturtevant Co.	....	.....	2	**Arethusa**.....	3
4	1	15	125	120	120	6-15-425	B. F. Sturtevant Co.	....	.....	3	**Brutus**.....	4
5	1	15	125	120	120	6-15-400	B. F. Sturtevant Co.	....	2	.....	**Cæsar**.....	5
6	1	15	110	136.3	136.3	6-15-400	General Electric Co.	[3]	2	.....	**Cyclops (4)**...	6
7	1	10	125	80	80	4-10-450	B. F. Sturtevant Co.	....	2	.....	**Hannibal**.....	7
8	1	5	125	120	120	6-15-400	B. F. Sturtevant Co.	[3]	2	.....	**Hector (7)**....	8
9	2	25	125	200	400	8-25-350	B. F. Sturtevant Co.	[4]	2	.....	**Jason (12)**....	9
10	[1] 3	35	125	280	840	2-35-3600	General Electric Co. (Curtis turbine).	....	5	.....	**Jupiter (3)**....	10
11	1	10	110	90	90	4-10-450	General Electric Co.	....	.....	3	**Justin**.....	11
12	[1] 2	50	125	400	800	[2]	.....	[4]	.....	.....	**Kanawha (13)**	12
13	1	10	80	125	125	4-5-500	General Electric Co.	....	2	.....	**Leonidas**.....	13
14	1	15	125	120	120	6-15-400	B. F. Sturtevant Co.	[3]	2	.....	**Mars (6)**.....	14
15	[5] 1 3	50 25	125 125	400 200	1,000	[2] [5]	..... (Diesel oil engine.)	[4]	.....	.....	**Maumee (14)** .	15
16	[1] 1	10	125	80	80	.....	Kerr-Ft. Wayne....	....	.....	2	**Nanshan**.....	16
17	3	15	125	120	360	6-15-400	B. F. Sturtevant Co.	[4]	2	.....	**Neptune (8)**..	17
18	2	25	125	200	400	[2]	.....	[4]	5	.....	**Nereus (10)**...	18
19	1	12.5	125	100	100	4-12.5-400	Eddy Electric Co. (Sturtevant eng.)	....	2	.....	**Nero**.....	19
20	2	25	125	200	400	8-25-350	B. F. Sturtevant Co.	[4]	2	.....	**Orion (11)**	20
21	[1] 2	25	125	200	400	[2]	.....	[4]	5	.....	**Proteus (9)**...	21
22	2	4	80	50	100	4-4-600	General Electric Co. (engine) Forbes.	....	2	.....	**Saturn**	22
23	....	.....	.....	.....	.....	.....	.....	....	.....	.....	**Sterling**	23
24	1	15	125	120	120	6-15-400	B. F. Sturtevant Co.	[4]	2	.....	**Vulcan (5)**....	24

[1] Turbo-generating set.
[2] Not yet installed.
[3] One receiving set, type (J), manufactured by the Submarine Signal Co.
[4] One receiving set, not yet installed.
[5] Oil engine set.

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	Arethusa	[4] 10	.....	685	.....	3,629	[2] 10	32	[3] 218,992	3
4	Brutus	[1] 10	[4] 2,314	547	4,000	.....	[2] 10	30	[3] 215,000	4
5	Cæsar	[1] 10	2,072	761	3,156	.....	[2] 11	30	[3] 175,194	5
6	Cyclops (4)	14.61	7,055	[5] 2,233	10,457	2,923	[2] 13	91	822,500	6
7	Hannibal	9	.....	480	2,300	.....	[2] 9	25	[3] 147,941	7
8	Hector (7)	12.87	3,902	818	[9] 7,200–8,128	.....	[2] 11	71	479,600	8
9	Jason (12)	14.32	.....	2,000	10,500	2,586	.....	.....	951,000	9
10	Jupiter (3)	14.99	.....	2,043	10,457	2,923	.....	.....	[6] [7] 1,200,000	10
11	Justin	9.98	.....	167	2,900	.....	[2] 10	25	[3] 145,000	11
12	Kanawha (13)	[1] 14	.....	[8] 1,568	.....	7,554	10	140	[6] 1,140,000	12
13	Leonidas	8.5	.....	200	2,200	.....	[2] 10	25	[3] 147,941	13
14	Mars (6)	12.65	3,902	818	[9] 7,200–8,128	.....	[2] 11	71	479,600	14
15	Maumee (14)	[1] 14	.....	[8] 1,568	.....	7,554	10	140	[6] 1,140,000	15
16	Nanshan	10.5	.....	400	2,900	.....	[2] 9	30	[3] 155,728	16
17	Neptune (8)	12.93	.....	2,000	10,500	2,929	[2] 13	91	889,600	17
18	Nereus (10)	14.58	.....	2,000	10,500	3,081	.....	.....	990,000	18
19	Nero	[1] 9	[4] 2,204	300	3,500	.....	.....	.....	[3] 215,000	19
20	Orion (11)	14.47	.....	2,000	10,500	2,586	13	91	951,000	20
21	Proteus (9)	14.67	.....	2,000	10,500	3,081	.....	.....	990,000	21
22	Saturn	11	.....	[5] 386	2,495	.....	[2] 9	30	[3] 290,000	22
23	Sterling	11	.....	469	2,672	.....	9	30	[3] 190,000	23
24	Vulcan (5)	12.82	3,902	818	[9] 7,200–8,128	.....	[2] 11	71	479,600	24

[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.
[9] Smaller capacity regular allowance, included in the displacement; larger capacity is maximum.

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.	
1	.....	.....	.....	.....	.....	May 20, 1898 Feb. 21, 1905	**Abarenda**.....	1
2	.....	.....	.....	.....	.....	May 21, 1898 July 30, 1912	**Ajax**.....	2
3	.....	.....	1893	.....	.....	..... Oct. 15, 1909	**Arethusa**.....	3
4	.....	.....	.....	.....	.....	May 27, 1898 July 2, 1912	**Brutus**.....	4
5	.....	.....	.....	.....	.....	May 13, 1898 Nov. 4, 1905	**Cæsar**.....	5
6	May 13, 1908	Mar. 24, 1909	June 2, 1909	May 7, 1910	Nov. 24, 1910	Nov. 7, 1910	**Cyclops (4)**....	6
7	.....	.....	.....	.....	.....	June 7, 1898 Oct. 16, 1911	**Hannibal**.....	7
8	May 13, 1908	Oct. 28, 1908	Oct. 5, 1908	July 3, 1909	Oct. 28, 1909	Oct. 22, 1909	**Hector (7)**.....	8
9	Mar. 4, 1911	Aug. 22, 1911	Mar. 26, 1912	Nov. 16, 1912	Aug. 22, 1913	June 26, 1913	**Jason (12)**.....	9
10	May 13, 1908	.....	Oct. 18, 1911	Aug. 24, 1912	.....	Apr. 7, 1913	**Jupiter (3)**.....	10
11	.....	.....	.....	.....	.....	Apr. 27, 1898 Sept. 9, 1907	**Justin**.....	11
12	Aug. 22, 1912	.....	Dec. 8, 1913	.....	.....	.....	**Kanawha (13)**.	12
13	.....	.....	.....	.....	.....	May 21, 1898 May 3, 1912[1]	**Leonidas**.....	13
14	May 13, 1908	Oct. 28, 1908	Oct. 5, 1908	Apr. 10, 1909	Aug. 28, 1909	Aug. 26, 1909 Dec. 11, 1912	**Mars (6)**.....	14
15	Aug. 22, 1912	.....	.....	.....	.....	.....	**Maumee (14)** ..	15
16	.....	.....	.....	.....	.....	..... Feb. 1, 1907	**Nanshan**.....	16
17	Mar. 3, 1909	Sept. 23, 1909	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911	Sept. 20, 1911 Dec. 5, 1912	**Neptune (8)**...	17
18	June 24, 1910	Aug. 29, 1911	Dec. 4, 1911	Apr. 26, 1913	June 29, 1913	Sept. 10, 1913	**Nereus (10)**....	18
19	.....	.....	.....	.....	.....	June 8, 1898 July 31, 1913	**Nero**.....	19
20	Mar. 4, 1911	Aug. 22, 1911	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913	July 29, 1912	**Orion (11)**	20
21	June 24, 1910	Aug. 29, 1911	Oct. 31, 1911	Sept. 14, 1912	June 29, 1913	July 9, 1913	**Proteus (9)**....	21
22	.....	.....	.....	.....	.....	Apr. 11, 1898 Aug. 3, 1913	**Saturn**.....	22
23	.....	.....	.....	.....	.....	Apr. 16, 1898 Aug. 9, 1913[1]	**Sterling**.....	23
24	May 13, 1908	Oct. 28, 1908	Oct. 5, 1908	May 15, 1909	Sept. 28, 1909	Oct. 2, 1909 July 2, 1912	**Vulcan (5)**.....	24

[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	Scorpion[1]	Steel	Schooner	1896	South Brooklyn, N. Y.	John N. Robins	10
11	Stranger[1]	Iron	Schooner	1880	Philadelphia, Pa	Wm. Cramp & Sons	11
12	Sylph[1]	Steel	Schooner	1898	Chester, Pa	John Roach	12
13	Sylvia[1]	Iron	Schooner	1882	Glasgow, Scotland.	A. Stephen & Sons	13
14	Vixen[1]	Steel	Schooner	1896	Elizabethport, N. J.	Lewis Nixon	14
15	Wasp[1]	Steel	Schooner	1898	Philadelphia, Pa	Wm. Cramp & Sons	15
16	Yankton[1]	Steel	Schooner	1893	Leith, Scotland	Ramage & Ferguson	16

[1] Purchased during War with Spain.

NOTE.—The Restless was stricken from the Navy Register Sept. 5, 1913.

YACHTS.

	Duty or station, Jan. 1, 1914.	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 Disciplinary Barracks, Port Royal, S. C.	[1] 110 11	18 6	7 6	Oneida	9
10	Station ship, Constantinople	212 9	28 1	11 0	Scorpion	10
11	Naval Militia, Louisiana	[1] 164 7	23 7	9 3	Stranger	11
12	Special service, Atlantic	[1] 123 8	20 0	7 6	Sylph	12
13	Naval Militia, District of Columbia	[1] 130 0	18 6	10 0	Sylvia	13
14	Naval Militia, New Jersey	[1] 182 3	28 0	12 8	Vixen	14
15	Naval Militia, New York	[1] 180 0	23 0	12 0	Wasp	15
16	Tender, Atlantic Fleet	[1] 185 0	27 6	13 10	Yankton	16

[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**						2 Roberts				500		1
2	**Dorothea**	Vert. 3-exp. (1)	16	27	42	24	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**		10½	16	24	16	1 Almy; 1 Hazelton.	30			200		4
5	**Gloucester**	Vert. 3-exp. (1)	21	33	54	30	2 B. & W	100	3,100		[1] 2,000		5
6	**Hawk**	Vert. 4-exp	15		45	28	1 S. E.	57	1,635		1,000		6
7	**Huntress**		15		28	24	1 Seabury				[1] 260		7
8	**Mayflower**	Vert. 3-exp. (2)	22½	38	[2] 40	27	2 Mosher	181	7,940		2,400		8
9	**Oneida**	Vert. 3-exp. (1)	11	19	30	18	2 Almy				350		9
10	**Scorpion**	Vert. 3-exp. (2)	15	24	39	21	4 Yarrow	159	8,384		2,800		10
11	**Stranger**	Vert. 2-exp. (1)	24		44	24	2 S. E.	42	1,850		[1] 920		11
12	**Sylph**		10	16	25	16	2 Almy	45	1,588		550		12
13	**Sylvia**		17		28	27	2 Roberts	39			[1] 165		13
14	**Vixen**	Vert. 3-exp. (1)	18	27	48	25	2 S. E.	126	3,508		[1] 1,250		14
15	**Wasp**	Vert. 3-exp. (1)	21½	31	[2] 34	20	2 S. E., 1 auxiliary.				[1] 1,800		15
16	**Yankton**	Vert. 3-exp. (1)	18	29	47	33	1 S. E.	67	1,872		[1] 750		16

[1] Estimated.

[2] Two low-pressure cylinders.

YACHTS—Continued.

	Generating sets.							Submarine signal sets.	Radio installations.		Name.	
				Amperes.					Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builders.		High.	Low.		
									Kw.	*Kw.*		
1	1	4	80	50	50	.....	General Electric Co...	....	.....	.....	**Aileen**.....	1
2	1	15	110	136	136	.....	General Electric Co...	....	.....	.....	**Dorothea**...	2
3	1	7	125	56	56	4-7-550	General Electric Co...	....	1	.....	**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	[2] 2	25	125	200	400	([3])	Terry-Diehl	([1])	2	.....	**Mayflower**..	8
9	1	5	100	50	50	.....	Riker Electric Co.....	....	.....	.....	**Oneida**.....	9
10	1 1	5 14	110 110	50 125	175	4-5-380 4-14-325	Lundell Co. (Sturtevant engine).	....	2	.....	**Scorpion**...	10
11	1	8	125	64	64	6-8-480	B. F. Sturtevant Co..	....	.....	.....	**Stranger**...	11
12	1	10	125	80	80	6-10-450	General Electric Co...	....	.....	1	**Sylph**.....	12
13	1	3.4	85	38	38	4-3.4-580	Lundell Co. (Sturtevant engine).	....	.....	.....	**Sylvia**.....	13
14	1	5.75	125	52	52	6-5.75-400	Westinghouse Co.....	....	.....	.....	**Vixen**.....	14
15	1	8	125	64	64	6-8-550	General Electric Co...	....	.....	.....	**Wasp**.....	15
16	1	5	80	62.5	62.5	4-5-450	General Electric Co...	....	.....	2	**Yankton**...	16

[1] One receiving set, type (J), manufactured by the Submarine Signal Co.
[2] Not yet installed.
[3] Turbo-generators.

CONVERTED

	Name.	Displacement.	Net tonnage for Suez Canal.	Speed.	Bunker capacity (43 cubic feet to ton).	Battery.	
		Tons.	*Tons.*	*Knots.*	*Tons.*		
1	**Aileen**	192	.....	14	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	.....	14.5	525	6 6-pdr. R. F.	8
9	**Oneida**	150	.....	12	20	.....	9
10	**Scorpion**	775	.....	17.85	133	4 6-pdr. R. F.	10
11	**Stranger**	[1] 369	.....	14	50	2 3-pdr. R. F.	11
12	**Sylph**	152	.....	15	47	.....	12
13	**Sylvia**	[1] 302	.....	9	60	1 3-pdr. R. F.; 3 1-pdr. R. F.	13
14	**Vixen**	806	.....	[1] 16	190	4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F.	14
15	**Wasp**	630	.....	[1] 16.5	79	2 3-pdr. R. F.	15
16	**Yankton**	[1] 975	.....	[1] 14	170	2 3-pdr. R. F.	16
		9,476 total displacement.					

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

YACHTS—Concluded.

	Complement.		Contract price of hull and machinery.	Date of first and latest commission.	Name.	
	Officers.	Men.				
1	.....	.....	[2] $55,000	May 14, 1898; Sept. 26, 1898[1]...	Aileen.....	1
2	.....	50	[2] 187,500	June 1, 1898; Sept. 20, 1898[1]...	Dorothea.....	2
3	4	63	[2] 110,000	Mar. 26, 1898.....	Eagle.....	3
4	.....	.....	[2] 50,000	June 30, 1898; Sept. 14, 1898[1]..	Elfrida.....	4
5	9	70	[2] 225,000	May 20, 1899; Feb. 8, 1905[1]....	Gloucester.....	5
6	4	46	[2] 50,000	Apr. 5, 1898; Sept. 14, 1898[1]....	Hawk.....	6
7	.....	.....	[2] 27,500	July 1, 1898; Aug. 31, 1898[1]....	Huntress.....	7
8	8	166	[2] 430,000	July 25, 1905.....	Mayflower.....	8
9	.....	.....	[2] 60,000	Apr. 30, 1898; Sept. 26, 1912[1]..	Oneida.....	9
10	7	95	[2] 300,000	Apr. 11, 1898; Aug. 1, 1908.....	Scorpion.....	10
11	.....	.....	[2] 75,000	June 30, 1898; Sept. 24, 1898[1]...	Stranger.....	11
12	3	28	[2] 50,000	Aug. 18, 1898.....	Sylph.....	12
13	.....	.....	[2] 25,000	June 29, 1898; Sept. 16, 1898[1]..	Sylvia.....	13
14	5	74	[2] 150,000	Apr. 11, 1898; Mar. 31, 1906[1]...	Vixen.....	14
15	4	32	[2] 95,000	Apr. 11, 1898; Oct. 2, 1902[1].....	Wasp.....	15
16	8	78	[2] 125,000	May 16, 1898.....	Yankton.....	16

[1] Date of placing out of commission.
[2] Purchase price.

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	Choctaw	Philadelphia, Pa	Neafie & Levy	Iron	5
6	Fortune	Boston, Mass	James Tetlow	Iron	6
7	Hercules	Camden, N. J	J. H. Dialogue & Son	Iron	7
8	Iroquois[1]	San Francisco, Cal	Union Iron Works	Steel	8
9	Iwana (2)	Boston, Mass	City Point Iron Works	Steel	9
10	Massasoit	Philadelphia, Pa	Neafie & Levy	Steel	10
11	Modoc	Camden, N. J	J. H. Dialogue & Son	Iron	11
12	Mohawk	Newburgh, N. Y	T. S. Marvel & Co	Steel	12
13	Narkeeta (3)	Boston, Mass	City Point Iron Works	Steel	13
14	Navajo[1 2]	Philadelphia, Pa	Neafie & Levy	Steel	14
15	Ontario (13)[1 2]	Camden, N. J	New York Shipbuilding Co	Steel	15
16	Osceola[1]	Philadelphia, Pa	Chas. Hillman	Steel	16
17	Patapsco (10)[1 2]	Navy yard, Portsmouth, N. H	United States	Steel	17
18	Patuxent (11)[1 2]	Navy yard, Norfolk, Va	United States	Steel	18
19	Pawnee	Tompkins Cove, N. Y	Rodermond & Co	Wood	19
20	Pawtucket (7)	Navy yard, Mare Island, Cal	United States	Steel	20
21	Penacook (6)	Navy yard, New York, N. Y	United States	Steel	21
22	Pentucket (8)	Navy yard, Boston, Mass	United States	Steel	22
23	Peoria	Philadelphia, Pa	Neafie & Levy	Steel	23

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

NOTE.—The Chickasaw was stricken from the Navy Register Apr. 9, 1913.

TUGS.

	Duty or station Jan. 1, 1914.	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	Navy yard, Washington	2 pole masts	[3] 100 9	21 0	9 5	274	Choctaw	5
6	Pacific reserve fleet	Schooner	[1] 137 0	[2] 26 0	9 6	450	Fortune	6
7	Navy yard, Norfolk	1 mast	101 6	20 6	9 0	198	Hercules	7
8	Navy yard, Mare Island	Schooner	[3] 152 0	26 0	13 6	702	Iroquois	8
9	Navy yard, Boston		[1] 92 6	20 11½	8 0	192	Iwana (2)	9
10	Navy yard, Norfolk	1 pole mast	[4] 89 5	19 0	8 6	202	Massasoit	10
11	Navy yard, Philadelphia		[4] 96 9	20 10	9 3	241	Modoc	11
12	Navy yard, Norfolk		[1] 103 10	24 0	10 9	368	Mohawk	12
13	Navy yard, New York	2 pole masts	[1] 92 6	20 11½	8 0	192	Narkeeta (3)	13
14	Naval station, Honolulu	2 masts	[3] 141 4	[2] 27 6	14 1	800	Navajo	14
15	Tender, Atlantic Fleet	2 pole masts	[1] 175 0	[2] 34 0	12 6	1,120	Ontario (13)	15
16	Naval Station, Guantanamo.	Schooner	125 5	26 3	14 0	571	Osceola	16
17	Tender, Atlantic Fleet	2 pole masts	[1] 148 0	29 0½	12 3	755	Patapsco (10)	17
18	Tender, Atlantic Fleet	2 pole masts	[1] 148 0	29 0½	12 3	755	Patuxent (11)	18
19	Navy yard, New York	1 mast, 1 derrick.	112 0	27 3	7 0	275	Pawnee	19
20	Navy yard, Puget Sound	Schooner	[1] 92 6	21 1	8 9	225	Pawtucket (7)	20
21	Navy yard, Portsmouth		[1] 92 6	21 1	9 0	230	Penacook (6)	21
22	Navy yard, New York	2 pole masts	[1] 92 6	21 1	9 0	230	Pentucket (8)	22
23	Naval station, Key West	Schooner	131 0	25 0	10 6	487	Peoria	23

[1] Between perpendiculars.
[2] Molded.
[3] Over all.
[4] On water line.

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.*	
1	Accomac		9¾	...	28	22	1 S. E	.....	.....	.....	250	.....	1
2	Active		20	...	40	24	1 S. E	.....	1,815	.....	600	.....	2
3	Alice	Vert. comp	10	...	28	18	2 vert. B	28½	1,234	.....	250	.....	3
4	Apache		15	24	40	18	1 S. E	49	1,491	.....	550	.....	4
5	Choctaw		20	...	36	26	1 S. E	56	1,779	.....	188	.....	5
6	Fortune	Vert. comp. (1)	18	...	33¾	24	2 S. E	67	1,766	334	340	.....	6
7	Hercules	Vert. 3-exp	14	22	36	24	1 S. E	43	1,277	.....	[1] 350	.....	7
8	Iroquois		20	30	50	36	2 S. E	845	2,920	.....	1,000	.....	8
9	Iwana (2)	Vert. 3-exp. (1)	13	20	31½	24	1 S. E	49	1,491	.....	300	.....	9
10	Massasoit		...	...	...	...	.....	40	1,192	.....	[1] 150	.....	10
11	Modoc		20	...	...	20	1 S. E	.....	.....	.....	[1] 175	.....	11
12	Mohawk	Vert. comp	20	...	40	24	1 S. E	62	1,850	.....	400	.....	12
13	Narkeeta (3)	Vert. 3-exp. (1)	13	20	31½	24	1 S. E	49	1,491	.....	300	.....	13
14	Navajo	Vert. (1)	16½	24	41	30	2 S. E	92	2,638	.....	935	.....	14
15	Ontario (13)	Vert. 3-exp. (1)	19¾	31½	54½	36	2 Scotch	158	5,812	[2] 1,517	.....	.....	15
16	Osceola		16	24	40	28	2 S. E	88	2,568	.....	[1] 1,000	.....	16
17	Patapsco (10)	Vert. 3-exp. (2)	11¾	18½	32	27	2 S. E	97	3,078	.....	[1] 1,160	.....	17
18	Patuxent (11)	Vert. 3-exp. (2)	11¾	18½	32	27	2 S. E	97	3,078	.....	[1] 1,160	.....	18
19	Pawnee		...	...	...	...	.....	.....	.....	.....	250	.....	19
20	Pawtucket (7)	Vert. 3-exp. (1)	13	20	31	30	1 S. E	48	1,351	.....	500	.....	20
21	Penacook (6)	Vert. 3-exp. (1)	13	20	31½	24	1 S. E	48	1,351	.....	450	.....	21
22	Pentucket (8)	Vert. 3-exp. (1)	13	20	31½	24	1 S. E	.....	.....	.....	450	.....	22
23	Peoria		20	...	40	28	1 S. E	.....	2,300	.....	[1] 270	.....	23

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

Continued.

	Generating sets.							Radio installations.		Name and official number	
				Amperes.				Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builders.	High.	Low.		
								Kw.	*Kw.*		
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	1	7.5	110	68	68	6-7-450	B. F. Sturtevant Co..	.....	.....	Choctaw.....	5
6	1	4	80	50	50	4-4-600	Westinghouse Co. (Forbes engine).	.....	.....	Fortune.....	6
7	....	.....	.....	.....	.....	.....	.....	.....	.....	Hercules.....	7
8	1	5	125	40	40	[1] 2-5-5000	General Electric Co. (Curtis turbine).	.....	1	Iroquois.....	8
9	....	.....	.....	.....	.....	.....	.....	.....	.....	Iwana (2).....	9
10	....	.....	.....	.....	.....	.....	.....	.....	.....	Massasoit.....	10
11	1	2	80	25	25	4-2-670	General Electric Co...	.....	.....	Modoc.....	11
12	....	.....	.....	.....	.....	.....	.....	.....	.....	Mohawk.....	12
13	1	2.5	110	23	23	4-25-800	B. F. Sturtevant Co...	.....	.....	Narkeeta (3)....	13
14	....	.....	.....	.....	.....	.....	.....	.....	1	Navajo.....	14
15	[1] 2	10	125	80	160	([2])	General Electric Co...	1	.....	Ontario (13)....	15
16	1	5	110	50	50	4-5-450	B. F. Sturtevant Co...	.....	½	Osceola.....	16
17	1	8	125	64	64	6-8-500	General Electric Co...	.....	2	Patapsco (10)..	17
18	1	8	125	64	64	6-8-475	B. F. Sturtevant Co...	.....	1	Patuxent (11)...	18
19	....	.....	.....	.....	.....	.....	.....	.....	.....	Pawnee.....	19
20	1	11	110	100	100	4-10-1300	Crocker-Wheeler 15-horsepower motor (Sturtevant engine).	.....	.....	Pawtucket (7)..	20
21	....	.....	.....	.....	.....	.....	.....	.....	.....	Penacook (6)...	21
22	1	5	125	40	40	6-5-700	General Electric Co...	.....	.....	Pentucket (8)...	22
23	1	8	80	72	72	4-8-650	General Electric Co...	1	.....	Peoria.....	23

[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	Choctaw		10	70		[1] 82,500	5
6	Fortune		10	108		128,000	6
7	Hercules		12	40		[1] 40,000	7
8	Iroquois		13.25	205		[1] 150,000	8
9	Iwana (2)		11.50	35		32,438	9
10	Massasoit		[2] 9	34		[1] 30,000	10
11	Modoc		10	40		[1] 30,000	11
12	Mohawk		12	32		[1] 44,000	12
13	Narkeeta (3)		11.50	35		32,438	13
14	Navajo		[3] 12.00			[1] 115,000	14
15	Ontario (13)		13.23	435		194,000	15
16	Osceola		14	150		[1] 100,000	16
17	Patapsco (10)		13	316	2 3-pdr	[3] 175,000	17
18	Patuxent (11)		[3] 13	316	2 3-pdr	[3] 175,000	18
19	Pawnee		10	16		[1] 25,000	19
20	Pawtucket (7)		12.2	30		[3] 50,000	20
21	Penacook (6)		12	28		[1] 50,000	21
22	Pentucket (8)		12	28		[1] 70,000	22
23	Peoria		[2] 9	68	4 3-pdr. R. F	[3] 100,000	23

[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)	.....	1892	.....	.....	Choctaw.....	5
6	.....	.....	1865	.....	Sept. 20,1864	Fortune.....	6
7	(1)	.....	1888	.....	.....	Hercules.....	7
8	(1)	.....	1892	.....	.....	Iroquois.....	8
9	Mar. 2,1889	Dec. 20,1890	Apr. —,1891	Mar. 12,1892	Dec. 20,1891	Iwana (2).....	9
10	(1)	.....	1898	.....	.....	Massasoit.....	10
11	(1)	.....	1890	.....	.....	Modoc.....	11
12	(1)	.....	1893	.....	.....	Mohawk.....	12
13	Mar. 2,1889	Dec. 20,1890	Apr. —,1891	Feb. 11,1892	Dec. 20,1891	Narkeeta (3).....	13
14	(2)	.....	.....	.....	.....	Navajo.....	14
15	Mar. 4,1911	July 28,1911	Nov. 23,1911	Apr. 11,1912	Aug. 24,1912	Ontario (13).....	15
16	(1)	.....	1896	.....	.....	Osceola.....	16
17	Apr. 27,1904	.....	May 12,1907	June 29,1905	.....	Patapsco (10).....	17
18	Apr. 27,1904	.....	July 25,1907	May 16,1908	.....	Patuxent (11).....	18
19	(1)	.....	1896	.....	.....	Pawnee.....	19
20	Mar. 3,1897	.....	July 22,1898	Nov. 17,1898	.....	Pawtucket (7).....	20
21	Mar. 3,1897	.....	Feb. 8,1898	Oct. 29,1898	.....	Penacook (6).....	21
22	July 1,1902	.....	Jan. 29,1903	July 16,1903	.....	Pentucket (8).....	22
23	(1)	.....	.....	.....	.....	Peoria.....	23

[1] Purchased during War with Spain.

[2] Purchased Nov. 21, 1907.

TUGS—

	Name and official number.	Built.		Material.	
		Where.	By whom.		
24	Piscataqua [1 2]	West Bay City, Mich	F. W. Wheeler & Co	Steel	24
25	Pontiac	Athens, N. Y	Peter McGlehan	Wood	25
26	Potomac [1]	West Bay City, Mich	F. W. Wheeler & Co	Steel	26
27	Powhatan	Baltimore, Md	Maryland Steel Co	Steel	27
28	Rapido [3]			Wood	28
29	Rocket	Wilmington, Del	Pusey & Jones Co	Steel	29
30	Samoset (5)	Navy yard, Norfolk, Va	United States	Steel	30
31	Sebago	Camden, N. J	J. H. Dialogue & Son	Steel	31
32	Sioux	Philadelphia, Pa	Neafie & Levy	Iron	32
33	Sonoma (12) [1 2]	Camden, N. J	New York Ship Building Co	Steel	33
34	Sotoyomo (9)	Navy yard, Mare Island, Cal	United States	Steel	34
35	Standish	Boston, Mass	James Tetlow	Iron	35
36	Tecumseh	Camden, N. J	J. H. Dialogue & Son	Steel	36
37	Traffic	South Brooklyn, N. Y	D. McCarty	Wood	37
38	Transfer [4]	Navy yard, New York	United States	Steel	38
39	Triton	Camden, N. J	J. H. Dialogue	Steel	39
40	Unadilla (4)	Navy yard, Mare Island, Cal	United States	Steel	40
41	Uncas [2]	Camden, N. J	J. H. Dialogue	Steel	41
42	Vigilant	Philadelphia, Pa	Wm. Cramp & Son		42
43	Waban	Philadelphia, Pa	Wm. Cramp & Son	Iron	43
44	Wahneta (1)	Boston, Mass	City Point Iron Works	Steel	44
45	Wompatuck [2]	Wilmington, Del	Harlan & Hollingsworth	Steel	45

[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 Jan. 1, 1914.	Rig.	Dimensions. Length.	Dimensions. Breadth.	Dimensions. Mean draft.	Displacement.	Name and official number.	
			Ft. in.	*Ft. in.*	*Ft. in.*	*Tons.*		
24	Asiatic Fleet	2 masts	[1] 149 0	28 7	12 0	854	Piscataqua	24
25	Navy yard, New York	1 mast, 1 derrick	124 4	27 0	9 6	401	Pontiac	25
26	General service, Atlantic	2 pole masts	[1] 138 9	28 6	12 0	785	Potomac	26
27	Navy yard, New York	2 pole masts	[1] 101 0	21 0	10 0	194	Powhatan	27
28	Naval station, Cavite, P. I.	1 pole mast	96 0	16 4	7 6	186	Rapido	28
29	Navy yard, Norfolk	Derrick mast	[1] 93 0	28 0	9 0	206	Rocket	29
30	Navy yard, Philadelphia		[1] 92 6	21 0	8 9	225	Samoset (5)	30
31	Navy yard, Charleston		99 0	21 0	[2] 8 0	[3] 243	Sebago	31
32	Navy yard, Boston		[1] 84 6	19 0	8 0	155	Sioux	32
33	Tender, Atlantic Fleet	2 pole masts	[1] 175 0	[4] 34 0	12 6	1,120	Sonoma (12)	33
34	Navy yard, Puget Sound	Schooner	[1] 92 6	21 1	9 0	230	Sotoyomo (9)	34
35	Naval Academy, Annapolis.	Schooner	[1] 137 0	[4] 25 10	9 6	450	Standish	35
36	Navy yard, Washington	2 pole masts	[5] 100 9	21 9	8 2	221	Tecumseh	36
37	Navy yard, New York	Derrick mast	[1] 106 0	29 4	9 0	280	Traffic	37
38	Navy yard, New York	Derrick mast	110 0	30 0	9 10	684	Transfer	38
39	Navy yard, Washington	2 pole masts	[1] 96 9	20 9	9 0	212	Triton	39
40	Navy yard, Mare Island	Schooner	[1] 110 0	25 0	9 11	355	Unadilla (4)	40
41	Navy Yard, New York	Schooner	119 3	25 0	12 0	441	Uncas	41
42	Training station, San Francisco.	Schooner	[5] 116 0	21 0	9 0	300	Vigilant	42
43	Naval Station, Guantanamo.		[1] 85 0	[4] 17 6½	8 0	150	Waban	43
44	Navy yard, Norfolk		[1] 92 0	20 11½	6 11	152	Wahneta (1)	44
45	Asiatic Fleet	Schooner	[5] 130 0	25 6	12 0	462	Wompatuck	45
	Total displacement					18,024		

[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.*	
24	Piscataqua	Vert. 3-exp. (1).	20	32½	55	36	2 S. E.	120	3,780	.....	2,000	.....	24
25	Pontiac	.....	20	...	40	26	1 Hor. F. B.	.....	.....	.....	425	.....	25
26	Potomac	.....	22	32	54	36	.....	.....	3,780	.....	2,000	.....	26
27	Powhatan	.....	12½	20½	34	24	1 S. E.	45	1,273	.....	397	.....	27
28	Rapido	.....	...	...	...	...	.....	.....	.....	.....	[1] 125	.....	28
29	Rocket	.....	...	...	...	...	.....	.....	.....	.....	450	.....	29
30	Samoset (5)	.....	13	20	31½	24	1 S. E.	47½	1,351	.....	450	.....	30
31	Sebago	.....	...	...	...	...	1 Scotch	.....	1,200	.....	506	.....	31
32	Sioux	Vert. 3-exp. (1).	15	...	26	22	1 S. E.	42	1,186	.....	290	.....	32
33	Sonoma (12)	Vert. 3-exp. (1).	19¾	31½	54¼	36	2 Scotch	158	5,812	[2] 1,596	.....	.....	33
34	Sotoyomo (9)	Vert. 3-exp. (1).	13	20	31½	24	1 S. E.	48	1,351	.....	506	.....	34
35	Standish	.....	18	...	33¾	24	2 S. E.	64	1,952	.....	340	.....	35
36	Tecumseh	.....	16	24	40	28	1 S. E.	58	1,716	.....	500	.....	36
37	Traffic	.....	...	...	...	...	1 B. & W.	44	1,148	.....	[1] 190	.....	37
38	Transfer	.....	...	...	...	...	.....	.....	.....	.....	.....	.....	38
39	Triton	Vert. 3-exp. (1).	13	21	32	24	1 S. E.	42	1,156	.....	300	.....	39
40	Unadilla (4)	Vert. 3-exp. (1).	13	20	31	30	1 S. E.	66	1,792	.....	500	.....	40
41	Uncas	.....	16	24	40	28	1 S. E.	.....	1,860	.....	750	.....	41
42	Vigilant	Vert. comp. (1).	18	...	33	28	1 S. E.	44½	1,449	.....	450	.....	42
43	Waban	.....	...	...	...	...	.....	.....	.....	[1] 300	450	.....	43
44	Wahneta (1)	Vert. 3-exp. (1).	13	20	31½	24	1 S. E.	49	1,350	.....	300	.....	44
45	Wompatuck	.....	14 5/12	23¾	39⅛	28	1 S. E., main. 1 Scotch aux.	70.95 6.7	2,008 222.8	.....	650	.....	45

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

Continued.

	Generating sets.							Radio installations.		Name and official number.	
				Amperes.				Frequency.			
	No.	Kilowatts.	Volts.	Unit.	Total.	Type.	Builders.	High.	Low.		
								Kw.	*Kw.*		
24	1	7	110	64	64	4-7-550	General Electric Co.	.....	.....	Piscataqua.....	24
25	1	4	110	38	38	6-4-420	Engeberg Electric & Machine Co.	.....	.....	Pontiac.....	25
26	1	7	110	64	64	4-7-550	General Electric Co.	.....	1	Potomac.....	26
27	1	2.5	110	23	23	4-2.5-800	B. F. Sturtevant Co.	.....	.....	Powhatan.....	27
28	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rapido.....	28
29	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rocket.....	29
30	1	2.5	110	23	23	.....	.....	.....	.....	Samoset (5).....	30
31	.....	.....	.....	.....	.....	.....	.....	.....	.....	Sebago.....	31
32	.....	.....	.....	.....	.....	.....	.....	.....	.....	Sioux.....	32
33	[2] 2	10	125	80	160	([1])	General Electric Co.	1	.....	Sonoma (12)....	33
34	1	6	80	75	75	4-6-600	Westinghouse Co. (Forbes engine).	.....	.....	Sotoyomo (9)...	34
35	1	5	125	40	40	6-5-600	B. F. Sturtevant Co.	.....	.....	Standish.....	35
36	1	5	125	40	40	6-5-700	General Electric Co.	.....	.....	Tecumseh.....	36
37	.....	.....	.....	.....	.....	.....	.....	.....	.....	Traffic.....	37
38	.....	.....	.....	.....	.....	.....	.....	.....	.....	Transfer.....	38
39	1	8	110	72	72	6-8-575	B. F. Sturtevant Co.	.....	.....	Triton.....	39
40	1	4	80	50	50	4-4-600	Westinghouse Co. (Forbes engine).	.....	.....	Unadilla (4)....	40
41	1	5	80	62.5	62.5	4-5-500	General Electric Co.	½	.....	Uncas.....	41
42	1	5	80	50	50	4-4-600	Westinghouse Co. (Forbes engine).	.....	.....	Vigilant.....	42
43	.....	.....	.....	.....	.....	.....	.....	.....	.....	Waban.....	43
44	.....	.....	.....	.....	.....	.....	.....	.....	.....	Wahneta (1)....	44
45	1	5	80	62.5	62.5	8-5-725	B. F. Sturtevant Co.	.....	.....	Wompatuck ...	45

[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.*			
24	Piscataqua		16	236		[3] $130,000	24
25	Pontiac		10.5	45		[3] 30,000	25
26	Potomac		16	200		[3] 125,300	26
27	Powhatan		13	57		[3] 42,500	27
28	Rapido		10	14			28
29	Rocket		8	33		29,000	29
30	Samoset (5)		12	30		[1] 25,000	30
31	Sebago		12	30		[3] 28,000	31
32	Sioux		10	45		[3] 25,553	32
33	Sonoma (12)		13.08	435		194,000	33
34	Sotoyomo (9)		11.10	28		[1] 70,000	34
35	Standish		10	80		84,640	35
36	Tecumseh		11	40		[3] 45,000	36
37	Traffic		10			26,400	37
38	Transfer					[5] 133,053	38
39	Triton		13	45		[3] 35,000	39
40	Unadilla (4)		12	(4)		[1] 80,000	40
41	Uncas		12	120		[3] 75,000	41
42	Vigilant		12	75		[3] 60,000	42
43	Waban		13	30		[3] 20,000	43
44	Wahneta (1)		11.50	35		32,438	44
45	Wompatuck		13	130		[3] 65,000	45

[1] Limit of cost. [2] Estimated. [3] Purchase price. [4] 7,885 gallons oil fuel. [5] Actual cost.

Concluded.

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Name and official number.	
24	(1)	.....	1897	.....	.....	Piscataqua.....	24
25	(1)	.....	1891	.....	.....	Pontiac.....	25
26	(1)	.....	1897	.....	.....	Potomac.....	26
27	(1)	.....	1892	.....	.....	Powhatan.....	27
28	(2)	.....	.....	.....	.....	Rapido.....	28
29	.....	1899	.....	.....	.....	Rocket.....	29
30	Mar. 2, 1895	.....	Jan. 13, 1896	Mar. 20, 1897	.....	Samoset (5).....	30
31	.....	.....	1893	.....	.....	Sebago.....	31
32	(1)	.....	1892	.....	.....	Sioux.....	32
33	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sonoma (12).....	33
34	July 1, 1902	.....	Mar. 2, 1903	Aug. 20, 1903	.....	Sotoyomo (9).....	34
35	.....	.....	1865	.....	Oct. 20, 1864	Standish.....	35
36	(1)	.....	1891	.....	.....	Tecumseh.....	36
37	.....	.....	1891	.....	.....	Traffic.....	37
38	.....	.....	Aug. 18, 1904	May 24, 1905	.....	Transfer.....	38
39	.....	.....	1888	.....	.....	Triton.....	39
40	July 26, 1894	.....	Apr. 29, 1895	Sept. 21, 1895	.....	Unadilla (4).....	40
41	(1)	.....	1893	.....	.....	Uncas.....	41
42	(1)	.....	1883	.....	.....	Vigilant.....	42
43	(1)	.....	1890	.....	.....	Waban.....	43
44	March 2, 1889	Dec. 20, 1890	Apr. —, 1891	Mar. 3, 1892	Dec. 20, 1891	Wahneta (1)	44
45	(1)	.....	1896	.....	.....	Wompatuck.....	45

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

SPECIAL

	Name and official number.	By whom and where built or building.	Duty or station, Jan. 1, 1914.	Ship, fully equipped ready for sea, full stores, ammunition, and coal. Length between perpendiculars.[1]	Breadth on load water line.	Mean draft.	
				Ft. in.	*Ft. in.*	*Ft. in.*	
1	**Baltimore (3)**[2]	Wm. Cramp & Sons, Philadelphia, Pa.	Navy yard Charleston, S. C.	327 6	48 7½	19 6	1
2	**Lebanon**[2 5]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic fleet	249 0	[4] 37 4½	17 3	2
3	**Montgomery (9)**.	Columbian Iron Works, Baltimore, Md.	Navy yard, Philadelphia.	257 0	37 0	14 6	3
4	**Panther**[5]	Wm. Cramp & Sons, Philadelphia, Pa.	Atlantic reserve fleet	304 8	[4] 40 8	15 9	4
5	**Prometheus (2)**[8]	United States navy yard, Mare Island.	Pacific station	450 0	60 1	26 0	5
6	**San Francisco**[2]	Union Iron Works, San Francisco, Cal.	Atlantic fleet	310 0	49 2	18 9	6
7	**Vestal (1)**[8]	United States navy yard, New York.	Atlantic fleet	450 0	[6] 60 0	26 0	7
8	**Vesuvius**[7]	Pneumatic Dynamite Gun Co., at Wm. Cramp & Sons, Philadelphia, Pa.	Torpedo station, Newport.	252 4	26 6½	10 7	8
	Total normal displacement						

	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	26,874	8,777	8,978	.....	1
2	**Lebanon**	Vert. 3-exp. (1)	19	30	50	30	2 S. E.	127	3,203	.....	1,000	.....	2
3	**Montgomery (9)**.	Vert. 3-exp. (2)	26½	39	63	26	6 Almy	242	9,300	5,543	5,584	401	3
4	**Panther**	Vert. 3-exp. (1)	25 11/16	41	67½	42	4 S. E.	234	6,960	.....	[10] 3,200	.....	4
5	**Prometheus (2)**	Vert. 3-exp. (2)	28	44½	75	54	6 B. & W.	493	19,974	.....	[10] 7,500	[10] 1,125	5
6	**San Francisco**	Hor. 3-exp. (2)	42	60	94	36	8 B. & W.[11]	684	26,700	9,761	9,913	914	6
7	**Vestal (1)**	Vert. 3-exp. (2)	28	44½	75	54	6 B. & W.	493	19,974	.....	[10] 7,500	[10] 1,125	7
8	**Vesuvius**	Vert. 3-exp. (2)	21½	31	[9] 34	20	4 Normand	200	8,204	3,975	4,295	215	8

[1] Length on designed L. W. L.
[2] Mine planter.
[3] Has towing machine.
[4] Extreme.
[5] Purchased during war with Spain.
[6] Molded.
[7] Torpedo cruiser for use as torpedo training vessel.
[8] Repair ship.
[9] Two low-pressure cylinders.
[10] Estimated.
[11] Proposed.

TYPE.

	Ship, fully equipped, etc.—Contd.								
	Displacement (normal).	Tons per inch immersion at normal draft.	Length over all.	Full-load displacement.	Speed on trial.	Displacement on trial.	Bunker capacity (43 cubic feet to the ton).	Name and official number.	
	Tons.	*Tons.*	*Ft. in.*	*Tons.*	*Knots.*	*Tons.*	*Tons.*		
1	4,413	25.85	335 0	5,482	20.10	4,563	1,075	**Baltimore (3)**	1
2	3,285	18.50	259 6	.....	[1] 10.0	.....	188	**Lebanon**	2
3	2,072	15.75	269 10	2,212	19.06	2,080	[2] 265	**Montgomery (2)**	3
4	3,380	23.22	324 4	.....	[3] 13.5	.....	[2] 675	**Panther**	4
5	12,585	48.50	465 9	.....	[3] 16.0	.....	1,576	**Prometheus (2)**	5
6	4,083	25.00	324 6	4,583	19.52	4,067	[2] 625	**San Francisco**	6
7	12,585	48.35	465 9	.....	[3] 16.0	.....	[4] 1,648	**Vestal (1)**	7
8	930	10.65	252 4	.....	21.65	793	[2] 132	**Vesuvius**	8
	43,333								

	Generating sets.							Submarine signal sets.	Radio installations.		Name and official number.	
	No.	Kilowatts.	Volts.	Amperes. Unit.	Amperes. Total.	Type.	Builders.		Frequency. High.	Frequency. Low.		
									Kw.	*Kw.*		
1	4	24	125	192	768	6-24-375	Bullock Electric Co. (Forbes engine.)	....	[7] 5	....	**Baltimore (3)**	1
2	2	5	80	62.5	125	4-5-500	General Electric Co.	....	....	5	**Lebanon**	2
3	3	50	125	400	1,200	8-50-400	General Electric Co.	....	....	2	**Montgomery (2)**	3
4	2	30	125	240	480	[5] 4-30-2800	De Laval Crocker Wheeler Co.	....	2	....	**Panther**	4
5	2	32	125	257	514	8-32-400	General Electric Co.	(6)	....	2	**Prometheus (2)**	5
6	4	24	80	300	1,200	6-24-400	General Electric Co.	....	....	2.5	**San Francisco**	6
7	2	85	100-175	675	1,350	[5] 4-85-2300	Terry-Diehl.					
	2	32	125	257	514	8-32-400	General Electric Co.	(6)	2	....	**Vestal (1)**	7
8	1	10	125	80	80	6-10-450	General Electric Co.	....	....	....	**Vesuvius**	8

[1] Loaded.
[2] Calculated to 6 inches below bottom of beams.
[3] Estimated.
[4] Calculated to bottom of beams.
[5] Turbo-generators.
[6] One receiving set, type (J), manufactured by the Submarine Signal Co.
[7] Not yet installed.

SPECIAL.

	Name and official number.	Batteries.		
		Guns.	Torpedo tubes.	
1	Baltimore (3)...	4 6″ 40 cal. R. F.; 4 6-pdr. saluting		1
2	Lebanon.....	4 4″ 40 cal. R. F.; 2 3-pdr. R. F; 2 1-pdr. R. F		2
3	Montgomery (9)	2 6-pdr R. F.	1 21″ subm. 1 18″ subm. 1 21″ above water. 1 18″ above water.	3
4	Panther.....	2 6-pdr. R. F.		4
5	Prometheus (2).	4 5″ 51 cal. R. F. (not mounted)		5
6	San Francisco..	8 5″ 40 cal. R. F.; 4 6-pdr. saluting		6
7	Vestal (1).....	4 5″ 51 cal. R. F. (not mounted)		7
8	Vesuvius.....	1 3-pdr. signaling	1 18″ subm. 1 21″ subm. 2 18″ above water.	8

	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)...	[2] 1,706	$1,325,000	Aug. 3, 1886.....	Dec. 17, 1886.....	1
2	Lebanon.....	.....	[1] 225,000	.....	.....	2
3	Montgomery (9)	[2] 587	612,500	Sept. 7, 1888.....	Nov. 2, 1889.....	3
4	Panther.....	1,912	[1] 375,000	.....	.....	4
5	Prometheus (2).	4,350	[3] [4] 1,550,000	Apr. 27, 1904.....	.....	5
6	San Francisco..	[2] 1,266	1,428,000	Mar. 3, 1887.....	Oct. 26, 1887.....	6
7	Vestal (1).....	.....	[3] [4] 1,550,000	Apr. 27, 1904.....	.....	7
8	Vesuvius.....	.....	350,000	Aug. 3, 1886.....	Feb. 11, 1887.....	8

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

TYPE—Concluded.

	Water-tight deck.		Rig and number of funnels.	Messes (complement).					Name and official number.	
	Flat.	Slope.		Wardroom officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.		
	Inches.	*Inches.*								
1	.....	.....	Schooner; 2 funnels....	13	5	7	17	303	**Baltimore (3)**....	1
2	.....	.....	Schooner; 1 funnel.....	.....	.....	4	5	51	**Lebanon**.....	2
3	¼	¼	Schooner; 2 funnels.....	12	.....	5	13	249	**Montgomery (9)**.	3
4	.....	.....	Schooner; 1 funnel.....	8	.....	8	22	169	**Panther**.....	4
5	.....	.....	4 pole masts; 1 funnel...	8	.....	8	22	169	**Prometheus (2)**..	5
6	2	3	Schooner; 2 funnels.....	10	.....	7	15	271	**San Francisco**...	6
7	.....	.....	4 pole masts; 1 funnel...	8	.....	8	25	202	**Vestal (1)**.....	7
8	.....	.....	1 pole; 1 funnel.....	2	.....	.....	3	31	**Vesuvius**.....	8

	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	.....	.....	.....	.....	Apr. 16, 1898 June 15, 1910	**Lebanon**.....	2
3	Feb., 1890	Dec. 5, 1891	May 2, 1892	Mar. 5, 1894	June 21, 1894 Jan. 2, 1908	**Montgomery (9)**...	3
4	.....	.....	.....	.....	Apr. 22, 1898 Nov. 18, 1907	**Panther**.....	4
5	Oct. 18, 1907	Dec. 5, 1908	.....	.....	Jan. 15, 1910 Apr. 7, 1913 [1]	**Prometheus (2)**....	5
6	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Aug. 21, 1911	**San Francisco**.....	6
7	Mar. 25, 1907	May 19, 1908	.....	.....	Oct. 4, 1909 Sept. 3, 1913	**Vestal (1)**.....	7
8	Sept., 1887	Apr. 28, 1888	Feb. 11, 1888	.....	June 7, 1890 Feb. 14, 1910	**Vesuvius**.....	8

[1] Date of placing out of commission.

UNSERVICEABLE FOR

	Name and official number.	Built. When.	Built. Where.	Built. By whom.	Material.	Rig.	Duty or station Jan. 1, 1914.	
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.	Naval Academy.	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....	Naval station, Guantanamo.	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, navy yard, Charleston.	10
11	Intrepid.....	1904	Mare Island...	United States.	Steel..	Bark....	Training station, Yerba Buena.	11
12	Lancaster.....	1858	Philadelphia, Pa.	United States.	Wood.	Ship....	Marine Hospital Service.	12
13	Omaha.....	1867–1869	Philadelphia, Pa.	United States.	Wood.	Bark....	Transferred to Marine Hospital Service.	13
14	Philadelphia (4).	1887–1890	Philadelphia, Pa.	Wm. Cramp & Sons.	Steel..	Housed over.	Navy yard, Puget Sound.	14
15	Portsmouth...	1843	Kittery, Me...	United States.	Wood.	Ship....	Navy yard, Norfolk.	15
16	Reina Mercedes.	1887	Cartagena, Spain.	.....	Iron...	Housed over.	Naval Academy, Annapolis.	16
17	Richmond.....	1858	Norfolk, Va...	United States.	Wood.	Housed over.	Auxiliary to the Franklin.	17
18	Southery[3].....	1889	Sunderland, England.	R. Thompson Sons & Co.	Steel..	Housed over.	Navy yard, Portsmouth, N. H.	18
19	Topeka[3 4].....	1881	Kiel, Germany	G. Howldt....	Iron...	Schooner	Auxiliary to Southery.	19
20	Wolverine[5]....	1842–1844	Erie, Pa.....	Stackhouse & Tomlinson, of Pittsburgh, Pa.	Iron...	Schooner	Naval Militia, Pennsylvania.	20
21	Yantic.....	1864	Philadelphia, Pa.	United States.	Wood.	Bark....	Naval Militia, Michigan,	21
	Total displacement.....							

[1] Formerly Fern. Name changed Dec. 27, 1905.
[2] Formerly New Hampshire. Name changed Nov. 30, 1904.
[3] Used as a prison ship.
[4] Machinery removed.
[5] Formerly Michigan. Name changed June 17, 1905.

NOTE.—The Independence was stricken from the Navy Register Sept. 3, 1913; the Jamestown, Sept. 4, 1912; the Manila, May 7, 1913; the Nipsic, Dec. 11, 1912; and the Wabash, Nov. 15, 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	4 6-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	9.00	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	2 6-pdr. R. F	Hartford.....	10
11	176 5	45 8	16 5	1,800	.....	[2]100	16	[3]120	4 6-pdr.; 2 1-pdr.....	Intrepid.....	11
12	235 8	46 0	19 2	3,250	9.60	326	....	7 14	.....	Lancaster.....	12
13	250 6	38 0	16 6	2,400	11.3	.....	....	....	.....	Omaha.....	13
14	327 6	48 7½	19 6	4,410	19.68	525	....	187	.....	Philadelphia (4).	14
15	153 0	38 3	16 6	1,125	.....	.....	15	....	.....	Portsmouth....	15
16	292 0	43 3	16 9	2,835	.....	194	....	91	.....	Reina Mercedes	16
17	225 0	42 6	17 4	2,700	9.50	265	....	....	.....	Richmond.....	17
18	288 0	38 10	.....	[5]3,100	[2]9.0	380	6	161	.....	Southery.....	18
19	251 0	35 0	17 8	2,255	[2]16.0	394	....	77	.....	Topeka.....	19
20	[1]164 11	[4]27 0	9 0	685	10.5	115	....	82	6 6-pdr. R. F.; 2 1-pdr. R. F..	Wolverine.....	20
21	180 0	30 0	12 2	900	8.3	130	....	....	.....	Yantic.....	21
	.....	.....	.....	59,421							

[1] Length on designed L. W. L.
[2] Estimated.
[3] 150 additional apprentice seamen.
[4] Molded.
[5] 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.*	
1	Adams	Hor. comp. (1)	34 11/11	...	51 5/16	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 B. & W.	38½	1,149	.....	1,200	.....	6
7	Franklin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	Intrepid	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
12	Lancaster	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
13	Omaha	.....	.....	.....	.....	.....	.....	.....	.....	953	.....	.....	13
14	Philadelphia (4).	Hor. 3-exp. (2)	38	58	86	40	4 D. E.	624	20,457	8,688	8,815	705	14
15	Portsmouth	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16	Reina Mercedes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17	Richmond	.....	.....	.....	.....	.....	.....	.....	.....	.....	692	.....	17
18	Southery	Vert. 3-exp. (1)	21	35	57⅜	39	2 S. E.; 1 auxiliary.	133	2,831	.....	.....	.....	18
19	Topeka	Hor. comp. (2)	35½	...	58	36	2 D. E.; 2 S. E.	273	8,462	[2] 2,000	[2] 2,200	.....	19
20	Wolverine	Inclined simple	.....	...	[2] 36	96	2 S. E.	91	[2] 2,572	.....	[1] 365	.....	20
21	Yantic	.....	.....	.....	.....	.....	.....	.....	.....	.....	310	.....	21

[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.		
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	1	15	110	137	137		General Electric Co.	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	2	24	125	192	384	8-24-400	General Electric Co.	Intrepid	11
12								Lancaster	12
13								Omaha	13
14	1	24	80	300	300	4-24-400	Thresher Electric Co. (Shepherd engine).	Philadelphia (4).	14
15								Portsmouth	15
16							(1)	Reina Mercedes	16
17								Richmond	17
18								Southery	18
19								Topeka	19
20	1	4	110	37	37	2-4-440	Burke Electric Co. (Erico engine)	Wolverine	20
21	2	7	125	56	96	4-7-600	Bullock Electric Co. (AB. Co. engine).	Yantic	21
		10	125	40		6-10-450	B. F. Sturtevant Co.		

[1] Uses yard current.

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	**Vicksburg**	Gunboat	1896–1897	Bath, Me	Bath Iron Works.	5
6	**Foote**	Torpedo boat	1895–1897	Baltimore, Md	Columbian Iron Works.	6
7	**Mackenzie**	Torpedo boat	1897–1899	Philadelphia, Pa.	The Chas. Hillman Co	7
8	**Rodgers**	Torpedo boat	1895–1898	Baltimore, Md.	Columbian Iron Works	8
9	**Montgomery**	Special type	1890–1894	Baltimore, Md	Columbian Iron Works.	9
10	**Isla de Luzon**	Gunboat	1887	Newcastle on Tyne, England.	W. G. Armstrong	10
11	**Machias**	Gunboat	1890–1893	Bath, Me.	Bath Iron Works.	11
12	**Dubuque**	Composite gunboat.	1903–1905	Morris Heights, N. Y.	Gas Engine & Power Co., and Chas. L. Seabury & Co. (Consolidated).	12
13	**Marietta**	Gunboat	1896–1897	San Francisco, Cal.	Union Iron Works	13
14	**Fox**	Torpedo boat	1897–1899	Portland, Oreg	Wolff & Zwicker.	14
15	**Don Juan de Austria.**	Gunboat	1887	Cartagena, Spain.		15
16	**Sandoval**	Gunboat		Clydebank, Scotland.	Clydebank Engineering & Shipbuilding Co.	16
17	**Aileen**	Converted yacht	1896	Chester, Pa.	John Roach	17
18	**Dorothea**	Converted yacht	1897	Philadelphia, Pa.	Wm. Cramp & Sons	18
19	**Elfrida**	Converted yacht	1899	Wilmington, Del.	Harlan & Hollingsworth	19
20	**Gloucester**	Converted yacht	1891	Philadelphia, Pa.	Neafie & Levy	20
21	**Hawk**	Converted yacht	1891	Paisley, Scotland	Fleming & Ferguson	21
22	**Huntress**	Converted yacht	1895	Nyack-on-Hudson, N. Y.	Chas. L. Seabury & Co.	22
23	**Stranger**	Converted yacht	1880	Philadelphia, Pa.	Wm. Cramp & Sons	23
24	**Sylvia**	Converted yacht	1882	Glasgow, Scotland	A. Stephen & Sons	24
25	**Vixen**	Converted yacht	1896	Elizabethport, N. J.	Lewis Nixon	25
26	**Wasp**	Converted yacht	1898	Philadelphia, Pa.	Wm. Cramp & Sons	26
27	**Essex**	Steam vessel	1874–1876	Kittery and Boston	United States and Donald Mackay.	27
28	**Gopher**	Steam vessel	1871	New York, N. Y.	Delamater & Stack	28
29	**Wolverine**	Steam vessel	1842–1844	Erie, Pa.	Stackhouse & Tomlinson, Pittsburgh, Pa.	29
30	**Yantic**	Steam vessel	1864	Philadelphia, Pa.	United States	30
31	**Granite State.**	Sailing vessel	1818	Kittery, Me.	United States	31

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	Barkentine	168 0	36 0	12 0	1,010	Vicksburg	5
6	Steel	1 signal pole	160 0	16 1	5 0	142	Foote	6
7	Steel	1 signal pole	99 3	12 9	4 3	65	Mackenzie	7
8	Steel	1 signal pole	160 0	16 1	5 0	142	Rodgers	8
9	Steel	Schooner	257 0	37 0	14 6	2,072	Montgomery	9
10	Steel	Schooner	192 10	30 1½	11 6	1,030	Isla de Luzon	10
11	Steel	Schooner	204 0	32 1½	12 0	1,177	Machias	11
12	Composite	Schooner	174 0	35 0	12 3	1,085	Dubuque	12
13	Composite	Schooner	174 0	34 0	12 0	990	Marietta	13
14	Steel	1 signal pole	146 0	15 4	5 10	154	Fox	14
15	Iron	Schooner	210 0	32 0	12 6	1,130	Don Juan de Austria.	15
16	Steel	Schooner	110 0	15 6	5 4	100	Sandoval	16
17	Steel	Schooner	120 0	20 0	8 0	192	Aileen	17
18	Steel	Schooner	182 4	23 5	11 5	594	Dorothea	18
19	Steel	Schooner	101 6	18 0½	7 9	164	Elfrida	19
20	Steel	Schooner	204 0	27 2	12 0	786	Gloucester	20
21	Steel	1 mast	145 0	22 0	11 6	375	Hawk	21
22	Composite	Schooner	97 0	16 0	7 3	82	Huntress	22
23	Iron	Schooner	164 7	23 7	9 3	369	Stranger	23
24	Iron	Schooner	130 0	18 6	10 0	302	Sylvia	24
25	Steel	Schooner	182 3	28 0	12 8	806	Vixen	25
26	Steel	Schooner	180 0	23 0	12 0	630	Wasp	26
27	Wood	Bark	185 0	35 0	14 3	1,375	Essex	27
28	Wood	Schooner	160 0	28 0	11 9	840	Gopher	28
29	Iron	Schooner	164 11	27 0	9 0	685	Wolverine	29
30	Wood	Bark	180 0	30 0	12 2	900	Yantic	30
31	Wood	Housed over	196 3	53 0	25 6	4,150	Granite State	31

[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	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	Vicksburg	12.71	243	6 4″ 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F	5
6	Foote	24.53	44	2 18″ Whitehead long torpedo tubes; 3 1-pdr. R. F	6
7	Mackenzie	20.11	15	2 18″ Whitehead torpedo tubes; 1 1-pdr. R. F	7
8	Rodgers	24.49	44	3 18″ Whitehead long torpedo tubes; 3 1-pdr. R. F	8
9	Montgomery	19.06	265	2 6-pdr. R. F	9
10	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.	10
11	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.	11
12	Dubuque	12.90	246	6 4″ 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr	12
13	Marietta	13.02	229	6 4″ 40 cal. R. F.; 4 6-pdr. R. F.; 2 1-pdr. R. F	13
14	Fox	23.13	40	3 1-pdr. R. F	14
15	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.	15
16	Sandoval	[1] 8.00	16	2 3-pdr. R. F.; 1 1-pdr. R. F	16
17	Aileen	14.00	45	1 3-pdr. R. F.; 2 1-pdr. R. F	17
18	Dorothea	[1] 14.00	78	2 3-pdr. R. F	18
19	Elfrida	10.50	23	1 6-pdr. R. F	19
20	Gloucester	17.00	120	2 3-pdr. R. F.; 4 1-pdr. R. F	20
21	Hawk	14.50	70	1 3-pdr. R. F	21
22	Huntress	14.00	17	2 3-pdr. R. F	22
23	Stranger	14.00	50	2 3-pdr. R. F	23
24	Sylvia	9.00	60	1 3-pdr. R. F.; 3 1-pdr. R. F	24
25	Vixen	16.00	190	4 6-pdr. R. F.; 2 1-pdr. R. F.; added temporarily, 2 3-pdr. R. F.	25
26	Wasp	[1] 16.50	79	2 3-pdr. R. F	26
27	Essex	10.50	155	2 6-pdr. R. F.; 2 1-pdr. R. F	27
28	Gopher	9.00	80		28
29	Wolverine	10.50	115	6 6-pdr. R. F.; 2 1-pdr. R. F	29
30	Yantic	8.30	130		30
31	Granite State			1 4″ 40 cal. R. F	31

[1] Estimated.

NAVAL MILITIAS—Concluded.

	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	Vicksburg	5
6	North Carolina	July 8, 1911	Foote	6
7	Florida	May 7, 1912	Mackenzie	7
8	Massachusetts	May 14, 1910	Rodgers	8
9	Maryland	Feb. 24, 1909	Montgomery	9
10	Missouri	Apr. 26, 1912	Isla de Luzon	10
11	Connecticut	Dec. 6, 1907	Machias	11
12	Illinois	July 15, 1911	Dubuque	12
13	New Jersey	May 27, 1912	Marietta	13
14	Washington	June 15, 1911	Fox	14
15	Michigan	July 3, 1907	Don Juan de Austria.	15
16	New York	Dec. 7, 1906	Sandoval	16
17	Rhode Island	June 15, 1910	Aileen	17
18	Ohio	July 14, 1909	Dorothea	18
19	North Carolina	July 26, 1909	Elfrida	19
20	New York	Feb. 24, 1909	Gloucester	20
21	New York	Aug. 28, 1909	Hawk	21
22	Missouri	July 17, 1907	Huntress	22
23	Louisiana	Nov. 16, 1898	Stranger	23
24	District of Columbia	Dec. 6, 1907	Sylvia	24
25	New Jersey	Dec. 6, 1907	Vixen	25
26	New York	Feb. 6, 1908	Wasp	26
27	Ohio	May 9, 1904	Essex	27
28	Minnesota	May 25, 1905	Gopher	28
29	Pennsylvania	June 15, 1911	Wolverine	29
30	Michigan	July 2, 1897	Yantic	30
31	New York		Granite State.	31

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, with house.
39	90 0	28 0	Puget Sound, Wash...	Olympia, Wash., 1902.....	Wood, sheathed, with house.
40	90 0	28 0	Puget Sound, Wash...	Olympia, Wash., 1902.....	Wood, sheathed, with house.
41	90 0	28 0	Puget Sound, Wash...	Olympia, Wash., 1902.....	Wood, sheathed, with house.
49	86 2	29	Boston.....	Bangor, Me., 1902.....	Wood, sheathed.
50	86 2	29 2	Boston.....	Bangor, Me., 1902.....	Wood, sheathed.
51	86 2	29 2	Boston.....	Bangor, Me., 1902.....	Wood, sheathed.
52	86 2	29 2	Boston.....	Bangor, Me., 1902.....	Wood, sheathed.
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.
67	86 2	29 2	Annapolis, Md.....	Navy yard, Norfolk, Va., 1902...	Wood, sheathed,
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.
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.

[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.*			
88	108 0	23 4½	Narragansett Bay	Navy yard, Portsmouth, N. H., 1903.	Steel.
89	108 0	23 4½	Narragansett Bay	Navy yard, Portsmouth, N. H., 1903.	Steel.
90	86 2	29 2	Narragansett Bay	Navy yard, Boston, Mass., 1903.	Wood, sheathed, with flash-boards.
91	86 2	29 2	Narragansett Bay	Navy yard, Boston, Mass., 1903.	Wood, sheathed, with flash-boards.
92	86 2	29 2	Narragansett Bay	Navy yard, Boston, Mass., 1903.	Wood, sheathed, with flash-boards.
93	86 2	29 2	Narragansett Bay	Navy yard, Boston, Mass., 1903.	Wood, sheathed, with flash-boards.
94	86 2	29 2	Narragansett Bay	Navy yard, Boston, Mass., 1903.	Wood, sheathed, with flash-boards.
95	86 2	29 2	Narragansett Bay	Navy yard, Boston, Mass., 1903.	Wood, sheathed, with flash-boards.
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.[1]
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.

[1] Fitted with gasoline tanks, 20,000 gallons capacity.

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
118....	110 0	30 0	Norfolk, Va.....	Navy yard, Norfolk, Va., 1905...	Wood, sheathed, with flash-beards.
120....	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.
133.....	110 0	30 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
135.....	110 0	30 0	Philadelphia, Pa.....	Navy yard, Norfolk, Va., 1907...	Wood, sheathed, with flash-boards.
136.....	110 0	30 0	Philadelphia, Pa.....	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.
140.....	60 0	20 0	Pichilinque Bay.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
141.....	60 0	20 0	Pichilinque Bay.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
142.....	60 0	20 0	Pichilinque Bay.....	Navy yard, Mare Island, Cal., 1907.	Wood, sheathed, with flash-boards.
143.....	60 0	20 0	Pichilinque Bay.....	Navy yard, Mare Island, Cal., 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.

[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.*			
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.
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, sheatned, 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	San Diego, 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.
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.

COAL BARGES—Continued.

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

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
202	110 0	30 0	Guantanamo, Cuba	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flashboards.
203	110 0	30 0	Guantanamo, Cuba	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flashboards.
204	110 0	30 0	Guantanamo, Cuba	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flashboards.
205	110 0	30 0	Guantanamo, Cuba	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flashboards.
206[1]	110 0	30 0	Guantanamo, Cuba	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flashboards.
207	110 0	30 0	Guantanamo, Cuba	Navy yard, Philadelphia, Pa., 1908.	Wood, sheathed, with flashboards.
209	110 0	30 0	Key West, Fla	Navy yard, Norfolk, Va., 1908	Wood, sheathed, with flashboards.
210	110 0	30 0	Philadelphia, Pa	Navy yard, Norfolk, Va., 1908	Wood, sheathed, with flashboards.
211	110 0	30 0	Philadelphia, Pa	Navy yard, Norfolk, Va., 1908	Wood, sheathed, with flashboards.
213	110 0	30 0	Norfolk, Va	Navy yard, Norfolk, Va., 1908	Wood, sheathed, with flashboards.
214	110 0	30 0	Key West, Fla	Navy yard, Norfolk, Va., 1908	Wood, sheathed, with flashboards.
215	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
216	110 0	30 0	Tiburon, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
217	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
218	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
219	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
220	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
221	110 0	30 0	Tiburon, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
222	110 0	30 0	Tiburon, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
223	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
224	110 0	30 0	Tiburon, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
225	110 0	30 0	Tiburon, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.
226	110 0	30 0	Mare Island, Cal	Navy yard, Mare Island, Cal., 1908.	Wood, sheathed, with flashboards.

[1] Fitted for dredging.

COAL BARGES—Continued.

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

COAL BARGES—Continued.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
261....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flash-boards.
262....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flash-boards.
263....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flash-boards.
264....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flash-boards.
265....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flash-boards.
266....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1912.	Steel, with flash-boards.
267....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
268....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S & E. B. Co., 1913.	Steel, with flash-boords.
269....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
270....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
271....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. &. E. B. Co., 1913.	Steel, with flash-boards.
272....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
273....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
274....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
275....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. &. E. B. Co., 1913.	Steel, with flash-boards.
276....	110 0	34 0	Norfolk, Va.....	Wm. Cramp & Sons S. & E. B. Co., 1913.	Steel, with flash-boards.
277....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boards.
278....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boords.
279....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boards.
280....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boards.
281....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boards.
282....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boards.
283....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flash-boards.
284....	110 0	34 0	Puget Sound.....	Seattle Construction Co. Seattle, Wash.	Steel, with flash-boards.

COAL BARGES—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
285....	110 0	34 0	Puget Sound.....	Seattle Construction Co., Seattle, Wash.	Steel, with flashboards.
286....	110 0	34 0	Building, navy yard, Portsmouth, N. H.	.....	Steel, with flashboards.
287....	110 0	34 0	Building, navy yard, Portsmouth, N. H.	.....	Steel, with flashboards.
288....	110 0	34 0	Building, navy yard, Boston, Mass.	.....	Steel, with flashboards.
289....	110 0	34 0	Building, navy yard, Boston, Mass.	.....	Steel, with flashboards.
290....	110 0	34 0	Building, navy yard. Philadelphia, Pa.	.....	Steel, with flashboards.
291....	110 0	34 0	Building, navy yard, Philadelphia, Pa.	.....	Steel, with flashboards.
292....	110 0	34 0	Building, navy yard, Philadelphia, Pa.	.....	Steel, with flashboards.
293....	110 0	34 0	Building, navy yard, Philadelphia, Pa.	.....	Steel, with flashboards.
294....	110 0	34 0	Building, navy yard, Charleston, S. C.	.....	Steel, with flashboards.
295....	110 0	34 0	Building, navy yard, Charleston, S. C.	.....	Steel, with flashboards.
296....	110 0	34 0	Building, navy yard, Mare Island, Cal.	.....	Steel, with flashboards.
297....	110 0	34 0	Building, navy yard; Mare Island, Cal.	.....	Steel, with flashboards.
298....	110 0	34 0	Building, navy yard, New York, N. Y.	.....	Steel, with flashboards.
299....	110 0	34 0	Building, navy yard, New York, N. Y.	.....	Steel, with flashboards.
300....	110 0	34 0	Building, navy yard, Norfolk, Va.	.....	Steel, with flashboards.
301....	110 0	34 0	Building, navy yard, Norfolk, Va.	.....	Steel, with flashboards.
302....	110 0	34 0	Building, navy yard, Norfolk, Va.	.....	Steel, with flashboards.
303....	110 0	34 0	Building, navy yard, Norfolk, Va.	.....	Steel, with flashboards.
304....	110 0	34 0	Building, navy yard, Puget Sound.	.....	Steel, with flashboards.
305....	110 0	34 0	Building, navy yard, Puget Sound.	.....	Steel, with flashboards.
306....	110 0	34 0	Building, navy yard, Puget Sound.	.....	Steel, with flashboards.
307....	110 0	34 0	Building, navy yard, Puget Sound.	.....	Steel, with flashboards.

ASH LIGHTERS.

6.....	35 5	10 5	Guantanamo, Cuba...	San Juan, P. R., purchased 1901.	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.

ASH LIGHTERS—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
23.....	50 0	15 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood.
24.....	50 0	15 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1908.	Wood.
25.....	40 0	20 0	Guantanamo, Cuba...	Naval station, Guantanamo, Cuba, 1909.	Wood, sheathed.
26.....	40 0	20 0	Guantanamo, Cuba...	Naval station, Guantanamo, Cuba, 1909.	Wood, sheathed.
27.....	40 0	20 0	Guantanamo, Cuba...	Naval station, Guantanamo, Cuba, 1909.	Wood, sheathed.
28.....	40 0	20 0	Guantanamo, Cuba...	Naval station, Guantanamo, Cuba, 1909.	Wood, sheathed.
29.....	50 0	20 0	Charleston, S. C.....	Navy yard, Charleston, S. C., 1910.	Wood, sheathed.
30.....	46 6	14 0	Mare Island, Cal.....	.....	Wood.
31.....	50 0	15 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood.
32.....	50 0	15 0	Mare Island, Cal.....	Navy yard, Mare Island, Cal., 1910.	Wood.
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.
42.....	50 0	15 0	San Diego, Cal.....	Navy yard, Mare Island, Cal., 1913.	Wood.

WATER BARGES.

	Ft. in.	*Ft. in.*			
1.....	125 0	30 4	Guantanamo, Cuba...	New York, N. Y., purchased 1898.	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	Guantanamo, Cuba ...	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	Guantanamo, Cuba ...	Navy yard, Portsmouth, N. H., 1908.	Steel, self-propelled.

WATER BARGES—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
23.....	144 0	23 0	Building, navy yard, Puget Sound.	.....	Steel.
24.....	48 0	14 8	Olongapo, P. I.....	Converted from coal Barge No. 77, 1913.	Steel.

AMMUNITION LIGHTERS.

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 1⅞	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 1⅞	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 1⅞	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 with corrugated iron house.
16.....	90 0	28 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1910.	Wood, sheathed with corrugated iron house.
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.
20.....	86 2	29 2	New York.....	Navy yard, New York, N. Y., 1903.	Wood.
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.
25.....	110 0	30 0	Norfolk, Va.....	Coal Barge No. 208, converted; Norfolk, 1913.	Wood, sheathed.

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.
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).
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.
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	80 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).

FREIGHT LIGHTERS—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.			
39.....	36 0	12 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1913.	Wood.
40.....	36 0	12 0	Puget Sound, Wash...	Navy yard, Puget Sound, Wash., 1913.	Wood.
41.....	110 0	30 0	Torpedo station, Newport, R. I.	Converted from coal barge No. 121, navy yard, New York, N. Y. 1913.	Wood, sheathed.
42.....	45 0	20 0	Building, naval station, Guam.	.....	Wood, sheathed.
43.....	45 0	20 0	Building, naval station, Guam.	.....	Wood, sheathed.
44.....	90 0	31 6	Norfolk, Va	Ammunition lighter No. 21, converted, 1913.	Steel.
45.....	90 0	28 0	Building, navy yard, Puget Sound, Wash.	.....	Wood, sheathed.
46.....	90 0	28 0	Building, navy yard, Puget Sound, Wash.	.....	Wood, sheathed.
47.....	90 0	28 0	Building, navy yard, Puget Sound, Wash.	.....	Wood, sheathed.
48.....	110 0	30 0	Norfolk, Va.....	Coal barge No. 119, converted, Norfolk, Va., 1913.	Wood, sheathed.

FLOATING DERRICKS.

1.....	66 6	60 8	Boston ,Mass.....	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.

FLOATING DERRICKS—Concluded.

Registered No.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
18.....	110 0	30 0	Key West, Fla.....	Navy yard, Pensacola, Fla., 1908.	Wood, sheathed, with flashboards.
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.
21.....	125 0	70 0	Boston, Mass.....	Navy yard, Boston, Mass., 1913.	Steel, capacity, 150 tons.
22.....	125 0	70 0	Boston, Mass.....	Navy yard, Boston, Mass., 1913.	Capacity, 75 tons.

FLOATING WORKSHOPS.

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., 1906.	Wood, coppered.
10.....	55 0	27 0	Navy yard, Philadelphia, Pa.	Navy yard, Philadelphia, Pa., date unknown.	Wood.
11.....	51 0	24 0	Navy yard, Norfolk, Va.	Unknown.....	Wood.
12.....	45 5	20 5	Navy yard, Norfolk, Va.	Unknown.....	Wood.
13.....	54 0	20 0	Naval station, Guantanamo, Cuba.	Snare & Triest Co., naval station, Guantanamo, Cuba, date unknown.	Wood, sheathed.
14.....	50 5	24 4	Navy Yard, Norfolk, Va.	Navy yard, Norfolk, Va., 1911...	Wood, sheathed.
15.....	40 0	20 0	Naval station, Hawaii.	Unknown.....	Wood, coppered.
16.....	65 0	26 0	Naval Station, Hawaii.	John A. Hughes, Honolulu, 1913.	Wood, sheathed.

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.
5.....	60 0	20 0	Naval station, Guam..	Coal barge No. 138 converted, Guam, 1909.	Wood, sheathed.

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.
Arapaho.....	122 6	24 0	Building, Seattle Construction & D. D. Co.	.....	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.

YARD TUGS—Concluded.

Number or name.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
Mohave	122 6	24 0	Building, Seattle Construction & D. D. Co.		Steel.
Rivera, working launch No. 685.	65 0	12 5	Olongapo, P. I.	Naval station, Cavite, P. I., 1908.	Wood, coppered.
Tillamook	122 6	24 0	Building, Seattle Construction & D. D. Co.		Steel.
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.

Breaker	50 0	10 0	Second naval district, Newport, R. I.	Navy yard, Portsmouth, N. H., 1901.	Wood.
Castro	75 4	18 3¾	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 ground, 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 0¾	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.

Number or name.	Length.	Breadth.	Present location.	Where and when built or purchased.	Remarks.
	Ft. in.	*Ft. in.*			
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.
5	165 9	25 0	Norfolk, Va.....	Newport News. S. B. & D. D. Co., 1913.	Steel, self-propelled.
6	165 9	25 0	Norfolk, Va.....	Newport News, S. B. & D. D. Co., 1913.	Steel, self-propelled.
7	165 9	25 0	Building, navy yard, Norfolk, Va.	.....	Steel, self-propelled.

MISCELLANEOUS CRAFT.

No. 1059	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. 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 No. 1.	127 0	48 0	Newport, R. I.....	Staten Island S. B. Co., 1912.	Steel hull, wood house.

LOCATION OF ALL YARD CRAFT, JANUARY 1, 1914.

Portsmouth, N. H.

Coal barges Nos. 79, 80, 249, 250, 286, and 287.
Floating derrick No, 8.
Ferry launches Nos. 132 and 1048.

Boston, Mass.

Coal barges Nos. 49, 50, 51, 52, 100, 101, 102, 103, 104, 105, 230, 288, and 289.
Ash lighter No. 14.
Water barges Nos. 5 and 22.
Floating derricks Nos. 1, 2, 13, 21, and 22.
Floating workshop No. 1.
Pile driver No. 5,
Garbage lighter No. 5.

Hingham, Mass.

Ammunition lighters Nos. 17 and 23.

Narragansett Bay.

Coal barges Nos. 88, 89, 90, 91, 92, 93, 94, 95, 97, 98, 99, 127, 128, 160, 161, 227, and 229.
Ash lighter No. 13.
Water barge No. 11.

Newport, R. I.

Water barge No. 6.
Freight lighters Nos. 12 and 41.
Floating derricks Nos 14 and 20.
Ferryboats Wave, and Inca.
Ferry launches Breaker and Despatch.
Torpedo testing barge No. 1.

Melville Station, R. I.

Yard tug Alida.

New York, N. Y.

Coal barges Nos. 81, 82, 168, 169, 298, and 299.
Ammunition lighters Nos. 11, 18, 19, and 20.
Freight lighters Nos. 1, 2, and 7.
Floating derricks Nos. 3 and 11.
Pile driver No. 1.
Garbage lighters Nos. 1 and 2.
No. 1059, anchor hoy No. 2, and heating scows Nos. 1, 2, and 3.

Philadelphia, Pa.

Coal barges Nos. 83, 84, 135, 136, 210, 211, 290, 291, 292, and 293.
Ash lighters Nos. 40 and 41.
Ammunition lighter No. 10.
Freight lighter No. 9.
Floating derrick No. 5.
Pile driver No. 10.

Annapolis, Md.

Coal barges Nos. 67 and 124.
Freight lighters Nos. 10, 31, and 32.
Floating derricks Nos. 10 and 12.
Water barge No. 21.
Ash lighters Nos. 8, 16, and 22.
Robert Center, Argo, float, farm scow No. 3, and sand scow.

Washington, D. C.

Ammunition lighters Nos. 6, 9, 12, 13, 14, and 24.

Indianhead, Md.

Ferry launches Indian and Talbot.

Norfolk, Va.

Coal barges Nos. 69, 74, 118, 120, 125, 137, 151, 213, 255, 256, 257, 258, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 300, 301, 302, and 303.
Ash lighter No. 33.
Water barges Nos. 4 and 12.
Ammunition lighter No. 25.
Freight lighters Nos. 8, 44, and 48.
Floating derricks Nos. 7 and 8.
Pile drivers Nos. 11, 12, and 14.
Ferry launches Daisy and Navy Yard.
Fuel-oil barges Nos. 2, 3, 5, 6, and 7.
Vidette.

Charleston, S. C.

Coal barges Nos. 259, 260, 294, and 295.
Ash lighter No. 29.
Ferry launches, Courier and Kite.

Port Royal, S. C.

Water barge No. 9.

Key West, Fla.

Coal barges Nos. 87, 114, 209, 214, and 232.
Floating derricks Nos. 17 and 18.

Dry Tortugas.

Anchor hoy.

Pensacola, Fla.

Ash lighter No. 9.
Mud scows Nos. 3 and 5.

New Orleans.

Freight lighter No. 16.

Louisiana Naval Militia.

Nahma and Wanka.

Guantanamo, Cuba.

Coal barges Nos. 1, 6, 23, 24, 55, 56, 57, 59, 60, 65, 66, 111, 112, 113, 122, 123, 162, 163, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, and 233.
Ash lighters Nos. 6, 10, 25, 26, 27, and 28.
Water barges Nos. 1, 13, 14, 17, 18, and 20.
Freight lighters Nos. 14 and 15.
Floating workshop No. 2.
Pile driver No. 13.

San Juan, P. R.

Dredge No. 3.

Mare Island, Cal.

Coal barges Nos. 70, 71, 72, 73, 129, 130, 131, 132, 152, 153, 154, 164, 165, 166, 186, 187, 188, 189, 215, 217, 218, 219, 220, 221, 223, 225, 226, 235, 239, 240, 242, 243, 244, 245, 246, 296, and 297.
Ash lighters Nos. 23, 24, 30, 31, 32, 38, and 39.
Water barge No. 16.
Ammunition lighters Nos. 1 and 2.
Freight lighters, Nos. 29 and 30.
Floating derrick No. 6.
Floating workshop No. 3.
Pile drivers Nos. 4 and 6.
Dredge No. 2.
Mud scows Nos. 8 and 9.
Ferry launches Dart and Pinafore.
Fire boat, Leslie.

Yerba Buena, Cal.

Ferry launch Castro.

Tiburon, Cal.

Coal barges Nos. 216, 222, 224, 234, 236, 237, and 241.

San Diego, Cal.

Coal barges Nos. 167 and 231.
Ash lighter No. 42.
Freight lighter No. 26.
Floating workshop No. 4.

Pichilinque Bay.

Coal barges Nos. 140, 141, 142, and 143.

Puget Sound, Wash.

Coal barges Nos. 38, 39, 40, 41, 156, 157, 158, 159, 170, 171, 172, 173, 190, 191, 192, 193, 277, 278, 279, 280, 281, 282, 283, 284, 285, 304, 305, 306, and 307.
Ash lighters Nos. 35 and 36.
Water barges Nos. 10 and 23.
Ammunition lighters Nos. 3, 4, 15, and 16.
Freight lighters Nos. 22, 23, 39, 40, 45, 46, and 47.
Floating derrick No. 4.
Pile driver No. 2.
Garbage lighters Nos. 6 and 7.
Fuel-oil barges Nos. 1 and 4.
Pitch lighter.

Honolulu and Pearl Harbor, Hawaii.

Coal barges Nos. 251, 252, 253, 254.
Water barge No. 15.
Pile drivers Nos. 15 and 16.

Guam.

Coal barges Nos. 116 and 117.
Freight lighters Nos. 27, 42, and 43.
Dredge No. 5.

Olongapo, P. I.

Coal barges Nos. 145, 177, 181, 182, and 185.
Water barge No. 24.
Ammunition lighters Nos. 7 and 8.
Freight lighters Nos. 34, 35, 36, and 37.
Floating derrick No. 16.
Pile driver No. 9.
Dredge No. 4.
Mud scows Nos. 1, 2, 4, and 6.
Yard tugs—Banaag, Magdalen, Riveria, Urdaneta.
Working launches Nos. 681 and 683.

Cavite, P. I.

Coal barges Nos. 30, 144, 146, 147, 174, 175, 176, 178, 179, 180, 183, 184, and 238.
Ash lighters Nos. 21 and 37.
Water barge No. 19.
Freight lighters Nos. 4, 5, 6, 17, 21, 24, 28, and 38.
Floating derricks Nos. 15 and 19.
Pile driver No. 8.
Yard tugs—Balanga, Barcelo, Christine, Iona, Mercedes.
Working launches Nos. 682, 684, and 686.
Power floats Nos. 23 and 24.

Polloc, P. I.

Coal barge No. 31.

Midway Islands.

Freight lighter No. 13.

VESSELS, FITTED WITH FLAG OFFICER'S QUARTERS.

Battleships Fitted with Flag Officer's Quarters.

Alabama.	Minnesota.	Rhode Island.
Arkansas.	Missouri.	Texas.
Connecticut.	Nebraska.	Utah.
Florida.	New Jersey.	Vermont.
Georgia.	New York.	Virginia.
Iowa.	Ohio.	Wisconsin.
Louisiana.	Pennsylvania.	Wyoming.

Battleships not Fitted with Flag Officer's Quarters.

Delaware.	Kentucky.	New Hampshire.
Idaho.	Maine.	North Dakota.
Illinois.	Massachusetts.	Oklahoma.
Indiana.	Michigan.	Oregon.
Kansas.	Mississippi.	South Carolina.
Kearsarge.	Nevada.	No. 39.

Armored Cruisers Fitted with Flag Officer's Quarters.

California.	Pittsburgh.	Washington.
Colorado.	South Dakota.	West Virginia.
Maryland.	Tennessee.	

Armored Cruisers not Fitted with Flag Officer's Quarters.

Montana.	North Carolina.

Cruisers, First Class, Fitted with Flag Officer's Quarters.

Brooklyn.	Saratoga.

Cruisers, First Class, not Fitted with Flag Officer's Quarters.

Charleston.	Milwaukee.	St. Louis.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION, IN THE UNITED STATES NAVY, JULY 1, 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 ships, steel	....	.....	2	3,600	2	3,600	2	3,600	2	3,600	2	3,600
Training brigantine	1	346	1	346	1	346	1	346	1	346	1	346
Special class	2	2,416	2	2,416	2	2,416	2	2,416	2	2,416	2	2,416
Gunboats under 500 tons	15	3,603	13	3,265	12	3,095	12	3,095	12	3,095	9	2,439
Torpedo-boat destroyers	16	6,695	16	6,695	16	6,695	16	6,695	21	10,195	33	19,099
Steel torpedo boats	35	5,737	35	5,737	35	5,737	33	5,299	33	5,299	31	5,111
Wooden torpedo boat	1	31	1	31	1	31	1	31	1	31	....	.....
Submarine torpedo boats	8	935	8	935	12	1,719	12	1,719	18	3,485	18	3,748
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
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	[3] 4,850	2	[3] 4,850	2	[3] 4,850	3	[3] 7,105	3	[4] 4,005	3	[4] 4,005
Total	276	687,942	285	830,815	292	918,833	292	937,103	308	1,067,537	312	1,082,956

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

[1] Excepting Locust.
[2] Excepting Justin.
[3] Includes Southery.
[4] Excepting Southery.

SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION, IN THE UNITED STATES NAVY, JULY 1, 1906 TO 1911—Continued.

Under Construction.

Type.	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		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

SUMMARY OF VESSELS FIT FOR SERVICE AND UNDER CONSTRUCTION IN THE UNITED STATES NAVY, JULY 1, 1912 AND 1913.

Fit for Service, Including Those under Repairs.

Type.	1912		1913		Type.	1912		1913	
	Number.	Displacement.	Number.	Displacement.		Number.	Displacement.	Number.	Displacement.
		Tons.		*Tons.*			*Tons.*		*Tons.*
Battleships, first line	12	205,650	8	167,650	Gunboats	27	25,078	27	25,078
Battleships, second line	19	244,146	25	334,146	Transports	5	26,595	5	26,595
Armored cruisers	10	140,080	10	140,080	Supply ships	4	25,400	4	25,400
Cruisers, first class	5	46,465	5	46,465	Hospital ships	2	9,000	2	9,000
Cruisers, second class	6	33,561	4	25,065	Fuel ships	19	[1] 155,663	21	[1] 200,702
Cruisers, third class	15	48,748	15	48,748	Converted yachts	17	9,634	17	9,634
Monitors	10	39,004	9	32,944	Tugs	44	15,884	45	18,024
Destroyers	39	23,551	42	25,777	Special type	6	26,335	8	43,333
Torpedo boats	28	4,821	26	4,446	Unserviceable for war purposes	26	59,421	22	50,771
Submarines	22	5,229	24	6,421					
Tenders to torpedo vessels	7	20,661	7	20,661	Total	323	1,164,926	326	1,260,940

Under Construction.

Battleships, first line	6	161,000	5	140,400	Gunboats	....	.....	3	1,805
Destroyers	11	10,496	14	14,580	Fuel ships	5	95,624	4	67,000
Submarines	17	8,268	22	11,555	Tugs	2	2,240	....	.....
Tenders to torpedo vessels	1	1,408	1	1,408	Total	42	279,036	49	236,748

[1] Excepting the Justin.

SUMMARY OF VESSELS IN THE UNITED STATES NAVY

July 1, 1913.

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	8	167,650	5	140,400	1	31,400	14	339,450
Battleships, second line	25	334,146	.....	.....	.....	.....	25	334,146
Armored cruisers	10	140,080	.....	.....	.....	.....	10	140,080
Cruisers, first class	5	46,465	.....	.....	.....	.....	5	46,465
Cruisers, second class	4	25,065	.....	.....	.....	.....	4	25,065
Cruisers, third class	15	48,748	.....	.....	.....	.....	15	48,748
Monitors	9	32,944	.....	.....	.....	.....	9	32,944
Destroyers	42	25,777	14	14,580	6	6,660	62	47,017
Torpedo boats	26	4,446	.....	.....	.....	.....	26	4,446
Submarines	24	6,421	22	11,555	4	(1)	50	17,976
Tenders to torpedo vessels	7	20,661	1	1,408	2	10,730	10	32,799
Gunboats	27	25,078	3	1,805	.....	.....	30	26,883
Transports	5	26,595	.....	.....	1	10,000	6	36,595
Supply ships	4	25,400	.....	.....	1	8,500	5	33,900
Hospital ships	2	9,000	.....	.....	.....	.....	2	9,000
Fuel ships	21	[2] 200,702	4	67,000	.....	.....	25	[2] 267,702
Converted yachts	17	9,634	.....	.....	.....	.....	17	9,634
Tugs	45	18,024	.....	.....	.....	.....	45	18,024
Special type	8	43,333	.....	.....	.....	.....	8	43,333
Unserviceable for war purposes	22	50,771	.....	.....	.....	.....	22	50,771
Total	326	[2] 1,260,940	49	236,748	15	[3] 67,290	390	[4] 1,564,978

January 1, 1914.

Battleships, first line	8	167,650	6	171,800	.....	.....	14	339,450
Battleships, second line	25	334,146	.....	.....	.....	.....	25	334,146
Armored cruisers	10	140,080	.....	.....	.....	.....	10	140,080
Cruisers, first class	5	46,465	.....	.....	.....	.....	5	46,465
Cruisers, second class	4	25,065	.....	.....	.....	.....	4	25,065
Cruisers, third class	15	48,748	.....	.....	.....	.....	15	48,748
Monitors	9	32,944	.....	.....	.....	.....	9	32,944
Destroyers	45	28,831	17	18,186	.....	.....	62	47,017
Torpedo boats	21	3,441	.....	.....	.....	.....	21	3,441
Submarines	26	7,355	20	10,621	4	(1)	50	17,976
Tenders to torpedo vessels	6	19,484	3	12,138	.....	.....	9	31,622
Gunboats	28	26,255	3	[5] 1,805	.....	.....	31	28,060
Transports	5	26,595	.....	.....	1	10,000	6	36,595
Supply ships	4	25,400	.....	.....	1	8,500	5	33,900
Hospital ships	2	9,000	.....	.....	.....	.....	2	9,000
Fuel ships	22	[2] 232,521	2	29,000	.....	.....	24	[2] 261,521
Converted yachts	16	9,476	.....	.....	.....	.....	16	9,476
Tugs	45	18,024	.....	.....	.....	.....	45	18,024
Special type	8	43,333	.....	.....	.....	.....	8	43,333
Unserviceable for war purposes	21	47,501	.....	.....	.....	.....	21	47,501
Total	325	[2] 1,292,314	51	243,550	6	[3] 18,500	382	[4] 1,554,364

[1] Displacement not yet determined.
[2] Excepting the Justin.
[3] Excepting submarines Nos. 48 to 51.
[4] Excepting submarines Nos. 48 to 51 and Justin.
[5] The Monocacy and Palos complete, but being reerected.

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