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NAVY DEPARTMENT

SHIPS' DATA  
U. S. NAVAL VESSELS

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JULY 1, 1920



NAVY DEPARTMENT  
OFFICE OF THE SECRETARY

WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1920

1234

GIFT

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LIBRARY OF THE  
CONGRESS

The SHIPS' DATA BOOK for 1920 is approved for issue to the Naval Service and to others concerned in accordance with General Order No. 541.

Errors which may be noted by commanding officers, inspectors, or others concerned should be brought promptly to the attention of the Bureau of Construction and Repair, Navy Department, together with any available data to cover omissions from the columns as they appear in this volume.

(Signed)

JOSEPHUS DANIELS,  
*Secretary of the Navy.*

456579



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## ABBREVIATIONS AND NOTES.

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### Engines:

- Vert., 4-exp.=Vertical quadruple expansion.
- Horiz., 3-exp.=Horizontal triple expansion.
- Incl. compd.=Inclined compound.
- Turb.=Turbines.
- G. E. turb.=General electric turbine.
- Westgh. turb.=Westinghouse (Parsons' type) turbine.
- H. P.=High pressure.
- I. P.=Intermediate pressure.
- L. P.=Low pressure.
- I. H. P.=Indicated horsepower.
- S. H. P.=Shaft horsepower.

### Boilers:

- S. E.=Single-ended, cylindrical.
- D. E.=Double-ended, cylindrical.
- S. W.=Straightway, cylindrical.
- B. & W.=Babcock & Wilcox.
- W. Forster=White-Forster.
- W. T.=Water tube.
- Aux.=Auxiliary.

### Batteries:

- S. A.=Semiautomatic.
- A. A.=Antiaircraft.
- Cal.=Caliber.
- Subm.=Submerged.
- Pdr.=Pounder.
- Y-gun=Y-type depth-charge projector.

### Miscellaneous:

- T.=Tug.
- M. S.=Mine sweeper.
- S. P.=Section patrol.
- Kw.=Kilowatts.
- 2 mil.=Two military masts.
- S. B. Co.=Shipbuilding Company.
- S. B. Corp.=Shipbuilding Corporation.
- S. B. & D. D. Co.=Shipbuilding and Drydock Company.

Numbers in parentheses which appear in columns with names of vessels in the Regular Navy are the permanent serial numbers of the several types in the order of authorization and construction. Such numbers in the case of vessels acquired for service during the world war, including those on stricken and sale list, are identification numbers assigned and recorded following the original official inspection and report on each vessel when filed.

Normal displacement, unless otherwise indicated, covers condition of vessel fully equipped and ready for sea, with two-thirds full supply of stores and fuel, and with full supply of ammunition.

The data in this volume is as of July 1, 1920, except for certain later information which it has been desirable and practicable to add by footnote or otherwise, covering disposition of stricken vessels, corrections, up to Oct. 1, 1920, in summary of vessels in service or under construction, etc.

# NAVY OF CALIFORNIA

## STANDARD NOMENCLATURE.

¶ The nomenclature indicated below was approved by the Secretary of the Navy on July 17, 1920, with a view to the classification of all naval vessels and small craft so as to indicate the type and class to which assigned, to distinguish between those available for general fleet action and those suitable only for subsidiary service, and to provide official identification numbers which are to be employed in official correspondence, for the marking of spare parts, etc. (General Order No. 541.)

Type.	Type designation.	Class.	Class designation.	Identification number.
BATTLESHIP.....	B	Battleship, first line..... Battleship, second line..... Monitor, first line..... Monitor, second line.....	BB OBB BM OBM	BB (number) BB (number) BM (number) BM (number)
CRUISER.....	C	Battle cruiser, first line..... Battle cruiser, second line..... Cruiser, first line..... Cruiser, second line..... Light cruiser, first line..... Light cruiser, second line..... Aircraft carrier, first line..... Aircraft carrier, second line..... Mine layer, first line..... Mine layer, second line.....	CC OCC CA OCA CL OCL CV OCV CM OCM	CC (number) CC (number) CA (number) CA (number) CL (number) CL (number) CV (number) CV (number) CM (number) CM (number)
DESTROYER.....	D	Destroyer, first line..... Destroyer, second line..... Destroyer leader..... Light mine layer.....	DD ODD DL DM	DD (number) DD (number) DL (number) DM (number)
SUBMARINE.....	S	Submarine, first line..... Submarine, second line..... Fleet submarine, first line..... Fleet submarine, second line..... Cruiser submarine..... Mine-laying submarine.....	SS OSS SF OSF SC SM	SS (number) SS (number) SF (number) SF (number) SC (number) SM (number)
PATROL VESSEL.....	P	Eagle..... Submarine chaser..... Gunboat..... Yacht.....	PE PC PG PY	PE (number) PC (number) PG (number) PY (number)
AUXILIARY.....	A	Destroyer tender..... Submarine tender..... Lighter-than-air aircraft tender..... Heavier-than-air aircraft tender..... Repair ship..... Storeship..... Collier..... Oiler..... Ammunition ship..... Cargo ship..... Transport..... Hospital ship..... Fleet tug..... Mine sweeper..... Auxiliaries, miscellaneous.....	AD AS AZ AV AR AF AC AO AE AK AP AH AT AM AG	AD (number) AS (number) AZ (number) AV (number) AR (number) AF (number) AC (number) AO (number) AE (number) AK (number) AP (number) AH (number) AT (number) AM (number) AG (number)
LIGHTER - THAN - AIR AIR-CRAFT.	Z	Rigid airship..... Nonrigid airship..... Kite balloon.....	ZR ZN ZK	ZR (number) ZN (number) ZK (number)



## STANDARD NOMENCLATURE—Concluded.

Type.	Type designation.	Class.	Class designation.	Identification number.
HEAVIER - THAN - AIR AIR-CRAFT.	V	Fighting plane.....	VF	VF (number)
		Observation plane.....	VO	VO (number)
		Scouting plane.....	VS	VS (number)
		Patrol plane.....	VP	VP (number)
		Torpedo and bombing plane.....	VT	VT (number)
		Fleet plane.....	VG	VG (number)
DISTRICT CRAFT.....	Y	Ash lighter.....	YA	YA (number)
		Ambulance boat.....	YH	YH (number)
		Ammunition lighter.....	YE	YE (number)
		Coal barge.....	YC	YC (number)
		Car float.....	YCF	YCF (number)
		Fueling barge.....	YCD	YCD (number)
		Floating derrick.....	YD	YD (number)
		Seaplane wrecking derrick.....	YSD	YSD (number)
		Dredge.....	YM	YM (number)
		Freight lighter.....	YF	YF (number)
		Garbage lighter.....	YG	YG (number)
		Heating scow.....	YHT	YHT (number)
		Mud scow.....	YMD	YMD (number)
		Oil barge.....	YO	YO (number)
		Ferryboat and launch.....	YFB	YFB (number)
		Pile driver.....	YFD	YFD (number)
		Stevedoring barge.....	YS	YS (number)
		Torpedo testing barge.....	YTT	YTT (number)
		Water barge.....	YW	YW (number)
		Floating workshop.....	YR	YR (number)
		Seaplane barge.....	YV	YV (number)
		District tug.....	YT	YT (number)
District patrol.....	YP	YP (number)		

NOTES.—Vessels taken over temporarily by the Navy will have designating letters and numbers assigned according to the type and class to which they belong. The identification numbers for such vessels will always be preceded by the letter "X," indicating the temporary nature of the assignment; for example, if there were already four heavier-than-air aircraft tenders in the Navy, and a fifth were taken in temporarily, it would be given an identification number XAV5. The number "5" should not be again used for vessels of this class. The next heavier-than-air aircraft tender built or taken over would be "6."

Whenever a vessel is converted from one class to another it will be listed in *italic* in the original class, with its original identification number, and with remarks showing the class to which it has been transferred, together with its new identification number; no other data to be given in this list. It will also be carried in the list for the class to which it has been transferred with its new identification number and all data, as if it were a new vessel. Its original identification number, preceded by "EX-" will be shown in *italic* in the same column with and directly under its new identification number.

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NAVAL VESSELS

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## LIST OF NAVAL VESSELS.

The following is a classified list of all naval vessels in service, under construction, or authorized, exclusive of district craft and aircraft. The names are entered under each type in the order of identification numbers, as assigned, the duty or station and the home yard of each, as of July 1, 1920, being included. For latest information concerning duty or station and home yards, see Monthly Navy Directory.

The characteristics of each vessel will be found in the tabulated data sections, on pages indicated, which are alphabetically arranged. On page 363 will be found a list of all vessels built for the United States Navy since 1883, with original type designation and official serial numbers, names, present designation or status, etc.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>BATTLESHIPS—FIRST LINE (BB).</b>		
(Page 26.)		
DELAWARE..... BB28	Atlantic Fleet.....	Boston.
NORTH DAKOTA..... BB29	.....do.....	Do.
FLORIDA..... BB30	.....do.....	Do.
UTAH..... BB31	.....do.....	Do.
WYOMING..... BB32	Pacific Fleet.....	Puget Sound.
ARKANSAS..... BB33	.....do.....	Do.
NEW YORK..... BB34	.....do.....	Do.
TEXAS..... BB35	.....do.....	Do.
NEVADA..... BB36	Atlantic Fleet.....	Norfolk.
OKLAHOMA..... BB37	.....do.....	Do.
PENNSYLVANIA..... BB38	.....do.....	New York.
ARIZONA..... BB39	.....do.....	Do.
NEW MEXICO..... BB40	Pacific Fleet.....	Puget Sound.
MISSISSIPPI..... BB41	.....do.....	Do.
IDAHO..... BB42	.....do.....	Do.
TENNESSEE..... BB43	.....do.....	Do.
CALIFORNIA..... BB44	Fitting out, Mare Island	50
COLORADO..... BB45	Building.....	
MARYLAND..... BB46	.....do.....	
WASHINGTON..... BB47	.....do.....	
WEST VIRGINIA..... BB48	.....do.....	
SOUTH DAKOTA..... BB49	.....do.....	
INDIANA..... BB50	.....do.....	
MONTANA..... BB51	.....do.....	
NORTH CAROLINA..... BB52	.....do.....	
IOWA..... BB53	.....do.....	
MASSACHUSETTS..... BB54	.....do.....	
<b>BATTLESHIPS—SECOND LINE (OBB).</b>		
(Page 36.)		
COAST B. S. No. 2..... BB2	Out of commission.....	Philadelphia.
OREGON..... BB3	.....do.....	Puget Sound.
KENTUCKY..... BB6	.....do.....	Philadelphia.
ILLINOIS..... BB7	.....do.....	Do.
ALABAMA..... BB8	.....do.....	Do.
WISCONSIN..... BB9	.....do.....	Do.
MAINE..... BB10	.....do.....	Do.
MISSOURI..... BB11	.....do.....	Do.
OHIO..... BB12	Unassigned.....	Do.
VIRGINIA..... BB13	Pacific Fleet.....	Mare Island.
NEBRASKA..... BB14	Out of commission.....	Do.
GEORGIA..... BB15	.....do.....	Do.
NEW JERSEY..... BB16	Pacific Fleet.....	Do.
RHODE ISLAND..... BB17	Out of commission.....	Do.
CONNECTICUT..... BB18	Atlantic Fleet.....	Philadelphia.
LOUISIANA..... BB19	.....do.....	Do.
VERMONT..... BB20	Out of commission.....	Mare Island.
KANSAS..... BB21	Atlantic Fleet.....	Philadelphia.
MINNESOTA..... BB22	.....do.....	Norfolk.
NEW HAMPSHIRE..... BB25	.....do.....	Philadelphia.
SOUTH CAROLINA..... BB26	.....do.....	Norfolk.
MICHIGAN..... BB27	.....do.....	Do.
<b>MONITORS—FIRST LINE (BM).</b>		
(None.)		

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>MONITORS—SECOND LINE (OBM).</b>		
(Page 46.)		
MONADNOCK.....BM3	Out of commission.....	Cavite.
MONTEREY.....BM6	Station ship.....	Pearl Harbor.
OZARK.....BM7	Out of commission.....	Philadelphia.
TONOPAH.....BM3	.....do.....	Do.
TALLHASSEE.....BM9	.....do.....	Charleston.
CHEYENNE.....BM10	U. S. N. R. F.....	Norfolk.
<b>BATTLE CRUISERS—FIRST LINE (CC).</b>		
(Page 50.)		
LEXINGTON.....CC1	Building.....	
CONSTELLATION.....CC2	.....do.....	
SARATOGA.....CC3	.....do.....	
RANGER.....CC4	.....do.....	
CONSTITUTION.....CC5	.....do.....	
UNITED STATES.....CC6	.....do.....	
<b>BATTLE CRUISERS—SECOND LINE (OCC).</b>		
(None.)		
<b>CRUISERS—FIRST LINE (CA).</b>		
(None.)		
<b>CRUISERS—SECOND LINE (OCA).</b>		
(Page 54.)		
ROCHESTER.....CA2	Atlantic Fleet.....	New York.
BROOKLYN.....CA3	Pacific Fleet.....	Mare Island.
PITTSBURGH.....CA4	European waters.....	Portsmouth.
HUNTINGTON.....CA5	Atlantic Fleet.....	Do.
PUEBLO.....CA7	.....do.....	Do.
FREDERICK.....CA8	.....do.....	Do.
HURON.....CA9	Asiatic Fleet.....	Puget Sound.
SEATTLE.....CA11	Pacific Fleet.....	Do.
CHARLOTTE.....CA12	.....do.....	Do.
MISSOULA.....CA13	.....do.....	Do.
CHICAGO.....CA14	Submarine tender, Pacific Fleet.....	Pearl Harbor.
OLYMPIA.....CA15	Flagship, Mediterranean.....	Charleston.
COLUMBIA.....CA16	Train, Atlantic.....	Philadelphia.
MINNEAPOLIS.....CA17	Train, Pacific.....	Mare Island.
ST. LOUIS.....CA18	Atlantic Fleet.....	Philadelphia.
CHARLESTON.....CA19	Pacific Fleet.....	Puget Sound.
<b>LIGHT CRUISERS—FIRST LINE (CL).</b>		
(Page 64.)		
NUMBER 4.....CL4	Building.....	
NUMBER 5.....CL5	.....do.....	
NUMBER 6.....CL6	.....do.....	
NUMBER 7.....CL7	.....do.....	
NUMBER 8.....CL8	.....do.....	
NUMBER 9.....CL9	.....do.....	
NUMBER 10.....CL10	.....do.....	
NUMBER 11.....CL11	.....do.....	
NUMBER 12.....CL12	.....do.....	
NUMBER 13.....CL13	.....do.....	
<b>LIGHT CRUISERS—SECOND LINE (OCL).</b>		
(Page 70.)		
CHESTER.....CL1	Destroyer squadron, Atlantic Fleet.....	Boston.
BIRMINGHAM.....CL2	Destroyer squadron, Pacific Fleet.....	Mare Island.
SALEM.....CL3	.....do.....	Do.
<b>AIRCRAFT CARRIERS—FIRST LINE (CV).</b>		
(None.)		

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>AIRCRAFT CARRIERS—SECOND LINE</b> (OCV).		
(Page 74.)		
LANGLEY.....CV1	Being converted from collier.....	Norfolk.
<b>MINE LAYERS—FIRST LINE (CM).</b>		
(None.)		
<b>MINE LAYERS—SECOND LINE (OCM).</b>		
(Page 76.)		
BALTIMORE.....CM1	Pacific Fleet.....	Mare Island
SAN FRANCISCO.....CM2	Atlantic Fleet.....	Portsmouth.
AROSTOOK.....CM3	Pacific Fleet.....	Mare Island.
SHAWMUT.....CM4	Atlantic Fleet.....	Philadelphia.
<b>DESTROYERS—FIRST LINE (DD).</b>		
(Page 80.)		
CASSIN.....DD43	Atlantic Fleet.....	Norfolk.
CUMMINGS.....DD44	do.....	Charleston.
DOWNES.....DD45	do.....	Norfolk.
DUNCAN.....DD46	do.....	Do.
AYLWIN.....DD47	do.....	Do.
FARKER.....DD48	do.....	Do.
BENHAM.....DD49	do.....	Do.
BALCH.....DD50	do.....	Do.
O'BRIEN.....DD51	do.....	Charleston.
NICHOLSON.....DD52	do.....	Do.
WINSLOW.....DD53	do.....	Do.
MCDUGAL.....DD54	do.....	Do.
CUSHING.....DD55	do.....	Do.
ERICSSON.....DD56	do.....	Do.
TUCKER.....DD57	do.....	Do.
CONYNGHAM.....DD58	do.....	Do.
PORTER.....DD59	do.....	Do.
WADSWORTH.....DD60	do.....	Do.
WAINWRIGHT.....DD62	do.....	Do.
SAMPSON.....DD63	do.....	New York.
ROWAN.....DD64	do.....	Do.
DAVIS.....DD65	do.....	Do.
ALLEN.....DD66	do.....	Do.
WILKES.....DD67	do.....	Boston.
SHAW.....DD68	do.....	New York
CALDWELL.....DD69	do.....	Norfolk.
CRAVEN.....DD70	do.....	Do.
GWIN.....DD71	do.....	Do.
CONNER.....DD72	do.....	Do.
STOCKTON.....DD73	do.....	Do.
MANLEY.....DD74	do.....	Do.
WICKES.....DD75	Pacific Fleet.....	Puget Sound.
PHILIP.....DD76	do.....	Do.
WOOLSEY.....DD77	do.....	Do.
EVANS.....DD78	do.....	Do.
LITTLE.....DD79	Atlantic Fleet.....	Boston.
KIMBERLY.....DD80	do.....	Do.
SIGOURNEY.....DD81	do.....	Do.
GREGORY.....DD82	do.....	Do.
STRINGHAM.....DD83	do.....	Do.
DYER.....DD84	do.....	Do.
COLHOUN.....DD85	do.....	Portsmouth.
STEVENS.....DD86	do.....	Do.
MCKEE.....DD87	do.....	Do.
ROBINSON.....DD88	do.....	Do.
RINGGOLD.....DD89	do.....	Do.
MCKEAN.....DD90	do.....	Do.
HARDING.....DD91	do.....	Do.
GRIDLEY.....DD92	do.....	Do.
FAIRFAX.....DD93	do.....	Do.
TAYLOR.....DD94	do.....	Do.
BELL.....DD95	do.....	Do.
SCHLEY.....DD103	Pacific Fleet.....	Mare Island.
CHAMPLIN.....DD104	do.....	Do.
MUGFORD.....DD105	do.....	Do.
CHEW.....DD106	do.....	Do.
HAZELWOOD.....DD107	do.....	Do.
WILLIAMS.....DD108	do.....	Do.
CRANE.....DD109	do.....	Do.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
DESTROYERS—FIRST LINE (DD)— Continued.		
RATHBURNE.....DD113	Pacific Fleet.....	Puget Sound.
TALBOT.....DD114	do.....	Do.
WATERS.....DD115	do.....	Do.
DENT.....DD116	do.....	Do.
DORSEY.....DD117	do.....	Do.
LEA.....DD118	Asiatic Fleet.....	Cavite.
LAMBERTON.....DD119	Pacific Fleet.....	Mare Island.
RADFORD.....DD120	do.....	Do.
MONTGOMERY.....DD121	do.....	Do.
BREESE.....DD122	do.....	Do.
GAMBLE.....DD123	do.....	Do.
RAMSAY.....DD124	do.....	Do.
TATTNALL.....DD125	do.....	Do.
BADGER.....DD126	do.....	Do.
TWIGGS.....DD127	do.....	Do.
BABBITT.....DD128	do.....	Do.
DE LONG.....DD129	do.....	Do.
JACOB JONES.....DD130	do.....	Do.
BUCHANAN.....DD131	do.....	Puget Sound.
AARON WARD.....DD132	do.....	Do.
HALE.....DD133	Atlantic Fleet.....	Philadelphia.
CROWNINSHIELD.....DD134	do.....	Do.
TILLMAN.....DD135	Building.....	Do.
BOGGS.....DD136	Pacific Fleet.....	Mare Island.
KILTY.....DD137	do.....	Do.
KENNISON.....DD138	do.....	Do.
WARD.....DD139	do.....	Do.
CLAXTON.....DD140	do.....	Do.
HAMILTON.....DD141	do.....	Do.
FARBELL.....DD142	Asiatic Fleet.....	Cavite.
YARNALL.....DD143	do.....	Do.
UPSHUR.....DD144	do.....	Do.
GREER.....DD145	do.....	Do.
ELLIOT.....DD146	do.....	Do.
ROPER.....DD147	Pacific Fleet.....	Puget Sound.
BRECKINRIDGE.....DD148	Atlantic Fleet.....	Philadelphia.
BARNEY.....DD149	do.....	Do.
BLAKELEY.....DD150	do.....	Do.
BIDDLE.....DD151	do.....	Do.
DU PONT.....DD152	do.....	Do.
BERNADOU.....DD153	do.....	Do.
ELLIS.....DD154	do.....	Do.
COLE.....DD155	do.....	Do.
J. FRED TALBOTT.....DD156	do.....	Do.
DICKERSON.....DD157	do.....	New York.
LEARY.....DD158	do.....	Do.
SCHENCK.....DD159	do.....	Do.
HERBERT.....DD160	do.....	Do.
PALMER.....DD161	Pacific Fleet.....	Mare Island.
THATCHER.....DD162	do.....	Do.
WALKER.....DD163	do.....	Do.
CROSBY.....DD164	do.....	Do.
MEREDITH.....DD165	Atlantic Fleet.....	Boston.
BUSH.....DD166	do.....	Do.
COWELL.....DD167	do.....	Do.
MADDOX.....DD168	do.....	Do.
FOOTE.....DD169	do.....	Do.
KALK.....DD170	do.....	Do.
MACKENZIE.....DD175	Pacific Fleet.....	Puget Sound.
RENSHAW.....DD176	do.....	Do.
O'BANNON.....DD177	do.....	Do.
HOGAN.....DD178	do.....	Do.
HOWARD.....DD179	do.....	Mare Island.
STANSBURY.....DD180	do.....	Do.
HOPEWELL.....DD181	Atlantic Fleet.....	Norfolk.
THOMAS.....DD182	do.....	Do.
HARADEN.....DD183	do.....	Do.
ABBOT.....DD184	do.....	Do.
BAGLEY.....DD185	do.....	Do.
CLEMSON.....DD186	do.....	Do.
DAHLGREEN.....DD187	do.....	Do.
GOLDSBOROUGH.....DD188	do.....	Do.
SEMMES.....DD189	do.....	Do.
SATTERLEE.....DD190	do.....	Do.
MASON.....DD191	do.....	Do.
GRAHAM.....DD192	do.....	Do.
ABEL P. UPSHUR.....DD193	do.....	New York.
HUNT.....DD194	Atlantic (building).....	Do.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station July 1, 1920.	Home yard, July 1, 1920.
DESTROYERS—FIRST LINE (DD)— Continued.		
WELBORN C. WOOD.....	DD195 Atlantic (building)	Norfolk.
GEORGE E. BADGER.....	DD196 do.	Do.
BRANCH.....	DD197 Atlantic Fleet.	Do.
HERNDON.....	DD198 do.	Do.
DALLAS.....	DD199 do.	Do.
CHANDLER.....	DD206 European waters	Philadelphia.
SOUTHARD.....	DD207 do.	Do.
HOVEY.....	DD208 do.	Do.
LONG.....	DD209 do.	Do.
BROOME.....	DD210 do.	Do.
ALDEN.....	DD211 do.	Do.
SMITH THOMPSON.....	DD212 do.	Do.
BARKER.....	DD213 do.	Do.
TRACEY.....	DD214 do.	Do.
BORIE.....	DD215 do.	Do.
JOHN D. EDWARDS.....	DD216 do.	Do.
WHIPPLE.....	DD217 do.	Do.
PARROTT.....	DD218 Pacific Fleet.	Mare Island.
EDSALL.....	DD219 Pacific (building)	Do.
MACLEISH.....	DD220 do.	Do.
SIMPSON.....	DD221 do.	Do.
BULMER.....	DD222 do.	Do.
MCCORMICK.....	DD223 do.	Do.
STEWART.....	DD224 Atlantic (building)	Philadelphia.
POPE.....	DD225 do.	Do.
PEARY.....	DD226 do.	Do.
PILLSBURY.....	DD227 do.	Do.
FORD.....	DD228 do.	Do.
TRUXTUN.....	DD229 do.	Do.
PAUL JONES.....	DD230 do.	Do.
HATFIELD.....	DD231 Atlantic Fleet.	New York.
BROOKS.....	DD232 Atlantic (building)	Do.
GILMER.....	DD233 Atlantic Fleet.	Do.
FOX.....	DD234 do.	Do.
KANE.....	DD235 Atlantic (building)	Do.
HUMPHREYS.....	DD236 do.	Do.
McFARLAND.....	DD237 do.	Do.
JAMES K. PAULDING.....	DD238 do.	Do.
OVERTON.....	DD239 do.	Do.
STURTEVANT.....	DD240 do.	Do.
CHILDS.....	DD241 do.	Do.
KING.....	DD242 do.	Do.
SANDS.....	DD243 do.	Do.
WILLIAMSON.....	DD244 do.	Do.
REUBEN JAMES.....	DD245 do.	Do.
BAINBRIDGE.....	DD246 do.	Do.
GOFF.....	DD247 do.	Do.
BARRY.....	DD248 do.	Do.
HOPKINS.....	DD249 do.	Philadelphia.
LAWRENCE.....	DD250 do.	New York.
BELKNAP.....	DD251 Atlantic Fleet.	Boston.
MCCOOK.....	DD252 do.	Do.
MCCALLA.....	DD253 do.	Do.
RODGERS.....	DD254 do.	Do.
OSMOND INGRAM.....	DD255 do.	Do.
BANCROFT.....	DD256 do.	Do.
WELLES.....	DD257 Pacific Fleet.	Puget Sound.
AULICK.....	DD258 do.	Do.
TURNER.....	DD259 do.	Do.
GILLIS.....	DD260 do.	Do.
DELPHY.....	DD261 do.	Do.
MCDERMUT.....	DD262 do.	Do.
LAUB.....	DD263 do.	Do.
McLANAHAN.....	DD264 do.	Do.
EDWARDS.....	DD265 do.	Do.
GREENE.....	DD266 do.	Do.
BALLARD.....	DD267 do.	Do.
SHUBRICK.....	DD268 do.	Do.
BAILEY.....	DD269 do.	Do.
THORNTON.....	DD270 do.	Do.
MORRIS.....	DD271 do.	Do.
TINGEY.....	DD272 do.	Do.
SWASEY.....	DD273 do.	Do.
MEADE.....	DD274 do.	Do.
SINCLAIR.....	DD275 do.	Do.
MCCAWLEY.....	DD276 do.	Do.
MOODY.....	DD277 do.	Do.
HENSHAW.....	DD278 do.	Do.





## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1 1920.	Home yard, July 1, 1920.
<b>DESTROYERS—SECOND LINE (ODD).</b>		
(Page 158.)		
PAULDING..... DD22	Out of commission.....	Philadelphia.
DRAYTON..... DD23	do.....	Do.
ROE..... DD24	do.....	Do.
TERRY..... DD25	do.....	Do.
PERKINS..... DD26	do.....	Do.
STERETT..... DD27	do.....	Do.
MCCALL..... DD28	do.....	Do.
BURROWS..... DD29	do.....	Do.
WARRINGTON..... DD30	do.....	Do.
MAYRANT..... DD31	do.....	Do.
MONAGHAN..... DD32	do.....	Do.
TRIPPE..... DD33	do.....	Do.
WALKE..... DD34	do.....	Do.
AMMEN..... DD35	do.....	Do.
PATTERSON..... DD36	do.....	Do.
FANNING..... DD37	do.....	Do.
JARVIS..... DD38	do.....	Do.
HENLEY..... DD39	do.....	Do.
BEALE..... DD40	do.....	Do.
JOUETT..... DD41	do.....	Do.
JENKINS..... DD42	do.....	Do.
<b>DESTROYER LEADERS (DL).</b>		
(None.)		
<b>LIGHT MINE LAYERS (DM).</b>		
(Page 164.)		
STRIBLING..... DM1	Under conversion (Pacific).....	Boston.
MURRAY..... DM2	Atlantic Fleet.....	Do.
ISRAEL..... DM3	Under conversion (Atlantic).....	Do.
LUCÉ..... DM4	do.....	Do.
MAURY..... DM5	do.....	Do.
LANSDALE..... DM6	do.....	Do.
MAHAN..... DM7	Atlantic Fleet.....	Do.
HART..... DM8	Asiatic Fleet.....	Cavite.
INGRAHAM..... DM9	Under conversion (Pacific).....	Mare Island.
LUDLOW..... DM10	Pacific Fleet.....	Do.
BURNS..... DM11	Under conversion (Pacific).....	Do.
ANTHONY..... DM12	do.....	Do.
SPROSTON..... DM13	do.....	Do.
RIZAL..... DM14	Under conversion (Asiatic).....	Cavite.
<b>SUBMARINES—FIRST LINE (SS).</b>		
(Page 170.)		
O-1..... SS62	Division 8, New London.....	Boston.
O-2..... SS63	do.....	Do.
O-3..... SS64	do.....	Do.
O-4..... SS65	do.....	Do.
O-5..... SS66	do.....	Do.
O-6..... SS67	do.....	Do.
O-7..... SS68	do.....	Do.
O-8..... SS69	do.....	Do.
O-9..... SS70	do.....	Do.
O-10..... SS71	do.....	Do.
O-11..... SS72	Division 1, Cocco Solo.....	Philadelphia.
O-12..... SS73	do.....	Do.
O-13..... SS74	do.....	Do.
O-14..... SS75	do.....	Do.
O-15..... SS76	do.....	Do.
O-16..... SS77	do.....	Do.
R-1..... SS78	Division 9, Atlantic Flotilla.....	Norfolk.
R-2..... SS79	do.....	Do.
R-3..... SS80	do.....	Do.
R-4..... SS81	do.....	Do.
R-5..... SS82	do.....	Do.
R-6..... SS83	do.....	Do.
R-7..... SS84	do.....	Do.
R-8..... SS85	do.....	Do.
R-9..... SS86	do.....	Do.
R-10..... SS87	do.....	Do.
R-11..... SS88	Division 14, Pearl Harbor.....	Pearl Harbor.
R-12..... SS89	do.....	Do.
R-13..... SS90	do.....	Do.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
SUBMARINES—FIRST LINE (SS)—Con.		
R-14.....	SS91 Division 14, Pearl Harbor.....	Pearl Harbor.
R-15.....	SS92 do.....	Do.
R-16.....	SS93 do.....	Do.
R-17.....	SS94 do.....	Do.
R-18.....	SS95 do.....	Do.
R-19.....	SS96 do.....	Do.
R-20.....	SS97 do.....	Do.
R-21.....	SS98 Division 1, Coco Solo.....	Philadelphia.
R-22.....	SS99 do.....	Do.
R-23.....	SS100 do.....	Do.
R-24.....	SS.01 do.....	Do.
R-25.....	SS102 do.....	Do.
R-26.....	SS103 do.....	Do.
R-27.....	SS104 do.....	Do.
S-1.....	SS105 Unassigned.....	Boston.
S-2.....	SS106 do.....	Do.
S-3.....	SS107 Division 12, Atlantic Flotilla.....	Portsmouth.
S-4.....	SS109 do.....	Do.
S-5.....	SS110 do.....	Do.
S-6.....	SS111 Unassigned.....	Do.
S-7.....	SS112 Building.....	Do.
S-8.....	SS113 do.....	Do.
S-9.....	SS114 do.....	Do.
S-10.....	SS115 do.....	Do.
S-11.....	SS116 do.....	Do.
S-12.....	SS117 do.....	Do.
S-13.....	SS118 do.....	Do.
S-14.....	SS119 do.....	Do.
S-15.....	SS120 do.....	Do.
S-16.....	SS121 do.....	Do.
S-17.....	SS122 do.....	Do.
S-18.....	SS123 do.....	Puget Sound.
S-19.....	SS124 do.....	Do.
S-20.....	SS125 do.....	Do.
S-21.....	SS126 do.....	Do.
S-22.....	SS127 do.....	Do.
S-23.....	SS128 do.....	Do.
S-24.....	SS129 do.....	Do.
S-25.....	SS130 do.....	Do.
S-26.....	SS131 do.....	Philadelphia.
S-27.....	SS132 do.....	Do.
S-28.....	SS133 do.....	Do.
S-29.....	SS134 do.....	Do.
S-30.....	SS135 do.....	Mare Island.
S-31.....	SS136 do.....	Do.
S-32.....	SS137 do.....	Do.
S-33.....	SS138 do.....	Do.
S-34.....	SS139 do.....	Do.
S-35.....	SS140 do.....	Do.
S-36.....	SS141 do.....	Do.
S-37.....	SS142 do.....	Do.
S-38.....	SS143 do.....	Do.
S-39.....	SS144 do.....	Do.
S-40.....	SS145 do.....	Do.
S-41.....	SS146 do.....	Do.
S-42.....	SS153 do.....	Boston.
S-43.....	SS154 do.....	Do.
S-44.....	SS155 do.....	Do.
S-45.....	SS156 do.....	Do.
S-46.....	SS157 do.....	Do.
S-47.....	SS158 do.....	Do.
S-48.....	SS159 do.....	Portsmouth.
S-49.....	SS160 do.....	Do.
S-50.....	SS161 do.....	Do.
S-51.....	SS162 do.....	Do.
SUBMARINES—SECOND LINE (OSS).		
(Page 182.)		
A-3.....	SS4 Division 4, Cavite.....	Cavite.
A-5.....	SS6 do.....	Do.
B-1.....	SS10 do.....	Do.
B-3.....	SS12 do.....	Do.
D-1.....	SS17 Division 2, New London.....	Philadelphia.
D-2.....	SS18 do.....	Do.
D-3.....	SS19 do.....	Do.
G-1.....	SS20 Out of commission.....	Do.

## SHIPS' DATA, U. S. NAVAL VESSELS.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
SUBMARINES—SECOND LINE (OSS)— Continued.		
F-2.....	SS21 Division 6, San Pedro.....	Mare Island.
F-3.....	SS22 do.....	Do.
E-1.....	SS24 Division 5, Hampton Roads.....	Norfolk.
E-2.....	SS25 do.....	Do.
H-2.....	SS29 Division 6, San Pedro.....	Mare Island.
H-3.....	SS30 do.....	Do.
G-3.....	SS31 Division 2, New London.....	Philadelphia
K-1.....	SS32 Division 3, Key West.....	Charleston.
K-2.....	SS33 do.....	Do.
K-3.....	SS34 do.....	Do.
K-4.....	SS35 do.....	Do.
K-5.....	SS36 do.....	Do.
K-6.....	SS37 do.....	Do.
K-7.....	SS38 do.....	Do.
K-8.....	SS39 do.....	Do.
L-1.....	SS40 Division 5, Hampton Roads.....	Norfolk.
L-2.....	SS41 do.....	Do.
L-3.....	SS42 do.....	Do.
L-4.....	SS43 do.....	Do.
L-5.....	SS44 Division 6, San Pedro.....	Mare Island.
L-6.....	SS45 do.....	Do.
L-7.....	SS46 do.....	Do.
M-1.....	SS47 Division 5, Hampton Roads.....	Norfolk.
L-8.....	SS48 Division 6, San Pedro.....	Mare Island.
L-9.....	SS49 Division 5, Hampton Roads.....	Norfolk.
L-10.....	SS50 do.....	Do.
L-11.....	SS51 do.....	Do.
N-1.....	SS53 Division 2, New London.....	Philadelphia.
N-2.....	SS54 do.....	Do.
N-3.....	SS55 do.....	Do.
N-4.....	SS56 do.....	Do.
N-5.....	SS57 do.....	Do.
N-6.....	SS58 do.....	Do.
N-7.....	SS59 do.....	Do.
H-4.....	SS147 Division 6, San Pedro.....	Mare Island.
H-5.....	SS148 do.....	Do.
H-6.....	SS149 do.....	Do.
H-7.....	SS150 do.....	Do.
H-8.....	SS151 do.....	Do.
H-9.....	SS152 do.....	Do.
FLEET SUBMARINES—FIRST LINE (SF).		
(Page 194.)		
T-1.....	SF1 Division 15, Atlantic Flotilla.....	Norfolk.
T-2.....	SF2 Building.....	Do.
T-3.....	SF3 do.....	Do.
V-1.....	SF4 do.....	Do.
V-2.....	SF5 do.....	Do.
V-3.....	SF6 do.....	Do.
V-4.....	SF7 Not yet under construction.....	Do.
V-5.....	SF8 do.....	Do.
V-6.....	SF9 do.....	Do.
V-7.....	SF10 do.....	Do.
V-8.....	SF11 do.....	Do.
V-9.....	SF12 do.....	Do.
FLEET SUBMARINES, SECOND LINE (OSF).		
(None.)		
CRUISER SUBMARINES (SC).		
(None.)		
MINE-LAYING SUBMARINES (SM).		
(None.)		
PATROL VESSELS—EAGLES (PE).		
(Page 196.)		
EAGLE 1.....	PE1 European waters.....	Portsmouth.
EAGLE 2.....	PE2 In ordinary.....	Do.
EAGLE 3.....	PE3 do.....	Do.
EAGLE 4.....	PE4 Air station, Coco Solo.....	New Orleans.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>PATROL VESSELS—EAGLES (PE)—</b>		
Continued.		
EAGLE 5.....	PE5 Portsmouth.....	Portsmouth.
EAGLE 6.....	PE6 do.....	Do.
EAGLE 7.....	PE7 do.....	Do.
EAGLE 8.....	PE8 do.....	Do.
EAGLE 9.....	PE9 do.....	Do.
EAGLE 10.....	PE10 do.....	Do.
EAGLE 11.....	PE11 Submarine tender, San Pedro	Mare Island.
EAGLE 12.....	PE12 Portsmouth.....	Portsmouth
EAGLE 13.....	PE13 In ordinary.....	Do.
EAGLE 14.....	PE14 Submarine tender, Pearl Harbor	Pearl Harbor.
EAGLE 15.....	PE15 Air station, Hampton Roads	Norfolk.
EAGLE 17.....	PE17 Submarine tender, Hampton Roads.	Do.
EAGLE 18.....	PE18 In ordinary.....	Portsmouth.
EAGLE 19.....	PE19 do.....	Do.
EAGLE 23.....	PE23 do.....	Do.
EAGLE 24.....	PE24 do.....	Do.
EAGLE 25.....	PE25 Submarine tender, Key West (being salvaged).	Charleston.
EAGLE 26.....	PE26 In ordinary.....	Portsmouth.
EAGLE 27.....	PE27 do.....	Do.
EAGLE 28.....	PE28 do.....	Do.
EAGLE 29.....	PE29 do.....	Do.
EAGLE 31.....	PE31 Submarine tender, Coco Solo.	Philadelphia.
EAGLE 32.....	PE32 do.....	Do.
EAGLE 33.....	PE33 Submarine tender, New London	Do.
EAGLE 34.....	PE34 In ordinary.....	Portsmouth.
EAGLE 35.....	PE35 do.....	Do.
EAGLE 36.....	PE36 Eighth district (Naval Reserve)	Do.
EAGLE 37.....	PE37 do.....	Do.
EAGLE 38.....	PE38 do.....	Do.
EAGLE 39.....	PE39 Seventh district (Naval Reserve)	Do.
EAGLE 40.....	PE40 Air station, Pearl Harbor.	Pearl Harbor.
EAGLE 41.....	PE41 In ordinary.....	Portsmouth.
EAGLE 42.....	PE42 do.....	Do.
EAGLE 43.....	PE43 Air station, Pensacola.	New Orleans.
EAGLE 44.....	PE44 In ordinary.....	Portsmouth.
EAGLE 45.....	PE45 do.....	Do.
EAGLE 46.....	PE46 do.....	Do.
EAGLE 47.....	PE47 do.....	Do.
EAGLE 48.....	PE48 do.....	Do.
EAGLE 49.....	PE49 Air station, San Diego.	Mare Island.
EAGLE 50.....	PE50 In ordinary.....	Portsmouth.
EAGLE 51.....	PE51 do.....	Do.
EAGLE 52.....	PE52 do.....	Do.
EAGLE 53.....	PE53 Naval air station, Pensacola.	New Orleans.
EAGLE 54.....	PE54 In ordinary.....	Portsmouth.
EAGLE 55.....	PE55 do.....	Do.
EAGLE 56.....	PE56 Portsmouth.....	Do.
EAGLE 57.....	PE57 Thirteenth naval district.	Puget Sound.
EAGLE 58.....	PE58 Portsmouth.....	Portsmouth.
EAGLE 59.....	PE59 In ordinary.....	Do.
EAGLE 60.....	PE60 Naval Academy.....	Norfolk.
<b>* PATROL VESSELS—SUBMARINE CHASERS (PC).</b>		
(Page 200.)		
SC-23.....	PC23 Indianhead.....	Washington.
SC-26.....	PC26 Naval Academy.....	Norfolk.
SC-57.....	PC57 do.....	Do.
SC-62.....	PC62 Virgin Islands.....	New Orleans.
SC-69.....	PC69 Seventh district.....	Key West.
SC-71.....	PC71 Fourth district.....	Philadelphia.
SC-72.....	PC72 Virgin Islands.....	New Orleans.
SC-74.....	PC74 Fourth district.....	Philadelphia.
SC-83.....	PC93 First district.....	Boston.
SC-96.....	PC96 European waters.....	Abroad.
SC-100.....	PC100 Third district.....	New York.
SC-102.....	PC102 Naval Academy.....	Norfolk.
SC-104.....	PC104 Seventh district.....	Key West.
SC-105.....	PC105 Naval Academy.....	Norfolk.
SC-106.....	PC106 First district.....	Boston.
SC-118.....	PC118 Fifth district.....	Norfolk.
SC-119.....	PC119 do.....	Do.
SC-120.....	PC120 Naval Academy.....	Norfolk.
SC-121.....	PC121 First district.....	Boston.
SC-123.....	PC123 Naval Academy.....	Norfolk.

\* See also foot notes, pages 201 to 205.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
PATROL VESSELS—SUBMARINE CHASERS (PC)—Continued.		
SC-133.....	PC133 Naval Academy.....	Norfolk.
SC-134.....	PC134 ..do.....	Do.
SC-144.....	PC144 Fourth district.....	Philadelphia.
SC-145.....	PC145 Atlantic Fleet.....	Key West.
SC-147.....	PC147 First district.....	Boston.
SC-154.....	PC154 Seventh district.....	Key West.
SC-156.....	PC156 Eighth district.....	New Orleans.
SC-159.....	PC159 ..do.....	Do.
SC-165.....	PC165 Santo Domingo.....	Do.
SC-177.....	PC177 First district.....	Boston.
SC-180.....	PC180 Santo Domingo.....	New Orleans.
SC-185.....	PC185 Indianhead.....	Washington.
SC-186.....	PC186 Fuel-oil station, Yorktown.....	
SC-188.....	PC188 Loaned U. S. M. C.....	
SC-190.....	PC190 Eighth district.....	New Orleans.
SC-191.....	PC191 ..do.....	Do.
SC-192.....	PC192 Indianhead.....	Washington.
SC-193.....	PC193 First district.....	Boston.
SC-194.....	PC194 ..do.....	Do.
SC-195.....	PC195 ..do.....	Do.
SC-196.....	PC196 ..do.....	Do.
SC-198.....	PC198 Washington U. S. N. R. F.....	
SC-201.....	PC201 Sixth district.....	Charleston.
SC-210.....	PC210 Washington, U. S. N. R. F.....	
SC-214.....	PC214 Haiti.....	New Orleans.
SC-218.....	PC218 Naval Academy.....	Norfolk.
SC-221.....	PC221 First district.....	Boston.
SC-223.....	PC223 Haiti.....	New Orleans.
SC-228.....	PC228 Naval Academy.....	Norfolk.
SC-229.....	PC229 ..do.....	Do.
SC-230.....	PC230 ..do.....	Do.
SC-231.....	PC231 ..do.....	Do.
SC-232.....	PC232 Indianhead.....	Washington.
SC-236.....	PC236 Naval Academy.....	Norfolk.
SC-237.....	PC237 ..do.....	Do.
SC-251.....	PC251 Washington, U. S. N. R. F.....	
SC-252.....	PC252 Naval Academy.....	Do.
SC-253.....	PC253 Haiti.....	New Orleans.
SC-255.....	PC255 First district.....	Boston.
SC-257.....	PC257 Loaned to U. S. Shipping Board.....	
SC-264.....	PC264 Eighth district.....	New Orleans.
SC-269.....	PC269 First district.....	Boston.
SC-270.....	PC270 Guantanamo.....	Guantanamo.
SC-273.....	PC273 Twelfth district.....	Mare Island.
SC-277.....	PC277 ..do.....	Do.
SC-278.....	PC278 ..do.....	Do.
SC-284.....	PC284 Fifteenth district.....	Canal Zone.
SC-285.....	PC285 ..do.....	Do.
SC-286.....	PC286 ..do.....	Do.
SC-287.....	PC287 ..do.....	Do.
SC-288.....	PC288 ..do.....	Do.
SC-289.....	PC289 Twelfth district.....	Mare Island.
SC-294.....	PC294 Thirteenth district.....	Puget Sound.
SC-295.....	PC295 ..do.....	Do.
SC-298.....	PC298 Twelfth district.....	Mare Island.
SC-299.....	PC299 ..do.....	Do.
SC-301.....	PC301 Thirteenth district.....	Puget Sound.
SC-303.....	PC303 Twelfth district.....	Mare Island.
SC-304.....	PC304 ..do.....	Do.
SC-305.....	PC305 ..do.....	Do.
SC-306.....	PC306 ..do.....	Do.
SC-308.....	PC308 ..do.....	Do.
SC-309.....	PC309 Thirteenth district.....	Puget Sound.
SC-310.....	PC310 ..do.....	Do.
SC-320.....	PC320 Seventh district.....	Key West.
SC-322.....	PC322 Loaned to U. S. Shipping Board.....	
SC-326.....	PC326 Naval Academy.....	Norfolk.
SC-328.....	PC328 ..do.....	Do.
SC-329.....	PC329 Loaned to New York City.....	
SC-330.....	PC330 Ninth district, U. S. N. R. F.....	
SC-332.....	PC332 Guantanamo.....	Guantanamo.
SC-338.....	PC338 European waters.....	Abroad.
SC-340.....	PC340 Guantanamo.....	Guantanamo.
SC-341.....	PC341 ..do.....	Do.
SC-352.....	PC352 Loaned to U. S. M. C.....	
SC-353.....	PC353 Guantanamo.....	Do.
SC-355.....	PC355 Fifteenth district.....	Canal Zone.
SC-408.....	PC408 First district.....	Boston.
SC-409.....	PC409 Fifth district.....	Norfolk.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>PATROL VESSELS—SUBMARINE CHASERS (PC)—Continued.</b>		
SC-412.....	PC412	Ninth district, U. S. N. R. F.....
SC-416.....	PC416	Third district.....
SC-419.....	PC419	Ninth district, U. S. N. R. F.....
SC-421.....	PC421	Fifth district.....
SC-422.....	PC422	do.....
SC-423.....	PC423	do.....
SC-424.....	PC424	Naval Academy.....
SC-426.....	PC426	Fifth district.....
SC-428.....	PC428	Out of commission.....
SC-429.....	PC429	Fourth district.....
SC-432.....	PC432	Ninth district, U. S. N. R. F.....
SC-439.....	PC439	Naval Academy.....
SC-440.....	PC440	do.....
SC-441.....	PC441	do.....
SC-443.....	PC443	Santo Domingo.....
SC-444.....	PC444	do.....
<b>PATROL VESSELS—GUNBOATS (PG).</b>		
(Page 206.)		
NASHVILLE.....	PG7	Out of commission.....
WILMINGTON.....	PG8	Asiatic Fleet.....
HELENA.....	PG9	do.....
ANNAPOLIS.....	PG10	State school ship, Pennsylvania.....
VICKSBURG.....	PG11	State school ship, Washington.....
NEWPORT.....	PG12	Out of commission.....
WHEELING.....	PG14	Eighth district, U. S. N. R. F.....
PALOS.....	PG16	Asiatic Fleet.....
SACRAMENTO.....	PG19	Atlantic Fleet.....
MONOCACY.....	PG20	Asiatic Fleet.....
ASHEVILLE.....	PG21	Building.....
NUMBER 22.....	PG22	do.....
NANTUCKET.....	PG23	Out of commission.....
DOLPHIN.....	PG24	Atlantic Fleet.....
*MARBLEHEAD.....	PG27	Out of commission.....
DENVIL.....	PG28	Pacific Fleet.....
DES MOINES.....	PG29	Atlantic Fleet.....
CHATTANOOGA.....	PG30	European waters.....
GALVESTON.....	PG31	do.....
TACOMA.....	PG32	Pacific Fleet.....
CLEVELAND.....	PG33	do.....
NEW ORLEANS.....	PG34	Asiatic Fleet.....
TOPEKA.....	PG35	Out of commission.....
ALBANY.....	PG36	Asiatic Fleet.....
CALLAO.....	PG37	Out of commission.....
*ELCANO.....	PG38	Asiatic Fleet.....
*PAMPANGA.....	PG39	do.....
*QUROS.....	PG40	do.....
*SAMAR.....	PG41	do.....
*VILLALOBOS.....	PG42	do.....
<b>PATROL VESSELS—YACHTS (PY).</b>		
(Page 218.)		
MAYFLOWER.....	PY1	Navy Department tender.....
HAWK.....	PY2	Ninth district, U. S. N. R. F.....
SCORPION.....	PY3	Station ship, Constantinople.....
VIXEN.....	PY4	Station ship, Virgin Islands.....
STYX.....	PY5	Navy yard, Washington.....
NOKOMIS.....	PY6	Navy Department tender.....
ARAMIS.....	PY7	do.....
DESPATCH.....	PY8	Santo Domingo.....
NIAGARA.....	PY9	Atlantic Fleet.....
ISABEL.....	PY10	Out of commission.....
<b>AUXILIARIES—DESTROYER TENDERS (AD).</b>		
(Page 222.)		
DIXIE.....	AD1	Atlantic Fleet.....
MELVILLE.....	AD2	Pacific Fleet.....
DOBBIN.....	AD3	Building.....
WHITNEY.....	AD4	do.....
PRAIRIE.....	AD5	Pacific Fleet.....
PANTHER.....	AD6	European waters.....

\*Ordered sold, together with a number of yachts, tugs, submarine chasers, and other craft no longer in service as listed on page 359.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>AUXILIARIES—DESTROYER TENDERS (AD)—Continued.</b>		
LEONIDAS.....AD7	Atlantic Fleet.....	Portsmouth.
BUFFALO.....AD8	Pacific Fleet.....	Mare Island.
BLACK HAWK.....AD9	Atlantic Fleet.....	New York.
<b>AUXILIARIES—SUBMARINE TENDERS (AS).</b>		
(Page 226.)		
FULTON.....AS1	Atlantic Fleet.....	Philadelphia.
BUSHNELL.....AS2	do.....	Norfolk.
HOLLAND.....AS3	Building.....	Puget Sound.
ALERT.....AS4	Submarine base, San Pedro.....	Mare Island.
BEAVER.....AS5	Unassigned.....	Do.
KAMDEN.....AS6	Atlantic Fleet.....	Norfolk.
RAINBOW.....AS7	Submarine tender, Atlantic Fleet.....	Philadelphia.
SAVANNAH.....AS8	Submarine tender (reserve).....	Boston.
<b>AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDERS (AZ).</b>		
(Page 230.)		
WRIGHT.....AZ1	Building.....	
<b>AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (AV).</b>		
(None.)		
<b>AUXILIARIES—REPAIR SHIPS (AR).</b>		
(Page 232.)		
MEDUSA.....AR1	Building.....	Unassigned.
BRIDGEPORT.....AR2	Atlantic Fleet.....	Boston.
PROMETHEUS.....AR3	Atlantic train.....	Norfolk.
VESTAL.....AR4	Pacific train.....	Mare Island.
<b>AUXILIARIES—STORESHIPS (AF).</b>		
(Page 236.)		
BRIDGE.....AF1	Atlantic train.....	New York.
CELTIC.....AF2	Pacific train.....	Mare Island.
CULGOA.....AF3	Atlantic train.....	New York.
GLACIER.....AF4	Pacific Fleet.....	Mare Island.
POMPEY.....AF5	Asiatic Fleet.....	Cavite.
RAPPAHANNOCK.....AF6	Pacific train.....	Portsmouth.
<b>AUXILIARIES—COLLIERS (AC).</b>		
(Page 240.)		
VULCAN.....AC5	Pacific train.....	Puget Sound.
MARS.....AC6	Naval Transportation Service.....	Norfolk.
NEPTUNE.....AC8	Pacific train.....	Puget Sound.
PROTEUS.....AC9	Atlantic train.....	Norfolk.
NEREUS.....AC10	do.....	Do.
ORION.....AC11	Pacific train.....	Puget Sound.
JASON.....AC12	do.....	Mare Island.
ABARENDA.....AC13	Asiatic Fleet.....	Cavite.
AJAX.....AC14	do.....	Do.
BRUTUS.....AC15	Pacific train.....	Mare Island.
CAESAR.....AC16	Naval Transportation Service.....	Norfolk.
NERO.....AC17	do.....	Charleston.
<b>AUXILIARIES—OILERS (AO).</b>		
(Page 248.)		
KANAWHA.....AO1	Pacific train.....	Mare Island.
MAUMEE.....AO2	Atlantic train.....	New York.
CUYAMA.....AO3	Pacific train.....	Mare Island.
BRAZOS.....AO4	Atlantic train.....	Boston.
NECHES.....AO5	Pacific train (building).....	Mare Island.
PECOS.....AO6	Atlantic train (building).....	Do.
ARRHUSA.....AO7	Naval Transportation Service.....	New Orleans.
THOMPSON, SARA.....AO8	do.....	Cavite.
PATOKA.....AO9	do.....	Norfolk.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>AUXILIARIES—OILERS (AO)—</b> Continued.		
ALAMEDA.....AO10	Naval Transportation Service.....	Norfolk.
SAPELO.....AO11	do.....	Do.
RAMAPO.....AO12	do.....	Do.
TRINITY.....AO13	Naval Transportation Service (building).	Unassigned.
<b>AUXILIARIES—AMMUNITION SHIPS</b> (AE).		
(Page 256.)		
PYRO.....AE1	Fitting out.....	Puget Sound.
NITRO.....AE2	do.....	Do.
<b>AUXILIARIES—CARGO SHIPS (AK).</b>		
(Page 258.)		
HOUSTON.....AK1	Naval Transportation Service.....	Puget Sound.
KITTERY.....AK2	do.....	Charleston.
NEWPORT NEWS.....AK3	do.....	Mare Island.
BATH.....AK4	do.....	Puget Sound.
GULFPORT.....AK5	do.....	Charleston.
BEAUFORT.....AK6	do.....	Portsmouth.
PENSACOLA.....AK7	do.....	Mare Island.
ASTORIA.....AK8	do.....	Portsmouth.
LONG BEACH.....AK9	do.....	Do.
QUINCY.....AK10	do.....	Norfolk.
BARNES, ROBERT L.....AK11	Station ship, Guam.....	Cavite.
<b>AUXILIARIES—TRANSPORTS (AP).</b>		
(Page 262.)		
HENDERSON.....AP1	Naval Transportation Service.....	Philadelphia.
HEYWOOD.....AP2	Not yet under construction.....	
HANCOCK.....AP3	Naval Transportation Service.....	Do.
<b>AUXILIARIES—HOSPITAL SHIPS (AH).</b>		
(Page 264.)		
RELIEF.....AH1	Fitting out.....	
SOLACE.....AH2	Atlantic train.....	Portsmouth.
COMFORT.....AH3	Pacific train.....	Mare Island.
MERCY.....AH4	do.....	New York.
<b>AUXILIARIES—FLEET TUGS (AT).</b>		
(Page 266.)		
PATAPSCO.....AT10	First district.....	Portsmouth.
PATUXENT.....AT11	do.....	Do.
SONOMA.....AT12	Pacific train.....	Mare Island.
ONTARIO.....AT13	do.....	Do.
ARAPAHOE.....AT14	Atlantic train.....	Norfolk.
MOHAVE.....AT15	Fifth district.....	Do.
TILLAMOOK.....AT16	Twelfth district.....	Mare Island.
WANDO.....AT17	Sixth district.....	Charleston.
CHEMUNG.....AT18	Seventh district.....	Key West.
ALLEGHENY.....AT19	Eighth district.....	New Orleans.
SAGAMORE.....AT20	Third district.....	New York.
BAGADUCE.....AT21	do.....	Do.
TADOUSAC.....AT22	Guantanamo.....	Charleston.
KALMIA.....AT23	St. Lawrence.....	Philadelphia.
KEWAYDIN.....AT24	Fifth district.....	Norfolk.
UMPQUA.....AT25	Sixth district.....	Charleston.
WANDANK.....AT26	Fifth district.....	Norfolk.
TATNUCK.....AT27	Thirteenth district.....	Puget Sound.
SUNNADIN.....AT28	Fourteenth district.....	Pearl Harbor.
MAHOPAC.....AT29	Fifteenth district.....	Puget Sound.
SCIOTA.....AT30	Sixteenth district.....	Canal Zone.
KOKA.....AT31	Twelfth district.....	Mare Island.
NAPA.....AT32	Station ship, Guam.....	Cavite.
PINOLA.....AT33	Twelfth district.....	Mare Island.
ALGORMA.....AT34	Third district.....	New York.
CARRABASSET.....AT35	Fitting out.....	Norfolk.
CONTOCOOK.....AT36	Building.....	Do.
IUKA.....AT37	do.....	Boston.
KEOSAUQUA.....AT38	Fitting out.....	New York.
MONTCALM.....AT39	Building.....	New Orleans.
IROQUOIS.....AT46	Thirteenth district.....	Puget Sound.



## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
<b>AUXILIARIES—FLEET TUGS (AT)—</b> Continued.		
OSCEOLA..... AT47	Station ship, Guantanamo.....	New Orleans.
PEORIA..... AT48	Out of commission.....	Key West.
PISCATAQUA..... AT49	Asiatic Fleet.....	Cavite.
POTOMAC..... AT50	Station ship, Santo Domingo.....	New Orleans.
UNCAS..... AT51	Navy yard, Washington.....	Washington.
NAVAGO..... AT52	Fourteenth district.....	Pearl Harbor.
DELAWARE (S. P. 467)..... AT53	Submarine base, Pearl Harbor.....	Do.
CONESTOGA..... AT54	Fifth district.....	Norfolk.
GENESÉE..... AT55	European waters.....	Cavite.
LYKENS..... AT56	Third district.....	New York.
SEA ROVER..... AT57	Twelfth district.....	Mare Island.
UNDAUNTED..... AT58	do.....	Do.
CHALLENGE..... AT59	Thirteenth district.....	Puget Sound.
<b>AUXILIARIES—MINE SWEEPERS (AM).</b> (Page 278.)		
LAPWING..... AM1	Pacific Fleet.....	Mare Island.
OWL..... AM2	Atlantic Fleet.....	New York.
ROBIN..... AM3	do.....	Charleston.
SWALLOW..... AM4	Pacific Fleet.....	Mare Island.
TANAGER..... AM5	do.....	Do.
CARDINAL..... AM6	do.....	Do.
ORIOLE..... AM7	do.....	Do.
CURLEW..... AM8	Atlantic Fleet.....	Portsmouth.
FINCH..... AM9	Pacific Fleet.....	Mare Island.
HERON..... AM10	do.....	Do.
TURKEY..... AM13	do.....	Do.
WOODCOCK..... AM14	Atlantic Fleet.....	Portsmouth.
QUAIL..... AM15	do.....	Do.
PARTRIDGE..... AM16	Pacific Fleet.....	Mare Island.
EIDER..... AM17	do.....	Do.
THRUSH..... AM18	do.....	Do.
AVOCET..... AM19	do.....	Do.
BOBOLINK..... AM20	Atlantic Fleet.....	Charleston.
LARK..... AM21	do.....	Portsmouth.
WIDGEON..... AM22	Pacific Fleet.....	Mare Island.
TEAL..... AM23	Atlantic Fleet.....	Charleston.
BRANT..... AM24	Pacific Fleet.....	Mare Island.
KINGFISHER..... AM25	do.....	Do.
RAIL..... AM26	Atlantic Fleet.....	Charleston.
PELICAN..... AM27	Pacific Fleet.....	Mare Island.
FALCON..... AM28	Atlantic Fleet.....	Charleston.
OSPREY..... AM29	do.....	Portsmouth.
SEAGULL..... AM30	Pacific Fleet.....	Mare Island.
TERN..... AM31	do.....	Do.
FLAMINGO..... AM32	Atlantic Fleet.....	Portsmouth.
PENQUIN..... AM33	Pacific Fleet.....	Mare Island.
SWAN..... AM34	Atlantic Fleet.....	Portsmouth.
WHIPPOORWILL..... AM35	Pacific Fleet.....	Mare Island.
BITTERN..... AM36	Station ship, Guam.....	Cavite.
SANDERLING..... AM37	Pacific Fleet.....	Mare Island.
AUK..... AM38	Atlantic Fleet.....	Portsmouth.
CHEWINK..... AM39	do.....	Do.
CORMORANT..... AM40	do.....	Do.
GANNET..... AM41	Pacific Fleet.....	Mare Island.
GREBE..... AM43	Atlantic Fleet.....	Portsmouth.
MALLARD..... AM44	do.....	Do.
ORTOLAN..... AM45	Pacific Fleet.....	Mare Island.
PEACOCK..... AM46	Loaned to Shipping Board.....	
PIGEON..... AM47	Pacific Fleet.....	Mare Island.
REDWING..... AM48	Atlantic Fleet.....	Charleston.
SANDPIPER..... AM51	do.....	Philadelphia.
VIREO..... AM52	do.....	Charleston.
WARBLER..... AM53	Loaned to Shipping Board.....	
WILLET..... AM54	do.....	
<b>AUXILIARIES—MISCELLANEOUS (AG).</b> (Page 290.)		
HANNIBAL..... AG1	Survey ship.....	Philadelphia.
LEBANON..... AG2	Atlantic Fleet.....	Norfolk.
NANSHAN..... AG3	Pacific Fleet.....	Mare Island.
SATURN..... AG4	do.....	Do.
GENERAL ALAYA..... AG5	Asiatic Fleet.....	Cavite.
DUBUQUE..... AG6	Survey ship.....	Portsmouth.
PADUCAH..... AG7	do.....	Do.

## LIST OF NAVAL VESSELS—Concluded.

Type, name, and identification number.	Duty or station, July 1, 1920.	Home yard, July 1, 1920.
UNCLASSIFIED.		
(Page 294.)		
BOSTON.....	Twelfth naval district.....	Mare Island.
COAST B. S. No. 1..... <i>Ex-BB1</i>	Out of commission (target).....	Philadelphia.
COAST B. S. No. 4..... <i>Ex-BB4</i>	do.....	Do.
COAST T. B. No. 6.....	First naval district.....	Newport.
CUMBERLAND.....	Naval Academy.....	Norfolk.
ESSEX.....	Ninth naval district, U. S. N. R. F.	Great Lakes.
GOPHER.....	do.....	Do.
GRANITE STATE.....	Third district, U. S. N. R. F.....	
HARTFORD.....	Station ship, Charleston.....	Charleston.
INTREPID.....	Twelfth naval district.....	Mare Island.
KEARSARGE..... <i>Ex-BB5</i>	Crane ship (under conversion).....	
MOHICAN.....	Station ship, Cavite.....	Cavite.
NANTUCKET.....	Out of commission, first district.....	Boston.
OLD CONSTELLATION.....	First naval district.....	Newport.
OLD CONSTITUTION.....	Navy yard, Boston.....	Boston.
PHILADELPHIA.....	Receiving ship, Puget Sound.....	Puget Sound.
REINA MERCEDES.....	Naval Academy.....	Norfolk.
SMITH.....	Out of commission, Philadelphia (target).	Philadelphia.
SOUTHERY.....	Receiving ship, Portsmouth.....	Portsmouth.
SYLVIA.....	Out of commission, fifth district.....	Norfolk.
VESUVIUS.....	Torpedo station, Newport.....	Newport.
WILLMETTE.....	Out of commission, ninth district.....	Great Lakes.
WOLVERINE.....	Fourth naval district, U. S. N. R. F.	Do.
YANTIC.....	Ninth naval district, U. S. N. R. F.	Do.

NOTE.—The *S. S. Mahanna*, acquired as a loan from the Shipping Board Sept. 20, 1920, and now fitting out at the navy yard, Norfolk, for surveying duty, has been added to the list of naval vessels as an Auxiliary, Miscellaneous, with identification number AGS.

## BATTLESHIPS—FIRST LINE (BB).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal). <sup>2</sup>	Tons per inch-immersion.	Displacement.	Draft aft.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1 ARIZONA.....BB39	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	1
2 ARKANSAS <sup>3</sup> .....BB33	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	2
3 CALIFORNIA <sup>4</sup> .....BB44	624 0	600 0	97 3½	30 3	32,300	101.0	33,190	31 0	3
4 COLORADO.....BB45	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	3 3½	4
5 DELAWARE.....BB28	518 9	510 0	85 2½	26 11	<sup>5</sup> 20,000	71.7	<sup>6</sup> 22,060	28 10	5
6 FLORIDA <sup>3</sup> .....BB30	521 6	510 0	88 2½	28 6	21,825	74.0	23,033	30 1	6
7 IDAHO.....BB42	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	7
8 INDIANA <sup>3</sup> .....BB50	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	8
9 IOWA <sup>3</sup> .....BB53	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	9
10 MARYLAND <sup>4</sup> .....BB46	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	10
11 MASSACHUSETTS <sup>3</sup> .....BB54	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	11
12 MISSISSIPPI <sup>3</sup> .....BB41	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	12
13 MONTANA.....BB51	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	13
14 NEVADA.....BB36	583 0	575 0	95 2½	28 6	27,500	93.25	28,400	29 7	14
15 NEW MEXICO <sup>4</sup> .....BB40	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	15
16 NEW YORK <sup>3</sup> .....BB34	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	16
17 NORTH CAROLINA <sup>3</sup> .....BB52	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	17
18 NORTH DAKOTA.....BB29	518 9	510 0	85 2½	26 11	<sup>5</sup> 20,000	71.7	<sup>6</sup> 22,060	28 10	18
19 OKLAHOMA.....BB37	583 0	575 0	95 2½	28 6	27,500	93.25	28,400	29 7½	19
20 PENNSYLVANIA <sup>4</sup> .....BB33	678 0	630 0	97 0½	28 10	31,400	101.5	32,567	29 10	20
21 SOUTH DAKOTA <sup>3</sup> .....BB49	634 0	680 0	105 0	33 0	43,200	117.0	.....	.....	21
22 TENNESSEE.....BB43	624 0	600 0	97 3½	30 3	32,300	101.0	33,190	31 0	22
23 TEXAS <sup>3</sup> .....BB35	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	23
24 UTAH <sup>3</sup> .....BB31	521 6	510 0	88 2½	28 6	21,825	74.0	23,033	30 1	24
25 WASHINGTON.....BB47	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	25
26 WEST VIRGINIA <sup>4</sup> .....BB48	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	26
27 WYOMING <sup>3</sup> .....BB32	582 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	27
Total normal displacement.....					457,650				

<sup>1</sup> Length on designed water line.<sup>2</sup> Two-thirds full supply of stores and fuel; full supply of ammunition.<sup>3</sup> Fitted as a flagship.<sup>4</sup> Fitted as fleet flagship.<sup>5</sup> Two-thirds full supply of ammunition.<sup>6</sup> Exclusive of 380 tons of oil fuel.

## BATTLESHIPS—FIRST LINE (BB).

	Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.	
		Displacement.	Speed.	Coal.	Fuel oil.		Number of funnels.	Masts.		
					42 cubic feet per ton.	40 cubic feet per ton.				Gallons.
				Tons.						
1		<sup>1</sup> 31,400	<sup>1</sup> 21.0		2,322	<sup>1</sup> 694,830	1	2 cage...	ARIZONA..... BB39	1
2		25,546	<sup>1</sup> 21.05	2,754	400		2	2 cage...	ARKANSAS..... BB33	2
3		<sup>1</sup> 32,300	<sup>1</sup> 21.0				2	2 cage...	CALIFORNIA..... BB44	3
4		<sup>1</sup> 32,600	<sup>1</sup> 21.0				2	2 cage...	COLORADO..... BB45	4
5		20,099	21.56	2,732	380		2	2 cage...	DELAWARE..... BB28	5
6		21,240	22.08	<sup>1</sup> 2,560	400		2	2 cage...	FLORIDA..... BB30	6
7		32,819	21.29		1,467	<sup>1</sup> 660,000	1	2 cage...	IDAHO..... BB42	7
8		<sup>1</sup> 43,200	<sup>1</sup> 23.0				<sup>2</sup> 1	2 cage...	INDIANA..... BB50	8
9		<sup>1</sup> 43,200	<sup>1</sup> 23.0				<sup>2</sup> 1	2 cage...	IOWA..... BB53	9
10		<sup>1</sup> 32,600	<sup>1</sup> 21.0				2	2 cage...	MARYLAND..... BB46	10
11		<sup>1</sup> 43,200	<sup>1</sup> 23.0				<sup>2</sup> 1	2 cage...	MASSACHUSETTS..... BB54	11
12		32,650	21.09		1,467	<sup>1</sup> 660,000	1	2 cage...	MISSISSIPPI..... BB41	12
13		<sup>1</sup> 43,200	<sup>1</sup> 23.0				<sup>2</sup> 1	2 cage...	MONTANA..... BB51	13
14		<sup>2</sup> 27,135	<sup>3</sup> 20.53		2,000	<sup>1</sup> 598,400	1	2 cage...	NEVADA..... BB36	14
15		<sup>1</sup> 32,000	21.08		1,467	<sup>1</sup> 660,000	1	2 cage...	NEW MEXICO..... BB40	15
16		26,342	21.47	<sup>1</sup> 2,918	400		2	2 cage...	NEW YORK..... BB34	16
17		<sup>1</sup> 43,200	<sup>1</sup> 23.0				<sup>2</sup> 1	2 cage...	NORTH CAROLINA..... BB52	17
18		20,020	21.01	2,740	380		2	2 cage...	NORTH DAKOTA..... BB29	18
19		<sup>2</sup> 27,286	<sup>3</sup> 20.58		2,000	<sup>1</sup> 598,400	1	2 cage...	OKLAHOMA..... BB37	19
20		<sup>2</sup> 30,812	<sup>3</sup> 21.05		2,322	<sup>1</sup> 694,830	1	2 cage...	PENNSYLVANIA..... BB38	20
21		<sup>1</sup> 43,200	<sup>1</sup> 23.0				<sup>2</sup> 1	2 cage...	SOUTH DAKOTA..... BB49	21
22		<sup>1</sup> 32,300	<sup>1</sup> 21.0				2	2 cage...	TENNESSEE..... BB43	22
23		26,250	21.05	2,960	400		2	2 cage...	TEXAS..... BB35	23
24		21,282	21.04	2,581	400		2	2 cage...	UTAH..... BB31	24
25		<sup>1</sup> 32,600	<sup>1</sup> 21.0				2	2 cage...	WASHINGTON..... BB47	25
26		<sup>1</sup> 32,600	<sup>1</sup> 21.0				2	2 cage...	WEST VIRGINIA..... BB48	26
27		25,085	21.22	2,704	400		2	2 cage...	WYOMING..... BB32	27

<sup>1</sup> Estimated.<sup>2</sup> Quadruple.<sup>3</sup> Full-speed, 12-hour trial.

SHIPS' DATA, U. S. NAVAL VESSELS.

BATTLESHIPS—FIRST LINE (BB).

Name.	Number of propellers.	Engines.				Boilers.		Indicated horsepower on trial. <sup>1</sup>			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.						Stroke.
ARIZONA.....	4	{Parsons turb. (geared cruising).}	In.	In.	In.	In.	12 B. & W..	(Oil) 55,332	34,000	1	
ARKANSAS.....	4	Parsons turb..					12 B. & W..	<sup>3</sup> 1,428 64,234	28,533	29,319	2
CALIFORNIA.....	4	{G. E. turb., electric drive.}					{8 Bureau Express.}	(Oil) 50,984	28,500	3	
COLORADO.....	4	{Westgh. turb., electric drive.}					8 B. & W..	(Oil) 41,768 <sup>5</sup> 4,168	28,900	4	
DELAWARE.....	2	Vert. 3-exp....	38½	57	676	48	14 B. & W..	<sup>3</sup> 1,439 55,800 <sup>5</sup> 6,320	28,578	29,529	5
FLORIDA.....	4	Parsons turb..					12 B. & W..	<sup>3</sup> 1,428 64,234	40,511	41,810	6
IDAHO.....	4	{Parsons turb. (geared cruising).}					9 B. & W..	(Oil) 55,458	33,100	7	
INDIANA.....	4	{Westgh. turb., electric drive.}					{12 White-Forster.}	(Oil) 82,800 <sup>5</sup> 8,940	60,000	8	
IOWA.....	4	{G. E. turb., electric drive.}					{12 White-Forster.}	(Oil) 82,800 <sup>5</sup> 8,940	60,000	9	
MARYLAND.....	4	{G. E. turb., electric drive.}					8 B. & W..	(Oil) 41,768 <sup>5</sup> 4,168	28,900	10	
MASSACHUSETTS...	4	{G. E. turb., electric drive.}					12 Yarrow..	(Oil) .....	260,000	11	
MISSISSIPPI.....	4	{Curtis turb. (geared cruising).}					9 B. & W..	(Oil) 55,458	31,804	12	
MONTANA.....	4	{Westgh. turb., electric drive.}					{12 Bureau Express.}	(Oil) 74,040 <sup>5</sup> 12,192	60,000	13	
NEVADA.....	2	{Curtis turb. (geared cruising).}					12 Yarrow..	(Oil) 48,000	23,312	14	
NEW MEXICO.....	4	{G. E. turb., electric drive.}					9 B. & W..	(Oil) 55,458 <sup>5</sup> 4,476	31,197	15	
NEW YORK.....	2	Vert. 3-exp....	39	63	683	48	14 B. & W..	<sup>3</sup> 1,554 62,213 <sup>5</sup> 3,267	29,687	16	
NORTH CAROLINA...	4	{Westgh. turb., electric drive.}					{12 Bureau Express.}	(Oil) 74,040 <sup>5</sup> 12,192	60,000	17	
NORTH DAKOTA.....	2	{Parsons turb., reduction gear.}					14 B. & W..	<sup>3</sup> 1,439 55,800 <sup>5</sup> 6,320	31,300	32,307	18
OKLAHOMA.....	2	Vert. 3-exp....	35	59	678	48	12 B. & W..	(Oil) 48,000	21,703	19	

<sup>1</sup> referring to turbine-driven ships, I. H. P. corresponds to S. H. P. developed by main turbines.  
<sup>2</sup> limited.  
<sup>3</sup> oil and oil burning.  
<sup>4</sup> 10 main generators, four propelling motors.  
<sup>5</sup> overheating surface.  
<sup>6</sup> 70 low-pressure cylinders.  
<sup>7</sup> fitted with superheaters.

## BATTLESHIPS—FIRST LINE (BB).

	Total weight of machinery. <i>Tons.</i>	Electric generating sets. (Turbo-generators.)				Sound apparatus.				Name.		
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Send- ing sets.		Receiv- ing sets.			
							No.	Type.	No.			Type.
1	2,462	4	300	120-240	$\frac{16-300-6000}{16-300-6000}$	Westinghouse..... Crocker-Wheeler <sup>3</sup> }	1	(4)	1	J	ARIZONA.....	1
2	2,178	4	300	125	6-300-1500	General Electric...	1	(4)	1	J	ARKANSAS.....	2
3	1,805	6	300	120-240	6-300- $\frac{4000}{1000}$	do.....					CALIFORNIA.....	3
4	2,002	6	300	120-240	6-300- $\frac{6000}{6000}$	Westinghouse.....	3	(3)			COLORADO.....	4
5	2,036	4	300	125	6-300-1500	General Electric...	1	(3)	1	J	DELAWARE.....	5
6	2,152	4	300	125	6-300-1500	do.....	2	(3)	2	J	FLORIDA.....	6
7	2,285	4	300	120-240	6-300- $\frac{4000}{1000}$	do.....	1	(3)	1	J	IDAHO.....	7
8	2,778	8	500	240		Westinghouse.....	1	(3)	1	J	INDIANA.....	8
9		8	500	240		General Electric.....					IOWA.....	9
10	2,002	6	300	120-240	6-300- $\frac{4000}{1000}$	General Electric...	3	(3)			MARYLAND.....	10
11		8	500	240		General Electric.....			1	J	MASSACHUSETTS.....	11
12	2,298	4	300	120-240	6-300- $\frac{4000}{1000}$	General Electric...	1	(3)	1	J	MISSISSIPPI.....	12
13	2,778	8	500	240		Westinghouse.....					MONTANA.....	13
14	1,860	4	300	125	6-300-1500	General Electric...	1	(3)			NEVADA.....	14
15	2,351	4	300	120-240	6-300- $\frac{4000}{1000}$	do.....	1	(3)	1	J	NEW MEXICO.....	15
16	2,348	4	300	125	6-300-1500	do.....					NEW YORK.....	16
17	2,778	8	500	240		Westinghouse.....					NORTH CAROLINA.....	17
18	2,047	4	300	125	6-300-1500	General Electric...	1	(3)	1	J	NORTH DAKOTA.....	18
19	1,933	4	300	125	6-300-1500	do.....	1	(3)	1	J	OKLAHOMA.....	19

<sup>1</sup> Two.<sup>2</sup> DeLaval steam turbines.<sup>3</sup> Oscillator.<sup>4</sup> Estimated.<sup>5</sup> With 120-volt balancers.

J=Microphone tank.

**BATTLESHIPS—FIRST LINE (BB).**

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.				Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.	Stroke.						
			In.	In.	In.	In.		Sq. ft.	Sq. ft.			
20 PENNSYLVANIA . . . . .	4	{Curtis turb. (geared cruising).}					12 B. & W..	(Oil) 55,332	29,366	.....	20	
21 SOUTH DAKOTA . . . . .	4	{Westgh. turb., electric drive. <sup>2</sup> }					{12 White-Forster.}	(Oil) 82,800	8,940	<sup>3</sup> 60,000	..... 21	
22 TENNESSEE . . . . .	4	{Westgh. turb., electric drive. <sup>2</sup> }					8 B. & W..	(Oil) 41,768	14,168	<sup>3</sup> 28,500	..... 22	
23 TEXAS . . . . .	2	Vert. 3-exp. . . . .	39	63	<sup>4</sup> 83	48	<sup>5</sup> 14 B. & W.	<sup>6</sup> 1,554	62,213	13,267	28,373	..... 23
24 UTAH . . . . .	4	Parsons turb. . . . .					12 B. & W..	<sup>6</sup> 1,428	64,234	27,026	28,136	24
25 WASHINGTON . . . . .	4	{Westgh. turb., electric drive. <sup>2</sup> }					8 B. & W..	(Oil) 41,768	14,168	<sup>3</sup> 28,900	..... 25	
26 WEST VIRGINIA . . . . .	4	{G. E. turb., electric drive. <sup>2</sup> }					8 B. & W..	(Oil) 41,768	14,168	<sup>3</sup> 28,900	..... 26	
27 WYOMING . . . . .	4	Parsons turb. . . . .					12 B. & W..	<sup>6</sup> 1,428	64,234	31,437	34,956	27
Total horsepower . . . . .										982,527		

<sup>1</sup> Superheating surface.

<sup>2</sup> Two main generators, four propelling motors.

<sup>3</sup> Estimated. (See also footnote 1, page 28.)

<sup>4</sup> Two low-pressure cylinders.

<sup>5</sup> Eight boilers with superheat.

<sup>6</sup> Coal and oil burning.

## BATTLESHIPS—FIRST LINE (BB).

	Total weight of machinery.	Electric generating sets. (Turbo-generators.)					Sound apparatus.				Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Send- ing sets.		Receiv- ing sets.			
							No.	Type.	No.	Type.		
	<i>Tons.</i>											
20	2,380	4	300	125	6-300-1500	General Electric...	1	( <sup>2</sup> )	1	J	PENNSYLVANIA.....	20
21	<sup>1</sup> 2,778	8	500	<sup>2</sup> 240	.....	Westinghouse.....	.....	.....	1	J	SOUTH DAKOTA.....	21
22	<sup>1</sup> 1,983	6	300	120-240	6-300- $\frac{6000}{9000}$	Westinghouse.....	.....	.....	.....	.....	TENNESSEE.....	22
23	2,271	4	300	125	6-300-1500	General Electric...	1	( <sup>2</sup> )	1	J	TEXAS.....	23
24	2,064	4	300	125	6-300-1500	.....do.....	1	.....	1	J	UTAH.....	24
25	<sup>1</sup> 2,002	6	300	120-240	6-300- $\frac{6000}{9000}$	Westinghouse.....	3	( <sup>2</sup> )	.....	.....	WASHINGTON.....	25
26	<sup>1</sup> 2,002	6	300	120-240	6-300- $\frac{6000}{9000}$	General Electric...	3	( <sup>2</sup> )	.....	.....	WEST VIRGINIA.....	26
27	2,095	4	300	125	6-300-1500	.....do.....	1	( <sup>2</sup> )	1	J	WYOMING.....	27

<sup>1</sup> Estimated.<sup>2</sup> Oscillator.<sup>3</sup> With 120-volt balancers.

J=Microphone tank.



## BATTLESHIPS—FIRST LINE (BB).

	Name.	Battery.						
		Guns.				Torpedo tubes.		
		Turret.	Secondary.	Anti-Air-craft.	Saluting.	Submerged.	Above water.	
1	ARIZONA.....	12 14", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 3-pdr.	2 21".....	1	
2	ARKANSAS.....	12 12", 50 cal..	16 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	2 21".....	2	
3	CALIFORNIA.....	12 14", 50 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	3	
4	COLORADO.....	8 18", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	4	
5	DELAWARE.....	10 12", 45 cal..	14 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	2 21".....	5	
6	FLORIDA.....	10 12", 45 cal..	16 5", 51 cal..	2 3", 50 cal..	4 6-pdr.	2 21".....	6	
7	IDAHO.....	12 14", 50 cal..	14 5", 51 cal..	4 3", 50 cal..	4 3-pdr.	2 21".....	7	
8	INDIANA.....	12 16", 50 cal..	16 6", 53 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	8	
9	IOWA.....	12 16", 50 cal..	16 6", 53 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	9	
10	MARYLAND.....	8 18", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	10	
11	MASSACHUSETTS.....	12 16", 50 cal..	16 6", 53 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	11	
12	MISSISSIPPI.....	12 14", 50 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	12	
13	MONTANA.....	12 16", 50 cal..	16 6", 53 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	13	
14	NEVADA.....	10 14", 45 cal..	12 5", 51 cal..	2 3", 50 cal..	4 6-pdr.	2 21".....	14	
15	NEW MEXICO.....	12 14", 50 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	15	
16	NEW YORK.....	10 14", 45 cal..	16 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	4 21".....	16	
17	NORTH CAROLINA.....	12 16", 50 cal..	16 6", 53 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	17	
18	NORTH DAKOTA.....	10 12", 45 cal..	14 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	2 21".....	18	
19	OKLAHOMA.....	10 14", 45 cal..	12 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	2 21".....	19	
20	PENNSYLVANIA.....	12 14", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 3-pdr.	2 21".....	20	
21	SOUTH DAKOTA.....	12 16", 50 cal..	16 6", 53 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	21	
22	TENNESSEE.....	12 14", 50 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	22	
23	TEXAS.....	10 14", 45 cal..	16 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	4 21".....	23	
24	UTAH.....	10 12", 45 cal..	16 5", 51 cal..	2 3", 50 cal..	4 3-pdr.	2 21".....	24	
25	WASHINGTON.....	8 16", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	25	
26	WEST VIRGINIA.....	8 16", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	26	
27	WYOMING.....	12 12", 50 cal..	16 5", 51 cal..	2 3", 50 cal..	4 6-pdr.	2 21".....	27	

## BATTLESHIPS—FIRST LINE (BB).

	Messcs (complement).									Name.	
	Ward-room officers.	Junior officers.	Warrant officers.	Additional for flag-ship. <sup>1</sup>			Chief petty officers.	Men.	Marines.		
				Off-cers.	Men.	Marines.					
1	25	30	12	.....	.....	.....	62	1,161	75	ARIZONA.....	1
2	25	28	13	.....	.....	.....	61	1,299	75	ARKANSAS.....	2
3	25	28	13	.....	.....	.....	64	1,281	75	CALIFORNIA.....	3
4	25	28	13	.....	.....	.....	64	1,281	75	COLORADO.....	4
5	24	29	13	.....	.....	.....	55	1,213	64	DELAWARE.....	5
6	24	29	13	.....	.....	.....	52	1,101	64	FLORIDA.....	6
7	25	30	13	.....	.....	.....	68	1,355	75	IDAHO.....	7
8	27	27	12	.....	.....	.....	70	1,404	75	INDIANA.....	8
9	27	27	12	.....	.....	.....	70	1,404	75	IOWA.....	9
10	24	28	13	.....	.....	.....	64	1,281	75	MARYLAND.....	10
11	27	27	12	.....	.....	.....	70	1,404	75	MASSACHUSETTS.....	11
12	25	30	12	.....	.....	.....	68	1,355	75	MISSISSIPPI.....	12
13	27	27	12	.....	.....	.....	70	1,404	.....	MONTANA.....	13
14	24	28	13	.....	.....	.....	60	1,161	75	NEVADA.....	14
15	25	30	12	14	75	20	68	1,355	75	NEW MEXICO.....	15
16	24	29	13	10	.....	.....	61	1,290	75	NEW YORK.....	16
17	27	27	12	.....	.....	.....	70	1,404	.....	NORTH CAROLINA.....	17
18	24	29	13	.....	.....	.....	52	1,170	64	NORTH DAKOTA.....	18
19	24	28	13	.....	.....	.....	62	1,159	75	OKLAHOMA.....	19
20	25	30	12	14	75	20	65	1,133	75	PENNSYLVANIA.....	20
21	27	27	12	.....	.....	.....	70	1,404	75	SOUTH DAKOTA.....	21
22	24	30	12	.....	.....	.....	64	1,289	75	TENNESSEE.....	22
23	24	29	13	.....	.....	.....	61	1,290	75	TEXAS.....	23
24	24	29	13	* 3	48	10	52	1,103	64	UTAH.....	24
25	25	28	13	.....	.....	.....	64	1,281	75	WASHINGTON.....	25
26	25	28	13	.....	.....	.....	64	1,281	75	WEST VIRGINIA.....	26
27	24	29	13	* 3	* 56	10	61	1,299	75	WYOMING.....	27

<sup>1</sup> Including flag officer.<sup>2</sup> This becomes 13 for commander in chief's flagship.<sup>3</sup> Also 10 chief petty officers.

## BATTLESHIPS—FIRST LINE (BB).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ARIZONA.....	Navy yard, New York.....	<sup>1</sup> 7,425,000	Mar. 4, 1913	<sup>2</sup> June 24, 1913	1
2	ARKANSAS.....	New York S. B. Co., Camden.	4,675,000	Mar. 3, 1909	Sept. 25, 1909	2
3	CALIFORNIA.....	Navy yard, Mare Island.....	<sup>1</sup> 12,750,000	Mar. 3, 1915	<sup>2</sup> Jan. 5, 1916	3
4	COLORADO.....	New York S. B. Co., Camden.	Cost+10%.	Aug. 29, 1916	<sup>2</sup> Jan. 17, 1917	4
5	DELAWARE.....	Newport News S. B. Co.....	3,987,000	June 29, 1906	Aug. 6, 1907	5
6	FLORIDA.....	Navy yard, New York.....	<sup>1</sup> 6,400,000	May 13, 1908	<sup>4</sup> Nov. 24, 1908	6
7	IDAHO.....	New York S. B. Co., Camden..	7,250,000	June 30, 1914	Nov. 9, 1914	7
8	INDIANA.....	Navy yard, New York.....	<sup>1</sup> 21,000,000	<sup>5</sup> Mar. 4, 1917	<sup>2</sup> July 2, 1918	8
9	IOWA.....	Newport News S. B. & D. D. Co.	Cost+fee.	<sup>5</sup> July 1, 1918	.....	9
10	MARYLAND.....	Newport News S. B. Co.....	Cost+fee.	Aug. 29, 1916	<sup>6</sup> Dec. 5, 1916	10
11	MASSACHUSETTS.....	Bethlehem S. B. Corp., Quincy.	Cost+fee.	<sup>5</sup> July 1, 1918	.....	11
12	MISSISSIPPI.....	Newport News S. B. Co.....	7,115,000	June 30, 1914	Nov. 23, 1914	12
13	MONTANA.....	Navy yard, Mare Island.....	<sup>1</sup> 21,000,000	<sup>5</sup> Mar. 4, 1917	<sup>2</sup> July 2, 1918	13
14	NEVADA.....	Fore River S. B. Co., Quincy.	5,895,000	Mar. 4, 1911	Jan. 22, 1912	14
15	NEW MEXICO.....	Navy yard, New York.....	<sup>1</sup> 7,800,000	June 30, 1914	<sup>2</sup> Oct. 20, 1914	15
16	NEW YORK.....	do.....	<sup>1</sup> 6,400,000	June 24, 1910	<sup>4</sup> May 1, 1911	16
17	NORTH DAKOTA.....	Fore River S. B. Co., Quincy.	4,377,000	Mar. 2, 1907	Aug. 6, 1907	17
18	OKLAHOMA.....	New York S. B. Co., Camden.	5,926,000	Mar. 4, 1911	Jan. 22, 1912	18
19	PENNSYLVANIA.....	Newport News S. B. Co.....	7,260,000	Aug. 22, 1912	Feb. 28, 1913	19
20	SOUTH CAROLINA.....	Wm. Cramp & Sons, Philadelphia.	3,540,000	Mar. 3, 1905	July 21, 1906	20
21	SOUTH DAKOTA.....	Navy yard, New York.....	<sup>1</sup> 21,000,000	<sup>5</sup> Mar. 4, 1917	<sup>2</sup> July 2, 1918	21
22	TENNESSEE.....	do.....	<sup>1</sup> 12,750,000	Mar. 3, 1915	<sup>2</sup> Dec. 28, 1915	22
23	TEXAS.....	Newport News S. B. Co.....	5,830,000	June 24, 1910	Dec. 17, 1910	23
24	UTAH.....	New York S. B. Co., Camden.	3,946,000	May 13, 1908	Nov. 24, 1908	24
25	WASHINGTON.....	do.....	Cost+10%.	Aug. 29, 1916	<sup>2</sup> Jan. 17, 1917	25
26	WEST VIRGINIA.....	Newport News S. B. Co.....	Cost+fee.	Aug. 29, 1916	<sup>6</sup> Dec. 5, 1916	26
27	WYOMING.....	Wm. Cramp & Sons, Philadelphia.	4,450,000	Mar. 3, 1909	Oct. 14, 1909	27

<sup>1</sup> Limit of cost.<sup>2</sup> Date assigned to yard.<sup>3</sup> Supplementary contract, July 17, 1917.<sup>4</sup> Beginning of construction period.<sup>5</sup> Together with act of Aug. 29, 1916.<sup>6</sup> Supplementary contracts, May 29, 1917, and June 18, 1920.

## BATTLESHIPS—FIRST LINE (BB).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Mar. 16, 1914	June 19, 1915	Sept. 15, 1916	.....	Oct. 17, 1916	ARIZONA.....	1
2	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	ARKANSAS.....	2
3	Oct. 25, 1916	Nov. 20, 1919	Jan. 9, 1919	.....	.....	CALIFORNIA.....	3
4	May 29, 1919	.....	.....	.....	.....	COLORADO.....	4
5	Nov. 11, 1907	Feb. 6, 1909	Aug. 6, 1910	.....	Apr. 4, 1910 July 1, 1911	DELAWARE.....	5
6	Mar. 9, 1909	May 12, 1910	<sup>1</sup> July 24, 1911	.....	Sept. 15, 1911	FLORIDA.....	6
7	Jan. 20, 1915	June 30, 1917	Nov. 9, 1917	Mar. 24, 1919	Mar. 24, 1919	IDAHO.....	7
8	.....	.....	.....	.....	.....	INDIANA.....	8
9	May 17, 1920	.....	.....	.....	.....	IOWA.....	9
10	Apr. 24, 1917	Mar. 20, 1920	.....	.....	.....	MARYLAND.....	10
11	.....	.....	.....	.....	.....	MASSACHUSETTS.....	11
12	Apr. 5, 1915	Jan. 25, 1917	Nov. 23, 1917	Dec. 18, 1917	Dec. 18, 1917	MISSISSIPPI.....	12
13	Sept. 1, 1920	.....	.....	.....	.....	MONTANA.....	13
14	Nov. 4, 1912	July 11, 1914	Jan. 22, 1915	Mar. 11, 1916	Mar. 11, 1916	NEVADA.....	14
15	Oct. 14, 1915	Apr. 23, 1917	<sup>1</sup> June 1, 1918	.....	May 20, 1918	NEW MEXICO.....	15
16	Sept. 11, 1911	Oct. 30, 1912	<sup>1</sup> May 1, 1914	.....	Apr. 15, 1914	NEW YORK.....	16
17	.....	.....	.....	.....	.....	NORTH CAROLINA.....	17
18	Dec. 16, 1907	Nov. 10, 1908	June 21, 1910	Apr. 11, 1910	Apr. 11, 1910 Mar. 27, 1917	NORTH DAKOTA.....	18
19	Oct. 26, 1912	Mar. 23, 1914	Jan. 22, 1915	May 2, 1916	May 2, 1916	OKLAHOMA.....	19
20	Oct. 27, 1913	Mar. 16, 1915	Feb. 28, 1916	June 12, 1916	June 12, 1916	PENNSYLVANIA.....	20
21	Mar. 15, 1920	.....	.....	.....	.....	SOUTH DAKOTA.....	21
22	May 14, 1917	Apr. 30, 1919	.....	.....	June 3, 1920	TENNESSEE.....	22
23	Apr. 17, 1911	May 18, 1912	Dec. 17, 1913	Mar. 12, 1914	Mar. 12, 1914	TEXAS.....	23
24	Mar. 15, 1906	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	UTAH.....	24
25	June 30, 1919	.....	.....	.....	.....	WASHINGTON.....	25
26	Apr. 12, 1920	.....	.....	.....	.....	WEST VIRGINIA.....	26
27	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	WYOMING.....	27

<sup>1</sup> Expiration of construction period

## BATTLESHIPS—SECOND LINE (OBB).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal fuel and two-thirds full supply of ammunition and stores.			Full load.	
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 ALABAMA <sup>2</sup> .....BB8	374 0	368 0	72 2½	23 6	11,552	47.75	12,150	24 9
Coast B. S. No. 1 <sup>3</sup> ..... <i>ex-BB1</i>	.....	.....	.....	.....	.....	.....	.....	.....
COAST B. S. No. 2 <sup>4</sup> .....BB2	350 11	348 0	69 3	24 0	10,288	42.75	11,688	26 5
Coast B. S. No. 4 <sup>5</sup> ..... <i>ex-BB4</i>	.....	.....	.....	.....	.....	.....	.....	.....
2 CONNECTICUT <sup>2</sup> .....BB18	456 4	450 0	76 10	24 6	16,000	63.14	17,666	26 8
3 GEORGIA <sup>2</sup> .....BB15	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
4 ILLINOIS.....BB7	375 4	368 0	72 2½	23 6	11,552	47.75	12,150	24 9
5 KANSAS.....BB21	456 4	450 0	76 10	24 6	16,000	63.14	17,650	26 8
Kearsarge <sup>7</sup> ..... <i>ex-BB5</i>	.....	.....	.....	.....	.....	.....	.....	.....
6 KENTUCKY.....BB6	375 4	368 0	72 2½	23 6	11,520	47.35	12,320	24 11
7 LOUISIANA <sup>2</sup> .....BB19	456 4	450 0	76 10	24 6	16,000	63.14	17,666	26 8
8 MAINE.....BB10	393 11	388 0	72 2½	23 10	12,500	50.75	13,500	25 6
9 MICHIGAN.....BB27	452 9	450 0	80 2½	24 6	16,000	64.2	17,617	27 1
10 MINNESOTA <sup>2</sup> .....BB22	456 4	450 0	76 10	24 6	16,000	63.14	17,650	26 8
11 MISSOURI <sup>2</sup> .....BB11	393 11	388 0	72 2½	23 11	12,500	50.35	13,500	25 8
12 NEBRASKA.....BB14	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
13 NEW HAMPSHIRE.....BB25	456 4	450 0	76 10	24 6	16,000	63.14	17,784	27 0
14 NEW JERSEY <sup>2</sup> .....BB16	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
15 OHIO <sup>2</sup> .....BB12	393 10	388 0	72 2½	23 7	12,500	51.25	13,500	25 4
16 OREGON.....BB3	351 2	348 0	69 3	24 0	10,288	42.75	11,688	26 5
17 RHODE ISLAND <sup>2</sup> .....BB17	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
18 SOUTH CAROLINA.....BB26	452 9	450 0	80 2½	24 6	16,000	64.2	17,617	27 1
19 VERMONT <sup>2</sup> .....BB20	455 10	450 0	76 10	24 6	16,000	63.14	17,650	26 8
20 VIRGINIA <sup>2</sup> .....BB13	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
21 WISCONSIN <sup>2</sup> .....BB9	373 10	368 0	72 2½	23 6	11,552	47.75	12,150	24 9
Total normal displacement.	.....	.....	.....	.....	296,704	.....	.....	.....

<sup>1</sup> Length on designed water line.<sup>2</sup> Fitted as a flagship.<sup>3</sup> Coast B. S. No. 1, formerly the Indiana; transferred to unclassified section, p. 294.<sup>4</sup> Coast B. S. No. 2, formerly the Massachusetts; to be turned over to War Department for target and is not included in summaries.<sup>5</sup> Full supply of ammunition and stores; normal coal.<sup>6</sup> Coast B. S. No. 4, formerly the Iowa; transferred to unclassified section, p. 294.<sup>7</sup> Transferred to unclassified section, p. 294.<sup>8</sup> Two-thirds full supply of ammunition.

## BATTLESHIPS—SECOND LINE (OBB)

	Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.		
		Displacement.	Speed.	Coal.	Fuel oil.		Number of funnels.	Masts.			
				42 cubic feet per ton.	40 cubic feet per ton.	Gallons.					
1	4,228	11,570	17.01	1,481	.....	.....	1 <sup>2</sup>	2 cage ..	ALABAMA.....	BB8	1
	3,204	10,300	16.21	1,523	.....	.....	2	1 cage; 1 mil.	COAST B. S. No. 2.....	BB2	
2	5,877	16,220	18.78	2,510	.....	.....	3	2 cage ..	CONNECTICUT.....	BB18	2
3	5,316	14,963	19.26	2,014	.....	.....	3	2 cage ..	GEORGIA.....	BB15	3
4	4,270	11,540	17.45	1,522	.....	.....	1 <sup>2</sup>	2 cage ..	ILLINOIS.....	BB7	4
5	5,899	16,000	18.09	2,445	.....	.....	3	2 cage ..	KANSAS.....	BB21	5
6	4,209	11,550	16.9	1,658	.....	.....	2	2 cage ..	KENTUCKY.....	BB6	6
7	5,866	16,000	18.82	2,446	.....	.....	3	2 cage ..	LOUISIANA.....	BB19	7
8	4,660	12,370	18.0	1,904	.....	.....	3	2 cage ..	MAINE.....	BB10	8
9	.....	16,064	18.79	2,437	.....	.....	2	2 cage ..	MICHIGAN.....	BB27	9
10	5,882	16,002	18.85	2,420	.....	.....	3	2 cage ..	MINNESOTA.....	BB22	10
11	4,460	12,300	18.15	1,933	.....	.....	3	2 cage ..	MISSOURI.....	BB11	11
12	5,305	14,865	19.06	1,969	.....	.....	3	2 cage ..	NEBRASKA.....	BB14	12
13	5,738	16,145	18.16	2,582	.....	.....	3	2 cage ..	NEW HAMPSHIRE.....	BB25	13
14	5,252	14,930	19.18	1,993	.....	.....	3	2 cage ..	NEW JERSEY.....	BB16	14
15	4,810	12,500	17.82	2,331	.....	.....	3	2 cage ..	OHIO.....	BB12	15
16	3,354	10,242	16.79	1,460	.....	.....	2	1 cage; 1 mil.	OREGON.....	BB3	16
17	5,252	14,920	19.01	2,031	.....	.....	3	2 cage ..	RHODE ISLAND.....	BB17	17
18	.....	16,136	18.86	2,433	.....	.....	2	2 cage ..	SOUTH CAROLINA.....	BB26	18
19	5,861	16,000	18.33	2,486	.....	.....	3	2 cage ..	VERMONT.....	BB20	19
20	5,272	14,980	19.01	1,970	.....	.....	3	2 cage ..	VIRGINIA.....	BB13	20
31	4,257	11,565	17.17	1,447	.....	.....	1 <sup>2</sup>	2 cage ..	WISCONSIN.....	BB9	21

<sup>1</sup>Abreast.

## BATTLESHIPS—SECOND LINE (OBB).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.				Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.	Stroke.						
1 ALABAMA.....	2	Vert., 3-exp...	33½	51	78	48	8 S. E.....	698	21,692	11,073	11,366	1
COAST B. S. No. 2	2	Vert., 3-exp...	34½	48	75	42	8 B. & W..	567	24,500	10,128	10,415	
2 CONNECTICUT.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	19,333	20,525	2
3 GEORGIA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,356	58,086	24,597	25,463	3
4 ILLINOIS.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher...	692	30,000	12,647	12,899	4
5 KANSAS.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,098	52,752	19,302	19,757	5
6 KENTUCKY.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher...	725	31,760	12,179	12,318	6
7 LOUISIANA.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	20,443	21,350	7
8 MAINE.....	2	Vert., 3-exp...	38½	59	92	42	12 B. & W..	1,135	47,628	15,214	15,841	8
9 MICHIGAN.....	2	Vert., 3-exp...	32	52	1 72	48	12 B. & W..	1,050	$\left. \begin{matrix} 42,500 \\ 24,720 \end{matrix} \right\}$	16,016	16,517	9
10 MINNESOTA.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,100	52,752	19,896	20,572	10
11 MISSOURI.....	2	Vert., 3-exp...	34½	53	1 63	48	$\left. \begin{matrix} 12 \text{ Thorny-} \\ \text{croft.} \end{matrix} \right\}$	972	51,372	15,642	16,277	11
12 NEBRASKA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,339	56,385	20,947	21,911	12
13 NEW HAMPSHIRE..	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,100	47,112	17,537	18,104	13
14 NEW JERSEY.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,342	56,184	22,805	23,570	14
15 OHIO.....	2	Vert., 3-exp...	35½	53	1 63	48	$\left. \begin{matrix} 12 \text{ Thorny-} \\ \text{croft.} \end{matrix} \right\}$	924	60,130	15,951	16,507	15
16 OREGON.....	2	Vert., 3-exp...	34½	48	75	42	4 D. E.....	552	16,832	10,890	11,111	16
17 RHODE ISLAND....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,342	56,184	19,890	20,627	17
18 SOUTH CAROLINA..	2	Vert., 3-exp...	32	52	1 72	48	12 B. & W..	1,050	$\left. \begin{matrix} 42,500 \\ 24,720 \end{matrix} \right\}$	17,651	18,357	18
19 VERMONT.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	17,824	18,249	19
20 VIRGINIA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,356	58,086	22,501	23,468	20
21 WISCONSIN.....	2	Vert., 3-exp...	33½	51	78	48	8 S. E.....	685	21,205	12,322	12,609	21
Total horsepower.....										364,660		

<sup>1</sup> Two low-pressure cylinders.

<sup>2</sup> Superheating surface.

## BATTLESHIPS—SECOND LINE (OBB).

	Total weight of machinery. <i>Tons.</i>	Electric generating sets.					Sound apparatus.				Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.	Type.		
1	1,214	8	32	80	6-32-400	General Electric...			1	J	ALABAMA.....	1
	1,062	3	100	125	10-100-350	B. F. Sturtevant Co.			1		COAST B. S. No. 2....	
2	1,648	{ 2 4	{ 200 100	125	{ M. P. C. C. C.	{ G. E. Co., Moore.. Diehl (Terry turb.)	1	(3)	1	J	CONNECTICUT.....	2
3	1,769	{ 2 6	{ 100 50	125	10-100-350 8-50-400	{ General Electric..	1	(3)	1	J	GEORGIA.....	3
4	1,279	8	32	80	6-32-400	...do.....					ILLINOIS.....	4
5	1,562	8	100	125	10-100-350	...do.....					KANSAS.....	5
6	1,211	7	50	80-160	6-50-310	...do.....					KENTUCKY.....	6
7	1,596	8	100	125	10-100-350	...do.....			1	J	LOUISIANA.....	7
8	1,600	{ 4 4	{ 50 32	80	6-50-310 6-32-400	{ ...do.....			1	J	MAINE.....	8
9	1,555	4	200	125	4-200-1700	...do.....	1	(3)			MICHIGAN.....	9
10	1,599	8	100	125	10-100-350	...do.....	1	(3)			MINNESOTA.....	10
11	1,317	{ 4 4	{ 50 32	80	6-50-310 6-32-400	{ ...do.....			1	J	MISSOURI.....	11
12	1,689	{ 2 6	{ 100 50	125	10-100-350 8-50-400	{ ...do.....	1	(3)	1		NEBRASKA.....	12
13	1,558	{ 4 2	{ 100 200	125	8-100-350 4-200-1700	{ ...do.....	1	(3)	1	J	NEW HAMPSHIRE.....	13
14	1,737	{ 2 6	{ 100 50	125	10-100-350 8-50-400	{ ...do. <sup>1</sup> .....					NEW JERSEY.....	14
15	1,371	{ 4 4	{ 50 32	80	6-50-350 4-32-400	{ Union Iron Works.			1	J	OHIO.....	15
16	1,009	3	100	125	10-100-350	B. F. Sturtevant Co.					OREGON.....	16
17	1,734	{ 2 6	{ 100 50	125	10-100-350 8-50-400	{ General Electric <sup>1</sup> ..			1	J	RHODE ISLAND.....	17
18	1,533	4	200	125	4-200-1700	...do.....	1	(3)	1	J	SOUTH CAROLINA.....	18
19	1,559	8	100	125	10-100-350	...do.....					VERMONT.....	19
20	1,835	3	200	125	6-200- <sup>4</sup> / <sub>2</sub> 0	G. E. Co., Moore..			1	J	VIRGINIA.....	20
21	1,278	{ 5 3	{ 32 32	80	4-32-400 6-32-400	{ Union Iron Works. General Electric...					WISCONSIN.....	21

<sup>1</sup> Sturtevant engines.<sup>2</sup> Turbo-generators.<sup>3</sup> Oscillator.

J = Microphone tank.



## BATTLESHIPS—SECOND LINE (OBB).

Name.	Battery.					
	Guns.				Torpedo tubes.	
	Turret.	Secondary.	Antiaircraft.	Saluting.	Submerged.	Above water.
1 ALABAMA .....	4 13", 35 cal...	8 6", 40 cal...	2 3", 50 cal...	2 6-pdr.		1
COAST B. S. No. 2 .....						
2 CONNECTICUT .....	{ 4 12", 40 cal... 1 8 8", 45 cal... }	12 3", 50 cal...	2 3", 50 cal...	4 3-pdr.	4 21"	2
3 GEORGIA .....	{ 4 12", 40 cal... 1 8 8", 45 cal... }	6 3", 50 cal...	2 3", 50 cal...	2 6-pdr.	4 21"	3
4 ILLINOIS .....	4 13", 35 cal...	8 6", 40 cal...	2 3", 50 cal...	6 6-pdr.		4
5 KANSAS .....	{ 4 12", 45 cal... 1 8 8", 45 cal... }	12 3", 50 cal...	2 3", 50 cal...	2 6-pdr.	4 21"	5
6 KENTUCKY .....	{ 4 13", 35 cal... 1 4 8", 35 cal... }	8 5", 40 cal...	2 3", 50 cal...	2 6-pdr.		6
7 LOUISIANA .....	{ 4 12", 45 cal... 1 8 8", 45 cal... }	12 3", 50 cal...	2 3", 50 cal...	2 6-pdr.	4 21"	7
8 MAINE .....	4 12", 40 cal...	8 6", 50 cal...	2 3", 50 cal...	4 3-pdr.	2 18"	8
9 MICHIGAN .....	8 12", 45 cal...	12 3", 50 cal...	2 3", 50 cal...	2 3-pdr.	2 21"	9
10 MINNESOTA .....	{ 4 12", 45 cal... 1 8 8", 45 cal... }	12 3", 50 cal...	2 3", 50 cal...	4 6-pdr.	4 21"	10
11 MISSOURI .....	4 12", 40 cal...	8 6", 50 cal...	2 3", 50 cal...	2 3-pdr.	2 18"	11
12 NEBRASKA .....	{ 4 12", 40 cal... 1 8 8", 45 cal... }	8 3", 50 cal...	2 3", 50 cal...	2 3-pdr.	4 21"	12
13 NEW HAMPSHIRE .....	{ 4 12", 45 cal... 1 8 8", 45 cal... }	12 3", 50 cal...	2 3", 50 cal...	2 6-pdr.	4 21"	13
14 NEW JERSEY .....	{ 4 12", 40 cal... 1 8 8", 45 cal... }	6 3", 50 cal...	2 3", 50 cal...	4 3-pdr.	4 21"	14
15 OHIO .....	4 12", 40 cal...	8 6", 50 cal...	2 3", 50 cal...	2 6-pdr.	2 18"	15
16 OREGON .....	{ 4 13", 35 cal... 1 8 8", 45 cal... }					16
17 RHODE ISLAND .....	{ 4 12", 40 cal... 1 8 8", 45 cal... }	6 3", 50 cal...	2 3", 50 cal...	2 3-pdr.	4 21"	17
18 SOUTH CAROLINA .....	8 12", 45 cal...	12 3", 50 cal...	2 3", 50 cal...	4 6-pdr.	2 21"	18
19 VERMONT .....	{ 4 12", 45 cal... 1 8 8", 45 cal... }	12 3", 50 cal...	2 3", 50 cal...	4 6-pdr.	4 21"	19
20 VIRGINIA .....	{ 4 12", 40 cal... 1 8 8", 45 cal... }	6 3", 50 cal...	2 3", 50 cal...	4 6-pdr.	4 21"	20
21 WISCONSIN .....	4 13", 35 cal...	8 6", 40 cal...	2 3", 50 cal...	4 6-pdr.		21

<sup>1</sup> Four 8" guns in superposed turrets.

## BATTLESHIPS—SECOND LINE (OBB).

Hull armor thickness.			Gun protection.				Protective deck, total thickness.			Name.	
Water-line belt amidships.			Size of guns.	Thickness.		At ends.		Amid-ships.			
Top.	Water line.	Bottom.		Turrets.	Barbettes.	Forward.	Aft.				
In.	In.	In.		In.	In.	In.	In.		In.		
1	16½	13½	9½	13	14	15-10	2½-3	2½-4	2½	ALABAMA.....	1
	18	18	8½	{ 13 8	{ 15 6	{ 17 8-6	{ 3	{ 3	2½	COAST B. S. NO. 2.....	
2	11	11	9	{ 12 8	{ 12-8 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	CONNECTICUT.....	2
3	11	11	8	{ 12-8 8	{ 12-8-6 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	GEORGIA.....	3
4	16½	13½	9½	13	14	15-10	2½-3	2½-4	2½	ILLINOIS.....	4
5	9	9	9	{ 12 8	{ 12-8 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	KANSAS.....	5
6	16½	13½	9½	{ 13-8 11-9	{ 15-12½		2½-3	2½-5	2½	KENTUCKY.....	6
7	11	11	9	{ 12 8	{ 12-8 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	LOUISIANA.....	7
8	11	11	7½	12	12-11	12-8	2½-2½	2½-4	2½	MAINE.....	8
9	11	10½	9	12	12-8	10-8	1½	3	1½	MICHIGAN.....	9
10	9	9	9	{ 12 8	{ 12-8 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	MINNESOTA.....	10
11	11	11	7½	12	12-11	12-8	2½-3	2½-4	2½	MISSOURI.....	11
12	11	11	8	{ 12-8 8	{ 12-6 6½-6	{ 10-7½ 6	{ 3	{ 3	1½-3	NEBRASKA.....	12
13	9	9	9	{ 12 8	{ 12-8 6½-6	{ 11-7½ 6-4	{ 3	{ 3	1½-3	NEW HAMPSHIRE.....	13
14	11	11	8	{ 12-8 8	{ 12-8-6 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	NEW JERSEY.....	14
15	11	11	7½	12	12	12-8	2½-2½	2½-4	2½	OHIO.....	15
16	18	18	8	{ 13 8	{ 15 6	{ 17 8-6	{ 3	{ 3	2½	OREGON.....	16
17	11	11	8	{ 12-8 8	{ 12-8-6 6½-6	{ 10-7½ 6-4	{ 3	{ 3	1½-3	RHODE ISLAND.....	17
18	11	10½	9	12	12-8	10-8	1½	3	1½	SOUTH CAROLINA.....	18
19	9	9	9	{ 12 8	{ 12-8 6½-6	{ 10-7½ 6	{ 3	{ 3	1½-3	VERMONT.....	19
20	11	11	8	{ 12-8 8	{ 12-8-6 6½-6	{ 10-7½ 6	{ 3	{ 3	1½-3	VIRGINIA.....	20
21	16½	13½	9½	13	14	15-10	2½-3	2½-4	2½	WISCONSIN.....	21

<sup>1</sup> In 3 inch turret's.



## BATTLESHIPS—SECOND LINE (OBB).

		Messrs (complement).								Name.		
1	Ward-room officers.	Junior officers.	Warrant officers.	Additional for flagship. <sup>1</sup>			Chief petty officers.	Men.	Marines.			
				Officers.	Men.	Marines.						
	22	20	10				33	732			ALABAMA.....	1
	20	12	10								COAST B. S. NO. 2.....	
2	24	27	12	10	28	5	40	1,103			CONNECTICUT.....	2
3	24	28	11				40	972			GEORGIA.....	3
4	22	20	10				33	732			ILLINOIS.....	4
5	24	28	11				40	1,103			KANSAS.....	5
6	22	20	10								KENTUCKY.....	6
7	24	27	12				40	1,103			LOUISIANA.....	7
8	22	20	11				35	929			MAINE.....	8
9	22	28	13				44	988			MICHIGAN.....	9
10	24	28	11	3			40	1,103			MINNESOTA.....	10
11	22	20	10				35	929			MISSOURI.....	11
12	24	28	11				40	972			NEBRASKA.....	12
13	24	28	11				40	1,103			NEW HAMPSHIRE.....	13
14	24	28	11				40	972			NEW JERSEY.....	14
15	22	20	10				35	929			OHIO.....	15
16	22	20	10								OREGON.....	16
17	24	28	11				40	972			RHODE ISLAND.....	17
18	22	28	13				44	988	64		SOUTH CAROLINA.....	18
19	24	28	11	10			40	1,103			VERMONT.....	19
20	24	28	11				40	972			VIRGINIA.....	20
21	22	20	10				33	732			WISCONSIN.....	21

<sup>1</sup> Including flag officer.

## BATTLESHIPS—SECOND LINE (OBB).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ALABAMA.....	Wm. Cramp & Sons, Philadelphia.	2,650,000	June 10, 1896	Sept. 24, 1896	1
	COAST B. S. No. 2.....	do.....	3,063,000	June 30, 1890	Nov. 18, 1890	
2	CONNECTICUT.....	Navy yard, New York.....	<sup>1</sup> 4,600,000	July 1, 1902	<sup>2</sup> Oct. 15, 1902	2
3	GEORGIA.....	Bath Iron Works, Bath, Me..	3,590,000	Mar. 3, 1899	Feb. 18, 1901	3
4	ILLINOIS.....	Newport News S. B. Co.....	2,595,000	June 10, 1896	Sept. 26, 1896	4
5	KANSAS.....	New York S. B. Co., Camden.	4,165,000	Mar. 3, 1903	June 16, 1903	5
6	KENTUCKY.....	Newport News S. B. Co.....	2,250,000	Mar. 2, 1895	Jan. 2, 1896	6
7	LOUISIANA.....	do.....	3,990,000	July 1, 1902	Oct. 15, 1902	7
8	MAINE.....	Wm. Cramp & Sons, Philadelphia.	2,885,000	May 4, 1898	Oct. 1, 1898	8
9	MICHIGAN.....	New York S. B. Co., Camden.	3,585,000	Mar. 3, 1905	July 20, 1906	9
10	MINNESOTA.....	Newport News S. B. Co.....	4,110,000	Mar. 3, 1903	June 20, 1903	10
11	MISSOURI.....	do.....	2,885,000	May 4, 1898	Dec. 30, 1898	11
12	NEBRASKA.....	Moran Bros., Seattle, Wash..	3,733,600	Mar. 3, 1899	Mar. 7, 1901	12
13	NEW HAMPSHIRE.....	New York S. B. Co., Camden.	3,748,000	Apr. 27, 1904	Dec. 27, 1904	13
14	NEW JERSEY.....	Fore River S. & E. Co., Quincy.	3,405,000	June 7, 1900	Feb. 15, 1901	14
15	OHIO.....	Union Iron Works, San Francisco.	2,899,000	May 4, 1898	Oct. 5, 1898	15
16	OREGON.....	do.....	3,222,810	June 30, 1890	Nov. 19, 1890	16
17	RHODE ISLAND.....	Fore River S. & E. Co., Quincy.	3,405,000	June 7, 1900	Feb. 15, 1901	17
18	SOUTH CAROLINA.....	Wm. Cramp & Sons, Philadelphia.	3,540,000	Mar. 3, 1905	July 21, 1906	18
19	VERMONT.....	Fore River S. & E. Co., Quincy.	4,179,000	Mar. 3, 1903	June 20, 1903	19
20	VIRGINIA.....	Newport News S. B. Co.....	3,590,000	Mar. 3, 1899	Feb. 15, 1901	20
21	WISCONSIN.....	Union Iron Works, San Francisco.	2,674,950	June 10, 1896	Sept. 19, 1896	21

<sup>1</sup> Limit of cost.<sup>2</sup> Beginning of construction period.

## BATTLESHIPS—SECOND LINE (OBB).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Dec. 1, 1896	May 18, 1898	Sept. 24, 1899	Oct. 22, 1900	Oct. 16, 1900 May 7, 1920	ALABAMA.....	1
	June 25, 1891	June 10, 1893	Nov. 18, 1893	May 29, 1896	June 10, 1896 Mar. 31, 1919	COAST B. S. No. 2.....	
2	Mar. 10, 1903	Sept. 29, 1904	Mar. 15, 1906	.....	Sept. 29, 1906 Oct. 3, 1916	CONNECTICUT.....	2
3	Aug. 31, 1901	Oct. 11, 1904	Feb. 18, 1904	Sept. 21, 1906	Sept. 24, 1906 July 15, 1920	GEORGIA.....	3
4	Feb. 10, 1897	Oct. 4, 1898	Sept. 26, 1899	Sept. 16, 1901	Sept. 16, 1901 May 15, 1920	ILLINOIS.....	4
5	Feb. 10, 1904	Aug. 12, 1905	Dec. 16, 1906	Apr. 5, 1907	Apr. 18, 1907 Apr. 5, 1917	KANSAS.....	5
6	June 30, 1896	Mar. 24, 1898	Jan. 2, 1899	Dec. 30, 1899	May 15, 1900 May 29, 1920	KENTUCKY.....	6
7	Feb. 7, 1903	Aug. 27, 1904	Mar. 15, 1906	May 21, 1906	June 2, 1906 Apr. 5, 1917	LOUISIANA.....	7
8	Feb. 15, 1899	July 27, 1901	June 1, 1901	Dec. 29, 1902	Dec. 29, 1902 May 15, 1920	MAINE.....	8
9	Dec. 17, 1906	May 26, 1908	Nov. 20, 1909	Aug. 31, 1909	Jan. 4, 1910 Apr. 5, 1917	MICHIGAN.....	9
10	Oct. 27, 1903	Apr. 8, 1905	Dec. 20, 1906	Mar. 4, 1907	Mar. 9, 1907 Apr. 5, 1917	MINNESOTA.....	10
11	Feb. 7, 1900	Dec. 28, 1901	Aug. 30, 1901	Dec. 1, 1903	Dec. 1, 1903 Sept. 8, 1919	MISSOURI.....	11
12	July 4, 1902	Oct. 7, 1904	Mar. 7, 1904	May 31, 1907	July 1, 1907 July 2, 1920	NEBRASKA.....	12
13	May 1, 1905	June 30, 1906	Feb. 27, 1908	Mar. 14, 1908	Mar. 19, 1908 Apr. 5, 1917	NEW HAMPSHIRE.....	13
14	Apr. 2, 1902	Nov. 10, 1904	Feb. 15, 1904	May 12, 1906	May 12, 1906 Apr. 5, 1917	NEW JERSEY.....	14
15	Apr. 22, 1899	May 18, 1901	June 5, 1901	Sept. 10, 1904	Oct. 4, 1904 Apr. 24, 1917	OHIO.....	15
16	Nov. 19, 1891	Oct. 26, 1893	Nov. 19, 1893	June 26, 1896	July 15, 1896 June 12, 1919	OREGON.....	16
17	May 1, 1902	May 17, 1904	Feb. 15, 1904	Feb. 12, 1906	Feb. 19, 1906 June 30, 1920	RHODE ISLAND.....	17
18	Dec. 18, 1906	July 11, 1908	Dec. 21, 1909	Nov. 5, 1909	Mar. 1, 1910 July 1, 1911	SOUTH CAROLINA.....	18
19	May 21, 1904	Aug. 31, 1905	Dec. 20, 1906	Feb. 11, 1907	Mar. 4, 1907 June 30, 1920	VERMONT.....	19
20	May 21, 1902	Apr. 5, 1904	Feb. 15, 1904	May 5, 1906	May 7, 1906 Aug. 13, 1920	VIRGINIA.....	20
21	Feb. 9, 1897	Nov. 26, 1898	Sept. 19, 1899	Jan. 17, 1901	Feb. 4, 1901 Apr. 24, 1917	WISCONSIN.....	21

<sup>1</sup>Date placed out of commission.

## MONITORS—SECOND LINE (OBM).

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch-immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Ft. in.</i>
1 CHEYENNE..... BM10	255 1	252 0	50 0	12 6	3,225	25.25	3,356	13 3
2 MONADNOCK..... BM3	262 3	258 6	55 5	14 6	3,990	27.67	.....	14 8
3 MONTEREY..... BM6	260 11	256 0	59 0½	14 10	4,084	26.74	.....	15 4
4 OZARK..... BM7	255 1	252 0	50 0	12 6	3,225	25.25	3,356	13 3
5 TALLAHASSEE..... BM9	255 1	252 0	50 0	12 6	3,225	25.25	3,356	13 3
6 TONOPAH..... BM8	255 1	252 0	50 0	12 6	3,225	25.25	3,356	13 3
Total normal displacement.....					20,974			

Name.	Battery.			Torpedo tubes.	Protective deck amidships; total thickness.		
	Guns.		Inches.		Inches.		
	Turret.	Secondary.				Flat.	Slope.
1 CHEYENNE.....	2 12", 40 cal.....	4 4", 50 cal.; 1 3", 50 cal. A. A.; 2 6-pdr.; 2 1-pdr.	.....	1½	.....	1	
2 MONADNOCK.....	4 10", 30 cal.....	2 4", 40 cal.; 1 3", 50 cal. A. A.; 4 6-pdr.; 2 1-pdr.	.....	1½	.....	2	
3 MONTEREY.....	2 10", 30 cal.; 2 12", 35 cal.	1 3", 50 cal. A. A.; 6 6-pdr.; 1 1-pdr.	.....	2½	.....	3	
4 OZARK.....	2 12", 40 cal.....	3 4", 50 cal.; 1 3", 50 cal. A. A.; 2 6-pdr.; 2 1-pdr.	.....	1½	.....	4	
5 TALLAHASSEE.....	2 12", 40 cal.....	3 4", 50 cal.; 1 3", 50 cal. A. A.; 2 6-pdr.	.....	1½	.....	5	
6 TONOPAH.....	2 12", 40 cal.....	4 4", 40 cal.; 1 3", 50 cal. A. A.; 2 6-pdr.; 2 1-pdr.	.....	1½	.....	6	

<sup>1</sup> Length on designed water line.<sup>2</sup> Two-thirds full supply of ammunition.

NOTE.—Cheyenne formerly Wyoming; Ozark formerly Arkansas; Tallahassee formerly Florida; Tonopah formerly Nevada.

## MONITORS—SECOND LINE (OBM).

Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.	
	Displacement.	Speed.	Coal. <sup>1</sup>	Fuel oil.		Number of funnels.	Masts.		
			42 cubic feet per ton.	40 cubic feet per ton.	Gallons.				
1	Tons. 3,230	Knots. 11.8	Tons. 132	Tons. 60,816		1	1 military.	CHEYENNE.....BM10	1
2	<sup>2</sup> 988 3,990	11.63	395			1	1 military.	MONADNOCK.....BM3	2
3	<sup>2</sup> 822 4,084	13.6	211			1	1 military.	MONTEREY.....BM6	3
4	3,215	12.03	304			1	1 military.	OZARK.....BM7	4
5	3,225	12.4	344			1	1 military.	TALLAHASSEE.....BM9	5
6	3,250	13.04	346			1	1 military.	TONOPAH.....BM8	6

Hull armor thickness.			Heavy gun protection.			Messrs (complement).				Name.		
Water-line belt amidships.			Thickness.			Wardroom officers.	Warrant officers.	Chief petty officers.	Men.			
Top.	Water line.	Bottom.	Size of guns.	Turrets.	Barbettes.							
Inch.	Inch.	Inch.	Inch.	Inch.	Inch.							
1	11	8	5	12	10-9	11-9	11	10	15	194	CHEYENNE.....	1
2	9	9	5	10	7½	11½	11	10	14	203	MONADNOCK.....	2
3	13	13	5	12-10	8-7½	13-11½	11	10	15	202	MONTEREY.....	3
	11	8	5	12	10-9	11-9	11	10	29	343	OZARK.....	4
5	11	8	5	12	10-9	11-9	11	10	29	343	TALLAHASSEE.....	5
6	11	8	5	12	10-9	11-9	11	10	6	79	TONOPAH.....	6

<sup>1</sup> Calculated to 6 inches below beams.<sup>2</sup> Subject to possible change.



## MONITORS—SECOND LINE (OBM).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
1 CHEYENNE.....	2	Vert., 3-exp...	17	26½	40	24	4 B. & W...	216	8,800	2,326	2,452	1
2 MONADNOCK.....	2	Horiz., 3-exp..	19½	30½	52½	30	4 S. E.....	200	6,242	.....	2,163	2
3 MONTEREY.....	2	Vert., 3-exp...	27	41	64	30	4 B. & W...	253	9,500	4,987	5,244	3
4 OZARK.....	2	Vert., 3-exp...	17	26½	40	24	4 Thornycroft.	198	9,370	1,712	1,830	4
5 TALLAHASSEE.....	2	Vert., 3-exp...	17	26½	40	24	4 Mosher...	240	9,504	2,317	2,395	5
6 TONOPAH.....	2	Vert., 3-exp...	17	26½	40	24	4 B. & W...	241	7,600	1,942	2,004	6
Total horsepower.....										15,447		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 CHEYENNE.....	Union Iron Works, San Francisco.	975,000	May 4, 1898	Oct. 5, 1898
2 MONADNOCK.....	Continental Iron Works, Vallejo, Calif., and navy yard, Mare Island.	.....	<sup>1</sup> Mar. 3, 1883 <sup>1</sup> Mar. 3, 1887	.....
3 MONTEREY.....	Union Iron Works, San Francisco.	1,628,950	Mar. 3, 1887	June 14, 1889
4 OZARK.....	Newport News S. B. Co....	960,000	May 4, 1898	Oct. 11, 1898
5 TALLAHASSEE.....	Lewis Nixon, Elizabethport, N. J.	925,000	May 4, 1898	Oct. 11, 1898
6 TONOPAH.....	Bath Iron Works, Bath, Me.	962,000	May 4, 1898	Oct. 19, 1898

<sup>1</sup> For completion.

## MONITORS—SECOND LINE (OBM).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		Number.	Kilowatts (each).		Type.	Builders.	Send- ing sets.		Receiv- ing sets.			
			Volts.				No.	Type.	No.		Type.	
1	265	4	32	80	4-32-400	Union Iron Works.	1	(1)			CHEYENNE.....	1
2	293	2	16	80	6-16-450	} General Electric...	1	(1)	1	J	MONADNOCK.....	2
			75	100-175								
3	452	3	16	80	6-16-450	.....do.....					MONTEREY.....	3
4	252	4	32	80	6-32-400	.....do.....	1	(2)			OZARK.....	4
5	222	4	32	80	6-32-400	.....do.....	1	(2)			TALLAHASSEE.....	5
6	.....	4	32	80	6-32-400	.....do.....	1	(2)	1	J	TONOPAH.....	6

	Keel laid.	Ship launched.	Contract date of completion.	Date of pre- liminary acceptance.	Date of first and latest commission.	Name.	
1	Apr. 11, 1899	Sept. 8, 1900	Mar. 5, 1901	Dec. 1, 1902	Dec. 8, 1902 Sept. 22, 1920	CHEYENNE.....	1
2	1875	Sept. 19, 1883	.....	.....	Feb. 20, 1896 Mar. 25, 1919	MONADNOCK.....	2
3	Dec. 20, 1889	Apr. 28, 1891	June 14, 1892	Feb. 6, 1893	Feb. 13, 1893 June 21, 1915	MONTEREY.....	3
4	Nov. 14, 1899	Nov. 10, 1900	Mar. 11, 1901	Sept. 8, 1902	Oct. 28, 1902 Aug. 20, 1919	OZARK.....	4
5	Jan. 23, 1899	Nov. 30, 1901	Mar. 11, 1901	May 26, 1903	June 18, 1903 Aug. 3, 1920	TALLAHASSEE.....	5
6	Apr. 17, 1899	Nov. 24, 1900	Mar. 19, 1901	Mar. 5, 1903	Mar. 5, 1903 Oct. 21, 1919	TONOPAH.....	6

<sup>1</sup> Overside.<sup>2</sup> Turbo generators.<sup>3</sup> Oscillator.<sup>4</sup> Date placed out of commission.<sup>5</sup> Date commissioned in U. S. N. R. F.

J = Microphone tank.

**BATTLE CRUISERS—FIRST LINE (CC).**

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line. <sup>2</sup>	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 CONSTELLATION.....CC2	874 0	850 0	101 8½	31 0	43,500	133		1
2 CONSTITUTION.....CC5	874 0	850 0	101 8½	31 0	43,500	133		2
3 LEXINGTON.....CC1	874 0	850 0	101 8½	31 0	43,500	133		3
4 RANGER.....CC4	874 0	850 0	101 8½	31 0	43,500	133		4
5 SARATOGA.....CC3	874 0	850 0	101 8½	31 0	43,500	133		5
6 UNITED STATES.....CC6	874 0	850 0	101 8½	31 0	43,500	133		6
Total normal displacement.....					261,000			

Name.	Battery.						
	Guns.				Torpedo tubes.		
	Turret.	Secondary.	Anti-aircraft.	Saluting.	Submerged.	Above water.	
1 CONSTELLATION.....	8 16", 50 cal....	16 8", 53 cal....	4 3", 50 cal....	4 6-pdr.	4 21"...	4 21"...	1
2 CONSTITUTION.....	8 16", 50 cal....	16 8", 53 cal....	4 3", 50 cal....	4 6-pdr.	4 21"...	4 21"...	2
3 LEXINGTON.....	8 16", 50 cal....	16 8", 53 cal....	4 3", 50 cal....	4 6-pdr.	4 21"...	4 21"...	3
4 RANGER.....	8 16", 50 cal....	16 8", 53 cal....	4 3", 50 cal....	4 6-pdr.	4 21"...	4 21"...	4
5 SARATOGA.....	8 16", 50 cal....	16 8", 53 cal....	4 3", 50 cal....	4 6-pdr.	4 21"...	4 21"...	5
6 UNITED STATES.....	8 16", 50 cal....	16 8", 53 cal....	4 3", 50 cal....	4 6-pdr.	4 21"...	4 21"...	6

<sup>1</sup> Length on designed water line.

<sup>2</sup> Extreme breadth, 105 feet 5½ inches.

All fitted as flagships.

## BATTLE CRUISERS—FIRST LINE (CC).

	Net tonnage for Suez Canal.		Trial.		Fuel capacity.			Rig.		Name and official number.
			Displacement.	Speed.	Coal.		Fuel oil.	Number of funnels.	Masts.	
	Tons.	Knots.			42 cubic feet per ton.	40 cubic feet per ton.	Gallons.			
1	143,500	133.25					5	2 cage	CONSTELLATION.....CC2	1
2	143,500	133.25					5	2 cage	CONSTITUTION.....CC5	2
3	143,500	133.25					5	2 cage	LEXINGTON.....CC1	3
4	143,500	133.25					5	2 cage	RANGER.....CC4	4
5	143,500	133.25					5	2 cage	SARATOGA.....CC3	5
6	143,500	133.25					5	2 cage	UNITED STATES.....CC6	6

Messcs (complement). <sup>2</sup>										Name.	
Ward-room officers.	Junior officers.	Warrant officers.	Additional for flag-ship.			Chief petty officers.	Men.	Marines.			
			Officers.	Men.	Marines.						
1						79	1,306	75		CONSTELLATION.....	1
2						79	1,306	75		CONSTITUTION.....	2
3						79	1,306	75		LEXINGTON.....	3
4						79	1,306	75		RANGER.....	4
5						79	1,306	75		SARATOGA.....	5
6						79	1,306	75		UNITED STATES.....	6

<sup>1</sup> Estimated.<sup>2</sup> Tentative, to be revised later.

## BATTLE CRUISERS—FIRST LINE (CC).

Name.	Number of propellers.	Engines.		Boilers.			Shaft horsepower on trial.		
		Type.	Number of—		Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.
			Main generators.	Propelling motors.					
1 CONSTELLATION.....	4	West. turbine, electric drive.	4	8	16.....	Sq. ft. (Oil) <sup>1</sup> 198,000	Sq. ft. <sup>1</sup> 198,000	<sup>2</sup> 180,000	1
2 CONSTITUTION.....	4	G. E. turbine, electric drive.	4	8	16.....	(Oil) <sup>1</sup> 198,000	<sup>1</sup> 198,000	<sup>2</sup> 180,000	2
3 LEXINGTON.....	4	G. E. turbine, electric drive.	4	8	16.....	(Oil) <sup>1</sup> 198,000	<sup>1</sup> 198,000	<sup>2</sup> 180,000	3
4 RANGER.....	4	West. turbine, electric drive.	4	8	16.....	(Oil) <sup>1</sup> 198,000	<sup>1</sup> 198,000	<sup>2</sup> 180,000	4
5 SARATOGA.....	4	G. E. turbine, electric drive.	4	8	16.....	(Oil) <sup>1</sup> 198,000	<sup>1</sup> 198,000	<sup>2</sup> 180,000	5
6 UNITED STATES.....	4	G. E. turbine, electric drive.	4	8	16.....	(Oil) <sup>1</sup> 198,000	<sup>1</sup> 198,000	<sup>2</sup> 180,000	6
Total horsepower.....								1,080,000	

  

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 CONSTELLATION.....	Newport News S. B. Co.....	Cost+Fee.	Aug. 29, 1916	May 24, 1917
2 CONSTITUTION.....	Navy yard, Philadelphia.....	<sup>3</sup> \$23,000,000	<sup>4</sup> Mar. 4, 1917	<sup>5</sup> Mar. 19, 1917
3 LEXINGTON.....	Fore River S. B. Corp., Quincy.	Cost+10%.	Aug. 29, 1916	Apr. 26, 1917
4 RANGER.....	Newport News S. B. Co.....	Cost+Fee.	Aug. 29, 1916	May 24, 1917
5 SARATOGA.....	New York S. B. Corp., Camden, N. J.	Cost+10%.	Aug. 29, 1916	May 5, 1917
6 UNITED STATES.....	Navy yard, Philadelphia.....	<sup>3</sup> \$23,000,000	<sup>4</sup> July 1, 1918	<sup>5</sup> July 2, 1918

<sup>1</sup> Also 18,000 square feet superheating surface.<sup>2</sup> Estimated.<sup>3</sup> Limit of cost.<sup>4</sup> Together with act of Aug. 29, 1916.<sup>5</sup> Date assigned to yard.

## BATTLE CRUISERS—FIRST LINE (CC).

	Total weight of machinery.	Electric generating sets. (Turbo-generators.)				Sound apparatus.				Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Send- ing sets.		Receiv- ing sets.		
							No.	Type.	No.		Type.
	<i>Tons.</i>										
1	6,172	6	500	* 240	.....	Westinghouse....	3	(*)	.....	CONSTELLATION.....	1
2	6,172	6	500	* 240	.....	General Electric..	3	(*)	.....	CONSTITUTION.....	2
3	6,172	6	500	* 240	.....	do.....	3	(*)	.....	LEXINGTON.....	3
4	6,172	6	500	* 240	.....	Westinghouse....	3	(*)	.....	RANGER.....	4
5	6,172	6	500	* 240	.....	General Electric..	3	(*)	.....	SARATOGA.....	5
6	6,172	6	500	* 240	.....	do.....	3	(*)	.....	UNITED STATES.....	6

  

	Keel laid.	Ship launched.	Contract date of completion.	Date of pre- liminary acceptance.	Date of first and latest commission.	Name.
1	Aug. 18, 1920	.....	.....	.....	.....	CONSTELLATION.....
2	Sept. 25, 1920	.....	.....	.....	.....	CONSTITUTION.....
3	.....	.....	.....	.....	.....	LEXINGTON.....
4	.....	.....	.....	.....	.....	RANGER.....
5	Sept. 25, 1920	.....	.....	.....	.....	SARATOGA.....
6	Sept. 25, 1920	.....	.....	.....	.....	UNITED STATES.....

† Estimated.

\* With 120 volt balances.

\* Oscillator.

## CRUISERS—SECOND LINE (OCA).

	Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch, immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1	BROOKLYN <sup>2</sup> .....CA3	402 7	400 6	64 8	24 0	9,215	41.8	10,068	26 6	1
2	CHARLESTON <sup>2</sup> .....CA19	426 6	424 0	66 0	22 6	9,700	44.85	10,839	24 10	2
3	CHARLOTTE.....CA12	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11	3
4	CHICAGO <sup>2,6</sup> .....CA14	342 2	325 0	48 2½	19 0	4,500	27.0			4
5	COLUMBIA <sup>2</sup> .....CA16	413 1	411 7	58 2	22 6	7,350	36.87	8,270	24 6	5
6	FREDERICK <sup>2</sup> .....CA8	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	6
7	HUNTINGTON <sup>2</sup> .....CA5	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	7
8	HURON <sup>5</sup> .....CA9	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	8
9	MINNEAPOLIS <sup>2</sup> .....CA17	413 1	411 7	58 2	22 6	7,350	36.87	8,270	24 6	9
10	MISSOULA.....CA13	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11	10
11	OLYMPIA <sup>2</sup> .....CA15	344 1	340 0	53 0½	21 6	5,865	29.35	6,558	25 0	11
12	PITTSBURGH <sup>2</sup> .....CA4	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	12
13	PUEBLO <sup>2</sup> .....CA7	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	13
14	ROCHESTER <sup>2</sup> .....CA2	384 0	380 6	64 10	23 3	8,150	39.0	8,900	26 4	14
15	SEATTLE <sup>2</sup> .....CA11	504 5	502 0	72 10½	25 0	14,500	59.7	15,712	26 11	15
16	ST. LOUIS.....CA18	426 6	424 0	66 0	22 6	9,700	44.85	10,839	24 10	16
	Total normal displacement.....					173,730				

<sup>1</sup> Length on designed water line.

<sup>2</sup> Fitted as a flagship.

<sup>3</sup> Full supply of ammunition and stores; normal coal.

<sup>4</sup> Two-thirds full supply of ammunition and stores.

<sup>5</sup> Fleet flagship.

<sup>6</sup> Temporarily assigned as a submarine tender.

NOTE.—Charlotte, formerly North Carolina; Frederick, formerly Maryland; Huntington, formerly West Virginia; Huron, formerly South Dakota; Missoula, formerly Montana; Pittsburgh, formerly Pennsylvania; Pueblo, formerly Colorado; Rochester, formerly Saratoga, originally New York; Seattle, formerly Washington.

## CRUISERS—SECOND LINE (OCA).

	Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.	
		Displacement.	Speed.	Coal.	Fuel oil.		Number of funnels.	Masts.		
					42 cubic feet per ton.	40 cubic feet per ton.				
1	3,368	8,150	21.91	1,449	.....	.....	3	2 military.	BROOKLYN.....CA3	1
2	.....	9,681	22.04	1,818	.....	.....	4	2 military.	CHARLESTON.....CA19	2
3	4,509	14,518	21.91	2,164	.....	.....	4	1 cage; 1 mil.	CHARLOTTE.....CA12	3
4	1,560	4,546	<sup>2</sup> 18.0	<sup>3</sup> 870	.....	.....	2	Schooner	CHICAGO.....CA14	4
5	2,536	7,387	22.8	<sup>3</sup> 1,561	.....	.....	4	Schooner	COLUMBIA.....CA16	5
6	3,953	13,749	22.41	2,098	.....	.....	4	1 cage; 1 mil.	FREDERICK.....CA8	6
7	3,953	13,750	22.15	2,098	.....	.....	4	1 cage; 1 mil.	HUNTINGTON.....CA5	7
8	4,050	13,750	22.24	2,233	.....	.....	4	1 cage; 1 mil.	HURON.....CA9	8
9	2,537	7,387	23.07	<sup>3</sup> 1,433	.....	.....	2	Schooner	MINNEAPOLIS.....CA17	9
10	4,509	14,531	22.26	2,164	.....	.....	4	1 cage; 1 mil.	MISSOULA.....CA13	10
11	1,896	5,566	21.69	1,169	.....	.....	2	Schooner	OLYMPIA.....CA15	11
12	4,000	13,810	22.44	1,992	.....	.....	4	1 cage; 1 mil.	PITTSBURGH.....CA4	12
13	4,000	13,780	22.24	1,976	.....	.....	4	1 cage; 1 mil.	PUEBLO.....CA7	13
14	2,838	8,480	21.00	<sup>3</sup> 1,100	.....	.....	3	2 military.	ROCHESTER.....CA2	14
15	.....	14,500	22.27	2,062	.....	.....	4	1 cage; 1 mil.	SEATTLE.....CA11	15
16	.....	9,665	22.13	1,793	.....	.....	4	2 military.	St. LOUIS.....CA18	16

<sup>1</sup> Subject to possible change.<sup>2</sup> Estimated.<sup>3</sup> Calculated to 6 inches below the beams.



## CRUISERS—SECOND LINE (OCA).

Name.	Number of propellers.	Engines.				Bollers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.				Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.	Stroke.						
			In.	In.	In.	In.	Sq. ft.	Sq. ft.				
1 BROOKLYN.....	2	Vert., 3-exp. <sup>1</sup> ..	32	47	72	42	5 D. E.; 2 S. E.	1,016	32,538	18,248	18,770	1
2 CHARLESTON.....	2	Vert., 3-exp...	36	59½	² 69	45	16 B. & W..	1,400	64,000	26,876	27,507	2
3 CHARLOTTE.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,590	68,000	26,038	27,274	3
4 CHICAGO.....	2	Horiz., 3-exp..	33½	50½	76	40	6 B. & W.: 4 S. E.	634	23,253	.....	³ 9,000	4
5 COLUMBIA.....	3	Vert., 3-exp...	42	59	92	42	8 D. E.; 2 S. E.	1,408	45,221	18,077	18,509	5
6 FREDERICK.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,600	70,944	27,571	28,474	6
7 HUNTINGTON.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,600	70,944	25,726	26,466	7
8 HURON.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,592	70,928	28,159	28,843	8
9 MINNEAPOLIS.....	3	Vert., 3-exp...	42	59	92	42	8 D. E.; 2 S. E.	1,520	50,147	20,366	20,862	9
10 MISSOULA.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,590	68,000	27,489	28,280	10
11 OLYMPIA.....	2	Vert., 3-exp...	42	59	92	42	4 D. E.; 2 S. E.	824	28,299	16,850	17,313	11
12 PITTSBURGH.....	2	Vert., 3-exp...	38½	63½	² 74	48	20 B. & W..	1,600	68,308	28,006	29,071	12
13 PUEBLO.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,643	74,224	26,154	27,309	13
14 ROCHESTER.....	2	Vert., 3-exp <sup>1</sup> ..	32	47	72	42	12 B. & W..	989	40,908	16,947	17,401	14
15 SEATTLE.....	2	Vert., 3-exp...	38½	63½	² 74	48	16 B. & W..	1,600	70,944	26,862	27,463	15
16 ST. LOUIS.....	2	Vert., 3-exp...	36	59½	² 69	45	16 B. & W..	1,400	64,000	26,948	27,484	16
Total horsepower.....										369,317		

<sup>1</sup> Two engines on each shaft.  
<sup>2</sup> Two low-pressure cylinders.

<sup>3</sup> Estimated.  
<sup>4</sup> Superheat surface 4,800 square feet.

## CRUISERS—SECOND LINE (OCA).

	Total weight of machinery.				Electric generating sets.				Sound apparatus.				Name.
					Number.		Volts.	Type.	Builders.	Sending sets.		Receiving sets.	
	Tons.	Number.	Kilowatts (each).		No.	Type.				No.	Type.		
			No.	Type.									
1	1,645	4	50	125	8-50-400	B. F. Sturtevant Co.						BROOKLYN.....	1
2	1,834	{	2 100 3 50	125 125	10-100-350 8-50-400	General Electric...	2		1			CHARLESTON.....	2
3	2,104	6	100	125	8-100-350							do	
4	922	3	24	80	6-24-410	do	1	(1)	1			CHICAGO.....	4
5	1,706	2	32	80	4-32-400	do			1			COLUMBIA.....	5
6	2,072	{	3 100 4 50	125 125	10-100-350 8-50-400	do			1	J		FREDERICK.....	6
7	2,066	{	3 100 4 50	125 125	10-100-350 8-50-400							do	
8	2,191	{	3 100 4 50	125 125	8-100-275 6-50-350	Union Iron Works.			1	J		HURON.....	8
9	1,672	2	100	80	10-100-350							General Electric...	
10	2,106	6	100	125	8-100-350	do	1	(1)	2	J		MISSOULA.....	10
11	1,163	{	4 32 2 24	80 80	8-32-400 8-24-400	do	1	(1)				OLYMPIA.....	11
12	2,185	{	3 100 4 50	125 125	10-100-350 8-50-400							do	
13	2,185	{	3 100 4 50	125 125	10-100-350 8-50-400	do			1	J		PUEBLO.....	13
14	1,470	4	50	125	6-50-400	C.&C.Electric Co. <sup>2</sup>			1			ROCHESTER.....	14
15	2,148	6	100	125	10-100-350	General Electric...						SEATTLE.....	15
16	1,777	{	2 100 3 50	125 125	10-100-350 8-50-400	B. F. Sturtevant Co.	1	(1)				ST. LOUIS.....	16

<sup>1</sup> Keel oscillator.<sup>2</sup> Forbes engine.

J—Microphone tank.

## CRUISERS—SECOND LINE (OCA).

Name.	Battery.						
	Guns.				Torpedo tubes.		
	Main.	Secondary.	Anti-air-craft.	Saluting.	Submerged.	Above water.	
1 BROOKLYN.....	8 8", 35 cal. <sup>1</sup> ...	8 5", 40 cal....	2 3", 50 cal..	4 6-pdr.	.....	.....	1
2 CHARLESTON.....	12 6", 50 cal....	4 3", 50 cal....	2 3", 50 cal..	4 3-pdr.	.....	.....	2
3 CHARLOTTE.....	4 10", 40 cal. <sup>1</sup> ..	4 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 6-pdr.	4 21"	.....	3
4 CHICAGO.....	4 5", 51 cal....	.....	2 3", 50 cal..	2 1-pdr. 2 3-pdr.	.....	.....	
5 COLUMBIA.....	3 6", 45 cal....	4 4", 40 cal....	2 3", 50 cal..	2 3-pdr.	.....	.....	
6 FREDERICK.....	4 8", 45 cal. <sup>1</sup> ..	4 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	2 18"	.....	6
7 HUNTINGTON.....	4 8", 45 cal. <sup>1</sup> ..	4 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	2 18"	.....	7
8 HURON.....	4 8", 45 cal. <sup>1</sup> ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	2 18"	.....	8
9 MINNEAPOLIS.....	3 6", 45 cal....	4 4", 40 cal....	2 3", 50 cal..	4 3-pdr. 2 1-pdr.	.....	.....	9
10 MISSOULA.....	4 10", 40 cal. <sup>1</sup> ..	4 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	4 21"	.....	10
11 OLYMPIA.....	10 5", 51 cal....	.....	2 3", 50 cal..	2 1-pdr.	.....	.....	11
12 PITTSBURGH.....	4 8", 45 cal. <sup>1</sup> ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	2 18"	.....	12
13 PUEBLO.....	4 8", 45 cal. <sup>1</sup> ..	4 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	2 18"	.....	13
14 ROCHESTER.....	4 8", 45 cal. <sup>1</sup> ..	8 5", 50 cal....	2 3", 50 cal..	2 3-pdr.	.....	.....	14
15 SEATTLE.....	4 10", 40 cal. <sup>1</sup> ..	4 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 6-pdr.	4 21"	.....	15
16 St. LOUIS.....	12 6", 50 cal....	4 3", 50 cal....	2 3", 50 cal..	2 3-pdr.	.....	.....	16

<sup>1</sup> In turrets.

## CRUISERS—SECOND LINE (OCA).

	Hull armor thickness.			Gun protection.			Protective deck, total thickness.			Name.	
	Water-line belt amidships.			Size of guns.	Thickness.		At ends.		Amidships.		
	Top.	Water line.	Bottom.		Turrets.	Barbettes.	Forward.	Aft.			
	In.	In.	In.		In.	In.	In.	In.			
1	3	3	3	8	5½	8-4	2½	2½	3-6	BROOKLYN.....	1
2	4	4	4						2-3	CHARLESTON.....	2
3	5	5	5	10	9-7-5	8-6	3	3	1½-4	CHARLOTTE.....	3
4							1½	1½	1½	CHICAGO.....	4
5							4	4	2½	COLUMBIA.....	5
6	6	6	5	8	6½-6	6	4	4	1½-4	FREDERICK.....	6
7	6	6	5	8	6½-6	6	4	4	1½-4	HUNTINGTON.....	7
8	6	6	5	8	6½-6	6	4	4	1½-4	HURON.....	8
9							4	4	2½	MINNEAPOLIS.....	9
10	5	5	5	10	9-7-5	8-6	3	3	1½-4	MISSOULA.....	10
11							3	3	2-4½	OLYMPIA.....	11
12	6	6	6	8	6½-6	6	4	4	1½-4	PITTSBURGH.....	12
13	6	6	6	8	6½-6	6	4	4	1½-4	PUEBLO.....	13
14	4	4	4	8	6½-6	6-4	2½	2½	3-6	ROCHESTER.....	14
15	5	5	5	10	9-7-5	7-4	3	3	1½-4	SEATTLE.....	15
16	4	4	4						2-3	ST. LOUIS.....	16



## CRUISERS—SECOND LINE (OCA).

	Messrs (complement).								Name.		
	Ward-room officers.	Junior officers.	Warrant officers.	Additional for flagship.			Chief petty officers.	Men.			Marines.
				Officers.	Merr.	Marines.					
1	20	16	9	10	<sup>1</sup> 39	5	28	538	64	BROOKLYN.....	1
2	20	10	9	10	.....	.....	27	654	64	CHARLESTON.....	2
3	22	17	11	.....	.....	.....	36	820	64	CHARLOTTE.....	3
4	9	7	6	.....	.....	.....	22	382	.....	CHICAGO.....	4
5	9	6	9	.....	.....	.....	24	412	.....	COLUMBIA.....	5
6	22	17	11	.....	.....	.....	33	757	64	FREDERICK.....	6
7	22	17	11	.....	.....	.....	33	757	64	HUNTINGTON.....	7
8	22	17	11	14	.....	.....	33	757	64	HURON.....	8
9	10	6	9	.....	.....	.....	23	415	.....	MINNEAPOLIS.....	9
10	22	17	11	.....	.....	.....	38	818	64	MISSOULA.....	10
11	15	8	9	.....	.....	.....	21	380	.....	OLYMPIA.....	11
12	22	17	11	10	.....	.....	35	875	64	PITTSBURGH.....	12
13	22	17	11	.....	.....	.....	33	757	64	PUEBLO.....	13
14	20	10	9	10	.....	.....	28	511	64	ROCHESTER.....	14
15	22	17	11	.....	.....	.....	38	820	64	SEATTLE.....	15
16	20	10	9	.....	.....	.....	27	654	64	ST. LOUIS.....	16-

<sup>1</sup> Besides 3 chief petty officers.

## CRUISERS—SECOND LINE (OCA).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	BROOKLYN.....	Wm. Cramp & Sons, Philadelphia.	2,986,000	July 19, 1892	Feb. 11, 1893	1
2	CHARLESTON.....	Newport News S. B. Co.....	2,740,000	June 7, 1900	Mar. 30, 1901	2
3	CHARLOTTE.....	.....do.....	3,575,000	Apr. 27, 1904	Jan. 3, 1905	3
4	CHICAGO.....	John Roach & Sons, Chester, Pa.	889,000	Mar. 3, 1883	July 26, 1883	4
5	COLUMBIA.....	Wm. Cramp & Sons, Philadelphia.	2,725,000	June 30, 1890	Nov. 19, 1890	5
6	FREDERICK.....	Newport News S. B. Co.....	3,775,000	June 7, 1900	Jan. 24, 1901	6
7	HUNTINGTON.....	.....do.....	3,885,000	Mar. 3, 1899	Jan. 24, 1901	7
8	HURON.....	Union Iron Works, San Francisco.	3,750,000	June 7, 1900	Jan. 10, 1901	8
9	MINNEAPOLIS.....	Wm. Cramps & Sons, Philadelphia.	2,690,000	Mar. 2, 1891	Aug. 31, 1891	9
10	MISSOULA.....	Newport News S. B. Co.....	3,575,000	Apr. 27, 1904	Jan. 3, 1905	10
11	OLYMPIA.....	Union Iron Works, San Francisco.	1,793,000	Sept. 7, 1888	July 10, 1890	11
12	PITTSBURGH.....	Wm. Cramp & Sons, Philadelphia.	3,890,000	Mar. 3, 1899	Jan. 10, 1901	12
13	PUEBLO.....	.....do.....	3,780,000	June 7, 1900	Jan. 10, 1901	13
14	ROCHESTER.....	.....do.....	2,985,000	Sept. 7, 1888	Aug. 28, 1890	14
15	SEATTLE.....	New York S. B. Co., Camden.	4,035,000	July 1, 1902	Feb. 10, 1903	15
16	St. LOUIS.....	Neafie & Levy, Philadelphia.	2,740,000	June 7, 1900	Mar. 11, 1901	16

## CRUISERS—SECOND LINE (OCA).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Aug. 2, 1893	Oct. 2, 1895	Feb. 11, 1896	Dec. 1, 1896	Dec. 1, 1896 Apr. 3, 1917	BROOKLYN.....	1
2	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Aug. 31, 1905	Oct. 17, 1905 May 9, 1915	CHARLESTON.....	2
3	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	Apr. 27, 1908	May 7, 1908 Apr. 5, 1917	CHARLOTTE.....	3
4	Dec. 29, 1883	Dec. 5, 1885	Jan. 26, 1885	.....	Apr. 17, 1889 Apr. 6, 1917	CHICAGO.....	4
5	Dec. 30, 1890	July 26, 1892	May 19, 1893	Dec. 22, 1893	Apr. 23, 1894 June 22, 1915	COLUMBIA.....	5
6	Oct. 29, 1901	Sept. 12, 1903	Jan. 24, 1904	Apr. 18, 1905	Apr. 18, 1905 Apr. 5, 1917	FREDERICK.....	6
7	Sept. 16, 1901	Apr. 18, 1903	Jan. 24, 1904	Feb. 23, 1905	Feb. 23, 1905 Apr. 5, 1917	HUNTINGTON.....	7
8	Sept. 30, 1902	July 21, 1904	Jan. 10, 1904	Nov. 19, 1907	Jan. 27, 1908 Apr. 5, 1917	HURON.....	8
9	Dec. 16, 1891	Aug. 12, 1893	Aug. 31, 1893	Dec. 6, 1894	Dec. 13, 1894 July 2, 1917	MINNEAPOLIS.....	9
10	Apr. 29, 1905	Dec. 15, 1906	Jan. 3, 1908	July 10, 1908	July 21, 1908 Dec. 30, 1913	MISSOULA.....	10
11	June 17, 1891	Nov. 5, 1892	Apr. 1, 1893	Feb. 20, 1894	Feb. 5, 1895 Oct. 30, 1917	OLYMPIA.....	11
12	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905 Feb. 12, 1917	PITTSBURGH.....	12
13	Apr. 25, 1901	Apr. 25, 1903	Jan. 10, 1904	Jan. 10, 1905	Jan. 19, 1905 Apr. 4, 1917	PUEBLO.....	13
14	Sept. 30, 1890	Dec. 2, 1891	Jan. 1, 1893	June 17, 1893	Aug. 1, 1893 Apr. 23, 1917	ROCHESTER.....	14
15	Sept. 23, 1903	Mar. 18, 1905	Aug. 10, 1906	July 30, 1906	Aug. 7, 1906 Nov. 29, 1916	SEATTLE.....	15
16	July 31, 1902	May 6, 1905	Mar. 11, 1904	Aug. 14, 1906	Aug. 18, 1906 Apr. 6, 1917	ST. LOUIS.....	16



## LIGHT CRUISERS—FIRST LINE (CL).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1	NUMBER 4.....CL4	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	1
2	NUMBER 5.....CL5	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	2
3	NUMBER 6.....CL6	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	3
4	NUMBER 7.....CL7	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	4
5	NUMBER 8.....CL8	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	5
6	NUMBER 9 <sup>3</sup> .....CL9	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	6
7	NUMBER 10 <sup>3</sup> .....CL10	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	7
8	NUMBER 11 <sup>3</sup> .....CL11	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	8
9	NUMBER 12 <sup>3</sup> .....CL12	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	9
10	NUMBER 13.....CL13	555 6	550 0	55 0	13 6	<sup>2</sup> 7,100	50.8	7,610	14 4½	10
	Total normal displacement.....					71,000				

<sup>1</sup> Length on designed water line.<sup>2</sup> Normal supply of fuel and stores and full supply of ammunition.<sup>3</sup> Fitted as flagship.

## LIGHT CRUISERS—FIRST LINE (CL).

	Net tonnage for Suez Canal.		Trial.		Fuel capacity.			Rig.		Name and official number.	
			Displacement. <sup>1</sup>	Speed. <sup>1</sup>	Coal.		Fuel oil.	Number of funnels.	Masts.		
	42 cubic feet per ton.	40 cubic feet per ton.									
		Tons.			Knots.	Tons.	Tons.				
1	7,100	35.0				4	2-pole...	NUMBER 4.....CL4	1		
2	7,100	35.0				4	2-pole...	NUMBER 5.....CL5	2		
3	7,100	35.0				4	2-pole...	NUMBER 6.....CL6	3		
4	7,100	35.0				4	2-pole...	NUMBER 7.....CL7	4		
5	7,100	35.0				4	2-pole...	NUMBER 8.....CL8	5		
6	7,100	35.0				4	2-pole...	NUMBER 9.....CL9	6		
7	7,100	35.0				4	2-pole...	NUMBER 10.....CL10	7		
8	7,100	35.0				4	2-pole...	NUMBER 11.....CL11	8		
9	7,100	35.0				4	2-pole...	NUMBER 12.....CL12	9		
10	7,100	35.0				4	2-pole...	NUMBER 13.....CL13	10		

<sup>1</sup> Estimated.

**LIGHT CRUISERS—FIRST LINE (CL).**

Name.	Number of propellers.	Engines.				Boilers.			Shaft horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total grate sur- face.	Total heating sur- face.	Main engines. <sup>1</sup>	Total maximum.	
			H. P.	I. P.	I. P.						Stroke.
			In.	In.	In.	In.	Sq. ft.	Sq. ft.			
1 NUMBER 4.....	4	Westghs. Parsons turb., reduction gear.					12 Yarrow..	(Oil) 90,276	90,000	.....	1
2 NUMBER 5.....	4	Westghs. Parsons turb., reduction gear.					12 Yarrow..	(Oil) 90,276	90,000	.....	2
3 NUMBER 6.....	4	Westghs. Parsons turb., reduction gear.					12 Yarrow..	(Oil) 90,276	90,000	.....	3
4 NUMBER 7.....	4	Curtis turb., reduction gear.					12 Yarrow..	(Oil) 90,084	90,000	.....	4
5 NUMBER 8.....	4	Curtis turb., reduction gear.					12 Yarrow..	(Oil) 90,084	90,000	.....	5
6 NUMBER 9.....	4	Parsons turb., reduction gear.					{12 White- Forster.}	(Oil) 90,840	90,000	.....	6
7 NUMBER 10.....	4	Parsons turb., reduction gear.					{12 White- Forster.}	(Oil) 90,840	90,000	.....	7
8 NUMBER 11.....	4	Parsons turb., reduction gear.					{12 White- Forster.}	(Oil) 90,840	90,000	.....	8
9 NUMBER 12.....	4	Parsons turb., reduction gear.					{12 White- Forster.}	(Oil) 90,840	90,000	.....	9
10 NUMBER 13.....	4	Parsons turb., reduction gear.					{12 White- Forster.}	(Oil) 90,840	90,000	.....	10
Total horsepower.....									900,000		

<sup>1</sup> Shaft horsepower developed by main turbines—estimated.

## LIGHT CRUISERS—FIRST LINE (CL).

	Total weight of machinery. <sup>1</sup> <i>Tons.</i>	Electric generating sets.					Sound apparatus.				Name.
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Send- ing sets.		Receiv- ing sets.		
							No.	Type.	No.	Type.	
1	1,587	{ 2 2 } 50 100	125	{ 4- 50-3600 6-100- $\frac{3400}{1200}$ }	General Electric ..	1	(*)	1	.....	NUMBER 4.....	1
2	1,587	{ 2 2 } 50 100	125	{ 4- 50-3600 6-100- $\frac{3400}{1200}$ }	.....do.....	1	(*)	1	.....	NUMBER 5.....	2
3	1,587	{ 2 2 } 50 100	125	{ 4- 50-3600 6-100- $\frac{3400}{1200}$ }	.....do.....	1	(*)	1	.....	NUMBER 6.....	3
4	1,587	{ 2 2 } 50 100	125	{ 4- 50-3600 6-100- $\frac{3400}{1200}$ }	.....do.....	1	(*)	1	.....	NUMBER 7.....	4
5	1,587	{ 2 2 } 50 100	125	{ 4- 50-3600 6-100- $\frac{3400}{1200}$ }	.....do.....	1	(*)	1	.....	NUMBER 8.....	5
6	1,587	{ 2 2 } 50 100	125	(*)	Westinghouse....	1	(*)	1	.....	NUMBER 9.....	6
7	1,587	{ 2 2 } 50 100	125	(*)	.....do.....	1	(*)	1	.....	NUMBER 10.....	7
8	1,587	{ 2 2 } 50 100	125	(*)	.....do.....	1	(*)	1	.....	NUMBER 11.....	8
9	1,587	{ 2 2 } 50 100	125	(*)	.....do.....	1	(*)	1	.....	NUMBER 12.....	9
10	1,587	{ 2 2 } 50 100	125	(*)	.....do.....	1	(*)	1	.....	NUMBER 13.....	10

<sup>1</sup> Estimated.

\* Turbo-generators.

\* Keel oscillator.

## LIGHT CRUISERS—FIRST LINE (CL).

Name.	Battery.			
	Guns.		Torpedo tubes.	
	Main.	Secondary.	Submerged.	Above water.
1 NUMBER 4.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 1
2 NUMBER 5.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 2
3 NUMBER 6.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 3
4 NUMBER 7.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 4
5 NUMBER 8.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 5
6 NUMBER 9.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 6
7 NUMBER 10.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 7
8 NUMBER 11.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 8
9 NUMBER 12.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 9
10 NUMBER 13.....	8 6", 53 cal.....	23", 50 cal. A. A.; 2 3-pdr. saluting.	.....	2 21" twin. 10

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 NUMBER 4.....	{Todd Dry Dock & Construction Co., Tacoma, Wash.	Cost+fee.	Aug. 29, 1916	{ Dec. 26, 1916 Feb. 21, 1919 }	1
2 NUMBER 5.....	.....do.....	Cost+fee.	Aug. 29, 1916	{ Aug. 27, 1917 Feb. 21, 1919 }	2
3 NUMBER 6.....	.....do.....	Cost+fee.	Aug. 29, 1916	{ Aug. 27, 1917 Feb. 21, 1919 }	3
4 NUMBER 7.....	{Bethlehem S. B. Corporation, Quincy.	Cost+fee.	Aug. 29, 1916	{ Aug. 21, 1917 June 12, 1919 }	4
5 NUMBER 8.....	.....do.....	Cost+fee.	* Mar. 4, 1917	{ Aug. 21, 1917 June 12, 1919 }	5
6 NUMBER 9.....	{Wm. Cramp & Sons, Philadelphia.	Cost+fee.	* Mar. 4, 1917	{ July 30, 1917 July 11, 1919 }	6
7 NUMBER 10.....	.....do.....	Cost+fee.	* Mar. 4, 1917	{ July 30, 1917 July 11, 1919 }	7
8 NUMBER 11.....	.....do.....	Cost+fee.	* July 1, 1918	Jan. 24, 1919	8
9 NUMBER 12.....	.....do.....	Cost+fee.	* July 1, 1918	Jan. 24, 1919	9
10 NUMBER 13.....	.....do.....	Cost+fee.	* July 1, 1918	Jan. 24, 1919	10

\* Date of supplementary contract.

\* Together with act of Aug. 29, 1916.

## LIGHT CRUISERS—FIRST LINE (CL).

Messes (complement).						Name.	
Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.		
1	19	7	30	300		NUMBER 4.....	4
2	19	7	30	300		NUMBER 5.....	2
3	19	7	30	300		NUMBER 6.....	3
4	19	7	30	300		NUMBER 7.....	4
5	19	7	30	300		NUMBER 8.....	5
6	19	7	30	300		NUMBER 9.....	6
7	19	7	30	300		NUMBER 10.....	7
8	19	7	30	300		NUMBER 11.....	8
9	19	7	30	300		NUMBER 12.....	9
10	19	7	30	300		NUMBER 13.....	10

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Dec. 6, 1918		Aug. 1, 1921			NUMBER 4.....	1
2	Dec. 13, 1918		Dec. 1, 1921			NUMBER 5.....	2
3	May 15, 1920		July 1, 1922			NUMBER 6.....	3
4	Aug. 16, 1920		Aug. 1, 1921			NUMBER 7.....	4
5			Nov. 1, 1921			NUMBER 8.....	5
6	Feb. 16, 1920					NUMBER 9.....	6
7	Mar. 29, 1920					NUMBER 10.....	7
8			Oct. 1, 1921			NUMBER 11.....	8
9	Aug. 4, 1920		Jan. 1, 1922			NUMBER 12.....	9
10			Apr. 1, 1922			NUMBER 13.....	10

**LIGHT CRUISERS—SECOND LINE (OCL).**

	Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on lead water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
1	BIRMINGHAM <sup>2</sup> .....CL2	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9	1
2	CHESTER <sup>2</sup> .....CL1	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9	2
3	SALEM <sup>2</sup> .....CL3	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9	3
Total normal displacement.....						11,250				

	Name.	Number of propellers.	Engines.				Boilers.		Indicated horsepower on trial.				
			Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
				H. P.	I. P.	L. P.						Stroke.	
1	BIRMINGHAM.....	2	Vert., 3-exp...	28½	45	46	36	12 Fore River.	696	37,992	15,476	15,889	1
2	CHESTER.....	4	Parsons turb.					12 Normand	696	32,040	25,400	28,168	2
3	SALEM.....	2	G. E. turbines, reduction gear.					12 Fore River.	696	37,992	20,000		3
Total horsepower.....											60,876		

- <sup>1</sup> Length on designed water line.
- <sup>2</sup> Fitted as a flagship.
- <sup>3</sup> 40 tons provisions and clothing; two-thirds full supply other stores and ammunition.
- <sup>4</sup> Two low-pressure cylinders.
- <sup>5</sup> Shaft horsepower of main turbines.
- <sup>6</sup> Estimated shaft horsepower of main turbines.

## LIGHT CRUISERS—SECOND LINE (OCL).

	Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.	
		Displacement.	Speed.	Coal.	Fuel oil.		Number of funnels.	Masts.		
					42 cubic feet per ton. <sup>1</sup>	40 cubic feet per ton.				Gallons.
				Tons.						
1	.....	3,720	24.33	1,433	.....	.....	4	2.....	BIRMINGHAM.....CL2	1
2	.....	3,673	26.52	1,408	.....	.....	4	2.....	CHESTER.....CL1	2
3	.....	3,751	25.95	1,433	.....	.....	4	2.....	SALEM.....CL3	3

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		No.	Kilowatts (each).		Volts.	Type.	Builders.	Sending sets.		Receiving sets.		
			No.	Type.				No.	Type.			
										No.		Type.
1	Tons. 844	3	32	125	8-32-400	General Electric.....			1	J	BIRMINGHAM.....	1
2	801	3	32	125	8-32-400	.....do.....			1	J	CHESTER.....	2
3	* 800	3	32	125	8-32-400	.....do.....			1	J	SALEM.....	3

<sup>1</sup> Calculated to 6 inches below beams.

\* Estimated.

J=Microphone tank.



## LIGHT CRUISERS—SECOND LINE (OCL).

	Name.	Battery.				
		Guns.		Torpedo tubes.		
		Main.	Secondary.	Submerged.	Above water.	
1	BIRMINGHAM.....	4 5'', 51 cal.....	2 3'', 50 cal.; 1 3'', 50 cal., A. A.; 2-3 pdr. saluting.	.....	2 21''..	1
2	CHESTER.....	4 5'', 51 cal.....	2 3'', 50 cal.; 2 3-pdr. saluting; 1 3'', 50 cal. A. A.	.....	2 21''..	2
3	SALEM.....	4 5'', 51 cal.....	2 3'', 50 cal.; 2 3-pdr. saluting; 1 3'', 50 cal. A. A.	.....	2 2''..	3

  

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	BIRMINGHAM.....	Fore River S. B. Co., Quincy..	1,556,000	Apr. 27, 1904	May 17, 1905	1
2	CHESTER.....	Bath Iron Works, Bath, Me..	1,688,000	Apr. 27, 1904	May 4, 1905	2
3	SALEM.....	Fore River S. B. Co., Quincy..	1,560,000	Apr. 27, 1904	May 17, 1905	3

## LIGHT CRUISERS—SECOND LINE (OCL).

	Protective deck amidships, total thickness.		Messrs (complement).					Name.		
	Flat.	Slope.	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.			Marines.
	<i>In.</i>	<i>In.</i>								
1	(1)	.....	12	.....	8	27	332	.....	BIRMINGHAM.....	1
2	(1)	.....	12	.....	8	26	332	.....	CHESTER.....	2
3	(1)	.....	12	.....	8	27	330	.....	SALEM.....	3

  

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Aug. 14, 1905	May 29, 1907	Nov. 17, 1907	Apr. 10, 1908	Apr. 11, 1908 Apr. 3, 1917	BIRMINGHAM.....	1
2	Sept. 25, 1905	June 26, 1907	May 4, 1908	Apr. 24, 1908	Apr. 25, 1908 Mar. 24, 1917	CHESTER.....	2
3	Aug. 28, 1905	July 27, 1907	Mar. 17, 1908	July 27, 1908	Aug. 1, 1908 July 25, 1917	SALEM.....	3

<sup>1</sup> Two-inch nickel-steel water-line protection.

## AIRCRAFT CARRIER—SECOND LINE (OCV).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
1 LANGLEY <sup>1</sup> .....CV1	542 0	520 0	±65 0	27 8	19,360	64.4	.....	.....

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
1 LANGLEY.....	2	G. E. turbine, electric drive.	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	3 D. E.....	450	19,379	7,161	.....	1

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 LANGLEY.....	Navy yard, Mare Island.....	1,200,000	May 13, 1908	.....

Name.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.	Draft.	Dead-weight capacity.
1 LANGLEY.....	4 5", 51 cal.....	.....	.....	12	16	163	<i>Ft. in.</i>	<i>Tons.</i>

<sup>1</sup> LANGLEY, formerly collier JUPITER.  
<sup>2</sup> Molded.

<sup>3</sup> Shaft horsepower.  
<sup>4</sup> Together with act of Mar. 4, 1911.

## AIRCRAFT CARRIER—SECOND LINE (OCV).

Depth of hold.	Register tons.		Net tonnage.		Material of hull.	Speed.	Bunker capacity. 42 cubic feet per ton.	Name and official number.
	Gross.	Net.	Suez Canal.	Panama Canal.				
<i>Ft. in.</i>						<i>Knots.</i>	<i>Tons.</i>	
1 36 9	6,105	7,212			Steel	14.99	2,300	LANGLEY.....CV1 1

Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.		
						No.	Type.	No.	Type.	
<i>Tons.</i>										
1 1,104	3	35	125	2-35-3600	Curtis—General Electric.			1	J	LANGLEY..... 1

Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
1 Oct. 18, 1911	Aug. 24, 1912			Apr. 7, 1913 Mar. 24, 1920	LANGLEY..... 1

<sup>1</sup> Turbo generators.<sup>2</sup> Date placed out of commission.

J=Microphone tank.

## MINE LAYERS—SECOND LINE (OCM).

	Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.			
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.		
										<i>Ft. in.</i>	<i>Ft. in.</i>
1	AROOSTOOK . . . . CM3	395 0	1 375 0	52 2	16 0	3,800	.....	.....	17 0	1	
2	BALTIMORE <sup>2</sup> . . . . CM1	335 0	327 6	48 7½	19 6	4,413	25.85	5,482	.....	2	
3	SAN FRANCISCO <sup>3</sup> . . . . CM2	324 6	310 0	49 2	18 9	4,083	25.0	4,583	.....	3	
4	SHAWMUT . . . . . CM4	324 6	1 375 0	52 2	16 0	3,800	.....	.....	17 0	4	
Total normal displacement .....		.....			.....			.....		.....	
						16,096					

	Name.	No. of propellers.	Engines.					Boilers.			Indicated horsepower on trial.			
			Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
				H. P.	I. P.	L. P.							<i>Tn.</i>	<i>In.</i>
1	AROOSTOOK . . . . .	2	Vert., 3-exp.	26	43	51	42	8 S. E. . . . .	(Oil)	17,797	7,000	.....	1	
2	BALTIMORE . . . . .	2	Hor., 3-exp.	42	60	94	42	8 B. & W. . . .	626	27,455	8,777	8,978	2	
3	SAN FRANCISCO . . . .	2	Hor., 3-exp.	42	60	94	36	8 B. & W. . . .	683	26,706	9,761	9,913	3	
4	SHAWMUT . . . . .	2	Vert., 3-exp.	26	43	51	42	8 S. E. . . . .	(Oil)	17,797	.....	7,000	4	
Total horsepower .....		.....			.....			.....			32,538		.....	

<sup>1</sup> Registered.<sup>2</sup> Fitted as flagship, formerly cruiser No. 3.<sup>3</sup> Fitted as flagship, formerly cruiser No. 5.<sup>4</sup> Two low-pressure cylinders.SHAWMUT, formerly S. S. MASSACHUSETTS.  
AROOSTOOK, formerly S. S. BUNKER HILL.

## MINE LAYERS—SECOND LINE (OCM).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.
		Gross.	Net.	Suez Canal.	Panama Canal.			
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Fl. in.</i>	<i>Tons.</i>	
1	20.0	4,779	2,575	.....	.....	31 7	400	AROOSTOOK.....CM3 1
2	20.1	.....	.....	1,706	.....	.....	1,092	BALTIMORE.....CM1 2
3	19.52	.....	.....	1,266	.....	.....	663	SAN FRANCISCO.....CM2 3
4	20.0	4,779	2,575	.....	.....	31 7	1,400	SHAWMUT.....CM4 4

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.
		Numbers.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tank.		
							No.	Type.	No.	Type.	
	<i>Tons.</i>										
1	.....	{ 2 1	{ 15 50	{ 110 110	{ 6-15-400 6-50-280	General Electric Co.	.....	.....	1	.....	AROOSTOOK..... 1
2	995	4	24	125	6-24-375	Forbes-Bullock	.....	.....	1	.....	BALTIMORE..... 2
3	914	4	24	80	6-24-400	General Electric Co.	.....	.....	1	.....	SAN FRANCISCO..... 3
4	.....	{ 2 1	{ 15 50	{ 110	M. P. 6.	.....do.....	.....	.....	1	.....	SHAWMUT..... 4

<sup>1</sup> Also 190 tons fuel oil.

## MINE LAYERS—SECOND LINE (OCM).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	AROOSTOOK.....	Wm. Cramp & Sons, Philadelphia.	<sup>1</sup> 1,350,000	(*)	<sup>2</sup> Nov. 19, 1917	1
2	BALTIMORE.....	Wm. Cramp & Sons, Philadelphia.	1,325,000	Aug. 3, 1886	Dec. 17, 1886	2
3	SAN FRANCISCO.....	Union Iron Works Co., San Francisco.	1,428,000	Mar. 3, 1887	Oct. 26, 1887	3
4	SHAWMUT.....	Wm. Cramp & Sons, Philadelphia.	<sup>1</sup> 1,350,000	(*)	<sup>2</sup> Nov. 9, 1917	4

	Name.	Battery.	Rig.		Complement.			
			Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.	
1	AROOSTOOK.....	1 3", 50 cal. A. A.; 2 machine...	2	2	18	25	292	1
2	BALTIMORE.....	4 5", 51 cal.; 2 3", 50 cal. A. A.; 2 machine.	2	2	19	16	297	2
3	SAN FRANCISCO.....	5 5", 51 cal.; 4 6-pdr.; 2 3", 50 cal. A. A.; 2 1-pdr.; 2 machine.	1	2	19	<sup>2</sup> 23	<sup>2</sup> 351	3
4	SHAWMUT.....	1 3", 50 cal. A. A.; 2 machine...	2	2	18	24	377	4

<sup>1</sup> Purchase price.<sup>2</sup> Purchased during the World War.

\* Date of purchase.

## MINE LAYERS—SECOND LINE (OCM).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	1907	.....	.....	Jan. 7, 1918	AROOSTOOK.....	1
2	May 5, 1887	Oct. 6, 1888	June 17, 1888	.....	Jan. 7, 1890 Mar. 8, 1915	BALTIMORE.....	2
3	Aug. 14, 1888	Oct. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Nov. 15, 1890 Oct. 16, 1916	SAN FRANCISCO.....	3
4	.....	1907	.....	.....	Jan. 7, 1918	SHAWMUT.....	4



## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										Ft. in.
1	ABBOT.....DD184	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3'	1
2	ALDEN.....DD211	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9'	2
3	ALLEN.....DD66	315 3	310 0	29 11	9 2½	1,071	13.8	1,185	9 9½'	3
	<i>Anthony</i> <sup>2</sup> ..... <i>ex-DD172</i>									
4	AULICK.....DD258	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	4
5	AUSBURN, CHARLES. DD294	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	5
6	AYLWIN.....DD47	305 3	300 0	30 4	9 5	1,036	14.4	1,165	10 6	6
7	BABBITT.....DD128	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½'	7
8	BADGER.....DD128	314 3½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½'	8
9	BADGER, GEORGE F. DD196	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	9
10	BAGLEY.....DD185	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½'	10
11	BAILEY.....DD269	314 4½	310 0	30 11½	9 4	1,215	15.5	1,306	10 3½'	11
12	BAINBRIDGE.....DD246	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	12
13	BALCH.....DD50	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	13
14	BALLARD.....DD267	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	14
15	BANCROFT.....DD256	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	15
16	BARKER.....DD213	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	16
17	BARNEY.....DD149	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½'	17
18	BARRY.....DD248	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	18
19	BELKNAP.....DD251	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½'	19
20	BELL.....DD95	314 4½	310 11½	30 11½	9 1½	1,191	15.4	1,284	9 9½'	20
21	BENHAM.....DD49	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	21
22	BERNADOU.....DD153	314 4½	310 0	30 11½	9 0½	1,151	15.4	1,247	9 10½'	22

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.<sup>3</sup> Transferred to light mine layers; renumbered DM12.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.	Men.			
		40 cubic feet per ton.	Gallons.								
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>									
1	1,215	34.04		4	2	8	8	106	ABBOT..... DD184	1	
2	1,230	35.14		4	2	8	8	106	ALDEN..... DD211	2	
3	1,073	30.29		4	2	8	8	106	ALLEN..... DD66	3	
4	1,270	34.30		4	2	8	8	106	AULICK..... DD258	4	
5	1,270	34.63		4	2	8	8	106	AUSBURN, CHARLES..... DD294	5	
6	1,020	29.6	307	91,820	4	2	8	8	90	AYLWIN..... DD47	6
7	1,193	35.04		4	2	8	8	106	BABBITT..... DD128	7	
8	1,165	35.30		4	2	8	8	106	BADGER..... DD126	8	
9	1,165	<sup>1</sup> 35.0		4	2	8	8	106	BADGER, GEORGE E..... DD196	9	
10	1,195	34.04		4	2	8	8	106	BAGLEY..... DD185	10	
11	1,270	34.50		4	2	8	8	106	BAILEY..... DD269	11	
12	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	BAINBRIDGE..... DD246	12	
13	1,048	29.62	306	91,576	4	2	8	8	90	BALCH..... DD50	13
14	1,270	*35.15		4	2	8	8	106	BALLARD..... DD267	14	
15	1,265	34.38		4	2	8	8	106	BANCROFT..... DD256	15	
16	1,210	35.20		4	2	8	8	106	BARKER..... DD213	16	
17	<sup>1</sup> 1,162	35.20		4	2	8	8	106	BARNEY..... DD149	17	
18	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	BARRY..... DD248	18	
19	1,257	34.63		4	2	8	8	106	BELKNAP..... DD251	19	
20	<sup>1</sup> 1,191	34.76		4	2	8	8	106	BELL..... DD95	20	
21	1,035	29.59	311	93,035	4	2	8	8	90	BENHAM..... DD49	21
22	1,176	35.10		4	2	8	8	106	BERNADOU..... DD153	22	

<sup>1</sup> Estimated.

\* Two-hour trial.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
1	ABBOT.....	2	Curtis geared turb. <sup>1</sup> .....	4 Thornycroft...	Sq. ft. 28,000	26,625	1
2	ALDEN.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,940	2
3	ALLEN.....	2	Parsons geared turb. <sup>2</sup> .....	4 Normand.....	22,500	16,369	3
4	AULICK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,940	4
5	AUSBURN, CHARLES.	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,160	5
6	AYLWIN.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	16,286	6
7	BABBITT.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,260	7
8	BADGER.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,820	8
9	BADGER, GEORGE E.	2	Westinghouse geared turb.	4 White-Forster.	27,500	26,462	9
10	BAGLEY.....	2	Curtis geared turb. <sup>1</sup> .....	4 Thornycroft...	28,000	26,620	10
11	BAILEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,900	11
12	BAINBRIDGE.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	12
13	BALCH.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	17,251	13
14	BALLARD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,650	14
15	BANCROFT.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,100	15
16	BARKER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,050	16
17	BARNEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,010	17
18	BARRY.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	18
19	BELKNAP.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,720	19
20	BELL.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,411	20
21	BENHAM.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	16,610	21
22	BERNADOU.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,810	22

<sup>1</sup> Cruising turbine on starboard shaft only.<sup>2</sup> Cruising turbine on port shaft only.<sup>3</sup> Two cruising engines  $\frac{13 \times 25}{12}$ <sup>4</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		Tons.	No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.		
								No.	Type.	No.		Type.
1	442	2	25	125	8-25-1250	Westinghouse			1		ABBOT	1
2	412	2	25	125	8-25-1250	do			1		ALDEN	2
3	320	2	25	125	2-25-3600	General Electric			1	J	ALLEN	3
4	453	2	25	125	2-25-3600	do			1		AULICK	4
5	477	2	25	125	2-25-3600	do			1		AUSBURN, CHARLES	5
6	347	2	25	125	8-25-1250	Westinghouse	6	(2)			AYLWIN	6
7	441	2	25	125	2-25-3600	General Electric			1		BABBITT	7
8	441	2	25	125	2-25-3600	do					BADGER	8
9	453	2	25	125	8-25-1250	Westinghouse			1		BADGER, GEORGE E.	9
10	442	2	25	125	8-25-1250	do			1		BAGLEY	10
11	453	2	25	125	2-25-3600	General Electric			1		BAILEY	11
12	453	2	25	125	8-25-1250	Westinghouse			1		BAINBRIDGE	12
13	340	2	25	125	2-25-3600	General Electric	2	(2)	1		BALCH	13
14	453	2	25	125	2-25-3600	do			1		BALLARD	14
15	453	2	25	125	2-25-3600	do			1		BANCROFT	15
16	412	2	25	125	8-25-1250	Westinghouse			1		BARKER	16
17	412	2	25	125	8-25-1250	do			1		BARNEY	17
18	453	2	25	125	8-25-1250	do			1		BARRY	18
19	453	2	25	125	2-25-3600	General Electric					BELKNAP	19
20	460	2	25	125	2-25-3600	do					BELL	20
21	347	2	25	125	8-25-1250	Westinghouse					BENHAM	21
22	412	2	25	125	8-25-1250	do					BERNADOU	22

<sup>1</sup> Estimated.<sup>2</sup> Oscillator.

J=Microphone tank.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
1	ABBOT.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	1
2	ALDEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	2
3	ALLEN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	800,000	June 30, 1914	3
4	AULICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	4
5	AUSBURN, CHARLES	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	5
6	AYLWIN.....	4 4", 50 cal.....	4 18" twin..	Wm. Cramp & Sons, Philadelphia.	756,100	Mar. 4, 1911	6
7	BABBITT.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	7
8	BADGER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	8
9	BADGER, GEORGE F.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. & D. D. Co.	Cost+10%	Oct. 6, 1917	9
10	BAGLEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	10
11	BAILEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	11
12	BAINBRIDGE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	12
13	BALCH.....	4 4", 50 cal.....	4 18" twin..	Wm. Cramp & Sons, Philadelphia.	756,100	Mar. 4, 1911	13
14	BALLARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	14
15	BANCROFT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	15
16	BARKER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	16
17	BARNEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	17
18	BARRY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	18
19	BELKNAP.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	19
20	BELL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Corp., Quincy.	Cost+10%	Mar. 4, 1917	20
21	BENHAM.....	4 4", 50 cal.....	4 18" twin..	Wm. Cramp & Sons, Philadelphia.	756,100	Mar. 4, 1911	21
22	BERNADOU.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	22

1 Together with act of Aug. 29, 1916.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Sept. 28, 1917	Apr. 5, 1918	July 4, 1918	None.....	.....	July 19, 1919	ABBOT.....	1
2	Dec. 19, 1917	Oct. 24, 1918	May 14, 1919	.....	Nov. 24, 1919	Nov. 24, 1919	ALDEN.....	2
3	Jan. 30, 1915	May 10, 1915	Dec. 5, 1916	Jan. 30, 1917	Jan. 23, 1917	Jan. 24, 1917	ALLEN.....	3
4	Dec. 6, 1917	Dec. 3, 1918	Apr. 11, 1919	.....	July 26, 1919	July 26, 1919	AULICK.....	4
5	Dec. 6, 1917	Sept. 11, 1919	Dec. 18, 1919	.....	.....	Mar. 23, 1920	A U S B U R N , CHARLES.	5
6	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	Jan. 17, 1914	Jan. 17, 1914 May 25, 1915	AYLWIN.....	
7	July 11, 1917	Feb. 19, 1918	Sept. 30, 1918	None.....	Oct. 24, 1919	Oct. 24, 1919	BABBITT.....	7
8	July 11, 1917	Jan. 9, 1918	Aug. 24, 1918	None.....	May 28, 1919	May 28, 1919	BADGER.....	8
9	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	None.....	July 21, 1920	July 28, 1920	BADGER, GEORGE E.	9
10	Sept. 28, 1917	May 11, 1918	Oct. 19, 1918	None.....	Aug. 26, 1919	Aug. 27, 1919	BAGLEY.....	10
11	Dec. 6, 1917	June 3, 1918	Feb. 5, 1919	.....	June 27, 1919	June 27, 1919	BAILEY.....	11
12	Dec. 29, 1917	May 27, 1919	June 12, 1920	None.....	.....	.....	BAINBRIDGE.....	12
13	Sept. 7, 1911	May 7, 1912	Dec. 21, 1912	Sept. 7, 1913	Mar. 26, 1914	Mar. 26, 1914 Dec. 17, 1914	BALCH.....	13
14	Dec. 6, 1917	June 3, 1918	Dec. 7, 1918	.....	June 5, 1919	June 5, 1919	BALLARD.....	14
15	Dec. 6, 1917	Nov. 4, 1918	Mar. 21, 1919	.....	June 30, 1919	June 30, 1919	BANCROFT.....	15
16	Dec. 19, 1917	Apr. 30, 1919	Sept. 11, 1919	.....	Dec. 27, 1919	Dec. 27, 1919	BARKER.....	16
17	Sept. 8, 1917	Mar. 26, 1918	Sept. 5, 1918	.....	Mar. 14, 1919	Mar. 14, 1919	BARNEY.....	17
18	Dec. 29, 1917	July 26, 1919	.....	None.....	.....	.....	BARRY.....	18
19	Dec. 6, 1917	July 31, 1918	Jan. 14, 1919	.....	Apr. 28, 1919	Apr. 28, 1919	BELKNAP.....	19
20	Apr. 27, 1917	Nov. 16, 1917	Apr. 20, 1918	.....	July 31, 1918	July 31, 1918	BELL.....	20
21	Sept. 7, 1911	Mar. 14, 1912	Mar. 22, 1913	Aug. 22, 1913	Jan. 20, 1914	Jan. 20, 1914 Dec. 21, 1917	BENHAM.....	21
22	Sept. 8, 1917	June 4, 1918	Nov. 7, 1918	.....	May 19, 1919	May 19, 1919	BERNADOU.....	22

## DESTROYERS—FIRST LINE (DD).

Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
23 BIDDLE.....DD151	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	23
24 BILLINGSLEY.....DD293	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	24
25 BLAKELEY.....DD150	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	25
26 BOGGS.....DM136	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$	26
27 FORBIE.....DD215	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	27
28 BRANCH.....DD197	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	28
29 BRECK.....DD283	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	29
30 BRECKINRIDGE.....DD148	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	30
31 BREESE.....DD122	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 3 $\frac{1}{2}$	1,213	15.4	1,306	10 3 $\frac{1}{2}$	31
32 BROOKS.....DD232	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	32
33 BROOME.....DD210	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	33
34 BRUCE.....DD379	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	34
35 BUCHANAN.....DD131	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$	35
36 BULMER.....DD222	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	36
37 BURNES, JOHN FRANCIS DD299	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	37
<i>Burns</i> <sup>2</sup> ..... <i>ex-DD171</i>									
38 BUSH.....DD166	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	38
39 CALDWELL.....DD69	315 6	310 0	30 8	8 0 $\frac{1}{2}$	1,125	14.7	1,187	9 5 $\frac{1}{2}$	39
40 CASE.....DD285	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	40
41 CASSIN.....DD43	305 3	300 0	30 4	9 3	1,020	14.8	1,139	10 3	41
42 CHAMPLIN.....DD104	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	42
43 CHANDLER.....DD206	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	43
44 CHASE.....DD323	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	44
45 CHAUNCEY.....DD296	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	45

<sup>1</sup> Length on designed water line.<sup>2</sup> Transferred to light mine layers; renumbered DM11.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
		40 cubic feet per ton.	Gallons.							
Tons.	Knots.	Tons.								
23	1,162	35.12	.....	4	2	8	8	106	BIDDLE..... DD151	23
24	1,256	34.82	.....	4	2	8	8	106	BILLINGSLEY..... DD293	24
25	1,162	35.06	.....	4	2	8	8	106	BLAKELEY..... DD150	25
26	1,260	35.77	.....	4	2	8	8	106	BOGGS..... DD136	26
27	1,220	35.07	.....	4	2	8	8	106	BORIE..... DD215	27
28	1,215	36.48	.....	4	2	8	8	106	BRANCH..... DD197	28
29	1,266	34.82	.....	4	2	8	8	106	BRECK..... DD283	29
30	1,154	35.21	.....	4	2	8	8	106	BRECKINRIDGE..... DD148	30
31	1,252	33.20	.....	4	2	8	8	106	BREESE..... DD122	31
32	1,338	33.26	.....	4	2	8	8	114	BROOKS..... DD232	32
33	1,230	35.03	.....	4	2	8	8	106	BROOME..... DD210	33
34	1,215	35.00	.....	4	2	8	8	106	BRUCE..... DD329	34
35	1,156	35.40	.....	4	2	8	8	106	BUCHANAN..... DD131	35
36	1,215	35.00	.....	4	2	8	8	106	BULMER..... DD222	36
37	1,284	33.79	.....	4	2	8	8	106	BURNES, JOHN FRANCIS..... DD299	37
38	1,245	35.14	.....	4	2	8	8	106	BUSH..... DD166	38
39	1,125	31.7	.....	3	2	8	8	106	CALDWELL..... DD69	39
40	1,267	34.54	.....	4	2	8	8	106	CASE..... DD285	40
41	1,011	30.14	312 93,366	4	2	8	8	90	CASSIN..... DD43	41
42	1,214	33.54	.....	4	2	8	8	106	CHAMPLIN..... DD104	42
43	1,239	34.75	.....	4	2	8	8	106	CHANDLER..... DD206	43
44	1,215	35.0	.....	4	2	8	8	106	CHASE..... DD323	44
45	1,286	34.58	.....	4	2	8	8	106	CHAUNCEY..... DD296	45

1 Estimated.



## DESTROYERS—FIRST LINE (DD).

Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
			Number and type.	Total heating surface.	Main engines.	Total maximum.
23 BIDDLE.....	2	Parsons geared turb.....	4 White-Forster.	<i>Sq. ft.</i> 27,500	24,870	23
24 BILLINGSLEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,600	24
25 BLAKELEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,750	25
26 BOGGS.....	2	Parsons geared turb.....	4 Normand.....	27,000	27,240	26
27 BORIE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,760	27
28 BRANCH.....	2	Westinghouse geared turbs.	4 White-Forster.	27,500	31,575	28
29 BRECK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,600	29
30 BRECKINRIDGE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,070	30
31 BREESE.....	2	Curtis geared turb. <sup>1</sup> .....	4 Thornycroft...	28,000	22,920	31
32 BROOKS.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,669	32
33 BROOME.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,720	33
34 BRUCE.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	<sup>3</sup> 27,000	34
35 BUCHANAN.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,700	35
36 BULMER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	<sup>3</sup> 27,000	36
37 BURNES, JOHN FRANCIS.	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	30,475	37
38 BUSH.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,800	38
39 CALDWELL.....	2	G. E. Curtis geared turb. <sup>24</sup>	4 Thornycroft...	21,500	<sup>3</sup> 20,000	39
40 CASE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,900	40
41 CASSIN.....	2	Parsons geared turb. <sup>5</sup> .....	4 Normand.....	21,509	15,307	41
42 CHAMPLIN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,350	42
43 CHANDLER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,160	43
44 CHASE.....	2	G. E. Curtis geared turb.	4 Yarrow.....	27,540	<sup>3</sup> 27,000	44
45 CHAUNCEY.....	2	Curtis geared turb. <sup>2</sup> .....	4 Yarrow.....	27,540	30,615	45

<sup>1</sup> Cruising turbine on starboard shaft only.<sup>2</sup> Cruising turbine on each shaft.<sup>3</sup> Estimated.<sup>4</sup> Electric speed-reduction clutch.<sup>5</sup> Cruising engine on port shaft only  $\frac{16 \times 24}{18}$

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name	
		Tons.	No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.		
								No.	Type.	No.		Type.
23	412	2	25	125	8-25-1300	Westinghouse.....					BIDDLE.....	23
24	1477	2	25	125	2-25-3600	General Electric.....			1		BILLINGSLEY.....	24
25	412	2	25	125	8-25-1300	Westinghouse.....					BLAKELEY.....	25
26	404	2	25	125	8-25-1300	.....do.....					BOGGS.....	26
27	412	2	25	125	8-25-1300	.....do.....			1		BORIE.....	27
28	1453	2	25	125	8-25-1300	.....do.....			1		BRANCH.....	28
29	1453	2	25	125	2-25-3600	General Electric.....			1		BRECK.....	29
30	412	{ 1 1	{ 25 25	{ 125 125	{ CC 8-25-1300	{ .....do..... Westinghouse.....			1		BRECKINRIDGE.....	30
31	441	2	25	125	8-25-1300	.....do.....					BREESE.....	31
32	1453	2	25	125	8-25-1300	.....do.....			1		BROOKS.....	32
33	412	2	25	125	8-25-1300	.....do.....			1		BROOME.....	33
34	1453	2	25	125	2-25-3600	General Electric.....			1		BRUCE.....	34
35	404	2	25	125	2-25-3600	.....do.....					BUCHANAN.....	35
36	412	2	25	125	8-25-1300	Westinghouse.....			1		BULMER.....	36
37	1453	2	25	125	2-25-3600	General Electric.....			1		BURNES, JOHN FRANCIS.....	37
38	1460	2	25	125	2-25-3600	.....do.....					BUSH.....	38
39	376	2	25	125	8-25-1300	Westinghouse.....			1		CALDWELL.....	39
40	1453	2	25	125	2-25-3600	General Electric.....			1		CASE.....	40
41	329	2	25	125	8-25-1300	Westinghouse.....					CASSIN.....	41
42	486	2	25	125	2-25-3600	General Electric.....			1		CHAMPLIN.....	42
43	412	2	25	125	8-25-1300	Westinghouse.....			1		CHANDLER.....	43
44	1453	2	25	125	2-25-3600	General Electric.....			1		CHASE.....	44
45	1453	2	25	125	2-25-3600	.....do.....			1		CHAUNCEY.....	45

1 Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
		Guns.	Torpedo tubes (deck).			
23	BIDDLE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 23
24	BILLINGSLEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 24
25	BLAKELEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 25
26	BOGGS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917 26
27	BORIE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1919 27
28	BRANCH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S.B. & D. D. Co.	Cost+fee.	Oct. 6, 1919 28
29	BRECK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1919 29
30	BRECKINRIDGE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 30
31	BREESE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 31
32	BROOKS.....	4 4", 51 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917 32
33	BROOME.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 33
34	BRUCE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917 34
35	BUCHANAN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Mar. 4, 1917 35
36	BULMER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 36
37	BURNES, JOHN FRANCIS.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917 37
38	BUSH.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917 38
39	CALDWELL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	1 925,000	Mar. 3, 1915 39
40	CASE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 40
41	CASSIN.....	4 4", 50 cal.....	4 18" twin..	Bath Iron Works, Bath, Me.	761,500	Mar. 4, 1911 41
42	CHAMPLIN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10% <sup>2</sup>	Mar. 4, 1917 42
43	CHANDLER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 43
44	CHASE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917 44
45	CHAUNCEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+fee.	Oct. 6, 1917 45

<sup>1</sup> Limit of cost.<sup>2</sup> Together with act of Aug. 29, 1916.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
23	Sept. 8, 1917	Apr. 22, 1918	Oct. 3, 1918	.....	Apr. 22, 1919	Apr. 22, 1919	BIDDLE.....	23
24	Dec. 6, 1917	Sept. 8, 1919	Dec. 10, 1919	.....	Feb. 7, 1920	Mar. 1, 1920	BILLINGSLEY....	24
25	Sept. 8, 1917	Mar. 26, 1918	Sept. 19, 1918	.....	May 8, 1919	May 8, 1919	BLAKELEY.....	25
26	July 20, 1917	Nov. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Sept. 23, 1918	BOGGS.....	26
27	Dec. 19, 1917	Apr. 30, 1919	Oct. 4, 1919	.....	Mar. 24, 1920	Mar. 24, 1920	BORIE.....	27
28	Feb. 14, 1918	Oct. 25, 1918	Apr. 19, 1919	.....	Apr. 3, 1920	July 26, 1920	BRANCH.....	28
29	Dec. 6, 1917	May 8, 1919	Sept. 9, 1919	.....	Nov. 28, 1919	Dec. 1, 1919	BRECK.....	29
30	Sept. 8, 1917	Mar. 11, 1918	Aug. 17, 1918	.....	Feb. 27, 1919	Feb. 27, 1919	BRECKINRIDGE..	30
31	June 29, 1917	Nov. 10, 1917	May 11, 1918	None.....	Oct. 22, 1918	Oct. 23, 1918	BREESE.....	31
32	Dec. 29, 1917	June 11, 1918	Apr. 24, 1919	None.....	June 18, 1920	June 18, 1920	BROOKS.....	32
33	Dec. 19, 1917	Oct. 8, 1918	May 14, 1919	.....	Oct. 31, 1919	Oct. 31, 1919	BROOME.....	33
34	Dec. 6, 1917	July 30, 1919	May 20, 1920	.....	Sept. 29, 1920	Sept. 29, 1920	BRUCE.....	34
35	Aug. 31, 1917	June 29, 1918	Jan. 2, 1919	Feb. 15, 1919	Jan. 20, 1919	Jan. 20, 1919	BUCHANAN.....	35
36	Dec. 19, 1917	Aug. 11, 1919	Jan. 22, 1920	.....	Aug. 16, 1920	Aug. 16, 1920	BULMER.....	36
37	Dec. 6, 1917	July 4, 1918	Nov. 10, 1918	.....	May 1, 1920	May 1, 1920	BURNES, JOHN FRANCIS.	37
38	Aug. 15, 1917	July 4, 1918	Oct. 27, 1918	.....	Feb. 19, 1919	Feb. 19, 1919	BUSH.....	38
39	Oct. 30, 1915	Dec. 9, 1916	July 10, 1917	.....	.....	Dec. 1, 1917	CALDWELL.....	39
40	Dec. 6, 1917	June 3, 1919	Sept. 21, 1919	.....	Nov. 29, 1919	Dec. 8, 1919	CASE.....	40
41	Sept. 6, 1911	May 1, 1912	May 20, 1913	Sept. 6, 1913	Aug. 8, 1913	Aug. 9, 1913	CASSIN.....	41
42	May 4, 1917	Oct. 31, 1917	Apr. 7, 1918	.....	Nov. 11, 1918	Nov. 11, 1918	CHAMPLIN.....	42
43	Dec. 19, 1917	Aug. 19, 1918	Mar. 19, 1919	.....	Sept. 5, 1919	Sept. 5, 1919	CHANDLER.....	43
44	Dec. 6, 1917	May 5, 1919	Sept. 2, 1919	.....	.....	.....	CHASE.....	44
45	Dec. 6, 1917	June 17, 1918	Sept. 29, 1918	.....	June 25, 1919	June 25, 1919	CHAUNCEY.....	45

<sup>1</sup> Date assigned to yard.

## DESTROYERS—FIRST LINE (DD).

Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
	<i>F. in.</i>	<i>F. in.</i>	<i>F. in.</i>	<i>F. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>F. in.</i>	
46 CHEW.....DD106	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	46
47 CHILDS.....DD241	314 4½	310 0	30 11½	9 4	1,245	15.5	1,308	9 9½	47
48 CLAXTON.....DD140	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	48
49 CLEMSON.....DD186	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	49
50 COGHLAN.....DD326	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	50
51 COLE.....DD155	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	51
52 COLHOUN.....DD85	314 4½	310 9	30 11½	9 2	1,191	15.4	1,284	9 9½	52
53 CONNER.....DD72	315 6	310 0	30 8	8 0½	1,125	14.7	1,225	9 5½	53
54 CONVERSE.....DD291	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	54
55 CONYNGHAM.....DD58	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 1½	55
56 COWELL.....DD167	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	56
57 CRANE.....DD109	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	57
58 CRAVEN.....DD/0	315 6	310 0	30 8	8 0½	1,125	14.7	1,187	9 5½	58
59 CROSBY.....DD164	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	59
60 CROWNINSHIELD...DD134	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 6	60
61 CUMMINGS.....DD44	305 3	300 0	30 4	9 3	1,020	14.8	1,139	10 3	61
62 CUSHING.....DD55	305 3	300 3½	30 4½	9 5½	1,050	14.37	1,171	10 6½	62
63 DAHLGREN.....DD187	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	63
64 DALE.....DD290	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	64
65 DALLAS.....DD199	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	65
66 DAVIS.....DD65	315 3	310 0	29 11	9 2½	1,071	13.8	1,185	9 9½	66
67 DECATUR.....DD341	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	67
68 DE LONG.....DD129	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½	68
69 DELFHY.....DD261	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	69
70 DENT.....DD116	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	70
71 DICKERSON.....DD157	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	71

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
	Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.			
			40 cubic feet per ton.	Gallons.								
	<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>									
46	1,210	33.83			4	2	8	8	106	CHEW.....	DD106	46
47	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	CHILDS.....	DD241	47
48	1,370	35.45			4	2	8	8	106	CLAXTON.....	DD140	48
49	1,313	35.54			4	2	8	8	106	CLEMSON.....	DD186	49
50	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	COGLAN.....	DD326	50
51	1,159	35.11			4	2	8	8	106	COLE.....	DD155	51
52	1,180	34.65			4	2	8	8	106	COLHOUN.....	DD85	52
53	1,142	30.17			3	2	8	8	106	CONNER.....	DD72	53
54	1,260	34.86			4	2	8	8	106	CONVERSE.....	DD291	54
55	1,106	29.63	308	92,077	4	2	8	8	90	CONYNGHAM.....	DD58	55
56	<sup>1</sup> 1,185	35.65			4	2	8	8	106	COWELL.....	DD167	56
57	1,211	34.25			4	2	8	8	106	CRANE.....	DD109	57
58		32.23			3	2	8	8	106	CRAVEN.....	DD70	58
59	<sup>1</sup> 1,181	35.14			4	2	8	8	106	CROSBY.....	DD164	59
60	1,156	35.43			4	2	8	8	106	CROWNINSHIELD.....	DD134	60
61	1,014	30.57	312	93,366	4	2	8	8	90	CUMMINGS.....	DD44	61
62	1,048	29.18	308	92,075	4	2	8	8	90	CUSHING.....	DD55	62
63	1,310	34.88			4	2	8	8	106	DAHLGREN.....	DD187	63
64	1,265	34.82			4	2	8	8	106	DALE.....	DD290	64
65	1,310	34.18			4	2	8	8	106	DALLAS.....	DD199	65
66	1,065	<sup>2</sup> 30.35			4	2	8	8	106	DAVIS.....	DD65	66
67	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	DECATUR.....	DD341	67
68	1,165	35.03			4	2	8	8	106	DE LONG.....	DD129	68
69	1,209	33.91			4	2	8	8	106	DELPHY.....	DD261	69
70	1,164	35.11			4	2	8	8	106	DENT.....	DD116	70
71	1,174	35.13			4	2	8	8	106	DICKERSON.....	DD157	71

<sup>1</sup> Estimated.<sup>2</sup> Three-hour trial.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
46	CHEW.....	2	Curtis geared turb.....	4 Yarrow.....	<i>Sq. ft.</i> 27,540	28,375	46
47	CHILDS.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	47
48	CLAXTON.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,675	48
49	CLEMONS.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	28,900	49
50	COGHLAN.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	50
51	COLE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,850	51
52	COLHOUN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,700	52
53	CONNER.....	3	Parsons geared turb. <sup>2</sup> .....	4 White-Forster.	22,520	20,150	53
54	CONVERSE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,675	54
55	CONYNGHAM.....	2	Parsons geared turb. <sup>4</sup> .....	4 White-Forster.	24,000	17,651	55
56	COWELL.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,950	56
57	CRANE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,600	57
58	CRAVEN.....	2	Parsons geared turb.....	4 Thornycroft...	21,500	20,000	58
59	CROSBY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,800	59
60	CROWNINGSHIELD...	2	Parsons geared turb.....	4 Normand.....	27,000	24,765	60
61	CUMMINGS.....	2	Parsons turb. <sup>5</sup> .....	4 Normand.....	21,509	16,335	61
62	CUSHING.....	2	Curtis geared turb. <sup>3</sup> .....	4 Bureau, mod. Yarrow.	21,500	15,280	62
63	DAHLGREN.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,040	63
64	DALE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,600	64
65	DALLAS.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,500	65
66	DAVIS.....	2	Parsons geared turb. <sup>6</sup> ....	4 Normand.....	22,500	16,045	66
67	DECATUR.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	67
68	DE LONG.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,250	68
69	DELPHY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,440	69
70	DENT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,025	70
71	DICKERSON.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,475	71

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on center shaft only.<sup>3</sup> Cruising turbine on both shafts.<sup>4</sup> Cruising turbine on starboard shaft only.<sup>5</sup> Cruising engine on port shaft only  $\frac{16 \times 24}{18}$ <sup>6</sup> Cruising turbine on port shaft only.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.	Type.		
	<i>Tons.</i>											
46	486	2	25	125	2-25-3600	General Electric.....					CHEW.....	46
47	<sup>1</sup> 453	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		CHILDS.....	47
48	404	2	25	125	8-25- $\frac{133}{8}$	.....do.....			1		CLAXTON.....	48
49	<sup>1</sup> 453	2	25	125	8-25- $\frac{133}{8}$	General Electric.....			1		CLEMSON.....	49
50	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		COGLAN.....	50
51	412	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		COLE.....	51
52	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric...	4	( <sup>2</sup> )			COLHOUN.....	52
53	<sup>1</sup> 367	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		CONNER.....	53
54	<sup>1</sup> 452	2	25	125	2-25-3600	General Electric.....			1		CONVERSE.....	54
55	375	2	25	125	8-25-3200	Terry-Deihl.....					CONYNGHAM.....	55
56	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....					COWELL.....	56
57	486	2	25	125	2-25-3600	.....do.....					CRANE.....	57
58	<sup>1</sup> 367	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....					CRAVEN.....	58
59	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....			1		CROSBY.....	59
60	404	2	25	125	2-25-3600	.....do.....			1		CROWNINSHIELD.....	60
61	329	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		CUMMINGS.....	61
62	360	2	25	125	2-25-3600	General Electric.....					CUSHING.....	62
63	<sup>1</sup> 453	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		DAHLGREN.....	63
64	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric.....			1		DALE.....	64
65	<sup>1</sup> 453	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		DALLAS.....	65
66	<sup>1</sup> 350	2	25	125	2-25-3600	General Electric.....			1	( <sup>3</sup> )	DAVIS.....	66
67	404	2	25	125	8-25- $\frac{133}{8}$	Westinghouse.....			1		DECATUR.....	67
68	441	2	25	125	2-25-3600	General Electric.....			1		DE LONG.....	68
69	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		DELPHY.....	69
70	412	2	25	125	3-25- $\frac{133}{8}$	Westinghouse.....			2		DENT.....	70
71	441	2	25	125	2-25-3600	General Electric.....			1		DICKERSON.....	71

<sup>1</sup> Estimated.<sup>2</sup> Oscillator.<sup>3</sup> Submarine bell.



## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
46	CHEW.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	<sup>1</sup> Mar. 4, 1917	46
47	CHILDS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	47
48	CLAXTON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917	48
49	CLEMSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	49
50	COGHLAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	50
51	COLE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	51
52	COLHOUN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	52
53	CONNER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	845,000	Mar. 3, 1915	53
54	CONVERSE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	54
55	CONYNGHAM.....	4 4", 50 cal.....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	881,000	Mar. 4, 1913	55
56	COWELL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	56
57	CRANE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	<sup>1</sup> Mar. 4, 1917	57
58	CRAVEN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	* 925,000	Mar. 3, 1915	58
59	CROSBY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	59
60	CROWNINSHIELD.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Mar. 4, 1917	60
61	CUMMINGS.....	4 4", 50 cal.....	4 18" twin..	.....do.....	761,500	Mar. 4, 1911	61
62	CUSHING.....	4 4", 50 cal.....	4 21" twin..	Fore River S. B. Co., Quincy.	854,500	Aug. 22, 1912	62
63	DAHLGREN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	63
64	DALE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	64
65	DALLAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. & D. D. Co.	Cost+fee.	Oct. 6, 1917	65
66	DAVIS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	800,000	June 30, 1914	66
67	DECATUR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	67
68	DE LONG.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	68
69	DELPHY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	69
70	DENT.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	70
71	DICKERSON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	71

<sup>1</sup> Together with act of Aug. 29, 1916.<sup>2</sup> Limit of cost.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
46	May 4, 1917	Jan. 2, 1918	May 26, 1918	.....	Dec. 12, 1918	Dec. 12, 1918	CHW.....	46
47	Dec. 29, 1917	Mar. 19, 1919	Sept. 15, 1920	.....	.....	.....	CHILDS.....	47
48	July 20, 1917	Apr. 25, 1918	Jan. 15, 1919	Dec. 31, 1918	.....	Sept. 13, 1919	CLAXTON.....	48
49	Feb. 14, 1918	May 11, 1918	Sept. 5, 1918	None.....	Nov. 17, 1919	Dec. 29, 1919	CLEMSON.....	49
50	Dec. 6, 1917	June 25, 1919	June 16, 1920	.....	.....	.....	COGLAN.....	50
51	Sept. 8, 1917	June 25, 1918	Jan. 11, 1919	.....	June 19, 1919	June 19, 1919	COLE.....	51
52	Dec. 26, 1916	Sept. 26, 1917	Feb. 21, 1918	.....	June 12, 1918	June 13, 1918	COLHOUN.....	52
53	Jan. 5, 1916	Oct. 16, 1916	Aug. 21, 1917	Aug. 20, 1917	Jan. 12, 1918	Jan. 12, 1918	CONNER.....	53
54	Dec. 6, 1917	Aug. 13, 1919	Nov. 28, 1919	.....	Apr. 27, 1920	Apr. 28, 1920	CONVERSE.....	54
55	Oct. 2, 1913	July 27, 1914	July 8, 1915	Sept. 17, 1915	Jan. 20, 1916	Jan. 21, 1916	CONYNGHAM.....	55
56	Aug. 15, 1917	July 15, 1918	Nov. 23, 1918	.....	Mar. 17, 1919	Mar. 17, 1919	COWELL.....	56
57	May 4, 1917	Jan. 7, 1918	July 4, 1918	.....	Apr. 18, 1919	Apr. 18, 1919	CRANE.....	57
58	Oct. 20, 1915	Nov. 20, 1917	June 29, 1918	.....	.....	Oct. 19, 1918	CRAVEN.....	58
59	Aug. 15, 1917	June 23, 1918	Sept. 28, 1918	.....	Jan. 24, 1919	Jan. 24, 1919	CROSBY.....	59
60	Aug. 31, 1917	Nov. 5, 1918	July 24, 1919	June 30, 1919	Aug. 6, 1919	Aug. 6, 1919	CROWNINSHIELD.	60
61	Sept. 6, 1911	May 21, 1912	Aug. 6, 1913	Sept. 6, 1913	Sept. 19, 1913	Sept. 19, 1913	CUMMINGS.....	61
62	Dec. 11, 1912	Sept. 23, 1913	Jan. 16, 1915	Dec. 11, 1914	Aug. 21, 1915	Aug. 21, 1915	CUSHING.....	62
63	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None.....	Jan. 6, 1919	Jan. 6, 1919	DAHLGREN.....	63
64	Dec. 6, 1917	July 28, 1919	Nov. 19, 1919	.....	Feb. 14, 1920	Feb. 16, 1920	DALE.....	64
65	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 30, 1920	.....	DALLAS.....	65
66	Jan. 30, 1915	May 7, 1915	Aug. 15, 1916	Oct. 30, 1916	Oct. 4, 1916	Oct. 5, 1916	DAVIS.....	66
67	Jan. 22, 1918	Sept. 15, 1920	.....	.....	.....	.....	DECATUR.....	67
68	July 11, 1917	Feb. 21, 1918	Oct. 29, 1918	None.....	Sept. 20, 1919	Sept. 20, 1919	DE LONG.....	68
69	Dec. 6, 1917	Apr. 20, 1918	July 18, 1918	.....	Nov. 30, 1918	Nov. 30, 1918	DELPHY.....	69
70	May 2, 1917	Aug. 30, 1917	Mar. 23, 1918	.....	Sept. 9, 1918	Sept. 9, 1918	DENT.....	70
71	Sept. 28, 1917	May 25, 1918	Mar. 12, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919	DICKERSON.....	71

<sup>1</sup> Date assigned to yard.

## DESTROYERS—FIRST LINE (DD).

Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
72 DORSEY.....DD117	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	72
73 DOWNES.....DD45	305 3	300 0	30 7	9 7	1,072	14.42	1,190	10 9 $\frac{1}{2}$	73
74 DOWEN.....DD280	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	74
75 DUNCAN.....DD46	305 3	300 0	30 4	9 3	1,014	14.26	1,133	10 6	75
76 DU PONT.....DD152	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	76
77 DYER.....DD84	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	77
78 EDSALL.....DD219	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	78
79 EDWARDS.....DD265	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	79
80 EDWARDS, JOHN D. DD216	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	80
81 ELLIOT.....DD146	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	81
82 ELLIS.....DD154	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	82
83 ERICSSON.....DD56	305 3	300 0	30 7	9 9	1,090	14.6	1,211	10 8 $\frac{1}{2}$	83
84 EVANS.....DD78	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$	84
85 FAIRFAX.....DD93	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$	85
86 FAUQUEAR.....DD304	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	86
87 FARRAGUT.....DD300	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	87
88 FLUSSER.....DD289	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	88
89 FOOTE.....DD169	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	89
90 FORD.....DD228	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	90
91 FOX.....DD234	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	91
92 FULLER.....DD297	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	92
93 GAMBLE.....DD123	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 3 $\frac{1}{2}$	1,213	15.4	1,306	9 9 $\frac{1}{2}$	93

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.	Men.		
		40 cubic feet per ton.	Gallons.							
Tons.	Knots.	Tons.								
72	1,165	<sup>1</sup> 35.18		4	2	8	8	106	DORSEY.....DD117	72
73	1,106	29.07	308 92,034	4	2	8	8	90	DOWNES.....DD45	73
74	1,260	34.97		4	2	8	8	106	DOYEN.....DD280	74
75	1,057	29.14	308 92,163	4	2	8	8	90	DUNCAN.....DD46	75
76	1,154	35.03		4	2	8	8	106	DU PONT.....DD152	76
77	1,184	34.79		4	2	8	8	106	DYER.....DD84	77
78	<sup>2</sup> 1,215	<sup>2</sup> 35.0		4	2	8	8	106	EDSALL.....DD219	78
79	1,198	33.92		4	2	8	8	106	EDWARDS.....DD265	79
80	<sup>2</sup> 1,215	35.06		4	2	8	8	106	EDWARDS, JOHN D.....DD216	80
81	1,161	<sup>1</sup> 35.12		4	2	8	8	106	ELLIOT.....DD146	81
82	1,154	35.17		4	2	8	8	106	ELLIS.....DD154	82
83	1,687	29.29	305 91,358	4	2	8	8	90	ERICSSON.....DD56	83
84	1,155	35.37		4	2	8	8	106	EVANS.....DD78	84
85				4	2	8	8	106	FAIRFAX.....DD93	85
86	1,289	33.32		4	2	8	8	106	FARQUHAR.....DD304	86
87	1,202	32.68		4	2	8	8	106	FARRAGUT.....DD300	87
88	1,269	34.84		4	2	8	8	106	FLUSSER.....DD289	88
89	1,190	35.57		4	2	8	8	106	FOOTE.....DD169	89
90	<sup>2</sup> 1,215	<sup>2</sup> 35.0		4	2	8	8	106	FORD.....DD228	90
91	1,328	35.30		4	2	8	8	114	FOX.....DD234	91
92	<sup>1</sup> 1,291	33.0		4	2	8	8	106	FULLER.....DD297	92
93	<sup>2</sup> 1,213	33.20		4	2	8	8	106	GAMBLE.....DD123	93

<sup>1</sup> Two-hour trial.<sup>2</sup> Estimated.

DESTROYERS—FIRST LINE (DD).

Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
			Number and type.	Total heating surface.	Main engines.	Total maximum.
72 DORSEY.....	2	Parsons geared turb.....	4 White-Forster.	<i>Sq. ft.</i> 27,500	26,100	72
73 DOWNES.....	2	Curtis turb. <sup>1</sup> .....	4 Thornycroft...	26,456	16,475	73
74 DOYEN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,940	74
75 DUNCAN.....	2	Curtis turb. <sup>2</sup> .....	4 Yarrow.....	21,500	14,254	75
76 DU PONT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,685	76
77 DYER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,300	77
78 EDSALL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	<sup>3</sup> 27,000	78
79 EDWARDS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,520	79
80 EDWARDS, JOHN D..	2	Parsons geared turb. <sup>4</sup> ....	4 White-Forster.	27,500	25,760	80
81 ELLIOTT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	81
82 ELLIS.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,930	82
83 ERICSSON.....	2	Parsons geared turb. <sup>5</sup> ....	4 Thornycroft...	26,936	17,151	83
84 EVANS.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,660	84
85 FAIRFAX.....	2	Parsons geared turb.....	4 Normand.....	27,000	<sup>3</sup> 24,200	85
86 FARQUHAR.....	2	G. E. Curtis geared turb. <sup>4</sup>	4 Yarrow.....	27,540	29,325	86
87 FARRAGUT.....	2	G. E. Curtis geared turb. <sup>4</sup>	4 Yarrow.....	27,540	27,750	87
88 FLUSSER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,650	88
89 FOOTE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,760	89
90 FORD.....	2	Parsons geared turb.....	4 White-Forster.	27,500	<sup>3</sup> 27,000	90
91 FOX.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	29,750	91
92 FULLER.....	2	G. E. Curtis geared turb. <sup>4</sup>	4 Yarrow.....	27,540	28,550	92
93 GAMBLE.....	2	Curtis geared turb. <sup>6</sup> .....	4 Thornycroft...	28,000	24,520	93

<sup>1</sup> Two cruising engines,  $\frac{12\frac{1}{2} \times 26\frac{1}{2}}{14}$   
<sup>2</sup> Two cruising engines,  $\frac{12\frac{1}{2} \times 16\frac{1}{2}}{13\frac{1}{2}}$   
<sup>3</sup> Estimated.

<sup>4</sup> Cruising turbine on both shafts.  
<sup>5</sup> Cruising engine on port shaft only  $\frac{16 \times 24}{18}$   
<sup>6</sup> Cruising turbine on starboard shaft only

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.		Type.	
	<i>Tons.</i>											
72	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....					DORSEY.....	72
73	386	2	25	125	8-25- $\frac{1}{2}$ 000	.....do.....	2	(1)			DOWNES.....	73
74	<sup>2</sup> 453	2	25	125	2-25-3600	General Electric.....			1		DOYEN.....	74
75	348	2	10	125	2-10-5000	.....do.....					DUNCAN.....	75
76	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....			1		DU PONT.....	75
77	<sup>2</sup> 460	2	25	125	2-25-3600	General Electric.....					DYER.....	77
78	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....			1		EDSALL.....	78
79	<sup>2</sup> 453	2	25	125	2-25-3600	General Electric.....					EDWARDS.....	79
80	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....			1		EDWARDS, JOHN D.....	80
81	412	2	25	125	8-25- $\frac{1}{2}$ 000	.....do.....					ELLIOT.....	81
82	412	2	25	125	8-25- $\frac{1}{2}$ 000	.....do.....					ELLIS.....	82
83	364	2	25	125	8-25- $\frac{1}{2}$ 000	.....do.....					ERICSSON.....	83
84	404	2	25	125	2-25-3600	General Electric.....					EVANS.....	84
85	404	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....			1		FAIRFAX.....	85
86	<sup>2</sup> 453	2	25	125	2-25-3600	General Electric.....			1		FARQUHAR.....	86
87	<sup>2</sup> 453	2	25	125	2-25-3600	.....do.....			1		FARRAGUT.....	87
88	<sup>2</sup> 453	2	25	125	2-25-3600	.....do.....			1		FLUSSER.....	88
89	<sup>2</sup> 460	2	25	125	2-25-3600	.....do.....			1		FOOTE.....	89
90	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....			1		FORD.....	90
91	<sup>2</sup> 453	2	25	125	8-25- $\frac{1}{2}$ 000	.....do.....			1		FOX.....	91
92	<sup>2</sup> 453	2	25	125	2-25-3600	General Electric.....			1		FULLER.....	92
93	441	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse.....			1		GAMBLE.....	93

<sup>1</sup> Oscillator.<sup>2</sup> Estimate.<sup>1</sup>

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
72	DORSEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons., Philadelphia.	Cost+10%	Mar. 4, 1917	72
73	DOWNES.....	4 4", 50 cal....	4 18" twin..	New York S. B. Co., Camden, N. J.	777,500	Mar. 4, 1911	73
74	DOYEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	74
75	DUNCAN.....	4 4", 50 cal....	4 18" twin..	Fore River S. B. Co., Quincy.	779,450	Mar. 4, 1911	75
76	DU PONT.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	76
77	DYER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	77
78	EDSALL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	78
79	EDWARDS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	79
80	EDWARDS, JOHN D.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	80
81	ELLIOT.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	81
82	ELLIS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	82
83	ERICSSON.....	4 4", 50 cal....	4 21" twin..	New York S. B. Co., Camden, N. J.	873,500	Aug. 22, 1912	83
84	EVANS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916	84
85	FAIRFAX.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916	85
86	FARQUHAR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	86
87	FARRAGUT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	87
88	FLUSSER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	88
89	FOOTE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	89
90	FORD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	90
91	FOX.....	4 5", 51 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	91
92	FULLER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	92
93	GAMBLE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	93

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
72	May 2, 1917	Sept. 18, 1917	Apr. 9, 1918	.....	Sept. 16, 1918	Sept. 16, 1918	DORSEY.....	72
73	Sept. 8, 1911	June 27, 1912	Nov. 8, 1913	Sept. 8, 1913	Feb. 11, 1915	Feb. 11, 1915 May 25, 1917	DOWNES.....	73
74	Dec. 6, 1917	Mar. 24, 1919	July 26, 1919	.....	Oct. 10, 1919	Dec. 17, 1919	DOYEN.....	74
75	Sept. 6, 1911	June 17, 1912	Apr. 5, 1913	Sept. 6, 1913	Aug. 30, 1913	Aug. 30, 1913 Jan. 22, 1918	DUNCAN.....	75
76	Sept. 8, 1917	May 2, 1918	Oct. 22, 1918	.....	Apr. 30, 1919	Apr. 30, 1919	DU PONT.....	76
77	Dec. 26, 1916	Sept. 26, 1917	Apr. 13, 1918	.....	July 1, 1918	July 1, 1918	DYER.....	77
78	Dec. 19, 1917	Sept. 15, 1919	July 29, 1920	.....	.....	.....	EDSALL.....	78
79	Dec. 6, 1917	Apr. 20, 1918	Oct. 10, 1918	.....	Apr. 24, 1919	Apr. 24, 1919	EDWARDS.....	79
80	Dec. 19, 1917	May 21, 1919	Oct. 18, 1919	None.....	Apr. 6, 1920	Apr. 6, 1920	EDWARDS, JOHN D.	80
81	Sept. 8, 1917	Feb. 23, 1918	July 4, 1918	.....	Jan. 25, 1919	Jan. 25, 1919	ELLIOT.....	81
82	Sept. 8, 1917	June 25, 1918	Nov. 30, 1918	.....	June 7, 1919	June 7, 1919	ELLIS.....	82
83	Dec. 16, 1912	Nov. 10, 1913	Aug. 22, 1914	Dec. 16, 1914	Aug. 14, 1915	Aug. 14, 1915	ERICSSON.....	83
84	Nov. 30, 1916	Dec. 28, 1917	Oct. 30, 1918	.....	Nov. 11, 1918	Nov. 11, 1918	EVANS.....	84
85	Nov. 22, 1916	July 10, 1917	Dec. 15, 1917	.....	.....	Apr. 6, 1918	FAIRFAX.....	85
86	Dec. 6, 1917	Aug. 13, 1918	Jan. 18, 1919	.....	July 31, 1920	Aug. 5, 1920	FARQUHAR.....	86
87	Dec. 6, 1917	July 4, 1918	Nov. 21, 1918	.....	June 4, 1920	June 4, 1920	FARRAGUT.....	87
88	Dec. 6, 1917	July 21, 1919	Nov. 7, 1919	None.....	Dec. 31, 1919	Feb. 25, 1920	FLUSSER.....	88
89	Aug. 15, 1917	Aug. 7, 1918	Dec. 14, 1918	.....	Mar. 21, 1919	Mar. 21, 1919	FOOTE.....	89
90	Dec. 19, 1917	Nov. 11, 1919	Sept. 2, 1920	.....	.....	.....	FORD.....	90
91	Dec. 29, 1917	June 25, 1918	June 12, 1919	None.....	May 17, 1920	May 17, 1920	FOX.....	91
92	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	.....	.....	Feb. 28, 1920	FULLER.....	92
93	June 29, 1917	Nov. 12, 1917	May 11, 1918	None.....	Nov. 27, 1918	Nov. 29, 1918	GAMBLE.....	93

<sup>1</sup> Date assigned to yard.



## DESTROYERS—FIRST LINE (DD).

Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
94 GILLIS.....DD260	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	94
95 GILMER.....DD233	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	95
96 GOFF.....DD247	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	96
97 GOLDSBOROUGH....DD188	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	97
98 GRAHAM.....DD192	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	98
99 GREENE.....DD266	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	99
100 GREER.....DD145	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	100
101 GREGORY.....DD82	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	101
102 GRIDLEY.....DD92	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	102
103 GWIN.....DD71	315 6	310 0	30 8	8 0½	1,125	14.7	1,228	9 5½	103
104 HALE.....DD133	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 6	104
105 HAMILTON.....DD141	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	105
106 HAMILTON, PAUL...DD307	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	106
107 HARADEN.....DD183	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	107
108 HARDING.....DD91	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	108
<i>Hart</i> <sup>2</sup> ..... <i>ex-DD110</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
109 HATFIELD.....DD231	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	109
110 HAZELWOOD.....DD107	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	110
111 HENSHAW.....DD278	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	111
112 HERBERT.....DD160	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	112
113 HERNDON.....DD198	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	113
114 HOGAN.....DD178	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	114
115 HOPEWELL.....DD181	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	115
116 HOPKINS.....DD249	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	116
117 HOVEY.....DD208	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	117

<sup>1</sup> Length on designed water line.<sup>2</sup> Transferred to light mine layers; renumbered DM8.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rtc.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off-icers.	Chief petty off-icers.	Men.		
		40 cubic feet per ton.	Gallons.							
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>								
94	1,266	34.55	.....	4	2	8	8	106	GILLIS.....DD260	94
95	1,338	35.20	.....	4	2	8	8	114	GILMER.....DD233	95
96	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	4	2	8	8	106	GOFF.....DD247	96
97	1,308	35.28	.....	4	2	8	8	106	GOLDSBOROUGH.....DD188	97
98	1,310	36.24	.....	4	2	8	8	106	GRAHAM.....DD192	98
99	1,233	34.72	.....	4	2	8	8	106	GREENE.....DD266	99
100	1,209	35.14	.....	4	2	8	8	106	GREER.....DD145	100
101	1,185	34.34	.....	4	2	8	8	106	GREGORY.....DD82	101
102	<sup>1</sup> 1,191	34.40	.....	4	2	8	8	106	GRIDLEY.....DD92	102
103	1,192	30.29	.....	3	2	8	8	106	GWIN.....DD71	103
104	1,149	35.38	.....	4	2	8	8	106	HALE.....DD133	104
105	<sup>2</sup> 1,370	35.13	.....	4	2	8	8	106	HAMILTON.....DD141	105
106	<sup>1</sup> 1,215	33.7	.....	4	2	8	8	106	HAMILTON, PAUL.....DD307	106
107	1,245	33.94	.....	4	2	8	8	106	HARADEN.....DD183	107
108	1,198	35.02	.....	4	2	8	8	106	HARDING.....DD91	108
.....										
109	1,318	35.22	.....	4	2	8	8	114	HATFIELD.....DD231	109
110	1,186	33.56	.....	4	2	8	8	106	HAZELWOOD.....DD107	110
111	1,279	34.75	.....	4	2	8	8	106	HENSHAW.....DD278	111
112	1,169	35.21	.....	4	2	8	8	106	HERBERT.....DD180	112
113	1,300	34.41	.....	4	2	8	8	106	HERNDON.....DD198	113
114	1,233	33.27	.....	4	2	8	8	106	HOGAN.....DD178	114
115	1,229	28.22	.....	4	2	8	8	107	HOPEWELL.....DD181	115
116	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	4	2	8	8	106	HOPKINS.....DD249	116
117	1,228	35.13	.....	4	2	8	8	118	HOVEY.....DD208	117

<sup>1</sup> Estimated.<sup>2</sup> Three-hour full-power trial.

## DESTROYERS—FIRST LINE (DD).

Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
			Number and type.	Total heating surface.	Main engines.	Total maximum.
94 GILLIS.....	2	Curtis geared turb.....	4 Yarrow.....	<i>Sq. ft.</i> 27,540	28,535	94
95 GILMER.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	29,510	95
96 GOFF.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	96
97 GOLDSBOROUGH.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	28,150	97
98 GRAHAM.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	30,900	98
99 GREENE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,340	99
100 GREER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,900	100
101 GREGORY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,340	101
102 GRIDLEY.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	29,500	102
103 GWIN.....	2	Parsons geared turb.....	4 Yarrow.....	22,252	19,930	103
104 HALE.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,685	104
105 HAMILTON.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,175	105
106 HAMILTON, PAUL...	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	29,100	106
107 HARADEN.....	2	Curtis geared turb. <sup>3</sup> .....	4 Thornycroft ..	28,000	26,370	107
108 HARDING.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	31,600	108
109 HATFIELD.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	30,675	109
110 HAZELWOOD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,600	110
111 HENSHAW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,435	111
112 HERBERT.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,675	112
113 HERNDON.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	28,200	113
114 HOGAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,475	114
115 HOPEWELL.....	2	Curtis geared turb. <sup>3</sup> .....	4 Thornycroft...	28,000	14,100	115
116 HOPKINS.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	116
117 HOVEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,885	117

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on both shafts.<sup>3</sup> Cruising turbine on starboard shaft only.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.	Type.		
94	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric.....			1		GILLIS.....	94
95	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		GILMER.....	95
96	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	.....do.....			1		GOFF.....	96
97	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	.....do.....			1		GOLDSBOROUGH.....	97
98	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	.....do.....			1		GRAHAM.....	98
99	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric.....					GREENE.....	99
100	412	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....					GREER.....	100
101	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....					GREGORY.....	101
102	458	2	25	125	2-25-3600	.....do.....					GRIDLEY.....	102
103	<sup>1</sup> 374	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		GWIN.....	103
104	404	2	25	125	2-25-3600	General Electric.....			1		HALE.....	104
105	404	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		HAMILTON.....	105
106	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1		HAMILTON, PAUL.....	106
107	442	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		HARADEN.....	107
108	458	2	25	125	2-25-3600	General Electric.....					HARDING.....	108
109	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		HATFIELD.....	109
110	486	2	25	125	2-25-3600	General Electric.....			1		HAZELWOOD.....	110
111	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		HENSHAW.....	111
112	441	2	25	125	2-25-3600	.....do.....			1		HERBERT.....	112
113	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		HERNDON.....	113
114	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....			1		HOGAN.....	114
115	442	2	25	125	8-25- $\frac{7200}{1200}$	Westinghouse.....			1		HOPEWELL.....	115
116	<sup>1</sup> 453	2	25	125	8-25- $\frac{7200}{1200}$	.....do.....			1		HOPKINS.....	116
117	412	2	25	125	8-25- $\frac{7200}{1200}$	.....do.....			1		HOVEY.....	117

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
94	GILLIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	94
95	GILMER.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	95
96	GOFF.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	96
97	GOLDSBOROUGH...	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	97
98	GRAHAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	98
99	GREENE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	99
100	GREER.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	100
101	GREGORY.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	101
102	GRIDLEY.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916	102
103	GWIN.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Seattle Construction & Dry Dock Co., Seattle, Wash.	885,000	Mar. 3, 1915	103
104	HALE.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Mar. 4, 1917	104
105	HAMILTON.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917	105
106	HAMILTON, PAUL	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	106
107	HARADEN.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	107
108	HARDING.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916	108
109	HATFIELD.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Oct. 6, 1917	109
110	HAZELWOOD.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	110
111	HENSHAW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	111
112	HERBERT.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	112
113	HERNDON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	113
114	HOGAN.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	114
115	HOPEWELL.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	115
116	HOPKINS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Oct. 6, 1917	116
117	HOVEY.....	4 8", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	117

<sup>1</sup> Together with act of Aug. 29, 1916.<sup>2</sup> Twin mounts.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
94	Dec. 6, 1917	Dec. 27, 1918	May 29, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919	GILLIS.....	94
95	Dec. 29, 1917	June 25, 1918	May 24, 1919	None.....	Apr. 30, 1920	Apr. 30, 1920	GILMER.....	95
96	Dec. 29, 1917	June 16, 1919	June 2, 1920	None.....			GOFF.....	96
97	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None.....	Jan. 26, 1920	Jan. 26, 1920	GOLDSBOROUGH.	97
98	Feb. 14, 1918	Sept. 7, 1918	Mar. 22, 1919		Mar. 13, 1920	Mar. 13, 1920	GRAHAM.....	98
99	Dec. 6, 1917	June 3, 1918	Nov. 2, 1918		May 9, 1919	May 10, 1919	GREENE.....	99
100	Sept. 8, 1917	Feb. 24, 1918	Aug. 1, 1918		Dec. 31, 1918	Dec. 31, 1918	GREER.....	100
101	Dec. 26, 1916	Aug. 25, 1917	Jan. 27, 1918		May 31, 1918	June 1, 1918	GREGORY.....	101
102	Dec. 30, 1916	Apr. 1, 1918	July 4, 1918		Mar. 8, 1919	Mar. 8, 1919	GRIDLEY.....	102
103	Mar. 8, 1916	June 21, 1917	Dec. 22, 1917	Nov. 8, 1917	Mar. 18, 1920	Mar. 18, 1920	GWIN.....	103
104	Aug. 31, 1917	Oct. 7, 1918	May 29, 1919	May 15, 1919	June 12, 1919	June 12, 1919	HALE.....	104
105 <sup>1</sup>	July 20, 1917	June 8, 1918	Jan. 15, 1919	Dec. 31, 1918		Nov. 7, 1919	HAMILTON.....	105
106	Dec. 6, 1917	Sept. 25, 1918	Feb. 21, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	HAMILTON, PAUL	106
107	Sept. 28, 1917	Mar. 30, 1918	July 4, 1918	None.....	June 6, 1919	June 7, 1919	HARADEN.....	107
108	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918		Jan. 24, 1919	Jan. 24, 1919	HARDING.....	108
109	Dec. 29, 1917	June 10, 1918	Mar. 17, 1919	None.....	Apr. 16, 1920	Apr. 16, 1920	HATFIELD.....	109
110	May 4, 1917	Dec. 24, 1917	June 22, 1918		Feb. 19, 1919	Feb. 20, 1919	HAZELWOOD....	110
111	Dec. 6, 1917	Jan. 3, 1919	June 28, 1919	None.....	Sept. 24, 1919	Dec. 10, 1919	HENSHAW.....	111
112	Sept. 28, 1917	Apr. 9, 1918	May 8, 1919	None.....	Nov. 21, 1919	Nov. 21, 1919	HERBERT.....	112
113	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 17, 1920	Sept. 14, 1920	HERNDON.....	113
114	Aug. 15, 1917	Nov. 25, 1918	Apr. 12, 1919		Oct. 1, 1919	Oct. 1, 1919	HOGAN.....	114
115	Sept. 28, 1917	Jan. 19, 1918	June 8, 1918	None.....	Mar. 21, 1919	Mar. 21, 1919	HOPEWELL.....	115
116	Dec. 29, 1917	July 30, 1919	June 26, 1920	None.....			HOPKINS.....	116
117	Dec. 19, 1917	Sept. 7, 1918	Apr. 26, 1919	None.....	Oct. 2, 1919	Oct. 2, 1919	HOVEY.....	117

<sup>1</sup> Date assigned to yard.

## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
118	HOWARD.....DD179	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	118
119	HULBERT.....DD342	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	119
120	HULL.....DD330	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	120
121	HUMPHREYS.....DD236	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	121
122	HUNT.....DD194	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	122
	<i>Ingraham</i> <sup>2</sup> ..... <i>ex-DD111</i>									
123	INGRAM, OSMOND...DD255	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	123
124	ISHERWOOD.....DD284	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	124
	<i>Israel</i> <sup>3</sup> ..... <i>ex-DD98</i>									
125	JAMES, REUBEN...DD245	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	125
126	JONES, JACOB.....DD130	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	126
127	JONES, PAUL.....DD230	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	127
128	JONES, WILLIAM...DD308	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	128
129	KALK.....DD170	314 4½	310 0	30 11½	9 1½	1,191	15.4	1,278	9 8	129
130	KANE.....DD235	314 4½	310 0	39 10½	9 4	1,215	15.5	1,308	9 9½	130
131	KENNEDY.....DD306	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	131
132	KENNISON.....DD138	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	132
133	KIDDER.....DD319	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	133
134	KILTY.....DD137	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	134
135	KIMBERLY.....DD80	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	135
136	KING.....DD242	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	136
137	LAMBERTON.....DD119	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	137

<sup>1</sup> Length on designed water line.<sup>2</sup> Transferred to light mine layers; renumbered DM9.<sup>3</sup> Transferred to light mine layers; renumbered DM 3.

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
	Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
			40 cubic feet per ton.	Gallons.							
	<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>								
118	1,231	34.75	.....	.....	4	2	8	8	106	HOWARD.....DD179	118
119	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	HULBERT.....DD342	119
120	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	HULL.....DD330	120
121	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	HUMPHREYS.....DD236	121
122	1,310	35.79	.....	.....	4	2	8	8	106	HUNT.....DD194	122
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
123	1,267	34.44	.....	.....	4	2	8	8	106	INGRAM, OSMOND.....DD255	123
124	1,265	34.63	.....	.....	4	2	8	8	106	ISHERWOOD.....DD284	124
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
125	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	JAMES, REUBEN.....DD245	125
126	1,167	35.08	.....	.....	4	2	8	8	106	JONES, JACOB.....DD130	126
127	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	JONES, PAUL.....DD230	127
128	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	JONES, WILLIAM.....DD308	128
129	1,200	35.41	.....	.....	4	2	8	8	106	KALK.....DD170	129
130	1,296	33.78	.....	.....	4	2	8	8	114	KANE.....DD235	130
131	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	KENNEDY.....DD306	131
132	1,180	35.89	.....	.....	4	2	8	8	106	KENNISON.....DD138	132
133	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	KIDDER.....DD319	133
134	1,191	35.22	.....	.....	4	2	8	8	106	KILTY.....DD137	134
135	<sup>1</sup> 1,236	34.8	.....	.....	4	2	8	8	106	KIMBERLY.....DD80	135
136	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	KING.....DD242	136
137	1,204	33.40	.....	.....	4	2	8	8	106	LAMBERTON.....DD119	137

<sup>1</sup> Estimated.



## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					<i>Sq. ft.</i>		
118	HOWARD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,875	118
119	HULBERT.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	119
120	HULL.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	27,000	120
121	HUMPHREYS.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	121
122	HUNT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	28,075	122
123	INGRAM, OSMOND...	2	Curtis geared turb.....	4 Yarrow.....	27,500	28,290	123
124	ISHERWOOD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,160	124
125	JAMES, REUBEN....	2	Westgh. geared turb....	4 White-Forster.	27,500	27,000	125
126	JONES, JACOB.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,320	126
127	JONES, PAUL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	127
128	JONES, WILLIAM....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	27,000	128
129	KALK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,400	129
130	KANE.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,050	130
131	KENNEDY.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,500	27,000	131
132	KENNISON.....	2	Parsons geared turb.....	4 Normand.....	27,000	28,300	132
133	KIDDER.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	27,000	133
134	KILTY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,325	134
135	KIMBERLY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,350	135
136	KING.....	2	Westgh. geared turb....	4 White-Forster.	27,500	27,000	136
137	LAMBERTON.....	2	Curtis geared turb. <sup>3</sup> .....	4 Thornycroft...	28,000	25,000	137

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on both shafts.<sup>3</sup> Cruising turbine on starboard shaft only.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		Tons.	No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.			Receiving sets.	
								No.	Type.		No.	Type.
118	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....			1	.....	HOWARD.....	118
119	353	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....			1	.....	HULBERT.....	119
120	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric.....			1	.....	HULL.....	120
121	453	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....			1	.....	HUMPHREYS.....	121
122	453	2	25	125	8-25- $\frac{1125}{1000}$	.....do.....			1	.....	HUNT.....	122
123	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric.....			1	.....	INGRAM, OSMOND....	123
124	453	2	25	125	2-25-3600	.....do.....			1	.....	ISHERWOOD.....	124
125	<sup>1</sup> 453	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....					JAMES, REUBEN.....	125
126	441	2	25	125	2-25-3600	General Electric.....			1	.....	JONES, JACOB.....	126
127	412	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....			1	.....	JONES, PAUL.....	127
128	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1	.....	JONES, WILLIAM.....	128
129	453	2	25	125	2-25-3600	.....do.....					KALK.....	129
130	453	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....			1	.....	KANE.....	130
131	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1	.....	KENNEDY.....	131
132	404	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....					KENNISON.....	132
133	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1	.....	KIDDER.....	133
134	404	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....			1	.....	KILTY.....	134
135	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....			1	.....	KIMBERLY.....	135
136	453	2	25	125	8-25- $\frac{1125}{1000}$	Westinghouse.....			1	.....	KING.....	136
137	441	2	25	125	8-25- $\frac{1125}{1000}$	.....do.....			1	.....	LAMBERTON.....	137

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
		Guns.	Torpedo tubes (deck).			
118	HOWARD.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 118
119	HULBERT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk, Va.	.....	Oct. 6, 1917 119
120	HULL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 120
121	HUMPHREYS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917 121
122	HUNT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 122
123	INGRAM, OSMOND.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 123
124	ISHERWOOD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 124
125	JAMES, REUBEN...	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 125
126	JONES, JACOB.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917 126
127	JONES, PAUL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 127
128	JONES, WILLIAM...	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 128
129	KALK.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917 129
130	KANE.....	4 5", 51 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917 130
131	KENNEDY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 131
132	KENNISON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4, 1917 132
133	KIDDER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 133
134	KILTY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	Cost+10%	Mar. 4, 1917 134
135	KIMBERLY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	.....	Aug. 29, 1916 135
136	KING.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917 136
137	LAMBERTON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 137

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
118	Aug. 15, 1917	Dec. 9, 1918	Apr. 26, 1919	.....	.....	Jan. 29, 1920	HOWARD.....	118
119 <sup>1</sup>	Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	None.....	.....	.....	HULBERT.....	119
120	Dec. 6, 1917	Sept. 13, 1920	.....	.....	.....	.....	HULL.....	120
121	Dec. 29, 1917	July 31, 1918	July 28, 1919	None.....	July 21, 1920	Aug. 30, 1920	HUMPHREYS.....	121
122	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	None.....	June 8, 1920	.....	HUNT.....	122
123	Dec. 6, 1917	Oct. 15, 1918	Feb. 28, 1919	.....	June 27, 1919	June 28, 1919	INGRAM, OSMOND	123
124	Dec. 6, 1917	May 24, 1919	Sept. 10, 1919	None.....	Nov. 26, 1919	Dec. 4, 1919	ISHERWOOD.....	124
125	Dec. 29, 1917	Apr. 2, 1919	Oct. 4, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	JAMES, REUBEN.	125
126	July 11, 1917	Feb. 21, 1918	Nov. 20, 1918	None.....	Oct. 20, 1919	.....	JONES, JACOB...	126
127	Dec. 19, 1917	Dec. 23, 1919	Sept. 30, 1920	.....	.....	.....	JONES, PAUL...	127
128	Dec. 6, 1917	Oct. 2, 1918	Apr. 9, 1919	None.....	Sept. 30, 1920	Sept. 30, 1920	JONES, WILLIAM.	128
129	Aug. 15, 1917	Aug. 17, 1918	Dec. 21, 1918	None.....	Mar. 29, 1919	Mar. 29, 1919	KALK.....	129
130	Dec. 29, 1917	July 3, 1918	Aug. 12, 1919	None.....	June 11, 1920	June 11, 1920	KANE.....	130
131	Dec. 6, 1917	Sept. 25, 1918	Feb. 15, 1919	None.....	Aug. 28, 1920	Aug. 28, 1920	KENNEDY.....	131
132 <sup>1</sup>	July 20, 1917	Feb. 14, 1918	June 8, 1918	Sept. 30, 1918	.....	Apr. 2, 1919	KENNISON.....	132
133	Dec. 6, 1917	Mar. 5, 1919	July 10, 1919	.....	.....	.....	KIDDER.....	133
134 <sup>1</sup>	July 20, 1917	Dec. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Dec. 17, 1918	KILTY.....	134
135	Dec. 26, 1916	June 21, 1917	Dec. 4, 1917	.....	Apr. 26, 1918	Apr. 26, 1918	KIMBERLY.....	135
136	Dec. 29, 1917	Apr. 28, 1919	.....	None.....	.....	.....	KING.....	136
137	June 29, 1917	Oct. 1, 1917	Mar. 30, 1918	None.....	Aug. 20, 1918	Aug. 22, 1918	LAMBERTON.....	137

<sup>1</sup> Date assigned to yard.

## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
138	LAMSON.....DD328	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	138
	<i>Lansdale</i> <sup>2</sup> ..... <i>ex-DD101</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
139	LARDNER.....DD286	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	139
140	LAUB.....DD283	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	140
141	LA VALLETTE.....DD315	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	141
142	LAWRENCE.....DD250	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	142
143	LEA.....DD118	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	143
144	LEARY.....DD158	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	144
145	LEE, S. P.....DD310	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	145
146	LITCHFIELD.....DD336	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	146
147	LITTLE.....DD79	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	147
148	LONG.....DD209	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	148
	<i>Luce</i> <sup>3</sup> ..... <i>ex-DD89</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
	<i>Ludlow</i> <sup>4</sup> ..... <i>ex-DD112</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
149	MACDONOUGH.....DD331	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	149
150	MACKENZIE.....DD175	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	150
151	MACLEISH.....DD220	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	151
152	MADDOX.....DD168	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	152
	<i>Mahan</i> <sup>5</sup> ..... <i>ex-DD102</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
153	MANLEY.....DD74	315 6	310 0	30 8	8 0½	1,215	14.7	1,187	9 5½	153
154	MARCUS.....DD321	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	154
155	MASON.....DD191	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	155
	<i>Maurv</i> <sup>6</sup> ..... <i>ex-DD100</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
156	MCCALLA.....DD253	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	156
157	MCCAWLEY.....DD276	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	157

<sup>1</sup> Length on designated water line.<sup>2</sup> Transferred to light mine layers; renumbered DM6.<sup>3</sup> Transferred to light mine layers; renumbered DM4.<sup>4</sup> Transferred to light mine layers; renumbered DM10.<sup>5</sup> Transferred to light mine layers; renumbered DM7.<sup>6</sup> Transferred to light mine layers; renumbered DM5.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messrs (complement).			Name and official number.		
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.	Men.			
		40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.									
138	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	LAMSON..... DD328	138
139	1,256	34.57	.....	.....	4	2	8	8	106	LARDNER..... DD286	139
140	1,191	34.57	.....	.....	4	2	8	8	106	LAUB..... DD263	140
141	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	LA VALLETTE..... DD315	141
142	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	LAWRENCE..... DD250	142
143	1,165	35.04	.....	.....	4	2	8	8	106	LEA..... DD118	143
144	1,175	35.16	.....	.....	4	2	8	8	106	LEARY..... DD158	144
145	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	LEE, S. P..... DD310	145
146	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	LITCHFIELD..... DD336	146
147	<sup>1</sup> 1,191	34.73	.....	.....	4	2	8	8	106	LITTLE..... DD79	147
148	1,230	35.03	.....	.....	4	2	8	8	118	LONG..... DD209	148
149	1,215	35.0	.....	.....	4	2	8	8	106	MACDONOUGH..... DD331	149
150	1,195	33.57	.....	.....	4	2	8	8	106	MACKENZIE..... DD175	150
151	1,231	35.05	.....	.....	4	2	8	8	106	MACLEISH..... DD220	151
152	<sup>1</sup> 1,202	34.94	.....	.....	4	2	8	8	106	MADDOX..... DD168	152
153	1,094	32.23	.....	.....	3	2	8	8	106	MANLEY..... DD74	153
154	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	MARCUS..... DD321	154
155	1,303	35.05	.....	.....	4	2	8	8	106	MASON..... DD191	155
156	1,235	34.30	.....	.....	4	2	8	8	106	MCCALLA..... DD253	156
157	1,265	34.56	.....	.....	4	2	8	8	106	MCCAWLEY..... DD276	157

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating-surface. <i>Sq. ft.</i>	Main engines.	Total maximum.
138	LAMSON.....	2	G. E. Curtis geared turb <sup>1</sup> .	4 Yarrow.....	27,540	27,000	138
139	LARDNER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,990	139
140	LAUB.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,535	140
141	LA VALLETTE.....	2	G. E. Curtis geared turb <sup>1</sup> .	4 Yarrow.....	27,540	27,000	141
142	LAWRENCE.....	2	Westinghouse geared turb.	4 white-Forster..	27,500	127,500	142
143	LEA.....	2	Parsons geared turb.....	4 White-Forster..	27,500	25,980	143
144	LEARY.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,525	144
145	LEE, S. P.....	2	G. E. Curtis geared turb <sup>1</sup> .	4 Yarrow.....	27,540	27,000	145
146	LITCHFIELD.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	146
147	LITTLE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,180	147
148	LONG.....	2	Parsons geared turb.....	4 White-Forster..	27,500	25,700	148
149	MACDONOUGH.....	2	G. E. Curtis geared turb <sup>1</sup> .	4 Yarrow.....	27,540	27,000	149
150	MACKENZIE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,210	150
151	MACLEISH.....	2	Parsons geared turb.....	4 White-Forster..	27,500	25,740	151
152	MADDOX.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,950	152
153	MANLEY.....	2	Parsons geared turb.....	4 Normand.....	21,500	19,715	153
154	MARCUS.....	2	G. E. Curtis geared turb <sup>1</sup> .	4 Yarrow.....	27,540	27,000	154
155	MASON.....	2	Westgh. geared turb.....	4 White-Forster..	27,500	27,500	155
156	MCCALLA.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,960	156
157	MCCAWLEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,975	157

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on both shafts.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		Kilowatts (each).		Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
		No.	No.				No.	Type.	No.		Type.	
				Tons.								
138	453	2	25	125	2-25-3600	General Electric			1		LAMSON	138
139	453	2	25	125	2-25-3600	do			1		LARDNER	139
140	<sup>1</sup> 453	2	25	125	2-25-3600	do					LAUB	140
141	<sup>1</sup> 477	2	25	125	2-25-3600	do			1		LA VALLETTE	141
142	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse			1		LAWRENCE	142
143	412	2	25	125	8-25- $\frac{1}{2}$ 000	do					LEA	143
144	441	2	25	125	2-25-3600	General Electric			1		LEARY	144
145	<sup>1</sup> 477	2	25	125	2-25-3600	do			1		LEE, S. P.	145
146	404	2	25	125	5-25- $\frac{1}{2}$ 000	Westinghouse			1		LITCHFIELD	146
147	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric					LITTLE	147
148	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse			1		LONG	148
149	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric			1		MACDONOUGH	149
150	<sup>1</sup> 460	2	25	125	2-25-3600	do			1		MACKENZIE	150
151	412	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse			1		MACLEISH	151
152	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric			1		MADDOX	152
153	<sup>1</sup> 336	2	25	125	2-25-3600	do					MANLEY	153
154	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MARCUS	154
155	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ 000	Westinghouse			1		MASON	155
156	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric					MCCALLA	156
157	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MCCAWLEY	157

<sup>1</sup> Estimated.



## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
		Guns.	Torpedo tubes (deck).			
138	LAMSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 138
139	LARDNER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 139
140	LAUB.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 140
141	LA VALETTE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 141
142	LAWRENCE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917 142
143	LEA.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 143
144	LEARY.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917 144
145	LEE, S. P.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 145
146	LITCHFIELD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Oct. 6, 1917 146
147	LITTLE.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916 147
148	LONG.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 148
149	MACDONOUGH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 149
150	MACKENZIE.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 150
151	MACLEISH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 151
152	MADDOX.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917 152
153	MANLEY.....	3 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works, Bath, Me.	879,500	Mar. 3, 1915 153
154	MARCUS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 154
155	MASON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 155
156	MCCALLA.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 156
157	MCCAWLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 157

<sup>1</sup> Twin mounts.

<sup>2</sup> Together with act of Aug. 29, 1916.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
138	Dec. 6, 1917	Aug. 13, 1919	Aug. 1, 1920	None.....			LAMSON.....	138
139	Dec. 6, 1917	June 16, 1919	Sept. 29, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	LARDNER.....	139
140	Dec. 6, 1917	Apr. 20, 1918	Aug. 25, 1918		Mar. 17, 1919	Mar. 17, 1919	LAUB.....	140
141	Dec. 6, 1917	Apr. 14, 1919	July 15, 1919	None.....			LA VALLETTE..	141
142	Dec. 29, 1917			None.....			LAWRENCE.....	142
143	May 2, 1917	Sept. 18, 1917	Apr. 29, 1918		Sept. 30, 1918	Oct. 2, 1918	LEA.....	143
144	Sept. 28, 1917	Mar. 6, 1918	Dec. 18, 1918		Dec. 5, 1919	Dec. 5, 1919	LEARY.....	144
145	Dec. 6, 1917	Dec. 31, 1918	Apr. 22, 1919	None.....			LEE, S. P.....	145
146	Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	None.....		May 12, 1920	LITCHFIELD....	146
147	Dec. 26, 1916	June 18, 1917	Nov. 11, 1917		Apr. 5, 1918	Apr. 6, 1918	LITTLE.....	147
148	Dec. 19, 1917	Sept. 23, 1918	Apr. 26, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919	LONG.....	148
149	Dec. 6, 1917	May 24, 1920					MACDONOUGH..	149
150	Aug. 15, 1917	July 4, 1918	Sept. 29, 1918		July 25, 1919	July 25, 1919	MACKENZIE....	150
151	Dec. 19, 1917	Aug. 19, 1919	Dec. 18, 1919		Aug. 2, 1920	Aug. 2, 1920	MACLEISH.....	151
152	Aug. 15, 1917	July 20, 1918	Oct. 27, 1918		Mar. 10, 1919	Mar. 10, 1919	MADDOX.....	152
153	Dec. 30, 1915	Aug. 22, 1916	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917	MANLEY.....	153
154	Dec. 6, 1917	May 20, 1919	Aug. 22, 1919	None.....			MARCUS.....	154
155	Feb. 14, 1918	July 10, 1918	Mar. 8, 1919		Feb. 28, 1920	Feb. 28, 1920	MASON.....	155
156	Dec. 6, 1917	Sept. 25, 1918	Mar. 28, 1919		May 19, 1919	May 19, 1919	MCCALLA.....	156
157	Dec. 6, 1917	Nov. 9, 1918	June 14, 1919	None.....	Aug. 29, 1919	Sept. 22, 1919	MCCAWLEY....	157

<sup>1</sup> Date assigned to yard.

## DESTROYERS—FIRST LINE (DD).

Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
									<i>Ft. in.</i>
158 McCOOK.....DD252	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	158
159 McCORMICK.....DD223	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	159
160 McDERMUT.....DD262	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	160
161 McDUGAL.....DD54	305 3	300 0	*30 7	9 3 $\frac{1}{2}$	1,020	14.8	1,139	9 8	161
162 McFARLAND.....DD237	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	162
163 McKEAN.....DD90	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	163
164 McKEE.....DD87	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	164
165 McLANAHAN.....DD264	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	165
166 MEADE.....DD274	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	166
167 MEREDITH.....DD165	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	167
168 MERVINE.....DD322	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	168
169 MEYER.....DD279	314 4 $\frac{1}{2}$	310 0	30 14 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	169
170 MONTGOMERY.....DD121	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 3 $\frac{1}{2}$	1,213	15.4	1,306	9 9 $\frac{1}{2}$	170
171 MOODY.....DD277	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	171
172 MORRIS.....DD271	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	172
173 MUGFORD.....DD105	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	173
174 MULLANY.....DD325	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	174
<i>Murray</i> <sup>3</sup> ..... <i>ex-DD97</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
175 NICHOLAS.....DD311	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	175
176 NICHOLSON.....DD52	305 3	300 0	30 4	9 5 $\frac{1}{2}$	1,050	14.44	1,171	10 5 $\frac{1}{2}$	176
177 NOA.....DD343	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	177
178 O'BANNON.....DD127	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	178
179 O'BRIEN.....DD51	305 3	300 0	30 4	9 5 $\frac{1}{2}$	1,050	14.44	1,171	10 5 $\frac{1}{2}$	179
180 OSBORNE.....DD295	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	180

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.<sup>3</sup> Transferred to light mine layers; renumbered DM2.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
Displacement.		Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.			
Tons.	Knots.	40 cubic feet per ton.	Gallons.								
158	1,252	34.73		4	2	8	8	106		McCOOK.....DD252	158
159	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	McCORMICK.....DD223	159	
160	<sup>2</sup> 1,225	34.72		4	2	8	8	106	McDERMUT.....DD262	160	
161	1,021	30.7	311	93,095	4	2	6	8	90	McDOUGAL.....DD54	161
162	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	McFARLAND.....DD237	162
163	1,197	34.44			4	2	8	8	106	McKEAN.....DD90	163
164	1,195	33.60			4	2	8	8	106	McKEE.....DD87	164
165	1,201	34.16			4	2	8	8	106	McLANAHAN.....DD264	165
166	1,290	34.65			4	2	8	8	106	MEADE.....DD274	166
167	<sup>3</sup> 1,180	35.59			4	2	8	8	106	MEREDITH.....DD165	167
168	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	MERVINE.....DD322	168
169	1,255	34.69			4	2	8	8	106	MEYER.....DD279	169
170	1,200	33.08			4	2	8	8	106	MONTGOMERY.....DD121	170
171	1,281	34.73			4	2	8	8	106	MOODY.....DD277	171
172	1,241	34.70			4	2	8	8	106	MORRIS.....DD271	172
173	1,202	33.99			4	2	8	8	106	MUGFORD.....DD105	173
174	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	MULLANY.....DD325	174
175	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	NICHOLAS.....DD311	175
176	1,045	29.08	309	92,406	4	2	8	8	90	NICHOLSON.....DD52	176
177	<sup>1</sup> 1,215	<sup>1</sup> 35.0			4	2	8	8	106	NOA.....DD343	177
178	1,228	33.59			4	2	8	8	106	O'BANNON.....DD177	178
179	1,052	29.16	306	91,668	4	2	8	8	90	O'BRIEN.....DD51	179
180	1,270	34.80			4	2	8	8	106	OSBORNE.....DD295	180

<sup>1</sup> Estimated.  
<sup>2</sup> Two-hour trial.  
<sup>3</sup> At start of trial.

## DESTROYERS—FIRST LINE (DD).

Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
			Number and type.	Total heating surface.	Main engines.	Total maximum.
				<i>Sq. ft.</i>		
158 McCOOK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,958	158
159 McCORMICK.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	159
160 McDERMUT.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,350	160
161 McDUGAL.....	2	Parsons turb. <sup>2</sup> .....	4 Normand.....	21,509	16,974	161
162 McFARLAND.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	162
163 MCKEAN.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	29,500	163
164 MCKEE.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	26,400	164
165 McLANAHAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,050	165
166 MEADE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,190	166
167 MEREDITH.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,765	167
168 MERVINE.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	168
169 MEYER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,240	169
170 MONTGOMERY.....	2	Curtis geared turb. <sup>4</sup> .....	4 Thornycroft...	28,000	24,180	170
171 MOODY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,400	171
172 MORRIS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,310	172
173 MUGFORD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,800	173
174 MULLANY.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	174
175 NICHOLAS.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	175
176 NICHOLSON.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	15,906	176
177 NOA.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	177
178 O'BANNON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,230	178
179 O'BRIEN.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	16,275	179
180 OSBORNE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,560	180

<sup>1</sup> Estimated.Cruising engine on each shaft  $\frac{13 \times 25}{12}$ .<sup>2</sup> Cruising turbine on both shafts.<sup>4</sup> Cruising turbine on starboard shaft only.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery. <i>Tons.</i>	Electric generating sets.				Sound apparatus.				Name.		
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.			Type.
158	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric					McCook	158
159	412	2	25	125	8-25- $\frac{11}{16}$ 3600	Westinghouse			1		McCORMICK	159
160	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric					McDERMUT	160
161	325	2	25	125	2-25-3600	do			1		McDOUGAL	161
162	<sup>1</sup> 453	2	25	125	8-25- $\frac{11}{16}$ 3600	Westinghouse			1		McFARLAND	162
163	458	2	25	125	2-25-3600	General Electric			1		McKEAN	163
164	458	2	25	125	2-25-3600	do			1		McKEE	164
165	<sup>1</sup> 453	2	25	125	2-25-3600	do					McLANAHAN	165
166	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MEADE	166
167	<sup>1</sup> 460	2	25	125	2-25-3600	do					MEREDITH	167
168	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MERVINE	168
169	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MEYER	169
170	441	2	25	125	8-25- $\frac{11}{16}$ 3600	Westinghouse					MONTGOMERY	170
171	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric			1		MOODY	171
172	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MORRIS	172
173	486	2	25	125	2-25-3600	do					MUGFORD	173
174	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		MULLANY	174
175	<sup>1</sup> 477	2	25	125	2-25-3600	do			1		NICHOLAS	175
176	351	2	25	125	8-25-3200	Terry-Diehl					NICHOLSON	176
177	<sup>1</sup> 353	2	25	125	8-25- $\frac{11}{16}$ 3600	Westinghouse			1		NOA	177
178	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric			1		O'BANNON	178
179	351	2	25	125	8-25-3200	Terry-Diehl			1		O'BRIEN	179
180	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric			1		OSBORNE	180

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
		Guns.	Torpedo tubes (deck).			
158	McCOOK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 158
159	McCORMICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 159
160	McDERMUT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 160
161	McDOUGAL.....	4 4", 50 cal.....	4 21" twin..	Bath Iron Works, Bath, Me.	810,000	Aug. 22, 1912 161
162	McFARLAND.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917 162
163	McKEAN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916 163
164	McKEE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Aug. 29, 1916 164
165	McLANAHAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 165
166	MEADE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 166
167	MEREDITH.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917 167
168	MERVINE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 168
169	MEYER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 169
170	MONTGOMERY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 170
171	MOODY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 171
172	MORRIS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 172
173	MUGFORD.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 173
174	MULLANY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 174
175	NICHOLAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 175
176	NICHOLSON.....	4 4", 50 cal.....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	842,000	Aug. 22, 1912 176
177	NOA.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917 177
178	O'BANNON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 178
179	O'BRIEN.....	4 4", 50 cal.....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	842,000	Aug. 22, 1912 179
180	OSBORNE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917 180

<sup>1</sup> Together with act of Aug. 29, 1916.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
158	Dec. 6, 1917	Sept. 11, 1918	Jan. 31, 1919	.....	Apr. 30, 1919	Apr. 30, 1919	MCCOOK.....	158
159	Dec. 19, 1917	Aug. 11, 1919	Feb. 14, 1920	.....	Aug. 30, 1920	Aug. 30, 1920	MCCORMICK.....	159
160	Dec. 6, 1917	Apr. 20, 1918	Aug. 6, 1918	.....	Mar. 27, 1919	Mar. 27, 1919	MCDERMUT.....	160
161	Dec. 16, 1912	July 29, 1913	Apr. 22, 1914	Sept. 16, 1914	June 16, 1914	June 16, 1914	MCDUGAL.....	161
162	Dec. 29, 1917	July 31, 1918	Mar. 30, 1920	None.....	Sept. 30, 1920	Sept. 30, 1920	McFARLAND.....	162
163	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Feb. 25, 1919	Feb. 25, 1919	MCKEAN.....	163
164	Dec. 30, 1916	Oct. 29, 1917	Mar. 3, 1918	.....	Sept. 7, 1918	Sept. 7, 1918	MCKEE.....	164
165	Dec. 6, 1917	Apr. 20, 1918	Sept. 22, 1918	.....	Apr. 5, 1919	Apr. 5, 1919	McLANAHAN.....	165
166	Dec. 6, 1917	Sept. 23, 1918	May 24, 1919	None.....	Sept. 8, 1919	Sept. 8, 1919	MEADE.....	166
167	Aug. 15, 1917	June 28, 1918	Sept. 22, 1918	.....	Jan. 29, 1919	Jan. 29, 1919	MEREDITH.....	167
168	Dec. 6, 1917	Apr. 28, 1919	Aug. 11, 1919	None.....	.....	.....	MERVINE.....	168
169	Dec. 6, 1917	Feb. 6, 1919	July 18, 1919	None.....	Sept. 30, 1919	Dec. 17, 1919	MEYER.....	169
170	June 29, 1917	Oct. 2, 1917	Mar. 23, 1918	None.....	July 25, 1918	July 26, 1918	MONTGOMERY.....	170
171	Dec. 6, 1917	Dec. 9, 1918	June 28, 1919	None.....	Sept. 25, 1919	Dec. 10, 1919	MOODY.....	171
172	Dec. 6, 1917	July 20, 1918	Apr. 12, 1919	.....	July 21, 1919	July 21, 1919	MORRIS.....	172
173	May 4, 1917	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 25, 1918	Nov. 25, 1918	MUGFORD.....	173
174	Dec. 6, 1917	June 3, 1919	July 9, 1920	None.....	.....	.....	MULLANY.....	174
175	Dec. 6, 1917	Jan. 11, 1919	May 1, 1919	None.....	.....	.....	NICHOLAS.....	175
176	Dec. 7, 1912	Sept. 8, 1913	Aug. 19, 1914	Nov. 22, 1914	Apr. 30, 1915	Apr. 30, 1915	NICHOLSON.....	176
177	Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	None.....	.....	.....	NOA.....	177
178	Aug. 15, 1917	Nov. 12, 1918	Feb. 28, 1919	.....	Aug. 27, 1919	Aug. 27, 1919	O'BANNON.....	178
179	Dec. 7, 1912	Sept. 8, 1913	July 20, 1914	Nov. 7, 1914	May 22, 1915	May 23, 1915	O'BRIEN.....	179
180	Dec. 6, 1917	Sept. 23, 1919	Dec. 29, 1919	.....	May 17, 1920	May 17, 1920	OSBORNE.....	180

<sup>1</sup> Date assigned to yard.



## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
181	OVERTON.....DD239	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	181
182	PALMER.....DD161	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	182
183	PARKER.....DD48	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	183
184	PARROTT.....DD218	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	184
185	PAULDING, JAMES K..... DD238	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	185
186	PEARY.....DD226	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	186
187	PERCIVAL.....DD298	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	187
188	PERRY.....DD340	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	188
189	PHILIP.....DD76	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	189
190	PILLSBURY.....DD227	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	190
191	POPE.....DD225	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	191
192	PORTER.....DD59	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 1½	192
193	PREBLE.....DD345	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	193
194	PRESTON.....DD327	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	194
195	PRESTON, WILLIAM B..... DD344	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	195
196	FRUIT.....DD347	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	196
197	PUTNAM.....DD287	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	197
198	RADFORD.....DD120	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	198
199	RAMSAY.....DD124	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	199
200	RATHBURNE.....DD113	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	200
201	REID.....DD292	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	201
202	RENO.....DD303	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	202
203	RENSHAW.....DD176	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	203
204	RINGGOLD.....DD89	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	204
	<i>Risal</i> <sup>3</sup> ..... <i>ex-DD174</i>									

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.<sup>3</sup> Transferred to light mine layers; renumbered DM14.

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.	Messes (complement).				Name and official number.		
	Displacement.	Speed.	Fuel oil.			No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.			Men.
			40 cubic feet per ton.	Gallons.								
	Tons.	Knots.	Tons.									
181	1,215	35.0			4	2	8	8	106	OVERTON.....	DD239	181
182	1,185	35.77			4	2	8	8	106	PALMER.....	DD161	182
183	1,035	29.55	317	94,834	4	2	8	8	90	PARKER.....	DD48	183
184	1,232	35.05			4	2	8	8	106	PARROTT.....	DD218	184
185	1,215	35.0			4	2	8	8	106	PAULDING, JAMES K.....	DD238	185
186	1,215	35.			4	2	8	8	106	PEARY.....	DD226	186
187	1,286	33.91			4	2	8	8	106	PERCIVAL.....	DD298	187
188	1,215	35.0			4	2	8	8	106	PERRY.....	DD340	188
189	1,142	35.53			4	2	8	8	107	PHILIP.....	DD76	189
190	1,215	35.0			4	2	8	8	106	PILLSBURY.....	DD227	190
191	1,215	35.0			4	2	8	8	106	POPE.....	DD225	191
192	1,108	29.58	308	92,077	4	2	8	8	90	PORTER.....	DD59	192
193	1,107	35.51			4	2	8	8	106	PREEBLE.....	DD345	193
194	1,215	35.0			4	2	8	8	106	PRESTON.....	DD327	194
195	1,215	35.0			4	2	8	8	106	PRESTON, WILLIAM B.....	DD344	195
196	1,215	35.0			4	2	8	9	106	PRUITT.....	DD347	196
197	1,265	34.38			4	2	8	8	106	PUTNAM.....	DD287	197
198	1,235	34.48			4	2	8	8	106	RADFORD.....	DD120	198
199	1,235	32.64			4	2	8	8	106	RAMSAY.....	DD124	199
200	1,161	35.26			4	2	8	8	106	RATHBURNE.....	DD113	200
201	1,263	34.76			4	2	8	8	106	REID.....	DD292	201
202	1,215	35.0			4	2	8	8	106	RENO.....	DD303	202
203	1,191	33.83			4	2	8	8	106	RENSHAW.....	DD176	203
204	1,199	34.37			4	2	8	8	106	RINGGOLD.....	DD89	204

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface. <i>Sq. ft.</i>	Main engines.	Total maximum.
181	OVERTON.....	2	Westinghouse geared turb.	4 White-Forster.	27,500	27,000	181
182	PALMER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,165	182
183	PARKER.....	2	Zoelly turb. <sup>2</sup> .....	4 White-Forster.	21,600	16,680	183
184	PARBOTT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,750	184
185	PAULDING, JAMES K.	2	Westgh. geared turb....	4 White-Forster.	27,500	27,000	185
186	PEARY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	186
187	PERCIVAL.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	30,850	187
188	PERRY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	188
189	PHILIP.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,960	189
190	PILLSBURY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	190
191	POPE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	191
192	PORTER.....	2	Parsons geared turb. <sup>4</sup> .....	4 White-Forster.	24,000	18,334	192
193	PREBLE.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,890	193
194	PRESTON.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	194
195	PRESTON, WILLIAM B.	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	195
196	FRUIT.....	2	Parsons geared turb.....	4 Normand.....	27,000	27,862	196
197	PUTNAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,560	197
198	RADFORD.....	2	Curtis geared turb. <sup>4</sup> .....	4 Thornycroft...	28,000	25,175	198
199	RAMSAY.....	2	Curtis geared turb. <sup>4</sup> .....	4 Thornycroft...	28,000	23,640	199
200	RATHBURNE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,227	200
201	REID.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,465	201
202	RENO.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	202
203	RENSHAW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,960	203
204	RINGGOLD.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	29,300	204

<sup>1</sup> Estimated.<sup>2</sup> Cruising engine on each shaft  $\frac{13 \times 25}{12}$ .<sup>3</sup> Cruising turbine on both shafts.<sup>4</sup> Cruising turbine on starboard shaft only.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.		Type.	
181	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ HP	Westinghouse.....			1		OVERTON.....	181
182	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric.....			1		PALMER.....	182
183	347	2	10	125	2-10-5000	.....do.....	2				PARKER.....	183
184	412	2	25	125	8-25- $\frac{1}{2}$ HP	Westinghouse.....			1		PARROTT.....	184
185	453	2	25	125	8-25- $\frac{1}{2}$ HP	.....do.....			1		PAULDING, JAMES K.	185
186	412	2	25	125	8-25- $\frac{1}{2}$ HP	.....do.....			1		PEARY.....	186
187	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric.....			1		PERCIVAL.....	187
188	404	2	25	125	8-25- $\frac{1}{2}$ HP	Westinghouse.....			1		PERRY.....	188
189	404	2	25	125	2-25-3600	General Electric.....			1		PHILIP.....	189
190	412	2	25	125	8-25- $\frac{1}{2}$ HP	Westinghouse.....			1		PILLSBURY.....	190
191	412	2	25	125	8-25- $\frac{1}{2}$ HP	.....do.....			1		POPE.....	191
192	375	2	25	125	8-25-3200	Terry-Diehl.....			1		PORTER.....	192
193	404	2	25	125	2-25-3600	General Electric.....			1		PREBLE.....	193
194	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		PRESTON.....	194
195	<sup>1</sup> 353	2	25	125	8-25- $\frac{1}{2}$ HP	Westinghouse.....			1		PRESTON, WILLIAM B.	195
196	404	2	25	125	2-25-3600	General Electric.....			1		PRUITT.....	196
197	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		PUTNAM.....	197
198	441	2	25	125	8-25- $\frac{1}{2}$ HP	Westinghouse.....			1		RADFORD.....	198
199	441	2	25	125	8-25- $\frac{1}{2}$ HP	.....do.....			1		RAMSAY.....	199
200	412	2	25	125	8-25- $\frac{1}{2}$ HP	.....do.....			1		RATHBURNE.....	200
201	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1		REID.....	201
202	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		RENO.....	202
203	<sup>1</sup> 460	2	25	125	2-25-3600	.....do.....			1		RENSHAW.....	203
204	458	2	25	125	2-25-3600	.....do.....					RINGGOLD.....	204

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
181	OVERTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	181
182	PALMER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S.B. Co., Quincy.	Cost+10%	Mar. 4, 1917	182
183	PARKER.....	4 4", 50 cal....	4 18" twin..	Wm. Cramp & Sons, Philadelphia.	756,100	Mar. 4, 1911	183
184	PARROTT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	184
185	PAULDING, JAMES K.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	185
186	PEARY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	186
187	PERCIVAL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	187
188	PERRY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	188
189	PHILIP.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916	189
190	PILLSBURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	190
191	POPE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	191
192	PORTER.....	4 4", 50 cal....	4 21" triple.	.....do.....	881,000	Mar. 4, 1913	192
193	PREBLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee.	July 1, 1918	193
194	PRESTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	194
195	PRESTON, WILLIAM B.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917	195
196	PRUITT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee.	July 1, 1918	196
197	PUTNAM.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	197
198	RADFORD.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	198
199	RAMSAY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	199
200	RATHBURNE.....	3 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	200
201	REID.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	201
202	RENO.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	202
203	RENSHAW.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	203
204	RINGGOLD.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Aug. 29, 1916	204

<sup>1</sup> Together with act of Aug. 29, 1916.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
181	Dec. 29, 1917	Oct. 30, 1918	July 10, 1919	None.....	June 30, 1920	June 30, 1920	OVERTON.....	181
182	Aug. 15, 1917	May 29, 1918	Aug. 18, 1918	.....	Nov. 22, 1918	Nov. 22, 1918	PALMER.....	182
183	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	Dec. 29, 1913	Dec. 30, 1913 Dec. 15, 1914	PARKER.....	183
184	Dec. 19, 1917	July 23, 1919	Nov. 25, 1919	.....	May 11, 1920	May 11, 1920	PARROTT.....	184
185	Dec. 29, 1917	July 31, 1918	Apr. 20, 1920	None.....	.....	.....	PAULDING, JAMES K.	185
186	Dec. 19, 1917	Sept. 9, 1919	Apr. 6, 1920	.....	.....	.....	PEARY.....	186
187	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	.....	Mar. 31, 1920	Mar. 31, 1920	PERCIVAL.....	187
188	Jan. 22, 1918	Sept. 15, 1920	.....	.....	.....	.....	PERRY.....	188
189	Nov. 30, 1916	Sept. 1, 1917	July 25, 1918	.....	Aug. 24, 1918	Aug. 24, 1918	PHILIP.....	189
190	Dec. 19, 1917	Oct. 23, 1919	Aug. 3, 1920	.....	.....	.....	PILLSBURY.....	190
191	Dec. 19, 1917	Aug. 11, 1919	Mar. 23, 1920	.....	.....	.....	POPE.....	191
192	Oct. 2, 1913	Feb. 24, 1914	Aug. 26, 1915	Oct. 2, 1915	Apr. 17, 1916	Apr. 17, 1916 Apr. 3, 1917	PORTER.....	192
193	*July 27, 1918	Apr. 12, 1919	Mar. 8, 1920	None.....	Mar. 19, 1920	Mar. 19, 1920	PREBLE.....	193
194	Dec. 6, 1917	July 19, 1919	Aug. 7, 1920	None.....	.....	.....	PRESTON.....	194
195	Jan. 25, 1918	Nov. 18, 1918	Aug. 9, 1919	None.....	.....	Aug. 23, 1920	PRESTON, WIL- LIAM B.	195
196	*July 27, 1918	June 25, 1919	Aug. 2, 1920	.....	Sept. 2, 1920	Sept. 2, 1920	FRUITT.....	196
197	Dec. 6, 1917	June 30, 1919	Sept. 30, 1919	None.....	Dec. 18, 1919	Dec. 18, 1919	PUTNAM.....	197
198	June 29, 1917	Oct. 2, 1917	Apr. 5, 1918	None.....	Sept. 28, 1918	Sept. 30, 1918	RADFORD.....	198
199	June 29, 1917	Dec. 21, 1917	June 8, 1918	None.....	Feb. 14, 1919	Feb. 15, 1919	RAMSAY.....	199
200	May 2, 1917	July 12, 1917	Dec. 27, 1917	.....	June 24, 1918	June 24, 1918	RATHBURNE.....	200
201	Dec. 6, 1917	Sept. 9, 1919	Oct. 15, 1919	None.....	Nov. 5, 1919	Dec. 3, 1919	REID.....	201
202	Dec. 6, 1917	July 4, 1918	Jan. 22, 1919	.....	July 23, 1920	July 23, 1920	RENO.....	202
203	Aug. 15, 1917	May 8, 1918	Sept. 21, 1918	.....	July 31, 1919	July 31, 1919	RENSHAW.....	203
204	Dec. 30, 1916	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 14, 1918	Nov. 14, 1918	RINGGOLD.....	204

<sup>1</sup> Date assigned to yard.<sup>2</sup> Date of informal order.

## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
205	ROBINSON.....DD88	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	205
206	RODGERS.....DD254	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	206
207	ROPER.....DD147	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	207
208	ROWAN.....DD64	315 3	310 0	29 11	9 6	1,111	13.9	1,225	10 8½	208
209	SAMPSON.....DD63	315 3	310 0	29 11	9 6	1,111	13.9	1,225	10 8½	209
210	SANDS.....DD243	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	210
211	SATTERLEE.....DD190	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	211
212	SCHENCK.....DD159	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	212
213	SCHLEY.....DD103	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	213
214	SELFRIDGE.....DD320	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	214
215	SEMMES.....DD189	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	215
216	SHARKEY.....DD281	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	216
217	SHAW.....DD68	315 3	310 0	29 11	9 5½	1,110	13.9	1,224	10 8½	217
218	SHIRK.....DD318	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	218
219	SHUBRICK.....DD268	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	219
220	SICARD.....DD346	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	220
221	SIGOURNEY.....DD81	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	221
222	SIMPSON.....DD221	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	222
223	SINCLAIR.....DD275	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	223
224	SLOAT.....DD316	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	224
225	SMITH, ROBERT.....DD324	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	225
226	SOMERS.....DD301	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	226
227	SOUTHARD.....DD207	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	227
	<i>Sproston</i> <sup>3</sup> ..... <i>ex-DD173</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
228	STANSBURY.....DD180	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	228

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.<sup>3</sup> Transferred to light mine layers; renumbered L M13.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
		40 cubic feet per ton.	Gallons.							
Tons.	Knots.	Tons.								
205	1,220	34.21		4	2	8	8	106	ROBINSON.....DD88	205
206	1,265	34.47		4	2	8	8	106	RODGERS.....DD254	206
207	<sup>1</sup> 1,161	35.14		4	2	8	8	106	ROPER.....DD147	207
208	1,135	<sup>2</sup> 29.57		4	2	8	8	106	ROWAN.....DD64	208
209	1,130	<sup>2</sup> 29.52		4	2	8	8	106	SAMPSON.....DD63	209
210	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	SANDS.....DD243	210
211	1,382	34.99		4	2	8	8	106	SATTERLEE.....DD190	211
212	1,167	35.10		4	2	8	8	106	SCHENCK.....DD159	212
213	1,184	34.14		4	2	8	8	106	SCHLEY.....DD103	213
214	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	SELFRIDGE.....DD320	214
215	1,305	35.42		4	2	8	8	106	SEMMES.....DD189	215
216	1,262	34.92		4	2	8	8	106	SHARKEY.....DD281	216
217	<sup>1</sup> 1,110	29.5		4	2	8	8	106	SHAW.....DD68	217
218	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	SHIRK.....DD318	218
219	1,265	34.67		4	2	8	8	106	SHUBRICK.....DD268	219
220	1,210	35.44		4	2	8	8	106	SICARD.....DD346	220
221	<sup>1</sup> 1,191	34.7		4	2	8	8	106	SIGOURNEY.....DD81	221
222	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	SIMPSON.....DD221	222
223	1,290	34.65		4	2	8	8	106	SINCLAIR.....DD275	223
224	<sup>1</sup> 1,215	<sup>1</sup> 35.0		4	2	8	8	106	SLOAT.....DD316	224
225	1,215	<sup>1</sup> 35.0		4	2	8	8	106	SMITH, ROBERT.....DD324	225
226	1,291	32.68		4	2	8	8	106	SOMERS.....DD301	226
227	1,232	34.99		4	2	8	8	106	SOUTHARD.....DD207	227
228	1,238	33.50		4	2	8	8	106	STANSBURY.....DD180	228

<sup>1</sup> Estimated.<sup>2</sup> Three-hour trial.



## DESTROYERS—FIRST LINE (DD).

Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
			Number and type.	Total heating surface.	Main engines.	Total maximum.
205 ROBINSON.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	<i>Sq. ft.</i> 27,540	28,660	205
206 RODGERS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,365	206
207 ROPER.....	2	Parsons geared turb.....	4 White-Forster	27,500	24,910	207
208 ROWAN.....	2	Curtis geared turb. <sup>1</sup> .....	4 Yarrow.....	21,500	17,974	208
209 SAMPSON.....	2	Curtis geared turb. <sup>1</sup> .....	4 Yarrow.....	21,500	17,696	209
210 SANDS.....	2	Westgh. geared turb.....	4 White-Forster	27,500	<sup>2</sup> 27,000	210
211 SATTERLEE.....	2	Westgh. geared turb.....	4 White-Forster	27,500	26,480	211
212 SCHENCK.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	24,874	212
213 SCHLEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,225	213
214 SELFRIDGE.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	<sup>2</sup> 27,000	214
215 SEMMES.....	2	Westgh. geared turb.....	4 White-Forster	27,500	28,575	215
216 SHARKEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,835	216
217 SHAW.....	2	Parsons geared turb. <sup>2</sup> .....	4 Thornycroft...	23,936	<sup>2</sup> 17,000	217
218 SHIRK.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	<sup>2</sup> 27,000	218
219 SHUBBICK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,225	219
220 SICARD.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,775	220
221 SIGOURNEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,000	221
222 SIMPSON.....	2	Parsons geared turb.....	4 White-Forster	27,500	<sup>2</sup> 27,000	222
223 SINCLAIR.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,730	223
224 SLOAT.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	<sup>2</sup> 27,000	224
225 SMITH, ROBERT.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	27,000	225
226 SOMERS.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	27,750	226
227 SOUTHARD.....	2	Parsons geared turb.....	4 White-Forster	27,500	25,610	227
228 STANSBURY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,050	228

<sup>1</sup> Cruising turbine on both shafts.<sup>2</sup> Estimated.<sup>3</sup> Cruising turbine on port shaft only.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.	Type.		
205	<sup>Tons.</sup> 458	2	25	125	2-25-3600	General Electric			1		ROBINSON	205
206	<sup>1</sup> 460	2	25	125	2-25-3600	do					RODGERS	206
207	412	2	25	125	8-25- $\frac{1200}{1200}$	Westinghouse			1		ROPER	207
208	382	2	25	125	8-25- $\frac{1200}{1200}$	do			1		ROWAN	208
209	388	2	25	125	8-25- $\frac{1200}{1200}$	do					SAMPSON	209
210	453	2	25	125	8-25- $\frac{1200}{1200}$	do			1		SANDS	210
211	453	2	25	125	8-25- $\frac{1200}{1200}$	do			1		SATTERLEE	211
212	441	2	25	125	2-25-3600	General Electric			1		SCHENCK	212
213	486	2	25	125	2-25-3600	do					SCHLEY	213
214	<sup>1</sup> 477	2	25	125	2-25-3600	do			1		SELFPRIDGE	214
215	<sup>1</sup> 453	2	25	125	8-25- $\frac{1200}{1200}$	Westinghouse					SEMMES	215
216	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric			1		SHARKEY	216
217	<sup>1</sup> 367	2	25	125	8-25- $\frac{1200}{1200}$	Westinghouse					SHAW	217
218	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric			1		SHIRK	218
219	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		SHUBRICK	219
220	404	2	25	125	2-25-3600	do			1		SICARD	220
221	<sup>1</sup> 460	2	25	125	2-25-3600	do			1		SIGOURNEY	221
222	412	2	25	125	8-25- $\frac{1200}{1200}$	Westinghouse			1		SIMPSON	222
223	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric			1		SINCLAIR	223
224	<sup>1</sup> 477	2	25	125	2-25-3600	do			1		SLOAT	224
225	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		SMITH, ROBERT	225
226	<sup>1</sup> 453	2	25	125	2-25-3600	do			1		SOMERS	226
227	412	2	25	125	8-25- $\frac{1200}{1200}$	Westinghouse			1		SOUTHARD	227
228	<sup>1</sup> 460	2	25	125	2-25-3600	General Electric			1		STANSBURY	228

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
205	ROBINSON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916	205
206	RODGERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	206
207	ROPER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	207
208	ROWAN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	795,000	June 30, 1914	208
209	SAMPSON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	795,000	June 30, 1914	209
210	SANDS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	210
211	SATTERLEE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	211
212	SCHENCK.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	212
213	SCHLEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	213
214	SELFRIDGE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	214
215	SEMMES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	215
216	SHARKEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	216
217	SHAW.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	* 925,000	June 30, 1914	217
218	SHIRK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	218
219	SHUBRICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	219
220	SICARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee.	July 1, 1918	220
221	SIGOURNEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	221
222	SIMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	222
223	SINCLAIR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	223
224	SLOAT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	224
225	SMITH, ROBERT....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	225
226	SOMERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	226
227	SOUTHARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	227
228	STANSBURY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	228

\* Together with act of Aug. 29, 1916.

\* Limit of cost.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
205	Dec. 30, 1916	Oct. 31, 1917	Mar. 28, 1918	.....	Oct. 19, 1918	Oct. 19, 1918	ROBINSON.....	205
206	Dec. 6, 1917	Sept. 25, 1918	Apr. 26, 1919	None.....	July 22, 1919	July 22, 1919	RODGERS.....	206
207	Sept. 8, 1917	Mar. 19, 1918	Aug. 17, 1918	None.....	Feb. 15, 1919	Feb. 15, 1919	ROPER.....	207
208	Dec. 19, 1914	May 10, 1915	Mar. 23, 1916	Dec. 19, 1916	Aug. 19, 1916	Aug. 22, 1916 Mar. 22, 1917	ROWAN.....	208
209	Dec. 19, 1914	Apr. 21, 1915	Mar. 4, 1916	Nov. 19, 1916	June 23, 1916	June 27, 1916	SAMPSON.....	209
210	Dec. 29, 1917	Mar. 22, 1919	Oct. 28, 1919	None.....	.....	.....	SANDS.....	210
211	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Dec. 22, 1919	Dec. 23, 1919	SATTERLEE.....	211
212	Sept. 28, 1917	Mar. 26, 1918	Apr. 23, 1919	None.....	Oct. 30, 1919	Oct. 30, 1919	SCHENCK.....	212
213	May 4, 1917	Oct. 29, 1917	Mar. 28, 1918	None.....	Sept. 20, 1918	Sept. 20, 1918	SCHLEY.....	213
214	Dec. 6, 1917	Apr. 28, 1919	July 25, 1919	None.....	.....	.....	SELFRIDGE.....	214
215	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Feb. 21, 1920	Feb. 21, 1920	SEMMES.....	215
216	Dec. 6, 1917	Apr. 14, 1919	Aug. 12, 1919	None.....	Oct. 20, 1919	Nov. 28, 1919	SHARKEY.....	216
217 <sup>1</sup>	Dec. 30, 1914	Feb. 7, 1916	Dec. 9, 1916	<sup>2</sup> Jan. 1, 1917	.....	Apr. 9, 1917	SHAW.....	217
218	Dec. 6, 1917	Feb. 13, 1919	June 20, 1919	None.....	.....	.....	SHIRK.....	218
219	Dec. 6, 1917	June 3, 1918	Dec. 31, 1918	None.....	July 3, 1919	July 3, 1919	SHUBRICK.....	219
220 <sup>3</sup>	July 27, 1918	June 18, 1919	Apr. 20, 1920	.....	May 1, 1920	June 9, 1920	SICARD.....	220
221	Dec. 26, 1916	Aug. 25, 1917	Dec. 16, 1917	None.....	May 14, 1918	May 15, 1918	SIGOURNEY.....	221
222	Dec. 19, 1917	Oct. 9, 1919	Apr. 28, 1920	.....	.....	.....	SIMPSON.....	222
223	Dec. 6, 1917	Oct. 15, 1918	June 2, 1919	None.....	Aug. 26, 1919	Oct. 8, 1919	SINCLAIR.....	223
224	Dec. 6, 1917	Jan. 18, 1919	July 14, 1919	None.....	.....	.....	SLOAT.....	224
225	Dec. 6, 1917	May 13, 1919	Sept. 19, 1919	None.....	.....	.....	SMITH, ROBERT.....	225
226	Dec. 6, 1917	July 4, 1918	Dec. 28, 1918	None.....	June 23, 1920	June 23, 1920	SOMERS.....	226
227	Dec. 19, 1917	Aug. 18, 1918	Mar. 31, 1919	None.....	Sept. 24, 1919	Sept. 24, 1919	SOUTHARD.....	227
228	Aug. 15, 1917	Dec. 9, 1918	May 16, 1919	None.....	Jan. 8, 1920	Jan. 8, 1920	STANSBURY.....	228 <sup>F</sup>

<sup>1</sup> Date assigned to yard.<sup>2</sup> Expiration of construction period.<sup>3</sup> Date of informal order.

## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
229	STEVENS..... DD86	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	229
230	STEWART..... DD224	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	230
231	STOCKTON..... DD73	315 6	310 0	30 8	8 0½	1,125	14.7	1,238	9 5½	231
232	STODDERT..... DD302	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	232
	<i>Stribling</i> <sup>2</sup> ..... <i>ex-DD96</i>									
233	STRINGHAM..... DD83	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	233
234	STURTEVANT..... DD240	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	234
235	SUMNER..... DD333	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	235
236	SWASEY..... DD273	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	236
237	TALBOT..... DD114	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	237
238	TALBOTT, J. FRED.. DD156	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	238
239	TARBELL..... DD142	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	239
240	TATTNALL..... DD125	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	240
241	TAYLOR..... DD94	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	241
242	THATCHER..... DD162	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	242
243	THOMAS..... DD182	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	243
244	THOMPSON..... DD305	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	244
245	THOMPSON, SMITH. DD212	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	245
246	THORNTON..... DD270	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	246
247	TILLMAN..... DD135	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	247
248	TINGEY..... DD272	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	248
249	TOUCEY..... DD282	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	249
250	TRACY..... DD214	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	250
251	TREVER..... DD339	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	251

<sup>1</sup> Length on designed water line.<sup>2</sup> Transferred to light mine layers; renumbered DM1

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
		40 cubic feet per ton.	Gallons.							
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>								
229	1,170	34.54	.....	4	2	8	8	106	STEVENS.....DD86	229
230	1,263	34.76	.....	4	2	8	8	106	STEWART.....DD224	230
231	1,127	30.12	.....	3	2	8	8	112	STOCKTON.....DD73	231
232	1,215	35.0	.....	4	2	8	8	106	STODDERT.....DD302	232
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
233	1,187	34.8	.....	4	2	8	8	106	STRINGHAM.....DD83	233
234	1,215	35.0	.....	4	2	8	8	106	STURTEVANT.....DD240	234
235	1,215	35.0	.....	4	2	8	8	106	SUMNER.....DD333	235
236	1,261	34.78	.....	4	2	8	8	106	SWASEY.....DD273	236
237	1,160	35.29	.....	4	2	8	8	106	TALBOT.....DD114	237
238	1,152	35.09	.....	4	2	8	8	106	TALBOTT, J. FRED.....DD156	238
239	1,163	35.12	.....	4	2	8	8	106	TARBELL.....DD142	239
240	1,169	35.11	.....	4	2	8	8	106	TATNALL.....DD125	240
241	1,154	35.0	.....	4	2	8	8	106	TAYLOR.....DD94	241
242	1,196	34.94	.....	4	2	8	8	106	THATCHER.....DD162	242
243	1,236	33.67	.....	4	2	8	8	107	THOMAS.....DD182	243
244	1,215	35.0	.....	4	2	8	8	106	THOMPSON.....DD305	244
245	1,233	35.03	.....	4	2	8	8	106	THOMPSON, SMITH.....DD212	245
246	1,268	34.72	.....	4	2	8	8	106	THORNTON.....DD270	246
247	1,154	35.0	.....	4	2	8	8	106	TILLMAN.....DD135	247
248	1,272	34.53	.....	4	2	8	8	106	TINGEY.....DD272	248
249	1,269	34.95	.....	4	2	8	8	106	TOUCEY.....DD282	249
250	1,234	35.04	.....	4	2	8	9	71	TRACY.....DD214	250
251	1,215	35.0	.....	4	2	8	8	106	TREVER.....DD339	251

\* Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					<i>Sq. ft.</i>		
229	STEVENS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,760	229
230	STEWART.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	230
231	STOCKTON.....	3	Parsons geared turb. <sup>3</sup> .....	4 White-Forster.	22,520	20,060	231
232	STODDERT.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	232
233	STRINGHAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,375	233
234	STURTEVANT.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	27,000	234
235	SUMNER.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	235
236	SWASEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,500	236
237	TALBOT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,270	237
238	TALBOT, J. FRED..	2	Parsons geared turb.....	4 White-Forster.	27,500	24,780	238
239	TARBELL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	239
240	TATNALL.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,425	240
241	TAYLOR.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,200	241
242	THATCHER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,360	242
243	THOMAS.....	2	Curtis geared turb. <sup>4</sup> .....	4 Thornycroft...	28,000	25,710	243
244	THOMPSON.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,000	244
245	THOMPSON, SMITH..	2	Parsons geared turb.....	4 White-Forster.	27,500	25,725	245
246	THORNTON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,350	246
247	TILLMAN.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	247
248	TINGEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,910	248
249	TOUCEY.....	2	Parsons geared turb.....	4 Yarrow.....	27,540	28,900	249
250	TRACY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,735	250
251	TREVER.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	251

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on center shaft only.<sup>3</sup> Cruising turbine on both shafts.<sup>4</sup> Cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		Tons.	No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.			Receiving sets.	
								No.	Type.		No.	Type.
229	1 460	2	25	125	2-25-3600	General Electric			1		STEVENS	229
230	412	2	25	125	8-25-11200	Westinghouse			1		STEWART	230
231	1 365	2	25	125	8-25-11200	do			1		STOCKTON	231
232	1 453	2	25	125	2-25-3600	General Electric			1		STODDERT	232
233	1 460	2	25	125	2-25-3600	do		1 (*)	1		STRINGHAM	233
234	1 453	2	25	125	8-25-11200	Westinghouse			1		STURTEVANT	234
235	1 453	2	25	125	2-25-3600	General Electric			1		SUMNER	235
236	1 453	2	25	125	2-25-3600	do			1		SWASEY	236
237	412	2	25	125	8-25-11200	Westinghouse			1		TALBOT	237
238	412	2	25	125	8-25-11200	do			1		TALBOTT, J. FRED	238
239	412	2	25	125	8-25-11200	do					TARBELL	239
240	441	2	25	125	2-25-3600	General Electric			1		TATTNALL	240
241	404	2	25	125	8-25-11200	Westinghouse					TAYLOR	241
242	1 460	2	25	125	2-25-3600	General Electric			1		THATCHER	242
243	442	2	25	125	8-25-11200	Westinghouse			1		THOMAS	243
244	1 453	2	25	125	2-25-3600	General Electric			1		THOMPSON	244
245	412	2	25	125	8-25-11200	Westinghouse			1		THOMPSON, SMITH	245
246	1 453	2	25	125	2-25-3600	General Electric			1		THORNTON	246
247	404	2	25	125	8-25-11200	Westinghouse			1		TILLMAN	247
248	1 453	2	25	125	2-25-3600	General Electric			1		TINGEY	248
249	453	2	25	125	2-25-3600	do			1		TOUCEY	249
250	412	2	25	125	8-25-11200	Westinghouse			1		TRACY	250
251	453	2	25	125	8-25-11200	do			1		TREVER	251

\* Estimated.

\* Submarine bell.



## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
229	STEVENS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	229
230	STEWART.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	230
231	STOCKTON.....	5 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	845,000	Mar. 3, 1915	231
232	STODDERT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	232
233	STRINGHAM.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	233
234	STURTEVANT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	234
235	SUMNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	235
236	SWASEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	236
237	TALBOT.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	237
238	TALBOTT, J. FRED.	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	238
239	TARBELL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	239
240	TATTNALL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	240
241	TAYLOR.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916	241
242	THATCHER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	242
243	THOMAS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	243
244	THOMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	244
245	THOMPSON, SMITH.	4 4", 50 Cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	245
246	THORNTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	246
247	TILLMAN.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Charleston.	.....	Mar. 4, 1917	247
248	TINGEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	248
249	TOUCEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	249
250	TRACY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	250
251	TREVER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	251

1 One twin and three single mounts.

## DESTROYERS—FIRST LINE (DD).

Contract signed.	Keellaid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
229 Dec. 26, 1916	Sept. 20, 1917	Jan. 13, 1918	None.....	May 24, 1918	May 24, 1918	STEVENS.....	229
230 Dec. 19, 1917	Sept. 9, 1919	Mar. 4, 1920	.....	Sept. 15, 1920	Sept. 15, 1920	STEWART.....	230
231 Jan. 5, 1916	Oct. 16, 1916	July 17, 1917	Sept. 5, 1917	Nov. 26, 1917	Nov. 26, 1917	STOCKTON.....	231
232 Dec. 6, 1917	July 4, 1918	Jan. 8, 1919	None.....	June 30, 1920	June 30, 1920	STODDERT.....	232
233 Dec. 26, 1916	Sept. 19, 1917	Mar. 30, 1918	None.....	July 2, 1918	July 2, 1918	STRINGHAM.....	233
234 Dec. 29, 1917	Nov. 23, 1918	July 29, 1920	None.....	Sept. 21, 1920	Sept. 21, 1920	STURTEVANT.....	234
235 Dec. 6, 1917	Aug. 27, 1919	.....	.....	.....	.....	SUMNER.....	235
236 Dec. 6, 1917	Aug. 27, 1918	May 7, 1919	None.....	July 31, 1919	Aug. 8, 1919	SWASEY.....	236
237 May 2, 1917	July 12, 1917	Feb. 20, 1918	None.....	July 20, 1918	July 20, 1918	TALBOT.....	237
238 Sept. 8, 1917	July 8, 1918	Dec. 14, 1918	None.....	.....	June 30, 1919	TALBOTT, J. FRED.	238
239 Sept. 8, 1917	Dec. 31, 1917	May 28, 1918	None.....	Nov. 27, 1918	Nov. 27, 1918	TARBELL.....	239
240 July 11, 1917	Dec. 1, 1917	Sept. 5, 1918	None.....	June 26, 1919	June 26, 1919	TATNALL.....	240
241 Nov. 22, 1916	Oct. 15, 1917	Feb. 14, 1918	None.....	.....	June 1, 1918	TAYLOR.....	241
242 Aug. 15, 1917	June 8, 1918	Aug. 31, 1918	None.....	Jan. 14, 1919	Jan. 14, 1919	THATCHER.....	242
243 Sept. 28, 1917	Mar. 23, 1918	July 4, 1918	None.....	Apr. 25, 1919	Apr. 25, 1919	THOMAS.....	243
244 Dec. 6, 1917	Aug. 14, 1918	Jan. 19, 1919	None.....	Aug. 16, 1920	Aug. 16, 1920	THOMPSON.....	244
245 Dec. 19, 1917	Mar. 24, 1919	July 14, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	THOMPSON, SMITH.	245
246 Dec. 6, 1917	June 3, 1918	Mar. 22, 1919	None.....	July 15, 1919	July 15, 1919	THORNTON.....	246
247 Aug. 7, 1917	July 29, 1918	July 7, 1919	June 30, 1919	.....	.....	TILLMAN.....	247
248 Dec. 6, 1917	Aug. 8, 1918	Apr. 24, 1919	None.....	July 25, 1919	July 25, 1919	TINGEY.....	248
249 Dec. 6, 1917	Apr. 26, 1919	Sept. 5, 1919	None.....	Oct. 31, 1919	Dec. 9, 1919	TOUCEY.....	249
250 Dec. 19, 1917	Apr. 3, 1919	Aug. 12, 1919	None.....	Mar. 9, 1920	Mar. 9, 1920	TRACY.....	250
251 Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	.....	TREVER.....	251

<sup>1</sup> Date assigned to yard.<sup>2</sup> Expiration of construction period.

## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
252	TRUXTUN.....DD229	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	252
253	TUCKER.....DD57	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 4½	253
254	TURNER.....DD259	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	254
255	TWIGGS.....DD127	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	255
256	UPSHUR.....DD144	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	256
257	UPSHUR, ABEL P..DD193	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	257
258	WADSWORTH.....DD60	315 3	310 0	29 11	9 2½	1,060	13.77	1,174	10 0½	258
259	WAINWRIGHT.....DD62	315 3	310 0	29 11	9 8½	1,150	13.92	1,265	10 8½	259
260	WALKER.....DD163	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	260
261	WARD.....DD139	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	261
262	WARD, AARON.....DD132	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	262
263	WASMUTH.....DD338	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	263
264	WATERS.....DD115	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	264
265	WELLES.....DD257	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	265
266	WHIPPLE.....DD217	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	266
267	WICKES.....DD75	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	267
268	WILKES.....DD67	315 3	310 0	29 11	9 5½	1,110	13.9	1,224	10 8½	268
269	WILLIAMS.....DD108	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	269
270	WILLIAMSON.....DD244	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	270
271	WINSLOW.....DD53	305 3	300 0	30 4	9 5½	1,050	14.44	1,171	10 5½	271
272	WOOD.....DD317	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	272
273	WOOD, WELBORN C.DD195	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	273
274	WOODBURY.....DD309	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	274
275	WOOLSEY.....DD77	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	275
276	WORDEN.....DD288	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	276

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.			
		40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.									
252	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	TRUXTUN.....DD229	252
253	1,103	<sup>2</sup> 29.56	309	92,517	4	2	8	8	90	TUCKER.....DD57	253
254	1,260	34.16	.....	.....	4	2	8	8	106	TURNER.....DD259	254
255	1,193	35.04	.....	.....	4	2	8	8	106	TWIGGS.....DD127	255
256	<sup>3</sup> 1,202	34.61	.....	.....	4	2	8	8	106	UPSHUR.....DD144	256
257	1,303	33.08	.....	.....	4	2	8	8	106	UPSHUR, ABEL P.....DD193	257
258	1,034	30.67	310	92,687	4	2	8	8	93	WADSWORTH.....DD60	258
259	1,111	29.67	308	92,031	4	2	8	8	90	WAINWRIGHT.....DD62	259
260	<sup>1</sup> 1,191	<sup>4</sup> 34.92	.....	.....	4	2	8	8	106	WALKER.....DD163	260
261	<sup>1</sup> 1,154	34.23	.....	.....	4	2	8	8	106	WARD.....DD139	261
262	1,160	35.49	.....	.....	4	2	8	8	106	WARD, AARON.....DD132	262
263	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	WASMUTH.....DD338	263
264	1,161	35.2	.....	.....	4	2	8	8	106	WATERS.....DD115	264
265	1,260	34.33	.....	.....	4	2	8	8	106	WELLES.....DD257	265
266	1,229	35.05	.....	.....	4	2	8	8	106	WHIPPLE.....DD217	266
267	1,149	35.34	.....	.....	4	2	8	8	106	WICKES.....DD75	267
268	1,121	<sup>5</sup> 29.58	.....	.....	4	2	8	8	106	WILKES.....DD67	268
629	1,201	34.02	.....	.....	4	2	8	8	106	WILLIAMS.....DD108	269
270	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	WILLIAMSON.....DD244	270
271	1,041	29.05	305	91,161	4	2	8	8	90	WINSLOW.....DD53	271
272	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	WOOD.....DD317	272
273	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	WOOD, WELBORN C.....DD195	273
274	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	WOODBURY.....DD309	274
275	1,150	35.33	.....	.....	4	2	8	8	106	WOOLSEY.....DD77	275
276	1,266	34.47	.....	.....	4	2	8	8	106	WORDEN.....DD288	276

<sup>1</sup> Estimated.<sup>2</sup> Three-and-one-half-hour trial.<sup>3</sup> At beginning of trial.<sup>4</sup> Two-hour trial.<sup>5</sup> Three-hour trial.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft, horse-power on trial.	
				Number and type.	Total heating surface. <i>Sq. ft.</i>	Main engines.	Total maximum.
252	TRUXTUN.....	2	Parsons geared turb.....	4 White-Forster.	27,500	27,000	252
253	TUCKER.....	2	Curtis geared turb. <sup>1</sup> .....	4 Yarrow.....	21,500	16,399	253
254	TURNER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,650	254
255	TWIGGS.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,260	255
256	UPSHUR.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,025	256
257	UPSHUR, ABEL P...	2	Westgh. geared turb....	4 White-Forster.	27,500	27,900	257
258	WADSWORTH.....	2	Parsons geared turb.....	4 Normand.....	21,500	16,091	258
259	WAINWRIGHT.....	2	Parsons geared turb <sup>1</sup> ....	4 Thornycroft...	23,936	17,955	259
260	WALKER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,310	260
261	WARD.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,450	261
262	WARD, AARON.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,875	262
263	WASMUTH.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	263
264	WATERS.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,160	264
265	WELLES.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,025	265
266	WHIPPLE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,750	266
267	WICKES.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,610	267
268	WILKES.....	2	Parsons geared turb <sup>4</sup> ....	4 White-Forster.	22,520	17,700	268
269	WILLIAMS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,900	269
270	WILLIAMSON.....	2	Westinghouse turb.....	4 White-Forster.	27,500	27,000	270
271	WINSLOW.....	2	Zoelly turb. <sup>5</sup> .....	4 White-Forster.	21,600	15,984	271
272	WOOD.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	27,000	272
273	WOOD, WELBORN C.	2	Westgh. geared turb....	4 White-Forster.	27,500	27,000	273
274	WOODBURY.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	27,000	274
275	WOOLSEY.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,575	275
276	WORDEN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,750	276

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbines on both shafts.<sup>3</sup> Cruising turbines on port shaft only.<sup>4</sup> Cruising turbine on starboard shaft only.<sup>5</sup> Two cruising engines  $\frac{13 \times 25}{12}$ .

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.	Type.		
<i>Tons.</i>												
252	412	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		TRUXTON.....	252
253	369	2	25	125	2-25-3600	General Electric....			1		TUCKER.....	253
254	453	2	25	125	2-25-3600	.....do.....			1		TURNER.....	254
255	441	2	25	125	2-25-3600	.....do.....			1		TWIGGS.....	255
256	412	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		UPSHUR.....	256
257	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ osc	.....do.....			1		UPSHUR, ABEL P....	257
258	323	2	25	125	2-25-3600	General Electric....					WADSWORTH.....	258
259	367	2	25	125	2-25-3600	.....do.....					WAINWRIGHT.....	259
260	<sup>1</sup> 460	2	25	125	2-25-3600	.....do.....					WALKER.....	260
261	404	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		WARD.....	261
262	404	2	25	125	2-25-3600	General Electric....					WARD, AARON.....	262
263	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		WASMUTH.....	263
264	412	2	25	125	8-25- $\frac{1}{2}$ osc	.....do.....			1		WATERS.....	264
265	<sup>1</sup> 453	2	25	125	2-25-3600	General Electric....			1		WELLES.....	265
266	412	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		WHIPPLE.....	266
267	404	2	25	125	2-25-3600	General Electric....	1	(2)			WICKES.....	267
268	367	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....	1	(3)	1		WILKES.....	268
269	486	2	25	125	2-25-3600	General Electric....					WILLIAMS.....	269
270	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		WILLIAMSON.....	270
271	351	2	25	125	8-25-3200	Terry-Diehl.....					WINSLOW.....	271
272	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric....			1		WOOD.....	272
273	<sup>1</sup> 453	2	25	125	8-25- $\frac{1}{2}$ osc	Westinghouse.....			1		WOOD, WELBORN C..	273
274	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric....			1		WOODBURY.....	274
275	404	2	25	125	2-25-3600	.....do.....			1		WOOLSEY.....	275
276	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1		WORDEN.....	276

<sup>1</sup> Estimated.<sup>2</sup> Submarine bell.<sup>3</sup> Oscillator.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
252	TRUXTUN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	252
253	TUCKER.....	4 4", 50 cal.....	4 21" twin..	Fore River S. B. Co., Quincy.	861,000	Mar. 4, 1913	253
254	TURNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	254
255	TWIGGS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	255
256	UPSHUR.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	256
257	UPSHUR, ABEL P..	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. & D. D. Co.	Cost+fee.	Oct. 6, 1917	257
258	WADSWORTH.....	4 4", 50 cal.....	4 21" twin..	Bath Iron Works, Bath, Me.	884,000	Mar. 4, 1913	258
259	WAINWRIGHT.....	4 4", 50 cal.....	4 21" twin..	New York S. B. Co., Camden, N. J.	825,000	Mar. 4, 1913	259
260	WALKER.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	260
261	WARD.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917	261
262	WARD, AARON....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee..	Mar. 4, 1917	262
263	WASMUTH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	263
264	WATERS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	264
265	WELLES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	265
266	WHIPPLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	266
267	WICKES.....	4 4", 50 cal. 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916	267
268	WILKES.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	812,309	June 30, 1914	268
269	WILLIAMS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	<sup>1</sup> Mar. 4, 1917	269
270	WILLIAMSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+fee.	Oct. 6, 1917	270
271	WINSLOW.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	842,000	Aug. 22, 1912	270
272	WOOD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	272
273	WOOD, WELBORN C.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	273
274	WOODBURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Fran- cisco.	Cost+fee.	Oct. 6, 1917	274
275	WOOLSEY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916	275
276	WORDEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	276

<sup>1</sup> Together with act of Aug. 29, 1916.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
252	Dec. 19, 1917	Dec. 3, 1918	Sept. 28, 1920	.....	.....	.....	TRUXTUN.....	252
253	Sept. 22, 1913	Nov. 9, 1914	May 4, 1915	Sept. 22, 1915	Apr. 11, 1916	Apr. 11, 1916	TUCKER.....	253
254	Dec. 6, 1917	Dec. 19, 1918	May 17, 1919	None.....	Sept. 23, 1919	Sept. 24, 1919	TURNER.....	254
255	July 11, 1917	Jan. 23, 1918	Sept. 28, 1918	None.....	July 28, 1919	July 28, 1919	TWIGGS.....	255
256	Sept. 8, 1917	Feb. 19, 1918	July 4, 1918	None.....	Dec. 23, 1918	Dec. 23, 1918	UPSHUR.....	256
257	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	.....	May 21, 1920	.....	UPSHUR, ABEL P.	257
258	Oct. 15, 1913	Feb. 23, 1914	Apr. 29, 1915	Oct. 15, 1915	July 23, 1915	July 23, 1915	WADSWORTH...	258
259	Oct. 15, 1913	Sept. 1, 1914	June 12, 1915	Oct. 15, 1915	May 12, 1916	May 12, 1916	WAINWRIGHT...	259
260	Aug. 15, 1917	June 19, 1918	Sept. 14, 1918	None.....	Jan. 31, 1919	Jan. 31, 1919	WALKER.....	260
261	<sup>1</sup> July 20, 1917	May 15, 1918	June 1, 1918	<sup>2</sup> Sept. 30, 1918	.....	July 24, 1918	WARD.....	261
262	Aug. 31, 1917	Aug. 1, 1918	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919	WARD, AARON.	262
263	<sup>1</sup> Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	.....	WASMUTH.....	263
264	May 2, 1917	July 26, 1917	Mar. 3, 1918	None.....	Aug. 8, 1918	Aug. 8, 1918	WATERS.....	264
265	Dec. 6, 1917	Nov. 13, 1918	May 8, 1919	None.....	Sept. 2, 1919	Sept. 2, 1919	WELLES.....	265
266	Dec. 19, 1917	June 12, 1919	Nov. 6, 1919	None.....	Apr. 23, 1920	Apr. 23, 1920	WHIPPLE.....	266
267	Nov. 30, 1916	June 26, 1917	June 25, 1918	None.....	July 31, 1918	July 31, 1918	WICKES.....	267
268	Jan. 28, 1915	Mar. 11, 1915	May 18, 1916	Nov. 28, 1916	Nov. 10, 1916	Nov. 9, 1916	WILKES.....	268
269	May 4, 1917	Mar. 25, 1918	July 4, 1918	None.....	Mar. 1, 1919	Mar. 1, 1919	WILLIAMS.....	269
270	Dec. 29, 1917	Mar. 27, 1919	Oct. 16, 1919	None.....	.....	.....	WILLIAMSON...	270
271	Dec. 7, 1912	Oct. 1, 1913	Feb. 11, 1915	Dec. 7, 1914	Aug. 7, 1915	Aug. 7, 1915	WINSLOW.....	271
272	Dec. 6, 1917	Jan. 23, 1919	May 23, 1919	None.....	.....	.....	Wood.....	272
273	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	None.....	June 25, 1920	.....	WOOD, WELBORN C.	273
274	Dec. 6, 1917	Oct. 3, 1918	Feb. 6, 1919	None.....	.....	.....	WOODBURY.....	274
275	Nov. 30, 1916	Nov. 1, 1917	Sept. 17, 1918	None.....	Sept. 30, 1918	Sept. 30, 1918	WOOLSEY.....	275
276	Dec. 6, 1917	June 30, 1919	Oct. 24, 1919	None.....	Dec. 23, 1919	Feb. 24, 1920	WORDEN.....	276

<sup>1</sup> Date assigned to yard.<sup>2</sup> Expiration of construction period.



## DESTROYERS—FIRST LINE (DD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
277	YARBOROUGH.....DD314	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	277
278	YARNALL.....DD143	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	278
279	YOUNG.....DD312	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	279
280	ZANE.....DD337	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	280
281	ZEILIN.....DD313	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	281
282	NUMBER 332 <sup>2</sup> .....DD332	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	282
283	NUMBER 334.....DD334	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	283
284	NUMBER 335.....DD335	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	284
Total displacement.....						337,587				

<sup>1</sup> Length on designed water line.<sup>2</sup> Number 332 has been named Farenholt.

NOTE.—Destroyers 348 to 359, inclusive, carried in the act of Aug. 29, 1916, have not been ordered built, and data for same are omitted.

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
	Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.			
			40 cubic feet per ton.	Gallons.								
	<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>									
277	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	YARBOROUGH.....	DD314	277
278	<sup>1</sup> 1,154	35.12	.....	.....	4	2	8	8	106	YARNALL.....	DD143	278
279	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	YOUNG.....	DD312	279
280	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	ZANE.....	DD337	280
281	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	ZEILIN.....	DD313	281
282	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	NUMBER 332.....	DD332	282
283	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	NUMBER 334.....	DD334	283
284	<sup>1</sup> 1,215	<sup>1</sup> 35.0	.....	.....	4	2	8	8	106	NUMBER 335.....	DD335	284

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horsepower on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					<i>Sq. ft.</i>		
277	YARBOROUGH.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	2 27,000	..... 277
278	YARNALL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	..... 278
279	YOUNG.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	2 27,000	..... 279
280	ZANE.....	2	Parsons geared turb.....	4 Normand.....	27,000	2 26,000	..... 280
281	ZEILIN.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	2 27,000	..... 281
282	NUMBER 332.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	2 27,000	..... 282
283	NUMBER 334.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	2 27,000	..... 283
284	NUMBER 335.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	2 27,000	..... 284
	Total horsepower.....					7,370,335	

<sup>1</sup> Cruising turbine on each shaft.<sup>2</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery:	Electric generating sets.					Sound apparatus.				Name.	
		Tons.	Kilowatts (each).		Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.		
			No.	Type.				No.	Type.			
										No.		Type.
277	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1	.....	YARBOROUGH.....	277
278	412	2	25	125	8-25- $\frac{12000}{12000}$	Westinghouse.....				.....	YARNELL.....	278
279	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1	.....	YOUNG.....	279
280	404	2	25	125	8-25- $\frac{12000}{12000}$	Westinghouse.....			1	.....	ZANE.....	280
281	<sup>1</sup> 477	2	25	125	2-25-3600	General Electric.....			1	.....	ZELIN.....	281
282	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1	.....	NUMBER 332.....	282
283	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1	.....	NUMBER 334.....	283
284	<sup>1</sup> 453	2	25	125	2-25-3600	.....do.....			1	.....	NUMBER 335.....	284

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
277	YARBOROUGH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	277
278	YARNELL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	278
279	YOUNG.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	279
280	ZANE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	280
281	ZEILIN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	281
282	NUMBER 332.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	282
283	NUMBER 334.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	283
284	NUMBER 335.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	284

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
277	Dec. 6, 1917	Feb. 27, 1919	June 20, 1919	None.....	.....	.....	YARBOROUGH.....	277
278	Sept. 8, 1917	Feb. 12, 1918	June 19, 1918	None.....	Nov. 29, 1918	Nov. 29, 1918	YARNELL.....	278
279	Dec. 6, 1917	Jan. 28, 1919	May 28, 1919	None.....	.....	.....	YOUNG.....	279
280 <sup>1</sup>	Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	None.....	.....	.....	ZANE.....	280
281	Dec. 6, 1917	Feb. 20, 1919	May 28, 1919	None.....	.....	.....	ZEILIN.....	281
282	Dec. 6, 1917	Sept. 13, 1920	.....	.....	.....	.....	Number 332.....	282
283	Dec. 6, 1917	Sept. 15, 1920	.....	.....	.....	.....	Number 334.....	283
284	Dec. 6, 1917	.....	.....	.....	.....	.....	Number 335.....	284

<sup>1</sup> Date assigned to yard.

## DESTROYERS—SECOND LINE (ODD).

	Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
1	AMMEN.....DD35	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	1
2	BEALE.....DD40	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	2
3	BURROWS.....DD29	293 10	289 0	26 1½	8 4	742	12.0	887	9 5	3
4	DRAYTON.....DD23	293 10	289 0	26 1½	8 4	742	12.0	887	9 6	4
5	FANNING.....DD37	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	5
6	HENLEY.....DD39	293 10	289 0	26 1½	8 4	742	12.0	891	9 5	6
7	JARVIS.....DD38	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	7
8	JENKINS.....DD42	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	8
9	JOUETT.....DD41	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	9
10	MAYRANT.....DD31	293 10	289 0	26 1½	8 4	742	12.0	887	9 5	10
11	MCCALL.....DD28	293 10	289 0	26 1½	8 4	742	12.0	887	9 5	11
12	MONAGHAN.....DD32	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	12
13	PATTERSON.....DD36	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	13
14	PAULDING.....DD22	293 10	289 0	26 1½	8 4	742	12.0	887	9 6	14
15	PERKINS.....DD26	293 10	289 0	26 1½	8 4	742	12.0	893	10 1	15
16	ROE.....DD24	293 10	289 0	26 1½	8 4	742	12.0	887	10 11	16
17	STERETT.....DD27	293 10	289 0	26 1½	8 4	742	12.0	893	10 1	17
18	TERRY.....DD25	293 10	289 0	26 1½	8 4	742	12.0	887	10 11	18
19	TRIPPE.....DD33	293 10	289 0	26 1½	8 4	742	12.0	883	9 5	19
20	WALKE.....DD34	293 10	289 0	26 1½	8 4	742	12.0	889	9 5	20
21	WARRINGTON.....DD30	293 10	289 0	26 1½	8 4	742	12.0	887	9 5	21
	Total normal displacement.	.....	.....	.....	.....	15,582				

<sup>1</sup> Length on designed water line.

## DESTROYERS—SECOND LINE (ODD).

	Trial.		Fuel capacity.		Rig.	Messrs (complement).				Name and official number.		
	Displacement.	Speed.	Fuel oil.			No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.			Men.
			40 cubic feet per ton.	Gallons.								
	<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>									
1	736	30.48	227	67,855	4	2	6	9	71	AMMEN.....	DD35	1
2	740	29.65	227	68,012	3	2	6	9	71	BEALE.....	DD40	2
3	720	30.67	224	67,142	4	2	6	9	71	BURROWS.....	DD29	3
4	721	30.83	227	67,972	4	2	6	9	71	DRAYTON.....	DD23	4
5	725	29.99	223	66,785	3	2	6	9	71	FANNING.....	DD37	5
6	767	30.32	230	68,901	4	2	6	9	71	HENLEY.....	DD39	6
7	777	30.01	223	66,707	4	2	6	9	71	JARVIS.....	DD38	7
8	719	31.27	222	66,471	4	2	6	9	71	JENKINS.....	DD42	8
9	728	32.27	225	67,420	4	2	6	9	71	JOUETT.....	DD41	9
10	734	30.22	236	70,747	3	2	6	9	71	MAYRANT.....	DD31	10
11	738	30.66	224	67,142	4	2	6	9	71	MCCALL.....	DD28	11
12	735	30.45	225	67,257	3	2	6	9	71	MONAGHAN.....	DD32	12
13	757	29.69	227	67,884	3	2	6	9	71	PATTERSON.....	DD36	13
14	711	32.8	227	67,772	4	2	6	9	71	PAULDING.....	DD22	14
15	765	29.76	230	68,734	3	2	6	9	71	PERKINS.....	DD26	15
16	711	29.6	223	66,801	3	2	6	9	71	ROE.....	DD24	16
17	754	30.37	230	68,837	3	2	6	9	71	STERETT.....	DD27	17
18	722	30.24	222	66,385	3	2	6	9	71	TERRY.....	DD25	18
19	733	30.89	224	67,051	4	2	6	9	71	TRIPPE.....	DD33	19
20	772	29.78	238	71,316	3	2	6	9	71	WALKE.....	DD34	20
21	729	30.12	236	70,704	3	2	6	9	71	WARRINGTON.....	DD30	21



## DESTROYERS—SECOND LINE (ODD).

Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
			Number and type.	Total heating surface.	Main engines.	Total maximum.
1 AMMEN.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	<i>Sq. ft.</i> 19,200	14,001	1
2 BEALE.....	3	Parsons turb. <sup>1</sup> .....	4 White-Forster.	18,000	11,800	2
3 BURROWS.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	19,200	13,254	3
4 DRAYTON.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	19,321	15,524	4
5 FANNING.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,136	12,600	5
6 HENLEY.....	2	Westgh. geared turb. <sup>2</sup> ...	4 Yarrow.....	18,000	13,472	6
7 JARVIS.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	19,200	10,584	7
8 JENKINS.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	18,021	12,440	8
9 JOUETT.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	18,021	12,340	9
10 MAYRANT.....	2	Westgh. geared turb. <sup>2</sup> ...	4 White-Forster.	18,000	13,140	10
11 MCCALL.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	19,200	13,072	11
12 MONAGHAN.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,000	12,410	12
13 PATTERSON.....	3	Parsons turb. <sup>1</sup> .....	4 White-Forster.	18,000	12,622	13
14 PAULDING.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	19,320	17,393	14
15 PERKINS.....	2	Curtis turb.....	4 Yarrow.....	18,000	11,668	15
16 ROE.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,000	11,789	12,297
17 STERETT.....	2	Curtis turb.....	4 Yarrow.....	18,000	12,789	17
18 TERRY.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,000	13,350	18
19 TRIPPE.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	19,320	14,978	19
20 WALKE.....	2	Curtis turb.....	4 Yarrow.....	18,000	12,573	20
21 WARRINGTON.....	2	Zoelly turb.....	4 White-Forster.	18,000	12,846	13,333
Total horsepower.....					274,645	

<sup>1</sup> Cruising turbine on both outboard shafts.<sup>2</sup> Cruising turbine on both shafts.

## DESTROYERS—SECOND LINE (ODD).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.		Receiving sets.			
							No.	Type.	No.			Type.
1	289	2	10	125	2-10-5000	General Electric...					AMMEN.....	1
2	274	2	10	125	4-10-3600	Terry-Diehl.....	2	(1)			BEALE.....	2
3	287	2	10	125	2-10-3600	General Electric...	2	(1)			BURROWS.....	3
4	263	2	10	125	2-10-3600	.....do.....					DRAYTON.....	4
5	272	2	10	125	4-10-3600	Terry-Diehl.....					FANNING.....	5
6	305	2	10	125	2-10-3600	Terry - General Electric.					HENLEY.....	6
7	296	2	10	25	113-10-4000	General Electric...					JARVIS.....	7
8	263	2	10	25	113-10-4000	.....do.....					JENKINS.....	8
9	263	2	10	25	113-10-4000	.....do.....					JOUETT.....	9
10	284	{ 1 1	{ 10 10	{ 125 125	{ 113-10-4000 2-10-3600	{ .....do..... Terry-G. E. Co.....					MAYRANT.....	10
11	287	2	10	125	113-10-4000	General Electric...			1		MCCALL.....	11
12	277	2	10	125	4-10-3600	Terry-Diehl.....					MONAGHAN.....	12
13	271	2	10	125	113-10-4000	General Electric...			1		PATTERSON.....	13
14	269	2	10	125	113-10-4000	.....do.....					PAULDING.....	14
15	301	2	10	125	113-10-4000	.....do.....					PERKINS.....	15
16	277	2	10	125	113-10-4000	.....do.....					ROE.....	16
17	300	2	10	125	113-10-4000	.....do.....					STERETT.....	17
18	277	2	10	125	113-10-4000	.....do.....					TERRY.....	18
19	270	2	10	125	113-10-4000	.....do.....					TRIPPE.....	19
20	303	2	10	125	113-10-4000	.....do.....					WALKE.....	20
21	283	2	10	125	113-10-4000	.....do.....					WARRINGTON.....	21

¹ Oscillator.

## DESTROYERS—SECOND LINE (ODD).

	Name.	Battery.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
1	AMMEN.....		3 18" twin..	New York S. B. Co., Camden, N. J.	648,000	Mar. 3, 1909	1
2	BEALE.....		3 18" twin..	Wm. Cramp & Sons, Philadelphia.	654,000	June 24, 1910	2
3	BURROWS.....	5 3", 50 cal..	3 18" twin..	New York S. B. Co., Camden, N. J.	665,000	May 13, 1908	3
4	DRAYTON.....		3 18" twin..	Bath Iron Works, Bath, Me.	644,000	May 13, 1908	4
5	FANNING.....		3 18" twin..	Newport News S. B. Co.	630,500	June 24, 1910	5
6	HENLEY.....		3 18" twin..	Fore River S. B. Co., Quincy.	648,700	June 24, 1910	6
7	JARVIS.....		3 18" twin..	New York S. B. Co., Camden, N. J.	640,000	June 24, 1910	7
8	JENKINS.....		3 18" twin..	Bath Iron Works, Bath, Me.	654,500	June 24, 1910	8
9	JOUETT.....		3 18" twin..	do.....	654,500	June 24, 1910	9
10	MAYRANT.....		3 18" twin..	Wm. Cramp & Sons, Philadelphia.	664,000	May 13, 1908	10
11	MCCALL.....		2 18" twin..	New York S. B. Co., Camden, N. J.	665,000	May 13, 1908	11
12	MONAGHAN.....		3 18" twin..	Newport News S. B. Co.	629,000	Mar. 3, 1909	12
13	PATTERSON.....		3 18" twin..	Wm. Cramp & Sons, Philadelphia.	637,000	Mar. 3, 1909	13
14	PAULDING.....		3 18" twin..	Bath Iron Works, Bath, Me.	644,000	May 13, 1908	14
15	PERKINS.....		3 18" twin..	Fore River S. B. Co., Quincy.	610,000	May 13, 1908	15
16	ROE.....		3 18" twin..	Newport News S. B. Co.	620,000	May 13, 1908	16
17	STERETT.....		2 18" twin..	Fore River S. B. Co., Quincy.	610,000	May 13, 1908	17
18	TERRY.....		3 18" twin..	Newport News S. B. Co.	620,000	May 13, 1908	18
19	TRIPPE.....		3 18" twin..	Bath Iron Works, Bath, Me.	659,600	Mar. 3, 1909	19
20	WALKE.....		3 18" twin..	Fore River S. B. Co., Quincy.	644,000	Mar. 3, 1909	20
21	WARRINGTON.....		3 18" twin..	Wm. Cramp & Sons, Philadelphia.	664,000	May 13, 1908	21

## DESTROYERS—SECOND LINE (ODD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	June 18, 1909	Mar. 29, 1910	Sept. 20, 1910	Apr. 18, 1911	May 20, 1911	May 23, 1911 ‡ Dec. 11, 1919	AMMEN.....	1
2	Dec. 1, 1910	May 8, 1911	Apr. 30, 1912	Dec. 1, 1912	Aug. 29, 1912	Aug. 30, 1912 ‡ Oct. 25, 1919	BEALE.....	2
3	Oct. 5, 1908	June 19, 1909	June 23, 1910	Oct. 5, 1910	Feb. 17, 1911	Mar. 22, 1911 ‡ Dec. 12, 1919	BURROWS.....	3
4	Sept. 29, 1908	Aug. 19, 1909	Aug. 22, 1910	Sept. 29, 1910	Oct. 29, 1910	Oct. 29, 1910 ‡ Nov. 17, 1919	DRAYTON.....	4
5	Dec. 6, 1910	Apr. 29, 1911	Jan. 11, 1912	Dec. 6, 1912	June 20, 1912	June 21, 1912 ‡ Nov. 24, 1919	FANNING.....	5
6	Nov. 28, 1910	July 17, 1911	Apr. 3, 1912	Nov. 28, 1912	Dec. 5, 1912	Dec. 6, 1912 ‡ Dec. 12, 1919	HENLEY.....	6
7	Dec. 3, 1910	July 1, 1911	Apr. 3, 1912	Dec. 3, 1912	Oct. 21, 1912	Oct. 22, 1912 ‡ Nov. 26, 1919	JARVIS.....	7
8	Nov. 30, 1910	Mar. 24, 1911	Apr. 29, 1912	Nov. 30, 1912	June 14, 1912	June 15, 1912 ‡ Oct. 31, 1919	JENKINS.....	8
9	Nov. 30, 1910	Mar. 7, 1911	Apr. 15, 1912	Nov. 30, 1912	May 24, 1912	May 25, 1912 ‡ Nov. 24, 1919	JOUETT.....	9
10	Oct. 1, 1908	Apr. 22, 1909	Apr. 23, 1910	Oct. 1, 1910	July 10, 1911	July 12, 1911 ‡ Dec. 12, 1919	MAYRANT.....	10
11	Oct. 5, 1908	June 8, 1909	June 4, 1910	Oct. 5, 1910	Jan. 18, 1911	Jan. 23, 1911 ‡ Dec. 12, 1919	MCCALL.....	11
12	June 23, 1909	June 1, 1910	Feb. 18, 1911	June 23, 1911	June 20, 1911	June 21, 1911 ‡ Nov. 4, 1919	MONAGHAN.....	12
13	June 14, 1909	Apr. 27, 1910	Apr. 29, 1911	June 14, 1911	Oct. 7, 1911	Oct. 11, 1911 ‡ Dec. 5, 1919	PATTERSON.....	13
14	Sept. 29, 1908	July 24, 1909	Apr. 12, 1910	Sept. 29, 1910	Sept. 27, 1910	Sept. 29, 1910 ‡ Oct. 15, 1919	PAULDING.....	14
15	Oct. 1, 1908	Mar. 22, 1909	Apr. 9, 1910	Sept. 1, 1910	Nov. 15, 1910	Nov. 18, 1910 ‡ Dec. 5, 1919	PERKINS.....	15
16	Oct. 12, 1908	Jan. 18, 1909	July 24, 1909	Oct. 12, 1910	Sept. 15, 1910	Sept. 17, 1910 ‡ Dec. 1, 1919	ROE.....	16
17	Oct. 1, 1908	Mar. 22, 1909	May 12, 1910	Oct. 1, 1910	Dec. 12, 1910	Dec. 15, 1910 ‡ Dec. 9, 1919	STERETT.....	17
18	Oct. 12, 1908	Feb. 8, 1909	Aug. 21, 1909	Oct. 12, 1910	Oct. 12, 1910	Oct. 18, 1910 ‡ Nov. 13, 1919	TERRY.....	18
19	June 15, 1909	Apr. 12, 1910	Dec. 20, 1910	June 15, 1911	Mar. 21, 1911	Mar. 23, 1911 ‡ Nov. 6, 1919	TRIPPE.....	19
20	June 29, 1909	Mar. 5, 1910	Nov. 3, 1910	June 29, 1911	July 18, 1911	July 22, 1911 ‡ Dec. 12, 1919	WALKE.....	20
21	Oct. 1, 1908	June 21, 1909	June 18, 1910	Oct. 1, 1910	Mar. 17, 1911	Mar. 20, 1911 ‡ Jan. 31, 1920	WARRINGTON...	21

‡ Date placed out of commission.

## LIGHT MINE LAYERS (DM).

	Name and official number.	Dimensions.			Ship fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1	ANTHONY.....DM12	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	1
2	BURNS.....DM11	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	2
3	HART.....DM8	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	3
4	INGRAHAM.....DM9	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	4
5	ISRAEL.....DM3	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	5
6	LANSDALE.....DM6	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	6
7	LUCE <sup>2</sup> .....DM4	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	7
8	LUDLOW.....DM10	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	8
9	MAHAN.....DM7	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	9
10	MAURY.....DM5	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	10
11	MURRAY.....DM2	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	11
12	RIZAL.....DM14	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	12
13	SPROSTON.....DM13	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	13
14	STRIBLING.....DM1	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	14
	Total normal displacement.....					16,674				

<sup>1</sup> Length on designed water line.<sup>2</sup> Luce formerly Schley; name changed Sept. 24, 1917.

## LIGHT MINE LAYERS (DM).

	Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
	Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.	Men.			
			40 cubic feet per ton.	Gallons.								
	Tons.	Knots.	Tons.									
1	1,184	33.50	.....	.....	4	2	8	8	106	ANTHONY.....	DM12	1
2	1,230	33.82	.....	.....	4	2	8	8	106	BURNS.....	DM11	2
3	1,211	33.97	.....	.....	4	2	8	8	106	HART.....	DM8	3
4	1,206	34.14	.....	.....	4	2	8	8	106	INGRAHAM.....	DM9	4
5	<sup>1</sup> 1,189	34.34	.....	.....	4	2	8	8	106	ISRAEL.....	DM3	5
6	<sup>1</sup> 1,198	35.17	.....	.....	4	2	8	8	106	LANSDALE.....	DM6	6
7	<sup>1</sup> 1,195	34.81	.....	.....	4	2	8	8	106	LUCE.....	DM4	7
8	1,196	34.22	.....	.....	4	2	8	8	106	LUDLOW.....	DM10	8
9	<sup>2</sup> 1,224	35.05	.....	.....	4	2	8	8	106	MAHAN.....	DM7	9
10	1,189	34.59	.....	.....	4	2	8	8	106	MAURY.....	DM5	10
11	1,188	34.84	.....	.....	4	2	8	8	106	MURRAY.....	DM2	11
12	<sup>1</sup> 1,184	33.84	.....	.....	4	2	8	8	106	RIZAL.....	DM14	12
13	1,180	33.57	.....	.....	4	2	8	8	106	SPROSTON.....	DM13	13
14	<sup>1</sup> 1,200	34.41	.....	.....	4	2	8	8	106	STRIBLING.....	DM1	14

<sup>1</sup> Estimated.<sup>2</sup> At start of trial.

## LIGHT MINE LAYERS (DM).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					<i>Sq. ft.</i>		
1	ANTHONY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,250	1
2	BURNS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,900	2
3	HART.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,700	3
4	INGRAHAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,250	4
5	ISRAEL.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,345	5
6	LANSDALE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,940	6
7	LUCE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,340	7
8	LUDLOW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,500	8
9	MAHAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,880	9
10	MAURY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,890	10
11	MURRAY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,430	11
12	RIZAL.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,960	12
13	SPROSTON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,170	13
14	STRIBLING.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,485	14
	Total horsepower.....					391,040	

## LIGHT MINE LAYERS (DM).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.		
		Tons.	No.	Kilowatts (each).	Volts.	Type (turbo-generators).	Builders.	Sending sets.			Receiving sets.	
								No.	Type.		No.	Type.
1	1 460	2	25	125	2-25-3600	General Electric.....			1	ANTHONY.....	1	
2	1 460	2	25	125	2-25-3600	.....do.....			1	BURNS.....	2	
3	486	2	25	125	2-25-3600	.....do.....				HART.....	3	
4	486	2	25	125	2-25-3600	.....do.....				INGRAHAM.....	4	
5	1 460	2	25	125	2-25-3600	.....do.....		1	( <sup>2</sup> )	ISRAEL.....	5	
6	1 460	2	25	125	2-25-3600	.....do.....			1	LANSDALE.....	6	
7	1 460	2	25	125	2-25-3600	.....do.....			1	LUCE.....	7	
8	486	2	25	125	2-25-3600	.....do.....			1	LUDLOW.....	8	
9	1 460	2	25	125	2-25-3600	.....do.....				MAHAN.....	9	
10	1 460	2	25	125	2-25-3600	.....do.....			1	MAURY.....	10	
11	1 460	2	25	125	2-25-3600	.....do.....				MURRAY.....	11	
12	1 460	2	25	125	2-25-3600	.....do.....			1	RIZAL.....	12	
13	1 460	2	25	125	2-25-3600	.....do.....			1	SPROSTON.....	13	
14	1 460	2	25	125	2-25-3600	.....do.....			1	STRIBLING.....	14	

<sup>1</sup> Estimated.<sup>2</sup> Submarine bell.



## LIGHT MINE LAYERS (DM).

	Name.	Guns.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
1	ANTHONY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	Union Iron Works, San Francisco.	Cost+10%....	Mar. 4, 1917	1
2	BURNS.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	2
3	HART.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	3
4	INGRAHAM.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	4
5	ISRAEL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	Fore River S. B. Co., Quincy	Cost+10%....	Mar. 4, 1917	5
6	LANSDALE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	6
7	LUCE.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	7
8	LUDLOW.....	3 4", 50 cal.; 1 3", 23 cal.A.A.	Union Iron Works, San Francisco.	Cost+10%....	Mar. 4, 1917	8
9	MAHAN.....	3 4", 50 cal.; 2 3", 23 cal.A.A.	Fore River S. B. Co., Quincy	Cost+10%....	Mar. 4, 1917	9
10	MAUBY.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	10
11	MURRAY.....	3 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	11
12	RIZAL.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	Union Iron Works, San Francisco.	Cost+10%....	Mar. 4, 1917	12
13	SPROSTON.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	13
14	STRIBLING.....	4 4", 50 cal.; 2 3", 23 cal.A.A.	Fore River S. B. Co., Quincy	Cost+10%....	Mar. 4, 1917	14

<sup>1</sup> Together with act of Aug. 29, 1916.

## LIGHT MINE LAYERS (DM).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Aug. 15, 1917	Apr. 18, 1918	Aug. 10, 1918	.....	June 19, 1919	June 19, 1919	ANTHONY.....	1
2	Aug. 15, 1917	Apr. 15, 1918	July 4, 1918	.....	Aug. 7, 1919	Aug. 7, 1919	BURNS.....	2
3	May 4, 1917	Jan. 8, 1918	July 4, 1918	.....	May 26, 1919	May 26, 1919	HART.....	3
4	May 4, 1917	Jan. 12, 1918	July 4, 1918	.....	May 15, 1919	May 15, 1919	INGRAHAM.....	4
5	Apr. 27, 1917	Jan. 26, 1918	June 22, 1918	.....	Sept. 13, 1918	Sept. 13, 1918	ISRAEL.....	5
6	Apr. 27, 1917	Apr. 20, 1918	July 21, 1918	.....	Oct. 26, 1918	Oct. 26, 1918	LANSDALE.....	6
7	Apr. 27, 1917	Feb. 9, 1918	June 29, 1918	.....	Sept. 11, 1918	Sept. 11, 1918	LUCE.....	7
8	May 4, 1917	Jan. 7, 1918	June 9, 1918	.....	Dec. 23, 1918	Dec. 23, 1918	LUDLOW.....	8
9	Apr. 27, 1917	May 4, 1918	Aug. 4, 1918	.....	Oct. 24, 1918	Oct. 24, 1918	MAHAN.....	9
10	Apr. 27, 1917	Feb. 26, 1918	July 4, 1918	.....	Sept. 23, 1918	Sept. 23, 1918	MAUBY.....	10
11	Apr. 27, 1917	Dec. 22, 1917	June 8, 1918	.....	Aug. 20, 1918	Aug. 21, 1918	MURRAY.....	11
12	Aug. 15, 1917	June 26, 1918	Sept. 21, 1918	.....	May 28, 1919	May 28, 1919	RIZAL.....	12
13	Aug. 15, 1917	Apr. 20, 1918	Aug. 10, 1918	.....	July 11, 1919	July 12, 1919	SPROSTON.....	13
14	Apr. 27, 1917	Dec. 14, 1917	May 29, 1918	.....	Aug. 16, 1918	Aug. 16, 1918	STREBLING.....	14

## SUBMARINES—FIRST LINE (SS).

	Name and official number.	Length over all.	Breadth, extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
1	O-1.....SS62	172 4	18 0½	14 5	520.60	629.30	14.0	10.5	1
2	O-2.....SS63	172 4	18 0½	14 5	520.60	629.30	14.0	10.5	2
3	O-3.....SS64	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	3
4	O-4.....SS65	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	4
5	O-5.....SS66	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	5
6	O-6.....SS67	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	6
7	O-7.....SS68	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	7
8	O-8.....SS69	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	8
9	O-9.....SS70	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	9
10	O-10.....SS71	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	10
11	O-11.....SS72	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	11
12	O-12.....SS73	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	12
13	O-13.....SS74	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	13
14	O-14.....SS75	175 0	16 3¾	13 10½	485.90	566.00	14.0	11.0	14
15	O-15.....SS76	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	15
16	O-16.....SS77	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	16
17	R-1.....SS78	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	17
18	R-2.....SS79	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	18
19	R-3.....SS80	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	19
20	R-4.....SS81	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	20
21	R-5.....SS82	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	21
22	R-6.....SS83	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	22
23	R-7.....SS84	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	23
24	R-8.....SS85	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	24
25	R-9.....SS86	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	25
26	R-10.....SS87	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	26
27	R-11.....SS88	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	27
28	R-12.....SS89	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	28
29	R-13.....SS90	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	29
30	R-14.....SS91	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	30
31	R-15.....SS92	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	31
32	R-16.....SS93	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	32
33	R-17.....SS94	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	33
34	R-18.....SS95	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	34
35	R-19.....SS96	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	35
36	R-20.....SS97	186 1½	18 0½	14 6	569.00	680.00	13.5	10.5	36

<sup>1</sup> Estimated.

## SUBMARINES—FIRST LINE (SS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.		
	Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Men.			
	Galls.	Galls.									
1	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-1.....	SS62	1
2	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-2.....	SS63	2
3	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-3.....	SS64	3
4	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-4.....	SS65	4
5	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-5.....	SS66	5
6	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-6.....	SS67	6
7	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-7.....	SS68	7
8	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-8.....	SS69	8
9	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-9.....	SS70	9
10	21,897	10,089	1 3", 23 cal..	4	8	2	3	24	O-10.....	SS71	10
11	18,588	10,094	1 3", 23 cal..	4	8	2	3	24	O-11.....	SS72	11
12	18,588	10,094	1 3", 23 cal..	4	8	2	3	24	O-12.....	SS73	12
13	18,588	10,094	1 3", 23 cal..	4	8	2	3	24	O-13.....	SS74	13
14	18,588	10,094	1 3", 23 cal..	4	8	2	3	24	O-14.....	SS75	14
15	18,588	10,094	1 3", 23 cal..	4	8	2		24	O-15.....	SS76	15
16	18,588	10,094	1 3", 23 cal..	4	8	2	3	24	O-16.....	SS77	16
17	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-1.....	SS78	17
18	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-2.....	SS79	18
19	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-3.....	SS80	19
20	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-4.....	SS81	20
21	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-5.....	SS82	21
22	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-6.....	SS83	22
23	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-7.....	SS84	23
24	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-8.....	SS85	24
25	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-9.....	SS86	25
26	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-10.....	SS87	26
27	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-11.....	SS88	27
28	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-12.....	SS89	28
29	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-13.....	SS90	29
30	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-14.....	SS91	30
31	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-15.....	SS92	31
32	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-16.....	SS93	32
33	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-17.....	SS94	33
34	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-18.....	SS95	34
35	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-19.....	SS96	35
36	18,880	7,691	1 3", 50 cal..	4	8	2	3	24	R-20.....	SS97	36

## SUBMARINES—FIRST LINE (SS).

	Name.	Engine.				Make.	
		B. H. P.	R. P. M.	Cycle.	No. of cylinders.		
1	O-1.....	440	400	4	6	New London S. E. Co.....	1
2	O-2.....	440	400	4	6	do.....	2
3	O-3.....	440	400	4	6	do.....	3
4	O-4.....	440	400	4	6	do.....	4
5	O-5.....	440	400	4	6	do.....	5
6	O-6.....	440	400	4	6	do.....	6
7	O-7.....	440	400	4	6	do.....	7
8	O-8.....	440	400	4	6	do.....	8
9	O-9.....	440	400	4	6	do.....	9
10	O-10.....	440	400	4	6	do.....	10
11	O-11.....	500	410	4	6	Busch-Sulzer.....	11
12	O-12.....	500	410	4	6	do.....	12
13	O-13.....	500	410	4	6	do.....	13
14	O-14.....	500	410	4	6	do.....	14
15	O-15.....	500	410	4	6	do.....	15
16	O-16.....	500	410	4	6	do.....	16
17	R-1.....	440	400	4	6	New London S. E. Co.....	17
18	R-2.....	440	400	4	6	do.....	18
19	R-3.....	440	400	4	6	do.....	19
20	R-4.....	440	400	4	6	do.....	20
21	R-5.....	440	400	4	6	do.....	21
22	R-6.....	440	400	4	6	do.....	22
23	R-7.....	440	400	4	6	do.....	23
24	R-8.....	440	400	4	6	do.....	24
25	R-9.....	440	400	4	6	do.....	25
26	R-10.....	440	400	4	6	do.....	26
27	R-11.....	440	400	4	6	do.....	27
28	R-12.....	440	400	4	6	do.....	28
29	R-13.....	440	400	4	6	do.....	29
30	R-14.....	440	400	4	6	do.....	30
31	R-15.....	440	400	4	6	do.....	31
32	R-16.....	440	400	4	6	do.....	32
33	R-17.....	440	400	4	6	do.....	33
34	R-18.....	440	400	4	6	do.....	34
35	R-19.....	440	400	4	6	do.....	35
36	R-20.....	440	400	4	6	do.....	36

## SUBMARINES—FIRST LINE (SS).

	Motors.				Storage Battery.		Name.	
	Make.	H.P., 1- hour rate.	Control.		Make.	Type.		
			Make.	Type.				
1	Nav. Yd., N.Y.	370	Cut.-Ham. Co.	Mag.controller.	Gould Stor. Bat. Co.	29-WLL..	O-1..	1
2	...do.....	370	...do.....	...do.....	...do.....	29-WLL..	O-2..	2
3	Elec. Dy. Co..	370	...do.....	...do.....	Elec. Stor. Bat. Co.	49-WL...	O-3..	3
4	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-4..	4
5	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-5..	5
6	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-6..	6
7	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-7..	7
8	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-8..	8
9	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-9..	9
10	...do.....	370	...do.....	...do.....	...do.....	49-WL...	O-10..	10
11	Diehl. Mfg. Co.	440	...do.....	...do.....	...do.....	29-WL...	O-11..	11
12	...do.....	440	...do.....	...do.....	...do.....	29-WL...	O-12..	12
13	...do.....	440	...do.....	...do.....	...do.....	29-WL...	O-13..	13
14	...do.....	440	...do.....	...do.....	...do.....	29-WL...	O-14..	14
15	...do.....	440	...do.....	...do.....	...do.....	29-WL...	O-15..	15
16	...do.....	440	...do.....	...do.....	...do.....	29-WL...	O-16..	16
17	Elec. Dy. Co..	467	...do.....	...do.....	...do.....	31-WLL..	R-1..	17
18	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-2..	18
19	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-3..	19
20	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-4..	20
21	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-5..	21
22	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-6..	22
23	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-7..	23
24	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-8..	24
25	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-9..	25
26	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-10..	26
27	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-11..	27
28	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-12..	28
29	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-13..	29
30	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-14..	30
31	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-15..	31
32	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-16..	32
33	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-17..	33
34	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-18..	34
35	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-19..	35
36	...do.....	467	...do.....	...do.....	...do.....	31-WLL..	R-20..	36

## SUBMARINES—FIRST LINE (SS).

	Name.	Contractor.	Builder.	Date of act authorizing building.	
1	O-1.....	United States Government <sup>1</sup> ...	Navy yard, Portsmouth.....	Mar. 3, 1915	1
2	O-2.....	do <sup>1</sup> .....	do.....	Mar. 3, 1915	2
3	O-3.....	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Mar. 3, 1915	3
4	O-4.....	do.....	do.....	Mar. 3, 1915	4
5	O-5.....	do.....	do.....	Mar. 3, 1915	5
6	O-6.....	do.....	do.....	Mar. 3, 1915	6
7	O-7.....	do.....	do.....	Mar. 3, 1915	7
8	O-8.....	do.....	do.....	Mar. 3, 1915	8
9	O-9.....	do.....	do.....	Mar. 3, 1915	9
10	O-10.....	do.....	do.....	Mar. 3, 1915	10
11	O-11.....	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Mar. 3, 1915	11
12	O-12.....	do.....	do.....	Mar. 3, 1915	12
13	O-13.....	do.....	do.....	Mar. 3, 1915	13
14	O-14.....	Calif. S. B. Co., Augusta, Me. <sup>2</sup> ..	California S. B. Co., Long Beach, Calif. <sup>3</sup>	Mar. 3, 1915	14
15	O-15.....	do. <sup>2</sup> .....	do. <sup>3</sup> .....	Mar. 3, 1915	15
16	O-16.....	do. <sup>2</sup> .....	do. <sup>3</sup> .....	Mar. 3, 1915	16
17	R-1.....	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Aug. 29, 1916	17
18	R-2.....	do.....	do.....	Aug. 29, 1916	18
19	R-3.....	do.....	do.....	Aug. 29, 1916	19
20	R-4.....	do.....	do.....	Aug. 29, 1916	20
21	R-5.....	do.....	do.....	Aug. 29, 1916	21
22	R-6.....	do.....	do.....	Aug. 29, 1916	22
23	R-7.....	do.....	do.....	Aug. 29, 1916	23
24	R-8.....	do.....	do.....	Aug. 29, 1916	24
25	R-9.....	do.....	do.....	Aug. 29, 1916	25
26	R-10.....	do.....	do.....	Aug. 29, 1916	26
27	R-11.....	do.....	do.....	Aug. 29, 1916	27
28	R-12.....	do.....	do.....	Aug. 29, 1916	28
29	R-13.....	do.....	do.....	Aug. 29, 1916	29
30	R-14.....	do.....	do.....	Aug. 29, 1916	30
31	R-15.....	do.....	Union Iron Works, San Francisco, Calif.	Aug. 29, 1916	31
32	R-16.....	do.....	do.....	Aug. 29, 1916	32
33	R-17.....	do.....	do.....	Aug. 29, 1916	33
34	R-18.....	do.....	do.....	Aug. 29, 1916	34
35	R-19.....	do.....	do.....	Aug. 29, 1916	35
36	R-20.....	do.....	do.....	Aug. 29, 1916	36

<sup>1</sup> Electric Boat Co. type.<sup>2</sup> Successors to Craig S. B. Co.; Lake type boats.<sup>3</sup> Completed at navy yard, Mare Island.

## SUBMARINES—FIRST LINE (SS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Jan. 1, 1917	Mar. 26, 1917	July 9, 1918	.....	.....	Nov. 5, 1918	O-1.....	1
2	Apr. 14, 1916	July 27, 1917	May 24, 1918	.....	.....	Oct. 19, 1918	O-2.....	2
3	Jan. 3, 1916	Dec. 2, 1916	Sept. 29, 1917	Oct. 3, 1917	June 13, 1918	June 13, 1918	O-3.....	3
4	Jan. 3, 1916	Dec. 4, 1916	Oct. 20, 1917	Nov. 3, 1917	May 29, 1918	May 28, 1918	O-4.....	4
5	Jan. 3, 1916	Dec. 5, 1916	Nov. 11, 1917	Nov. 3, 1917	June 8, 1918	June 8, 1918	O-5.....	5
6	Jan. 3, 1916	Dec. 6, 1916	Nov. 25, 1917	Dec. 3, 1917	June 11, 1918	June 12, 1918	O-6.....	6
7	Jan. 3, 1916	Feb. 14, 1917	Dec. 16, 1917	Dec. 3, 1917	July 4, 1918	July 4, 1918	O-7.....	7
8	Jan. 3, 1916	Feb. 27, 1917	Dec. 31, 1917	Jan. 3, 1918	July 11, 1918	July 11, 1918	O-8.....	8
9	Jan. 3, 1916	Feb. 15, 1917	Jan. 27, 1918	Jan. 3, 1918	July 27, 1918	July 27, 1918	O-9.....	9
10	Jan. 3, 1916	Feb. 27, 1917	Feb. 21, 1918	Feb. 3, 1918	Aug. 17, 1918	Aug. 17, 1918	O-10.....	10
11	Dec. 28, 1915	Mar. 6, 1916	Oct. 29, 1917	Oct. 28, 1917	Nov. 27, 1918	Oct. 19, 1918	O-11.....	11
12	Dec. 28, 1915	Mar. 6, 1916	Sept. 29, 1917	Nov. 28, 1917	Nov. 27, 1918	Oct. 19, 1918	O-12.....	12
13	Dec. 28, 1915	Mar. 6, 1916	Dec. 27, 1917	Dec. 28, 1917	Nov. 27, 1918	Nov. 27, 1918	O-13.....	13
14	Dec. 31, 1915	July 6, 1916	May 6, 1918	Nov. 31, 1917	<sup>1</sup> Oct. 12, 1918	Oct. 1, 1918	O-14.....	14
15	Dec. 31, 1915	Sept. 21, 1916	Feb. 12, 1918	Dec. 31, 1917	<sup>1</sup> Sept. 30, 1918	Aug. 27, 1918	O-15.....	15
16	Dec. 31, 1915	Oct. 7, 1916	Feb. 9, 1918	Jan. 31, 1918	<sup>1</sup> Aug. 31, 1918	Aug. 1, 1918	O-16.....	16
17	Jan. 8, 1917	Oct. 16, 1917	Aug. 24, 1918	Mar. 8, 1919	Dec. 16, 1918	Dec. 16, 1918	R-1.....	17
18	Jan. 8, 1917	Oct. 16, 1917	Sept. 23, 1918	Mar. 23, 1919	Jan. 24, 1919	Jan. 24, 1919	R-2.....	18
19	Jan. 8, 1917	Dec. 11, 1917	Jan. 18, 1919	Apr. 8, 1919	Apr. 17, 1919	Apr. 17, 1919	R-3.....	19
20	Jan. 8, 1917	Oct. 16, 1917	Oct. 26, 1918	Apr. 23, 1919	Mar. 28, 1919	Mar. 28, 1919	R-4.....	20
21	Jan. 8, 1917	Oct. 16, 1917	Nov. 24, 1918	May 8, 1919	Apr. 15, 1919	Apr. 15, 1919	R-5.....	21
22	Jan. 8, 1917	Dec. 17, 1917	Mar. 1, 1919	May 23, 1919	May 1, 1919	May 1, 1919	R-6.....	22
23	Jan. 8, 1917	Dec. 6, 1917	Apr. 5, 1919	June 8, 1919	June 12, 1919	June 12, 1919	R-7.....	23
24	Jan. 8, 1917	Mar. 4, 1918	Apr. 17, 1919	June 23, 1919	July 21, 1919	July 21, 1919	R-8.....	24
25	Jan. 8, 1917	Mar. 6, 1918	May 24, 1919	July 8, 1919	July 30, 1919	July 30, 1919	R-9.....	25
26	Jan. 8, 1917	Mar. 21, 1918	June 28, 1919	July 23, 1919	Aug. 20, 1919	Aug. 20, 1919	R-10.....	26
27	Jan. 8, 1917	Mar. 18, 1918	July 21, 1919	Aug. 8, 1919	Sept. 5, 1919	Sept. 5, 1919	R-11.....	27
28	Jan. 8, 1917	Mar. 28, 1918	Aug. 15, 1919	Aug. 23, 1919	Sept. 23, 1919	Sept. 23, 1919	R-12.....	28
29	Jan. 8, 1917	Mar. 27, 1918	Aug. 27, 1919	Sept. 8, 1919	Oct. 17, 1919	Oct. 17, 1919	R-13.....	29
30	Jan. 8, 1917	Nov. 6, 1918	Oct. 10, 1919	Sept. 23, 1919	Dec. 24, 1919	Dec. 24, 1919	R-14.....	30
31	Jan. 8, 1917	Apr. 26, 1917	Dec. 10, 1917	Dec. 8, 1918	July 27, 1918	July 27, 1918	R-15.....	31
32	Jan. 8, 1917	May 2, 1917	Dec. 15, 1917	Dec. 23, 1918	Aug. 5, 1918	Aug. 5, 1918	R-16.....	32
33	Jan. 8, 1917	May 5, 1917	Dec. 24, 1917	Jan. 8, 1919	Aug. 17, 1918	Aug. 17, 1918	R-17.....	33
34	Jan. 8, 1917	June 16, 1917	Jan. 4, 1918	Jan. 23, 1919	Sept. 11, 1918	Sept. 11, 1918	R-18.....	34
35	Jan. 8, 1917	June 23, 1917	Jan. 28, 1918	Feb. 8, 1919	Oct. 7, 1918	Oct. 7, 1918	R-19.....	35
36	Jan. 8, 1917	June 4, 1917	Jan. 21, 1918	Feb. 22, 1919	Oct. 26, 1918	Oct. 26, 1918	R-20.....	36

<sup>1</sup> Date of completion.



## SUBMARINES—FIRST LINE (SS).

	Name and official number.	Length over all.	Breadth extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.		Maximum speed. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.
					Surface.	Submerged.		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>
37	R-21.....SS98	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
38	R-22.....SS99	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
39	R-23.....SS100	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
40	R-24.....SS101	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
41	R-25.....SS102	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
42	R-26.....SS103	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
43	R-27.....SS104	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0
	Total displacement.....				22,961.00			

	Name.	Engine.				Make.	
		B. H. P.	R. P. M.	Cycle.	No. of cylinders.		
37	R-21.....	500	410	4	6	Busch-Sulzer.....	37
38	R-22.....	500	410	4	6	.....do.....	38
39	R-23.....	500	410	4	6	.....do.....	39
40	R-24.....	500	410	4	6	.....do.....	40
41	R-25.....	500	410	4	6	.....do.....	41
42	R-26.....	500	410	4	6	.....do.....	42
43	R-27.....	500	410	4	6	.....do.....	43
	Total H. P.	19,700					

	Name.	Contractor.	Builder.	Date of act authorizing building.	
37	R-21.....	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Aug. 29, 1916	37
38	R-22.....	.....do.....	.....do.....	Aug. 29, 1916	38
39	R-23.....	.....do.....	.....do.....	Aug. 29, 1916	39
40	R-24.....	.....do.....	.....do.....	Aug. 29, 1916	40
41	R-25.....	.....do.....	.....do.....	Aug. 29, 1916	41
42	R-26.....	.....do.....	.....do.....	Aug. 29, 1916	42
43	R-27.....	.....do.....	.....do.....	Aug. 29, 1916	43

<sup>1</sup> Estimated.

## SUBMARINES—FIRST LINE (SS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.
	Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Men.	
	<i>Galls.</i>	<i>Galls.</i>							
37	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-21.....SS98 37
38	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-22.....SS99 38
39	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-23.....SS100 39
40	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-24.....SS101 40
41	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-25.....SS102 41
42	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-26.....SS103 42
43	17,922	9,715	13", 50 cal..	4	8	2	3	24	R-27.....SS104 43

	Motors.				Storage batteries.		Name.
	Make.	H. P., 1-hour rate.	Control.		Make.	Type.	
			Make.	Type.			
37	Diehl Mfg. Co.	400	Cut.-Ham. Co.	Mag. controller	Electric Str. Bat. Co.	31-WL....	R-21.. 37
38	.....do.....	400	.....do.....	.....do.....	.....do.....	31-WL....	R-22.. 38
39	.....do.....	400	.....do.....	.....do.....	.....do.....	31-WL....	R-23.. 39
40	.....do.....	400	.....do.....	.....do.....	.....do.....	31-WL....	R-24.. 40
41	.....do.....	400	.....do.....	.....do.....	.....do.....	31-WL....	R-25.. 41
42	.....do.....	400	.....do.....	.....do.....	.....do.....	31-WL....	R-26.. 42
43	.....do.....	400	.....do.....	.....do.....	.....do.....	31-WL....	R-27.. 43

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
37	Dec. 30, 1916	Apr. 19, 1917	July 10, 1918	Nov. 30, 1918	June 14, 1919	June 17, 1919	R-21..... 37
38	Dec. 30, 1916	Apr. 19, 1917	Sept. 23, 1918	Dec. 22, 1918	July 31, 1919	Aug. 1, 1919	R-22..... 38
39	Dec. 30, 1916	Apr. 25, 1917	Nov. 5, 1918	Jan. 15, 1919	Oct. 22, 1919	Oct. 23, 1919	R-23..... 39
40	Dec. 30, 1916	May 9, 1917	Aug. 21, 1918	Feb. 7, 1919	June 26, 1919	June 27, 1919	R-24..... 40
41	Dec. 30, 1916	Apr. 26, 1917	May 15, 1919	Mar. 1, 1919	Oct. 22, 1919	Oct. 23, 1919	R-25..... 41
42	Dec. 30, 1916	Apr. 26, 1917	June 18, 1919	Mar. 22, 1919	Oct. 23, 1919	Oct. 23, 1919	R-26..... 42
43	Jan. 9, 1917	May 16, 1917	Sept. 23, 1918	Apr. 24, 1919	Aug. 29, 1919	Sept. 3, 1919	R-27..... 43

## SUBMARINES—FIRST LINE (SS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
44	S-1.....SS105	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Aug. 29, 1916	44
45	S-2.....SS106	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Aug. 29, 1916	45
46	S-3.....SS107	United States Government <sup>1</sup> ..	Navy yard, Portsmouth, N. H.	Aug. 29, 1916	46
47	S-4.....SS109	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	47
48	S-5.....SS110	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	48
49	S-6.....SS111	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	49
50	S-7.....SS112	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	50
51	S-8.....SS113	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	51
52	S-9.....SS114	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	52
53	S-10.....SS115	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	53
54	S-11.....SS116	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	54
55	S-12.....SS117	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	55
56	S-13.....SS118	.....do. <sup>1</sup> .....	.....do.....	<sup>2</sup> Mar. 4, 1917	56
57	S-14.....SS119	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	<sup>2</sup> Mar. 4, 1917	57
58	S-15.....SS120	.....do.....	.....do.....	<sup>2</sup> Mar. 4, 1917	58
59	S-16.....SS121	.....do.....	.....do.....	<sup>2</sup> Mar. 4, 1917	59
60	S-17.....SS122	.....do.....	.....do.....	<sup>2</sup> Mar. 4, 1917	60
61	S-18.....SS123	Electric Boat Co., New York..	Beth. S. B. Corp., Quincy.....	<sup>2</sup> Mar. 4, 1917	61
62	S-19.....SS124	.....do.....	.....do.....	<sup>2</sup> Mar. 4, 1917	62
63	S-20.....SS125	.....do.....	.....do.....	<sup>2</sup> Mar. 4, 1917	63
64	S-21.....SS126	.....do.....	.....do.....	<sup>2</sup> Mar. 4, 1917	64
65	S-22.....SS127	.....do.....	.....do.....	Mar. 4, 1917	65
66	S-23.....SS128	.....do.....	.....do.....	Mar. 4, 1917	66
67	S-24.....SS129	.....do.....	.....do.....	Mar. 4, 1917	67
68	S-25.....SS130	.....do.....	.....do.....	Mar. 4, 1917	68
69	S-26.....SS131	.....do.....	.....do.....	Mar. 4, 1917	69
70	S-27.....SS132	.....do.....	.....do.....	Mar. 4, 1917	70
71	S-28.....SS133	.....do.....	.....do.....	Mar. 4, 1917	71
72	S-29.....SS134	.....do.....	.....do.....	Mar. 4, 1917	72
73	S-30.....SS135	.....do.....	Beth. S. B. Corp., San Francisco.	Mar. 4, 1917	73

<sup>1</sup> Bureau design.<sup>2</sup> Together with act of Aug. 29, 1916.

## SUBMARINES—FIRST LINE (SS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
44	Jan. 8, 1917	Dec. 11, 1917	Oct. 26, 1918	May 8, 1919	June 5, 1920	.....	S-1....SS105	44
45	Dec. 30, 1916	July 30, 1917	Feb. 15, 1919	Apr. 30, 1919	May 24, 1920	May 25, 1920	S-2....SS106	45
46	<sup>1</sup> Nov. 14, 1916	Aug. 16, 1917	Dec. 21, 1918	.....	.....	Jan. 30, 1919	S-3....SS107	46
47	<sup>1</sup> Mar. 16, 1917	Dec. 4, 1917	Aug. 27, 1919	.....	.....	Nov. 19, 1919	S-4....SS109	47
48	<sup>1</sup> Mar. 16, 1917	Dec. 4, 1917	Nov. 10, 1919	.....	.....	Mar. 6, 1920	S-5....SS110	48
49	<sup>1</sup> Mar. 16, 1917	Jan. 29, 1918	Dec. 23, 1919	.....	.....	May 17, 1920	S-6....SS111	49
50	<sup>1</sup> Mar. 16, 1917	Jan. 29, 1918	Feb. 5, 1920	.....	.....	July 1, 1920	S-7....SS112	50
51	<sup>1</sup> Mar. 16, 1917	Nov. 9, 1918	Apr. 21, 1920	.....	.....	Oct. 1, 1920	S-8....SS113	51
52	<sup>1</sup> Mar. 16, 1917	Jan. 20, 1919	June 17, 1920	.....	.....	.....	S-9....SS114	52
53	<sup>1</sup> Mar. 16, 1917	Sept. 11, 1919	.....	.....	.....	.....	S-10....SS115	53
54	<sup>1</sup> Mar. 16, 1917	Dec. 2, 1919	.....	.....	.....	.....	S-11....SS116	54
55	<sup>1</sup> Mar. 16, 1917	Jan. 8, 1920	.....	.....	.....	.....	S-12....SS117	55
56	<sup>1</sup> Mar. 16, 1917	Feb. 18, 1920	.....	.....	.....	.....	S-13....SS118	56
57	July 12, 1917	Dec. 7, 1917	Oct. 22, 1919	July 12, 1919	.....	.....	S-14....SS119	57
58	July 12, 1917	Dec. 13, 1917	Mar. 8, 1920	Aug. 12, 1919	.....	.....	S-15....SS120	58
59	July 12, 1917	Mar. 19, 1918	Dec. 23, 1919	Sept. 12, 1919	.....	.....	S-16....SS121	59
60	July 12, 1917	Mar. 19, 1918	May 22, 1920	Oct. 12, 1919	.....	.....	S-17....SS122	60
61	July 17, 1917	Aug. 15, 1918	Apr. 29, 1920	Feb. 17, 1919	.....	.....	S-18....SS123	61
62	July 17, 1917	Aug. 15, 1918	June 21, 1920	Mar. 17, 1919	.....	.....	S-19....SS124	62
63	July 17, 1917	Aug. 16, 1918	June 9, 1920	Mar. 17, 1919	.....	.....	S-20....SS125	63
64	July 17, 1917	Dec. 19, 1918	.....	Apr. 17, 1919	.....	.....	S-21....SS126	64
65	July 17, 1917	Jan. 6, 1919	July 15, 1920	Apr. 17, 1919	.....	.....	S-22....SS127	65
66	July 17, 1917	Jan. 18, 1919	.....	May 17, 1919	.....	.....	S-23....SS128	66
67	July 17, 1917	Nov. 1, 1918	.....	May 17, 1919	.....	.....	S-24....SS129	67
68	July 17, 1917	Oct. 26, 1918	.....	June 17, 1919	.....	.....	S-25....SS130	68
69	July 17, 1917	Nov. 7, 1918	.....	June 17, 1919	.....	.....	S-26....SS131	69
70	July 17, 1917	Apr. 11, 1919	.....	June 17, 1919	.....	.....	S-27....SS332	70
71	July 17, 1917	Apr. 16, 1919	.....	July 17, 1919	.....	.....	S-28....SS133	71
72	July 17, 1917	Apr. 17, 1919	.....	July 17, 1919	.....	.....	S-29....SS134	72
73	July 17, 1917	Apr. 1, 1918	Nov. 21, 1918	Nov. 17, 1918	.....	.....	S-30....SS135	73

<sup>1</sup> Date assigned to yard.

## SUBMARINES—FIRST LINE (SS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
74	S-31...SS136	Electric Boat Co., New York.	Beth. S. B. Corp., San Francisco.	Mar. 4, 1917	74
75	S-32...SS137	.....do.....	.....do.....	Mar. 4, 1917	75
76	S-33...SS138	.....do.....	.....do.....	Mar. 4, 1917	76
77	S-34...SS139	.....do.....	.....do.....	Mar. 4, 1917	77
78	S-35...SS140	.....do.....	.....do.....	Mar. 4, 1917	78
79	S-36...SS141	.....do.....	.....do.....	Mar. 4, 1917	79
80	S-37...SS142	.....do.....	.....do.....	Mar. 4, 1917	80
81	S-38...SS143	.....do.....	.....do.....	Mar. 4, 1917	81
82	S-39...SS144	.....do.....	.....do.....	Mar. 4, 1917	82
83	S-40...SS145	.....do.....	.....do.....	Mar. 4, 1917	83
84	S-41...SS146	.....do.....	.....do.....	Mar. 4, 1917	84
85	S-42...SS153	.....do.....	Beth. S. B. Corp., Quincy.....	<sup>1</sup> July 1, 1918	85
86	S-43...SS154	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	86
87	S-44...SS155	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	87
88	S-45...SS156	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	88
89	S-46...SS157	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	89
90	S-47...SS158	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	90
91	S-48...SS159	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	<sup>1</sup> July 1, 1918	91
92	S-49...SS160	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	92
93	S-50...SS161	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	93
94	S-51...SS162	.....do.....	.....do.....	<sup>1</sup> July 1, 1918	94

<sup>1</sup> Together with act of Aug. 29, 1916.

## SUBMARINES—FIRST LINE (SS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
74	July 17, 1917	Apr. 3, 1918	Dec. 28, 1918	Dec. 17, 1918	.....	.....	S-31... SS136	74
75	July 17, 1917	Apr. 12, 1918	Jan. 11, 1919	Dec. 17, 1918	.....	.....	S-32... SS137	75
76	July 17, 1917	June 5, 1918	Dec. 5, 1918	Jan. 17, 1919	.....	.....	S-33... SS138	76
77	July 17, 1917	May 27, 1918	Feb. 13, 1919	Jan. 17, 1919	.....	.....	S-34... SS139	77
78	July 17, 1917	May 29, 1918	Feb. 27, 1919	Jan. 17, 1919	.....	.....	S-35... SS140	78
79	July 17, 1917	Dec. 10, 1918	June 3, 1919	Feb. 17, 1919	.....	.....	S-36... SS141	79
80	July 17, 1917	Dec. 12, 1918	June 20, 1919	Feb. 17, 1919	.....	.....	S-37... SS142	80
81	July 17, 1917	Jan. 15, 1919	June 17, 1919	Feb. 17, 1919	.....	.....	S-38... SS143	81
82	July 17, 1917	Jan. 14, 1919	July 2, 1919	Mar. 17, 1919	.....	.....	S-39... SS144	82
83	July 17, 1917	Mar. 5, 1919	.....	Mar. 17, 1919	.....	.....	S-40... SS145	83
84	July 17, 1917	Apr. 17, 1919	.....	Mar. 17, 1919	.....	.....	S-41... SS146	84
85	Aug. 2, 1918	.....	.....	.....	.....	.....	S-42... SS153	85
86	Aug. 2, 1918	.....	.....	.....	.....	.....	S-43... SS154	86
87	Aug. 2, 1918	.....	.....	.....	.....	.....	S-44... SS155	87
88	Aug. 2, 1918	.....	.....	.....	.....	.....	S-45... SS156	88
89	Aug. 2, 1918	.....	.....	.....	.....	.....	S-46... SS157	89
90	Aug. 2, 1918	.....	.....	.....	.....	.....	S-47... SS158	90
91	Aug. 2, 1918	.....	.....	.....	.....	.....	S-48... SS159	91
92	Aug. 2, 1918	.....	.....	.....	.....	.....	S-49... SS160	92
93	Aug. 2, 1918	Mar. 15, 1920	.....	.....	.....	.....	S-50... SS161	93
94	Aug. 2, 1918	.....	.....	.....	.....	.....	S-51... SS162	94

<sup>1</sup> Order placed.

## SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Length over all.	Breadth, extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
1	A-3.....SS4	63 9½	11 10½	10 7	106.55	122.55	8.5	7.2	1
2	A-5.....SS6	63 9½	11 10½	10 7	106.55	122.55	8.5	7.2	2
3	B-1.....SS10	82 5	12 5½	10 7	145.00	170.00	9.2	8.2	3
4	B-3.....SS12	82 5	12 5½	10 7	145.00	170.00	9.2	8.2	4
5	D-1.....SS17	134 10	13 10¾	11 8	288.00	337.00	13.2	9.6	5
6	D-2.....SS18	134 10	13 10¾	11 8	288.00	337.00	13.2	9.6	6
7	D-3.....SS19	134 10	13 10¾	11 8	288.00	337.00	13.2	9.6	7
8	E-1.....SS24	135 2¼	14 6¼	11 8	287.20	342.10	13.5	11.6	8
9	E-2.....SS25	135 2¼	14 6¼	11 8	287.20	342.10	13.5	11.6	9
10	F-2.....SS21	142 7	15 4¾	12 2	330.20	400.10	13.5	11.4	10
11	F-3.....SS22	142 7	15 4¾	12 2	330.20	400.10	13.5	11.4	11
12	G-1.....SS20	161 0	13 0¼	12 6	400.00	516.00	14.0	10.1	12
13	G-3.....SS31	161 0	13 0¼	12 10	393.00	468.00	14.0	9.5	13
14	H-2.....SS29	150 3½	15 9¾	12 5	358.00	434.00	14.1	10.6	14
15	H-3.....SS30	150 3½	15 9¾	12 5	358.00	434.00	14.1	10.6	15
16	H-4.....SS147	150 3½	15 9¾	12 4¾	357.70	434.00	12.75	10.25	16
17	H-5.....SS148	150 3½	15 9¾	12 4¾	357.70	434.00	12.75	10.25	17
18	H-6.....SS149	150 3½	15 9¾	12 4¾	357.70	434.00	12.75	10.25	18
19	H-7.....SS150	150 3½	15 9¾	12 4¾	357.70	434.00	12.75	10.25	19
20	H-8.....SS151	150 3½	15 9¾	12 4¾	357.70	434.00	12.75	10.25	20
21	H-9.....SS152	150 3½	15 9¾	12 4¾	357.70	434.00	12.75	10.25	21
22	K-1.....SS32	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	22
23	K-2.....SS33	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	23
24	K-3.....SS34	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	24
25	K-4.....SS35	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	25
26	K-5.....SS36	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	26
27	K-6.....SS37	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	27
28	K-7.....SS38	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	28
29	K-8.....SS39	153 6½	16 8¾	13 1	392.00	521.00	14.1	10.6	29
30	L-1.....SS40	168 5¾	17 5	13 7	450.00	548.00	14.0	10.5	30

<sup>1</sup> Estimated.

Former names: A-3, Grampus; A-5, Pike; B-1, Viper; B-3, Tarantula; D-1, Norwhal; D-2, Gray King; D-3, Lulmon; E-1, Skipjack; E-2, Sturgeon; F-2, Barracuda; F-3, Pickerel; G-1, Seal; G-3, Turbot; H-2, Nautilus; H-3, Garfish; K-1, Haddock; K-2, Cachalot; K-3, Orca; K-4, Walrus.

## SUBMARINES—SECOND LINE (OSS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.		
	Maxi- mum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Men.			
	Galls.	Galls.									
1			None.....	1	3	1	3	10	A-3.....	SS4	1
2			None.....	1	3	1	3	10	A-5.....	SS6	2
3			None.....	2	4	1	3	10	B-1.....	SS10	3
4			None.....	2	4	1	3	10	B-3.....	SS12	4
5	6,017	4,091	None.....	4	4	1	2	15	D-1.....	SS17	5
6	6,017	4,091	None.....	4	4	1	2	15	D-2.....	SS18	6
7	6,017	4,091	None.....	4	4	1	2	15	D-3.....	SS19	7
8	8,486	5,258	None.....	4	4	1	2	17	E-1.....	SS24	8
9	8,486	5,258	None.....	4	4	1	2	17	E-2.....	SS25	9
10	9,593	5,333	None.....	4	4	1	3	18	F-2.....	SS21	10
11	9,593	5,333	None.....	4	4	1	3	18	F-3.....	SS22	11
12			None.....	6	6	1	3	20	G-1.....	SS20	12
13			None.....	6	10	1	3	20	G-3.....	SS31	13
14	9,663	5,220	None.....	4	8	2	3	20	H-2.....	SS29	14
15	9,663	5,220	None.....	4	8	2	3	20	H-3.....	SS30	15
16	11,530	5,275	None.....	4	8	2	3	20	H-4.....	SS147	16
17	11,530	5,275	None.....	4	8	2	3	20	H-5.....	SS148	17
18	11,530	5,275	None.....	4	8	2	3	20	H-6.....	SS149	18
19	11,530	5,275	None.....	4	8	2	3	20	H-7.....	SS150	19
20	11,530	5,275	None.....	4	8	2	3	20	H-8.....	SS151	20
21	11,530	5,275	None.....	4	8	2	3	20	H-9.....	SS152	21
22	17,086	9,326	None.....	4	8	2	3	23	K-1.....	SS32	22
23	17,086	9,326	None.....	4	8	2	3	23	K-2.....	SS33	23
24	17,086	9,326	None.....	4	8	2	3	23	K-3.....	SS34	24
25	17,086	9,326	None.....	4	8	2	3	23	K-4.....	SS35	25
26	17,086	9,326	None.....	4	8	2	3	23	K-5.....	SS36	26
27	17,086	9,326	None.....	4	8	2	3	23	K-6.....	SS37	27
28	17,086	9,326	None.....	4	8	2	3	23	K-7.....	SS38	28
29	17,086	9,326	None.....	4	8	2	3	23	K-8.....	SS39	29
30	19,501	9,361	1 3", 23 cal..	4	8	2	3	23	L-1.....	SS40	30



## SUBMARINES—SECOND LINE (OSS).

	Name.	Engine.					
		B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
1	A-3.....	160	320	4	4	Otto (gas).....	1
2	A-5.....	160	320	4	4	do.....	2
3	B-1.....	250	350	4	6	Craig (gas).....	3
4	B-3.....	250	350	4	6	do.....	4
5	D-1.....	120	350	4	4	New London S. E. Co.....	5
6	D-2.....	120	350	4	4	do.....	6
7	D-3.....	120	350	4	4	do.....	7
8	E-1.....	175	350	4	6	do.....	8
9	E-2.....	250	375	4	8	McIntosh & Seymour.....	9
10	F-2.....	240	350	4	8	New London S. E. Co.....	10
11	F-3.....	300	350	4	6	Craig.....	11
12	G-1.....	300	350	4	6	White & Middleton (gas).....	12
13	G-3.....	600	450	2	6	Sulzer.....	13
14	H-2.....	240	350	4	8	New London S. E. Co.....	14
15	H-3.....	240	350	4	8	do.....	15
16	H-4.....	240	350	4	8	do.....	16
17	H-5.....	240	350	4	8	do.....	17
18	H-6.....	240	350	4	8	do.....	18
19	H-7.....	240	350	4	8	do.....	19
20	H-8.....	240	350	4	8	do.....	20
21	H-9.....	240	350	4	8	do.....	21
22	K-1.....	240	350	4	8	do.....	22
23	K-2.....	240	350	4	8	do.....	23
24	K-3.....	240	350	4	8	do.....	24
25	K-4.....	240	350	4	8	do.....	25
26	K-5.....	240	350	4	8	do.....	26
27	K-6.....	240	350	4	8	do.....	27
28	K-7.....	240	350	4	8	do.....	28
29	K-8.....	240	350	4	8	do.....	29
30	L-1.....	450	450	2	6	do.....	30

## SUBMARINES—SECOND LINE (OSS).

	Motors.				Storage battery.		Name.	
	Make.	H. P., 1- hour rate.	Control.		Make.	Type.		
			Make.	Type.				
1	Elec. Dy. Co...	150	Elec. Boat Co.	Knife switch..	Elec. Stor. Bat. Co..	23-W. S...	A-3...	1
2	...do.....	150	...do.....	...do.....	E. S. B. Co. Neg. pl.; Gould-Pos. pl.....	23-W.....	A-5...	2
3	...do.....	150	...do.....	...do.....	Elec. Stor. Bat. Co..	23-W.....	B-1...	3
4	...do.....	150	...do.....	...do.....	...do.....	23-W.....	B-3...	4
5	...do.....	250	...do.....	...do.....	...do.....	23-WL...	D-1...	5
6	...do.....	250	...do.....	...do.....	...do.....	23-WL...	D-2...	6
7	...do.....	250	...do.....	...do.....	...do.....	23-WL...	D-3...	7
8	...do.....	300	...do.....	...do.....	...do.....	43-WL...	E-1...	8
9	Ridy. Dy. & Eng. Co.	500	...do.....	...do.....	Gould Stor. Bat.....	27-WL...	E-2...	9
10	Elec. Dy. Co...	310	...do.....	...do.....	Elec. Stor. Bat. Co..	27-WL...	F-2...	10
11	...do.....	310	...do.....	...do.....	...do.....	27-WL...	F-3...	11
12	Diehl Mfg. Co.	300	Cut.-Ham. Co.	Mag. controller	Gould Stor. Bat.....	25-P.....	G-1...	12
13	...do.....	300	...do.....	...do.....	...do.....	31-P.....	G-3...	13
14	Elec. Dy. Co...	300	Elec. Boat Co.	Knife switch..	...do.....	27-WL...	H-2...	14
15	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-3...	15
16	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-4...	16
17	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-5...	17
18	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-6...	18
19	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-7...	19
20	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-8...	20
21	...do.....	300	...do.....	...do.....	...do.....	27-WL...	H-9...	21
22	...do.....	340	Cut.-Ham. Co.	Mag. controller	Elec. Stor. Bat. Co..	27-WL...	K-1...	22
23	...do.....	340	...do.....	...do.....	...do.....	49-WL...	K-2...	23
24	...do.....	340	...do.....	...do.....	...do.....	27-WL...	K-3...	24
25	...do.....	340	...do.....	...do.....	...do.....	27-WL...	K-4...	25
26	...do.....	340	...do.....	...do.....	...do.....	27-WL...	K-5...	26
27	...do.....	340	...do.....	...do.....	...do.....	27-WL...	K-6...	27
28	...do.....	340	...do.....	...do.....	...do.....	27-WL...	K-7...	28
29	...do.....	340	...do.....	...do.....	...do.....	27-WL...	K-8...	29
30	...do.....	340	...do.....	...do.....	...do.....	27-WL...	L-1...	30

## SUBMARINES—SECOND LINE (OSS).

	Name.	Contractor.	Builder.	Date of act authorizing building.	
1	A-3.....	J. P. Holland Torpedo Boat Co., New York.	Union Iron Works, San Francisco.	<sup>1</sup> June 7, 1900	1
2	A-5.....	do.....	do.....	<sup>1</sup> June 7, 1900	2
3	B-1.....	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Apr. 27, 1904	3
4	B-3.....	do.....	do.....	Apr. 27, 1904	4
5	D-1.....	do.....	do.....	<sup>2</sup> June 29, 1906	5
6	D-2.....	do.....	do.....	<sup>2</sup> June 29, 1906	6
7	D-3.....	do.....	do.....	<sup>2</sup> June 29, 1906	7
8	E-1.....	do.....	do.....	May 13, 1908	8
9	E-2.....	do.....	do.....	May 13, 1908	9
10	F-2.....	do.....	Union Iron Works, San Francisco.	May 13, 1908	10
11	F-3.....	do.....	The Moran Co., Seattle.....	May 13, 1908	11
12	G-1.....	Lake Torp. B. Co., Bridgeport.	Newport News S. B. Co.....	<sup>2</sup> June 29, 1906	12
13	G-3.....	do.....	Lake Torp. B. Co., Bridgeport.	Mar. 3, 1909	13
14	H-2.....	Electric Boat Co., New York..	Union Iron Works, San Francisco.	Mar. 3, 1909	14
15	H-3.....	do.....	The Moran Co., Seattle, Wash..	Mar. 3, 1909	15
16	H-4.....	do.....	Navy yard, Puget Sound <sup>4</sup> .....	<sup>4</sup> Oct. 6, 1917	16
17	H-5.....	do.....	do <sup>4</sup> .....	<sup>4</sup> Oct. 6, 1917	17
18	H-6.....	do.....	do <sup>4</sup> .....	<sup>4</sup> Oct. 6, 1917	18
19	H-7.....	do.....	do <sup>4</sup> .....	<sup>4</sup> Oct. 6, 1917	19
20	H-8.....	do.....	do <sup>4</sup> .....	<sup>4</sup> Oct. 6, 1917	20
21	H-9.....	do.....	do <sup>4</sup> .....	<sup>4</sup> Oct. 6, 1917	21
22	K-1.....	do.....	Fore River S. B. Co., Quincy..	June 24, 1910	22
23	K-2.....	do.....	do.....	June 24, 1910	23
24	K-3.....	do.....	Union Iron Works, San Francisco.	June 24, 1910	24
25	K-4.....	do.....	The Moran Co., Seattle, Wash..	June 24, 1910	25
26	K-5.....	do.....	Fore River S. B. Co., Quincy..	Mar. 4, 1911	26
27	K-6.....	do.....	do.....	Mar. 4, 1911	27
28	K-7.....	do.....	Union Iron Works, San Francisco.	Mar. 4, 1911	28
29	K-8.....	do.....	do.....	Mar. 4, 1911	29
30	L-1.....	do.....	Fore River S. B. Co., Quincy..	Aug. 22, 1912	30

<sup>1</sup> Together with acts of June 10, 1896, and Mar. 3, 1899.<sup>2</sup> Together with act of Mar. 2, 1907.<sup>3</sup> Assembled from knockdown condition.<sup>4</sup> Emergency fund.

## SUBMARINES—SECOND LINE (OSS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Aug. 25, 1900	Dec. 10, 1900	July 31, 1902	Apr. 25, 1901	May 11, 1903	May 28, 1903 July 1, 1911	A-3.....	1
2	Aug. 25, 1900	Dec. 10, 1900	Jan. 14, 1903	May 25, 1901	May 11, 1903	May 28, 1903 Apr. 17, 1915	A-5.....	2
3	Mar. 6, 1905	Sept. 5, 1905	Mar. 30, 1907	Sept. 6, 1906	Oct. 12, 1907	Oct. 18, 1907 Apr. 17, 1915	B-1.....	3
4	Mar. 18, 1905	Sept. 5, 1905	Mar. 30, 1907	Sept. 18, 1906	Nov. 11, 1907	Dec. 3, 1907 Sept. 2, 1913	B-3.....	4
5	Nov. 23, 1907	Apr. 16, 1908	Apr. 8, 1909	Nov. 23, 1909	Oct. 7, 1909	Nov. 23, 1909 July 1, 1911	D-1.....	5
6	Nov. 23, 1907	Apr. 16, 1908	June 16, 1909	Nov. 23, 1909	Oct. 11, 1909	Nov. 23, 1909 July 1, 1911	D-2.....	6
7	Nov. 23, 1907	Apr. 16, 1908	Mar. 12, 1910	Dec. 23, 1909	Sept. 1, 1910	Sept. 8, 1910 Dec. 24, 1917	D-3.....	7
8	June 3, 1909	Dec. 22, 1909	May 27, 1911	Aug. 3, 1911	Feb. 14, 1912	Feb. 14, 1912 June 13, 1917	E-1.....	8
9	June 3, 1909	Dec. 22, 1909	June 11, 1911	Aug. 3, 1911	Feb. 14, 1912	Feb. 14, 1912 Mar. 25, 1918	E-2.....	9
10	Mar. 5, 1909	Aug. 23, 1909	Mar. 19, 1912	June 5, 1911	June 25, 1912	June 25, 1912 June 13, 1917	F-2.....	10
11	Mar. 5, 1909	Aug. 17, 1909	Jan. 6, 1912	Aug. 5, 1911	Aug. 5, 1912	Aug. 5, 1912 June 13, 1917	F-3.....	11
12	Feb. 3, 1908	Feb. 2, 1909	Feb. 8, 1911	May 3, 1910	Oct. 28, 1912	Oct. 28, 1912 Mar. 6, 1920	G-1.....	12
13	Jan. 19, 1911	Mar. 30, 1911	Dec. 27, 1913	Sept. 19, 1912	Nov. 7, 1913	Mar. 22, 1915	G-3.....	13
14	Aug. 10, 1910	Mar. 23, 1911	June 4, 1913	Jan. 10, 1913	Nov. 29, 1913	Dec. 1, 1913	H-2.....	14
15	Aug. 10, 1910	Apr. 3, 1911	July 3, 1913	Feb. 10, 1913	Jan. 16, 1914	Jan. 16, 1914 Aug. 25, 1917	H-3.....	15
16	May 20, 1918	May 12, 1918	Oct. 9, 1918	.....	.....	Oct. 24, 1918	H-4.....	16
17	May 20, 1918	May 14, 1918	Sept. 24, 1918	.....	.....	Sept. 30, 1918	H-5.....	17
18	May 20, 1918	May 18, 1918	Aug. 26, 1918	.....	.....	Sept. 9, 1918	H-6.....	18
19	May 20, 1918	May 15, 1918	Oct. 17, 1918	.....	.....	Oct. 24, 1918	H-7.....	19
20	May 20, 1918	May 25, 1918	Nov. 14, 1918	.....	.....	Nov. 18, 1918	H-8.....	20
21	May 20, 1918	June 1, 1918	Nov. 23, 1918	.....	.....	Nov. 25, 1918	H-9.....	21
22	May 31, 1911	Feb. 20, 1912	Sept. 3, 1913	June 30, 1913	Mar. 17, 1914	Mar. 17, 1914	K-1.....	22
23	May 31, 1911	Feb. 20, 1912	Oct. 4, 1913	June 30, 1913	Jan. 30, 1914	Jan. 31, 1914	K-2.....	23
24	May 31, 1911	Jan. 15, 1912	Mar. 14, 1914	July 31, 1913	Oct. 29, 1914	Oct. 30, 1914	K-3.....	24
25	May 31, 1911	Jan. 27, 1912	Mar. 19, 1914	Aug. 31, 1913	Oct. 26, 1914	Oct. 24, 1914	K-4.....	25
26	Oct. 27, 1911	June 10, 1912	Mar. 17, 1914	Oct. 27, 1913	Aug. 20, 1914	Aug. 22, 1914	K-5.....	26
27	Oct. 27, 1911	June 19, 1912	Mar. 26, 1914	Nov. 27, 1913	Sept. 8, 1914	Sept. 9, 1914	K-6.....	27
28	Oct. 27, 1911	May 10, 1912	June 20, 1914	Dec. 27, 1913	Dec. 1, 1914	Dec. 1, 1914	K-7.....	28
29	Oct. 27, 1911	May 10, 1912	July 11, 1914	Jan. 27, 1914	Dec. 1, 1914	Dec. 1, 1914	K-8.....	29
30	Feb. 1, 1913	Apr. 13, 1914	Jan. 20, 1915	Dec. 1, 1914	Apr. 11, 1916	Apr. 11, 1916	L-1.....	30

<sup>1</sup> Date placed out of commission.

## SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Length over all.	Breadth extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
31	L-2.....SS41	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	31
32	L-3.....SS42	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	32
33	L-4.....SS43	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	33
34	L-5.....SS44	165 0	14 9	13 3	451.00	527.00	14.0	10.5	34
35	L-6.....SS45	165 0	14 9	13 3	451.00	527.00	14.0	10.5	35
36	L-7.....SS46	165 0	14 9	13 3	451.00	527.00	14.0	10.5	36
37	L-8.....SS48	165 0	14 9	13 3	451.00	527.00	14.0	10.5	37
38	L-9.....SS49	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	38
39	L-10.....SS50	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	39
40	L-11.....SS51	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	40
41	M-1.....SS47	196 3	19 0½	11 0	488.00	676.00	14.0	10.5	41
42	N-1.....SS53	147 3	15 9½	12 5½	347.90	414.20	13.0	11.0	42
43	N-2.....SS54	147 3	15 9½	12 5½	347.90	414.20	13.0	11.0	43
44	N-3.....SS55	147 3	15 9½	12 5½	347.90	414.20	13.0	11.0	44
45	N-4.....SS56	155 0	14 7	12 4	331.00	385.00	13.0	11.0	45
46	N-5.....SS57	155 0	14 7	12 4	331.00	385.00	13.0	11.0	46
47	N-6.....SS58	155 0	14 7	12 4	331.00	385.00	13.0	11.0	47
48	N-7.....SS59	155 0	14 7	12 4	331.00	385.00	13.0	11.0	48
	Total displacement.....				17,202.00				

<sup>1</sup> Estimated.

## SUBMARINES—SECOND LINE (OSS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.		
	Maximum.	Normal.	Guns.	Torpedotubes.		Officers.	Chief petty officers.	Men.			
	<i>Gal.</i>	<i>Gal.</i>									
31	19,501	9,361	13", 23 cal..	4	8	2	3	23	L-2.....	SS41	31
32	19,501	9,361	13", 23 cal..	4	8	2	3	23	L-3.....	SS42	32
33	19,501	9,361	13", 23 cal..	4	8	2	3	23	L-4.....	SS43	33
34	18,892	11,925	13", 23 cal..	4	8	2	3	23	L-5.....	SS44	34
35	18,892	11,925	13", 23 cal..	4	8	2	3	23	L-6.....	SS45	35
36	18,892	11,925	13", 23 cal..	4	8	2	3	23	L-7.....	SS46	36
37	18,892	11,925	13", 23 cal..	4	8	2	3	23	L-8.....	SS48	37
38	19,501	9,361	13", 23 cal..	4	8	2	3	23	L-9.....	SS49	38
39	19,501	9,361	13", 23 cal..	4	8	2	3	23	L-10.....	SS50	39
40	19,501	9,361	13", 23 cal..	4	8	2	3	23	L-11.....	SS51	40
41	27,646	10,276	13", 23 cal..	4	8	2	3	23	M-1.....	SS47	41
42	6,068	6,068	None.....	4	8	2	3	20	N-1.....	SS53	42
43	6,068	6,068	None.....	4	8	2	3	20	N-2.....	SS54	43
44	6,068	6,068	None.....	4	8	2	3	20	N-3.....	SS55	44
45	5,976	5,976	None.....	4	8	2	3	20	N-4.....	SS56	45
46	5,976	5,976	None.....	4	8	2	3	20	N-5.....	SS57	46
47	5,976	5,976	None.....	4	8	2	3	20	N-6.....	SS58	47
48	5,976	5,976	None.....	4	8	2	3	20	N-7.....	SS59	48

## SUBMARINES—SECOND LINE (OSS).

	Name.	Engine.				Make.	
		B. H. P.	R. P. M.	Cycle.	No. of cylinders.		
31	L-2.....	450	450	2	6	New London S. E. Co.....	31
32	L-3.....	450	450	2	6	.....do.....	32
33	L-4.....	450	450	2	6	.....do.....	33
34	L-5.....	600	375	2	6	Busch-Sulzer.....	34
35	L-6.....	600	375	2	6	.....do.....	35
36	L-7.....	600	375	2	6	.....do.....	36
37	L-8.....	600	375	2	6	.....do.....	37
38	L-9.....	450	450	2	6	New London S. E. Co.....	38
39	L-10.....	450	450	2	6	.....do.....	39
40	L-11.....	450	450	2	6	.....do.....	40
41	M-1.....	420	350	2	6	.....do.....	41
42	N-1.....	240	375	4	8	.....do.....	42
43	N-2.....	240	375	4	8	.....do.....	43
44	N-3.....	240	375	4	8	.....do.....	44
45	N-4.....	300	400	2	6	Busch-Sulzer.....	45
46	N-5.....	300	400	2	6	.....do.....	46
47	N-6.....	300	400	2	6	.....do.....	47
48	N-7.....	300	400	2	6	.....do.....	48
	<b>Total horse-power.</b>	<b>14,775</b>					

## SUBMARINES—SECOND LINE (OSS).

		Motors.		Storage battery.		Name.	
Make.	H. P., 1- hour rate.	Control.		Make.	Type.		
		Make.	Type.				
31	Elec. Dy. Co..	340	Cut.-Ham. Co. Mag. controller	Elec. Stor. Bat. Co..	27-WL...	L-2...	31
32	.....do.....	340	.....do.....	.....do.....	27-WL...	L-3...	32
33	.....do.....	340	.....do.....	.....do.....	29-WL...	L-4...	33
34	Diehl Mfg. Co.	400	.....do.....	.....do.....	29-U.....	L-5...	34
35	.....do.....	400	.....do.....	.....do.....	29-U.....	L-6...	35
36	.....do.....	400	.....do.....	.....do.....	29-U.....	L-7...	36
37	.....do.....	400	.....do.....	.....do.....	25-U.....	L-8...	37
38	Elec. Dy. Co..	340	.....do.....	.....do.....	49-WL...	L-9...	38
39	.....do.....	340	.....do.....	.....do.....	49-WL...	L-10...	39
40	.....do.....	340	.....do.....	.....do.....	49-WL...	L-11...	40
41	.....do.....	340	.....do.....	.....do.....	49-WL...	M-1...	41
42	.....do.....	280	Elec. Boat. Co. Knife switch..	Gould Stor. Bat....	23-WL...	N-1...	42
43	.....do.....	280	.....do.....	.....do.....	23-WL...	N-2...	43
44	.....do.....	280	.....do.....	.....do.....	23-WL...	N-3...	44
45	Diehl Mfg. Co..	275	Cut.-Ham. Co. Mag. controller	Elec. Stor. Bat. Co..	27-WL...	N-4...	45
46	.....do.....	275	.....do.....	.....do.....	27-WL...	N-5...	46
47	.....do.....	275	.....do.....	.....do.....	27-WL...	N-6...	47
48	.....do.....	275	.....do.....	.....do.....	27-WL...	N-7...	48



## SUBMARINES—SECOND LINE (OSS).

	Name.	Contractor.	Builder.	Date of act authorizing building.	
31	L-2.....	Electric Boat Co., New York.	Fore River S. B. Co., Quincy.	Aug. 22, 1912	31
32	L-3.....	do.....	do.....	Aug. 22, 1912	32
33	L-4.....	do.....	do.....	Aug. 22, 1912	33
34	L-5.....	Lake Torp. B. Co., Bridgeport.	Lake Torp. B. Co., Bridgeport.	Aug. 22, 1912	34
35	L-6.....	do.....	Craig S. B. Co., Long Beach, Calif.	Aug. 22, 1912	35
36	L-7.....	do.....	do.....	Aug. 22, 1912	36
37	L-8.....	United States Government <sup>1</sup> .	Navy yard, Portsmouth, N. H.	Mar. 4, 1913	37
38	L-9.....	Electric Boat Co., New York...	Fore River S. B. Co., Quincy...	Mar. 4, 1913	38
39	L-10.....	do.....	do.....	Mar. 4, 1913	39
40	L-11.....	do.....	do.....	Mar. 4, 1913	40
41	M-1.....	do.....	do.....	Aug. 22, 1912	41
42	N-1.....	do.....	Seattle Const. & D. D. Co.....	June 30, 1914	42
43	N-2.....	do.....	do.....	June 30, 1914	43
44	N-3.....	do.....	do.....	June 30, 1914	44
45	N-4.....	Lake Torp. B. Co., Bridgeport.	Lake Torp. B. Co., Bridgeport.	June 30, 1914	45
46	N-5.....	do.....	do.....	June 30, 1914	46
47	N-6.....	do.....	do.....	June 30, 1914	47
48	N-7.....	do.....	do.....	June 30, 1914	48

<sup>1</sup> Lake type.

## SUBMARINES—SECOND LINE (OSS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
31	Feb. 1, 1913	Mar. 19, 1914	Feb. 11, 1915	Jan. 1, 1915	Sept. 28, 1916	Sept. 29, 1916	L-2.....	31
32	Feb. 1, 1913	Apr. 18, 1914	Mar. 15, 1915	Feb. 1, 1915	Apr. 21, 1916	Apr. 22, 1916	L-3.....	32
33	Feb. 1, 1913	Mar. 23, 1914	Apr. 3, 1915	Mar. 1, 1915	May 4, 1916	May 4, 1916	L-4.....	33
34	Apr. 24, 1914	May 14, 1914	May 1, 1916	Apr. 24, 1916	Feb. 16, 1918	Feb. 17, 1918	L-5.....	34
35	Apr. 24, 1914	May 27, 1914	Aug. 31, 1916	Apr. 24, 1916	Apr. 1, 1918	Dec. 7, 1917	L-6.....	35
36	Apr. 24, 1914	June 2, 1914	Sept. 28, 1916	Apr. 24, 1916	Apr. 1, 1918	Dec. 7, 1917	L-7.....	36
37	June 29, 1914	Feb. 24, 1915	Apr. 23, 1917	.....	.....	Aug. 30, 1917	L-8.....	37
38	Mar. 14, 1914	Nov. 2, 1914	Oct. 27, 1915	Mar. 14, 1916	Aug. 4, 1916	Aug. 4, 1916	L-9.....	38
39	Mar. 14, 1914	Feb. 17, 1915	Mar. 16, 1916	Apr. 14, 1916	Aug. 2, 1916	Aug. 2, 1916	L-10.....	39
40	July 29, 1914	Feb. 17, 1915	May 16, 1916	Sept. 29, 1916	Aug. 15, 1916	Aug. 15, 1916	L-11.....	40
41	Feb. 4, 1913	July 2, 1914	Sept. 14, 1915	Apr. 4, 1915	Feb. 14, 1918	Feb. 16, 1918	M-1.....	41
42	Mar. 19, 1915	July 26, 1915	Dec. 30, 1916	May 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-1.....	42
43	Mar. 19, 1915	July 29, 1915	Jan. 16, 1917	June 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-2.....	43
44	Mar. 19, 1915	July 31, 1915	Feb. 21, 1917	July 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-3.....	44
45	Feb. 18, 1915	Mar. 24, 1915	Nov. 27, 1916	Feb. 18, 1917	June 15, 1918	June 15, 1918	N-4.....	45
46	Feb. 18, 1915	Apr. 10, 1915	Mar. 22, 1917	Mar. 18, 1917	June 10, 1918	June 13, 1918	N-5.....	46
47	Feb. 18, 1915	Apr. 15, 1915	Apr. 21, 1917	Apr. 18, 1917	July 8, 1918	July 9, 1918	N-6.....	47
48	Feb. 18, 1915	Apr. 20, 1915	May 19, 1917	May 18, 1917	June 15, 1918	June 15, 1918	N-7.....	48

## FLEET SUBMARINES—FIRST LINE (SF).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
1	T-1.....SF1	Electric Boat Co., New York..	Fore River S. B. Corp., Quincy.	June 30, 1914	1
2	T-2.....SF2	.....do.....	.....do.....	<sup>1</sup> Mar. 3, 1915	2
3	T-3.....SF3	.....do.....	.....do.....	<sup>1</sup> Mar. 3, 1915	3
4	V-1.....SF4	U. S. Government.....	Navy yard, Portsmouth.....	<sup>2</sup> July 1, 1918	4
5	V-2.....SF5	.....do.....	.....do.....	<sup>2</sup> July 1, 1918	5
6	V-3.....SF6	.....do.....	.....do.....	<sup>2</sup> July 1, 1918	6
7	V-4.....SF7	(*).....	.....	<sup>2</sup> July 1, 1918	7
8	V-5.....SF8	(*).....	.....	<sup>2</sup> July 1, 1918	8
9	V-6.....SF9	(*).....	.....	<sup>2</sup> July 1, 1918	9
10	V-7.....SF10	(*).....	.....	<sup>2</sup> July 1, 1918	10
11	V-8.....SF11	(*).....	.....	<sup>2</sup> July 1, 1918	11
12	V-9.....SF12	(*).....	.....	<sup>2</sup> July 1, 1918	12

<sup>1</sup> Together with act of June 27, 1916.    <sup>2</sup> Together with act of Aug. 29, 1916.    \* Not yet contracted for.

T-1 formerly AA-1, originally Schley; T-2 formerly AA-2; T-3 formerly AA-3.

## FLEET SUBMARINES—FIRST LINE (SF).

	Contract signed.	Keellaid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	Mar. 19, 1915	June 21, 1916	July 25, 1918	Mar. 19, 1918	Jan. 30, 1920	Jan. 30, 1920	T-1.....SF1	1
2	Oct. 2, 1916	May 31, 1917	Sept. 6, 1919	Oct. 2, 1918	.....	.....	T-2.....SF2	2
3	Oct. 2, 1916	May 21, 1917	May 24, 1919	Dec. 2, 1918	.....	.....	T-3.....SF3	3
4	Mar. 12, 1920	.....	.....	.....	.....	.....	V-1.....SF4	4
5	Mar. 12, 1920	.....	.....	.....	.....	.....	V-2.....SF5	5
6	Mar. 12, 1920	.....	.....	.....	.....	.....	V-3.....SF6	6
7	.....	.....	.....	.....	.....	.....	V-4.....SF7	7
8	.....	.....	.....	.....	.....	.....	V-5.....SF8	8
9	.....	.....	.....	.....	.....	.....	V-6.....SF8	9
10	.....	.....	.....	.....	.....	.....	V-7.....F10	10
11	.....	.....	.....	.....	.....	.....	V-8.....SF11	11
12	.....	.....	.....	.....	.....	.....	V-9.....SF12	12

<sup>1</sup> Date assigned to yard.

PATROL VESSELS—EAGLES (PE).

Name.	Builder.	Length between perpendiculars.	Beam on load water line.	Mean draft.	Displacement (normal).	Tons per inch of immersion.
EAGLE 1 to EAGLE 60...	Ford Motor Co., Detroit, Mich. <sup>1</sup>	<i>Ft. in.</i> 200 0	<i>Ft. in.</i> 25 6	<i>Ft. in.</i> 7 3	<i>Tons.</i> 500	8

Name.	Propellers.	Type of engines.	Boilers. (Oil burning.)		S. H. P. of main engine only.	Total maximum H. P.	Total weight of machinery.
			Number and type.	Total heating surface.			
EAGLE 1 to EAGLE 60...	1	Poole geared turbine.	2 Bureau express....	3,000	2,500	.....	<i>Tons.</i> 93.7

Name.	Date of act authorizing building.	Rig and number of funnels.	Messes (complement).		
			Ward-room officers.	Chief petty officers.	Men.
EAGLE 1 to EAGLE 60..	<sup>2</sup> Mar. 4, 1917	2 masts; 1 funnel.....	5	4	52

<sup>1</sup> Built on basis of cost plus a fixed sum.      <sup>2</sup> Estimated.      <sup>3</sup> Emergency fund.

NOTE.—Contract for Nos. 61 to 112 canceled Nov. 30, 1918. Eagle 20 transferred to Treasury Department for Coast Guard Service on Nov. 26, 1919. Eagles 16, 21, 22, and 30 transferred to Treasury Department for Coast Guard Service on Dec. 19, 1919.

## PATROL VESSELS—EAGLES (PE).

Length over all.	Full-load displacement.	Draft aft designed full load.	Speed on trials.	Displacement on trials.	Bunker capacity (oil, 40 cu. ft. = 1 ton).	Additional bunker space provided (oil).	Name.
<i>Ft. in.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	
200 9	1 615	2 8 6	2 18.32	2 494	105	45	EAGLE 1 to EAGLE 60.
Turbo-generating sets.							
Num-ber.	Kilo-watts (each).	Volts.	Type.	Builders.	En-dur-ance.	Cruis-ing speed.	Name.
					<i>M. miles.</i>	<i>Knots.</i>	
2	10	125	2-10-4000	General Electric Co. ....	1 3,500	10	EAGLE 1 to EAGLE 60.
Wireless.		Guns.				Name.	
Yes.....	2 4", 50 cal. R. F. 1 3", 50 cal. antiaircraft; 2 machine guns. (Y guns on Eagles 4, 5, 6, and 7, only for training purposes.)					EAGLE 1 to EAGLE 60.	

<sup>1</sup> Estimated.<sup>2</sup> Tip of propeller blade passes 3 feet 2½ inches below line of keel from which draft figures are laid off.<sup>3</sup> Based on 4-hour full-speed trial of Eagle 1.

## PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 196 and 197.]

	Name and official number.	Keel laid.	Ship launched.	Date of preliminary acceptance.	Date of first and latest commission.	
1	EAGLE 1.....PE1	May 7, 1918	July 11, 1918	.....	Oct. 28, 1918	1
2	EAGLE 2.....PE2	May 10, 1918	Aug. 19, 1918	Oct. 28, 1918	Nov. 7, 1918	2
3	EAGLE 3.....PE3	May 16, 1918	Sept. 11, 1918	.....	Nov. 11, 1918	3
4	EAGLE 4.....PE4	May 21, 1918	Sept. 15, 1918	Nov. 5, 1919	Nov. 14, 1918 Nov. 5, 1919	4
5	EAGLE 5.....PE5	May 28, 1918	Sept. 23, 1918	Nov. 8, 1919	Nov. 19, 1918 Nov. 8, 1919	5
6	EAGLE 6.....PE6	June 3, 1918	Oct. 16, 1918	Nov. 10, 1919	Nov. 21, 1918 Nov. 10, 1919	6
7	EAGLE 7.....PE7	June 8, 1918	Oct. 5, 1918	Nov. 10, 1919	Nov. 24, 1918 Nov. 10, 1919	7
8	EAGLE 8.....PE8	June 10, 1918	Nov. 11, 1918	Oct. 27, 1919	Oct. 31, 1919	8
9	EAGLE 9.....PE9	June 17, 1918	Nov. 8, 1918	Aug. 14, 1919	Oct. 27, 1919	9
10	EAGLE 10.....PE10	July 6, 1918	Nov. 9, 1918	Oct. 27, 1919	Oct. 31, 1919	10
11	EAGLE 11.....PE11	July 13, 1918	Nov. 14, 1918	May 29, 1919	May 29, 1919	11
12	EAGLE 12.....PE12	July 13, 1918	Nov. 12, 1918	Nov. 6, 1919	Nov. 6, 1919	12
13	EAGLE 13.....PE13	July 15, 1918	Jan. 9, 1919	Apr. 12, 1919	Apr. 2, 1919	13
14	EAGLE 14.....PE14	July 20, 1918	Jan. 23, 1919	June 19, 1919	June 17, 1919	14
15	EAGLE 15.....PE15	July 21, 1918	Jan. 25, 1919	June 11, 1919	June 11, 1919	15
16	EAGLE 17.....PE17	Aug. 3, 1918	Feb. 1, 1919	July 3, 1919	July 3, 1919	16
17	EAGLE 18.....PE18	Aug. 5, 1918	Feb. 10, 1919	Aug. 7, 1919	Aug. 7, 1919 Oct. 8, 1919	17
18	EAGLE 19.....PE19	Aug. 6, 1918	Jan. 30, 1919	June 25, 1919	June 25, 1919	18
19	EAGLE 23.....PE23	Sept. 11, 1918	Feb. 20, 1919	June 19, 1919	June 19, 1919	19
20	EAGLE 24.....PE24	Sept. 13, 1918	Feb. 24, 1919	July 12, 1919	July 12, 1919	20
21	EAGLE 25.....PE25	Sept. 17, 1918	Feb. 19, 1919	June 30, 1919	June 30, 1919	21
22	EAGLE 26.....PE26	Sept. 25, 1918	Mar. 1, 1919	Sept. 15, 1919	Oct. 1, 1919	22
23	EAGLE 27.....PE27	Oct. 22, 1918	Mar. 1, 1919	July 14, 1919	July 14, 1919	23
24	EAGLE 28.....PE28	Oct. 23, 1918	Mar. 1, 1919	July 28, 1919	July 28, 1919	24
25	EAGLE 29.....PE29	Nov. 18, 1918	Mar. 8, 1919	Aug. 15, 1919	Aug. 20, 1919 Oct. 8, 1919	25
26	EAGLE 31.....PE31	Nov. 19, 1918	Mar. 8, 1919	Aug. 14, 1919	Aug. 14, 1919	26
27	EAGLE 32.....PE32	Nov. 30, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919 Sept. 30, 1919	27
28	EAGLE 33.....PE33	Dec. 4, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919	28
29	EAGLE 34.....PE34	Jan. 8, 1919	Mar. 15, 1919	Aug. 29, 1919	Sept. 3, 1919 Oct. 3, 1919	29
30	EAGLE 35.....PE35	Jan. 13, 1919	Mar. 22, 1919	Aug. 21, 1919	Aug. 22, 1919 Sept. 29, 1919	30
31	EAGLE 36.....PE36	Jan. 22, 1919	Mar. 22, 1919	Aug. 18, 1919	Aug. 20, 1919 Sept. 29, 1919	31
32	EAGLE 37.....PE37	Jan. 27, 1919	Mar. 24, 1919	Aug. 29, 1919	Sept. 30, 1919 Aug. 20, 1920	32
33	EAGLE 38.....PE38	Jan. 31, 1919	Mar. 29, 1919	July 30, 1919	July 30, 1919 Oct. 8, 1919	33

<sup>1</sup> Date placed out of commission.

## PATROL VESSELS—EAGLES (PE).

	Name and official number.	Keel laid.	Ship launched.	Date of preliminary acceptance.	Date of first and latest commission.	
34	EAGLE 39.....PE39	Feb. 3, 1919	Mar. 29, 1919	Sept. 10, 1919	Sept. 20, 1919	34
35	EAGLE 40.....PE40	Feb. 7, 1919	Apr. 5, 1919	Sept. 15, 1919	Oct. 1, 1919	35
36	EAGLE 41.....PE41	Feb. 10, 1919	Apr. 5, 1919	Sept. 15, 1919	Sept. 26, 1919	36
37	EAGLE 42.....PE42	Feb. 13, 1919	May 17, 1919	.....	Oct. 3, 1919	37
38	EAGLE 43.....PE43	Feb. 17, 1919	May 17, 1919	Sept. 18, 1919	Oct. 2, 1919	38
39	EAGLE 44.....PE44	Feb. 20, 1919	May 24, 1919	Sept. 30, 1919	Oct. 4, 1919	39
40	EAGLE 45.....PE45	Feb. 20, 1919	May 17, 1919	.....	Oct. 2, 1919 Nov. 5, 1919	40
41	EAGLE 46.....PE46	Feb. 24, 1919	May 24, 1919	Sept. 29, 1919	Oct. 3, 1919	41
42	EAGLE 47.....PE47	Mar. 3, 1919	June 19, 1919	Sept. 27, 1919	Oct. 4, 1919	42
43	EAGLE 48.....PE48	Mar. 3, 1919	May 24, 1919	Sept. 23, 1919	Oct. 8, 1919	43
44	EAGLE 49.....PE49	Mar. 4, 1919	June 14, 1919	Sept. 25, 1919	Oct. 10, 1919	44
45	EAGLE 50.....PE50	Mar. 10, 1919	July 18, 1919	Sept. 25, 1919	Oct. 6, 1919	45
46	EAGLE 51.....PE51	Mar. 10, 1919	June 14, 1919	Sept. 19, 1919	Oct. 2, 1919	46
47	EAGLE 52.....PE52	Mar. 10, 1919	July 9, 1919	Sept. 24, 1919	Oct. 10, 1919	47
48	EAGLE 53.....PE53	Mar. 17, 1919	Aug. 13, 1919	Oct. 11, 1919	Oct. 20, 1919	48
49	EAGLE 54.....PE54	Mar. 17, 1919	July 17, 1919	Sept. 29, 1919	Oct. 10, 1919	49
50	EAGLE 55.....PE55	Mar. 17, 1919	July 22, 1919	Sept. 30, 1919	Oct. 10, 1919	50
51	EAGLE 56.....PE56	Mar. 25, 1919	Aug. 15, 1919	Oct. 15, 1919	Oct. 26, 1919	51
52	EAGLE 57.....PE57	Mar. 25, 1919	July 29, 1919	Sept. 30, 1919	Oct. 15, 1919 Mar. 19, 1920	52
53	EAGLE 58.....PE58	Mar. 25, 1919	Aug. 2, 1919	Oct. 8, 1919	Oct. 20, 1919	53
54	EAGLE 59.....PE59	Mar. 31, 1919	Apr. 12, 1919	.....	Sept. 19, 1919 Oct. 16, 1919	54
55	EAGLE 60.....PE60	Mar. 31, 1919	Aug. 13, 1919	Oct. 15, 1919	Oct. 27, 1919	55

<sup>1</sup> Date placed out of commission.



## PATROL VESSELS—SUBMARINE CHASERS (PC).

Type.	Length between perpendiculars.	Breadth on load water line.	Mean hull draft.	Displacement (normal).	Tons per inch immersion (normal).	Length over all.	Full load displacement.	Draft aft. at full load.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Ft. in.</i>
SUBMARINE CHASERS.	105 0	14 8½	5 5½	77	2.32	110 0	85	5 8½

Type.	Propellers.	Number and type of engine.	Cycle.	Cylinders per engine.	Cylinder diameter.	Stroke.	Total S. H. P. (each boat).
					<i>Inches.</i>	<i>Inches.</i>	
SUBMARINE CHASERS.	3	3 Standard (gas)....	4	6	10	11	660

## PATROL VESSELS—SUBMARINE CHASERS (PC).

Highest speed on trial.	Mean displacement on trial.	Battery.	Messes (complement).			Date of act authorizing building.	Type.
			Wardroom officers.	Chief petty.	Men.		
<i>Knots.</i> 1 18	<i>Tons.</i> 1 65	13'', 23 cal.; 2 machine guns...	2	1	23	2 Mar. 4, 1917 2 Oct. 6, 1917	SUBMARINE CHASERS.

  

Generating sets.				Storage batteries.			Rig.	Type.	
Number.	Kilowatts.	Volts.	Type.	Builders.	No.	Volts.			Amperes hours.
1	4½	120	....	Electro-Dyn. Co. ....	2	30	140	1 pole mast...	SUBMARINE CHASERS.

¹ Estimated.

² Emergency funds.

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

Not built or not completed: Nos. 139, 410, 442, 445, 446, 447, 448.....	7
Built for France: Nos. 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 28, 29, 30, 31, 32, 33, 65, 66, 67, 75, 76, 140, 141, 142, 146, 160, 161, 162, 163, 169, 170, 171, 172, 173, 174, 175, 176, 243, 249, 313, 314, 315, 316, 317, 318, 319, 347, 348, 350, and 357 to 406 inclusive.....	100
Lost and destroyed: Nos. 53, 58, 60, 117, 132, 187, 209, 219, 256, 282, and 343.....	11
Sold to Italy: Nos. 78, 82, 94, 128, 179, 215, 248, and 327.....	8
Sold to Cuba: Nos. 274, 302, 311, and 312.....	4
Transferred to War Department: Nos. 18, 20, 106, 233, 234, 267, 275, 276, 279, 280, 281, 307, 413, and 414.....	14
Transferred to Treasury Department for Coast Guard Service: Nos. 22, 27, 68, 70, 152, 153, 155, 183, 197, 199, 203, 268, 333, 334, 335, 415, 417, 431, 433, 435, 437, 438.....	22
Sold at large: Nos. 4, 38, 81, 84, 90, 205, 207, 262, 291, 292, 293, 296, 297, 300, 321, 346, 407, 411, 418, 420 and 434.....	21
SCHEDULED FOR SALE:	
First Naval District: 6, 34, 35, 36, 39, 41, 85, 86, 87, 91, 97, 107, 109, 124, 125, 127, 130, 216, 220, 222, 225, 240, 241, 242, 244, 247, 323.....	27
Third Naval District: 1, 19, 21, 25, 37, 40, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 95, 98, 99, 101, 103, 110, 112, 113, 114, 115, 122, 129, 131, 137, 138, 143, 149, 150, 151, 157, 164, 166, 167, 168, 178, 181, 182, 202, 206, 208, 217, 224, 226, 227, 235, 238, 239, 245, 246, 250, 258, 259, 260, 263, 265, 266, 271, 272, 324, 351, 354, 356, 436.....	72
Fourth Naval District: 73, 74, 342, 344, 345, 349, 427, 430.....	8
Fifth Naval District: 17, 24, 42, 116, 184, 254, 425.....	7
Sixth Naval District: 59, 61, 77, 79, 80, 83, 88, 89, 92, 200, 325, 337.....	12
Seventh Naval District: 261, 339.....	2
Eighth Naval District: 2, 3, 64, 148, 189, 290, 331, 336.....	8
Fifteenth Naval District: 283.....	1
Washington Yard: 111, 126, 135, 136, 211, 212, 213.....	7

Remaining in service July 1, 1920..... 117

Total..... 448

Note.—S. C. No. 137 withdrawn from sale Oct. 7, 1920, and assigned to duty in the third district S. C. No. 143 withdrawn from sale for duty with N. R. F. Official numbers PC137 and PC143. S. C. No. 413 returned by War Department; ordered inspected for sale.

## PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 200 and 201.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first and latest commission.	
1	S. C. 23.....PC23	Navy yard, Brooklyn		Mar. 19, 1917	Oct. 16, 1917	1
2	S. C. 26.....PC26	.....do.....		Mar. 19, 1917	Oct. 19, 1917	2
3	S. C. 57.....PC57	.....do.....		Mar. 19, 1917	May 6, 1918	3
4	S. C. 62.....PC62	.....do.....		Mar. 19, 1917	May 11, 1918	4
5	S. C. 69.....PC69	Mathis Yacht Building Co., Camden, N. J.	\$66,042.00	Apr. 3, 1917	Feb. 16, 1918	5
6	S. C. 71.....PC71	.....do.....	64,150.00	Apr. 3, 1917	Mar. 28, 1918	6
7	S. C. 72.....PC72	.....do.....	64,150.00	Apr. 3, 1917	Mar. 21, 1918	7
8	S. C. 74 <sup>1</sup> .....PC74	.....do.....	64,150.00	Apr. 3, 1917	Mar. 20, 1918	8
9	S. C. 93.....PC93	Elco Co., Bayonne, N. J.	72,150.00	Apr. 15, 1917	Dec. 5, 1917	9
10	S. C. 96.....PC96	.....do.....	72,150.00	Apr. 15, 1917	Dec. 18, 1917	10
11	S. C. 100.....PC100	.....do.....	72,150.00	Apr. 15, 1917	Mar. 2, 1918	11
12	S. C. 102.....PC102	.....do.....	72,150.00	Apr. 15, 1917	Mar. 12, 1918	12
13	S. C. 104.....PC104	.....do.....	72,150.00	Apr. 15, 1917	Mar. 12, 1918	13
14	S. C. 105.....PC105	.....do.....	72,150.00	Apr. 15, 1917	Nov. 9, 1917	14
15	S. C. 106.....PC106	Navy yard, Charleston			Dec. 31, 1917	15
16	S. C. 118.....PC118	Navy yard, Norfolk, Va.			Nov. 26, 1917	16
17	S. C. 119.....PC119	.....do.....			Nov. 19, 1917	17
18	S. C. 120.....PC120	.....do.....			Oct. 4, 1917	18
19	S. C. 121.....PC121	.....do.....			Oct. 16, 1917	19
20	S. C. 123.....PC123	.....do.....			Nov. 5, 1917	20
21	S. C. 133.....PC133	.....do.....			Mar. 13, 1918	21
22	S. C. 134.....PC134	.....do.....			Mar. 13, 1918	22
23	S. C. 144.....PC144	Vinyard S. B. Co., Milford, Del.	63,650.00	Apr. 16, 1917	Mar. 30, 1918	23
24	S. C. 145.....PC145	.....do.....	64,450.00	Apr. 16, 1917	Mar. 13, 1918	24
25	S. C. 147.....PC147	L. E. Fry & Co., Clayton, N. Y.	65,945.00	Apr. 16, 1917	Dec. 13, 1917	25
26	S. C. 154.....PC154	Gibbs Gas Engine Co., Jacksonville, Fla.	65,650.00	Apr. 16, 1917	Feb. 15, 1918	26
27	S. C. 156.....PC156	F. M. Blount, Pensacola, Fla.	67,650.00	Apr. 16, 1917	Oct. 30, 1917	27
28	S. C. 159.....PC159	.....do.....	67,650.00	Apr. 16, 1917	Sept. 17, 1917	28
29	S. C. 165 <sup>2</sup> .....PC165	Howard E. Wheeler, Brooklyn, N. Y.	69,735.00	Apr. 16, 1917	Mar. 23, 1918	29
30	S. C. 177.....PC177	The Matthews Co., Port Clinton, Ohio.	74,850.00	Apr. 16, 1917	Oct. 31, 1917	30
31	S. C. 180 <sup>3</sup> .....PC180	International S. B. & M. E. Co., Upper Nyack, N. Y.	68,650.00	Apr. 16, 1917	Apr. 8, 1918	31
32	S. C. 185.....PC185	.....do.....	68,650.00	Apr. 16, 1917	Apr. 27, 1918	32
33	S. C. 186.....PC186	.....do.....	68,650.00	Apr. 16, 1917	Apr. 27, 1918	33
34	S. C. 188 <sup>4</sup> .....PC188	.....do.....	70,650.00	Apr. 16, 1917	May 7, 1918	34

<sup>1</sup> Ordered inspected for sale Sept. 1, 1920.<sup>2</sup> Totally destroyed by fire Aug. 25, 1920.<sup>3</sup> Burned July 15, 1920.<sup>4</sup> Loaned to Marine Corps.

## PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 200 and 201.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first and latest commission.	
35	S. C. 190.....PC190	General S. B. & Aero Co., Alexandria, Va.	70,900.50	Apr. 10, 1917	Mar. 13, 1918	35
36	S. C. 191.....PC191	.....do.....	70,900.50	Apr. 10, 1917	Mar. 21, 1918	36
37	S. C. 192.....PC192	.....do.....	70,900.50	Apr. 10, 1917	Mar. 13, 1918	37
38	S. C. 193.....PC193	.....do.....	70,900.50	Apr. 10, 1917	Apr. 5, 1918	38
39	S. C. 194.....PC194	.....do.....	70,900.50	Apr. 10, 1917	Apr. 5, 1918	39
40	S. C. 195.....PC195	.....do.....	70,900.50	Apr. 10, 1917	Apr. 15, 1918	40
41	S. C. 196.....PC196	.....do.....	70,900.50	Apr. 10, 1917	Apr. 15, 1918	41
42	S. C. 198.....PC198	.....do.....	70,900.50	Apr. 10, 1917	Apr. 15, 1918	42
43	S. C. 201.....PC201	.....do.....	70,900.50	Apr. 10, 1917	Apr. 23, 1918	43
44	S. C. 210.....PC210	Mathis Y. B. Co., Camden, N. J.	71,850.00	Apr. 16, 1917	Mar. 18, 1918	44
45	S. C. 214.....PC214	A. McDonald, Mariners Harbor, Staten Island.	72,479.00	Apr. 16, 1917	Dec. 1, 1917	45
46	S. C. 218.....PC218	Newcomb Lifeboat Co., Hampton, Va.	72,515.00	Apr. 10, 1917	Feb. 9, 1918	46
47	S. C. 221.....PC221	.....do.....	71,215.00	Apr. 10, 1917	Mar. 13, 1918	47
48	S. C. 223.....PC223	New York Y., L. & E. Co., Morris Heights, N. Y.	72,600.00	Apr. 16, 1917	Dec. 5, 1917	48
49	S. C. 228.....PC228	.....do.....	72,600.00	Apr. 16, 1917	Jan. 23, 1918	49
50	S. C. 229.....PC229	.....do.....	72,600.00	Apr. 16, 1917	Jan. 23, 1918	50
51	S. C. 230.....PC230	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	51
52	S. C. 231.....PC231	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	52
53	S. C. 232.....PC232	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	53
54	S. C. 236.....PC236	.....do.....	72,600.00	Apr. 16, 1917	Mar. 2, 1918	54
55	S. C. 237.....PC237	.....do.....	72,600.00	Apr. 16, 1917	Mar. 7, 1918	55
56	S. C. 251.....PC251	Camden Anchor-Rockland Machine Co., Camden, Me.	74,650.00	Apr. 16, 1917	Dec. 29, 1917	56
57	S. C. 252.....PC252	.....do.....	74,650.00	Apr. 16, 1917	Mar. 7, 1918	57
58	S. C. 253.....PC253	Geo. Lawley & Sons, Neponset, Mass.	74,650.00	Apr. 16, 1917	Mar. 7, 1918	58
59	S. C. 255.....PC255	.....do.....	74,650.00	Apr. 16, 1917	Nov. 19, 1917	59
60	S. C. 257 <sup>1</sup> .....PC257	.....do.....	74,650.00	Apr. 16, 1917	Nov. 28, 1917	60
61	S. C. 264.....PC264	.....do.....	74,650.00	Apr. 16, 1917	Feb. 9, 1918	61
62	S. C. 269.....PC269	.....do.....	74,650.00	Apr. 16, 1917	Apr. 1, 1918	62
63	S. C. 270.....PC270	.....do.....	74,650.00	Apr. 16, 1917	Apr. 1, 1918	63
64	S. C. 273.....PC273	Navy yard, Mare Island, Calif.	.....	.....	Mar. 26, 1918	64
65	S. C. 277.....PC277	.....do.....	.....	.....	Apr. 9, 1918	65
66	S. C. 278.....PC278	.....do.....	.....	.....	Mar. 30, 1918	66
67	S. C. 284.....PC284	.....do.....	.....	.....	Apr. 22, 1918	67

<sup>1</sup> Loaned to U. S. Shipping Board June 15, 1920.

## PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 200 and 201.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first and latest commission.	
68	S. C. 285.....PC285	Navy yard, Mare Island, Calif.			Apr. 22, 1918	68
69	S. C. 286.....PC286	.....do.....			May 6, 1918	69
70	S. C. 287.....PC287	.....do.....			May 6, 1918	70
71	S. C. 288.....PC288	Navy yard, Puget Sound, Wash.			June 19, 1918	71
72	S. C. 289 <sup>1</sup> .....PC289	.....do.....			June 19, 1918	72
73	S. C. 294.....PC294	.....do.....			Mar. 25, 1918	73
74	S. C. 295.....PC295	.....do.....			Apr. 13, 1918	74
75	S. C. 298.....PC298	.....do.....			Apr. 13, 1918	75
76	S. C. 299.....PC299	.....do.....			Apr. 25, 1918	76
77	S. C. 301.....PC301	.....do.....			Apr. 29, 1918	77
78	S. C. 303.....PC303	.....do.....			May 4, 1918	78
79	S. C. 304.....PC304	.....do.....			May 4, 1918	79
80	S. C. 305.....PC305	.....do.....			May 11, 1918	80
81	S. C. 306.....PC306	.....do.....			Feb. 27, 1918	81
82	S. C. 308.....PC308	.....do.....			Feb. 23, 1918	82
83	S. C. 309.....PC309	.....do.....			May 18, 1918	83
84	S. C. 310.....PC310	.....do.....			May 18, 1918	84
85	S. C. 320.....PC320	Luders Marine Const. Co., Stamford, Conn.	74,650.00	Apr. 16, 1917	Dec. 1, 1917	85
86	S. C. 322 <sup>2</sup> .....PC322	.....do.....	74,650.00	Apr. 16, 1917	Mar. 7, 1918	86
87	S. C. 326.....PC326	Kyle & Purdy, City Island, N. Y.	74,650.00	Apr. 16, 1917	Nov. 14, 1917	87
88	S. C. 328.....PC328	Great Lakes B. B. Corp., Milwaukee.	74,650.00	Apr. 16, 1917	Oct. 20, 1917	88
89	S. C. 329 <sup>3</sup> .....PC329	.....do.....	74,650.00	Apr. 16, 1917	Oct. 20, 1917	89
90	S. C. 330.....PC330	Burger Boat Co., Manitowoc.	74,650.00	Apr. 16, 1917	Feb. 8, 1918	90
91	S. C. 332.....PC332	Smith & Williams Co., Salisbury, Md.	74,650.00	Apr. 16, 1917	Mar. 13, 1918	91
92	S. C. 338.....PC338	L. E. Fry & Co., Clayton, N. Y.	64,650.00	Apr. 16, 1917	Dec. 24, 1917	92
93	S. C. 340.....PC340	American Car & Foundry Co., Wilmington, Del.	70,650.00	Apr. 30, 1917	Feb. 16, 1918	93
94	S. C. 341.....PC341	.....do.....	70,650.00	Apr. 30, 1917	Mar. 22, 1918	94
95	S. C. 352 <sup>4</sup> .....PC352	College Point Boat Co., College Point, N. Y.	68,650.00	Apr. 30, 1917	Mar. 2, 1918	95
96	S. C. 353.....PC353	.....do.....	68,650.00	Apr. 30, 1917	Mar. 20, 1918	96
97	S. C. 355.....PC355	.....do.....	68,650.00	Apr. 30, 1917	Mar. 12, 1918	97

<sup>1</sup> Ordered inspected for sale Sept. 28, 1920.<sup>2</sup> Loaned to U. S. Shipping Board June 15, 1920.<sup>3</sup> Loaned to New York City, Department of Plant and Structures, June 18, 1920.<sup>4</sup> Loaned to Marine Corps.

## PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 200 and 201.]

Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first and latest commission.	
98 S. C. 408.....PC408	Camden Anchor-Rockland Machine Co., Camden, Me.	69,750.00	July 15, 1918	<sup>1</sup> Feb. 11, 1919	98
99 S. C. 409.....PC409	Chance Marine Const. Co., Annapolis, Md.	71,250.00	July 15, 1918	<sup>1</sup> Feb. 3, 1919	99
100 S. C. 412.....PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	.....	100
101 S. C. 416 <sup>2</sup> .....PC416	College Point B. Corp., College Point, N. Y.	69,250.00	July 15, 1918	Jan. 13, 1919	101
102 S. C. 419.....PC419	Great Lakes B. B. Corp., Milwaukee.	73,250.00	July 15, 1918	.....	102
103 S. C. 421 <sup>3</sup> .....PC421	Hiltibrant D. D. Co., Kingston, N. Y.	72,250.00	July 15, 1918	.....	103
104 S. C. 422 <sup>3</sup> .....PC422	.....do.....	72,150.00	July 15, 1918	.....	104
105 S. C. 423.....PC423	.....do.....	72,250.00	July 15, 1918	.....	105
106 S. C. 424.....PC424	.....do.....	72,250.00	July 15, 1918	.....	106
107 S. C. 426.....PC426	Mathis Yacht Building Co., Camden, N. J.	69,000.00	July 15, 1918	Dec. 6, 1918	107
108 S. C. 428.....PC428	.....do.....	69,000.00	July 15, 1918	Jan. 8, 1919	108
109 S. C. 429 <sup>4</sup> .....PC429	.....do.....	69,000.00	July 15, 1918	Dec. 28, 1918	109
110 S. C. 432.....PC432	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	July 15, 1918	.....	110
111 S. C. 439.....PC439	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	July 15, 1918	.....	111
112 S. C. 440.....PC440	.....do.....	71,500.00	July 15, 1918	Jan. 16, 1919	112
113 S. C. 441.....PC441	.....do.....	71,500.00	July 15, 1918	.....	113
114 S. C. 443.....PC443	Naval station, New Orleans.	.....	.....	.....	114
115 S. C. 444.....PC444	.....do.....	.....	.....	.....	115

<sup>1</sup> Date of delivery.<sup>2</sup> Ordered inspected for sale Sept. 30, 1920.<sup>3</sup> Ordered inspected for sale Oct. 5, 1920.<sup>4</sup> Ordered inspected for sale Sept. 1, 1920.

Note.—S. C. No. 63 and S. C. No. 204 should be included above with official numbers PC63 and PC204.

## PATROL VESSELS—GUNBOATS (PG).

Name and official number.	Dimensions.			Ship, fully equipped, ready for sea, normal, stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1 ALBANY <sup>11</sup> .....PG36	354 10	346 0	43 9	16 10	<sup>2</sup> 3,430	23.0	3,954	19 1	1
2 ANNAPOLIS <sup>2</sup> .....PG10	203 6	168 0	36 0	12 0	<sup>4</sup> 1,010	10.72	1,153	12 9	2
3 ASHEVILLE.....PG21	241 2	225 0	<sup>5</sup> 41 2½	11 4	1,575	14.3	1,760	12 8½	3
4 CALLAO <sup>6</sup> .....PG37	121 0	115 3	17 10	6 6	<sup>4</sup> 243	3.8	.....	.....	4
5 CHATTANOOGA <sup>1</sup> .....PG30	308 11	292 0	44 0	15 9	<sup>7</sup> 3,200	22.3	3,514	17 0	5
6 CLEVELAND <sup>1</sup> .....PG33	308 10	292 0	44 0	15 9	<sup>7</sup> 3,200	22.3	3,514	17 0	6
7 DENVER <sup>1</sup> .....PG28	308 9	292 0	44 0	15 9	<sup>7</sup> 3,200	22.3	3,514	17 0	7
8 DES MOINES <sup>1</sup> .....PG29	309 10	292 0	44 0	15 9	<sup>7</sup> 3,200	22.3	3,514	17 0	8
9 DOLPHIN.....PG24	256 6	240 0	32 0	14 3	<sup>4</sup> 1,486	13.31	.....	17 0	9
10 ELCANO <sup>6</sup> .....PG38	165 6	157 11	26 0	10 0	<sup>4</sup> 620	7.5	.....	12 0	10
11 GALVESTON <sup>1</sup> .....PG31	308 10	292 0	44 0	15 9	<sup>7</sup> 3,200	22.3	3,514	17 0	11
12 HELENA.....PG9	251 10	250 9	<sup>8</sup> 39 8	9 0	<sup>4</sup> 1,392	17.1	1,571	10 0	12
13 MARBLEHEAD.....PG27	269 6	257 0	37 0	14 6	2,072	15.75	2,212	16 3	13
14 MONOCACY <sup>2</sup> .....PG20	.....	160 0	24 6	2 5	<sup>9</sup> 190	7.58	204	2 5	14
15 NANTUCKET <sup>10</sup> .....PG23	199 9	177 4	32 0	13 0	1,261	.....	.....	.....	15
16 NASHVILLE.....PG7	233 8	220 0	38 1½	11 0	<sup>4</sup> 1,371	13.16	1,620	12 7	16
17 NEW ORLEANS <sup>11</sup> .....PG34	254 5	346 0	43 9	16 10	<sup>2</sup> 3,430	23.0	3,954	19 1	17
18 NEWPORT.....PG12	204 5	168 0	36 0	12 0	<sup>4</sup> 1,010	10.72	1,153	12 9	18
19 PALOS.....PG16	.....	160 0	24 6	2 5	<sup>9</sup> 190	7.58	204	2 5	14
20 PAMPANGA <sup>6</sup> .....PG39	121 0	115 3	17 10	6 6	<sup>4</sup> 243	3.8	.....	7 6	20
21 QUIROS <sup>2</sup> .....PG40	145 0	137 9	22 9	7 9	350	.....	.....	9 3	21
22 SACRAMENTO.....PG19	226 2	210 0	40 10½	11 6	<sup>12</sup> 1,425	12.95	1,592	12 6½	22
23 SAMAR <sup>6</sup> .....PG41	121 0	115 3	17 10	6 6	<sup>4</sup> 243	3.8	.....	7 6	23

<sup>1</sup> Sheathed with Georgia pine below water line.<sup>2</sup> One-half full supply of ammunition and stores.<sup>3</sup> Composite.<sup>4</sup> Full supply ammunition and stores; normal coal.<sup>5</sup> Extreme breadth.<sup>6</sup> Built of iron.<sup>7</sup> Two-thirds full supply ammunition and stores.<sup>8</sup> Extreme breadth 40' 1½".<sup>9</sup> Full supply ammunition; two-thirds full supply stores and coal.<sup>10</sup> Nantucket formerly Rockport, name changed Feb. 20, 1918; originally Ranger, name changed Oct. 30, 1917.<sup>11</sup> Sheathed with teak below water line.<sup>12</sup> Two-thirds full supply of coal and stores and full supply of ammunition.

NOTE.—Albany, Chattanooga, Cleveland, Denver, Des Moines, Galveston, Marblehead, New Orleans, and Tacoma formerly classed as cruisers.

## PATROL VESSELS—GUNBOATS (PG)

	Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.	
		Displacement.	Speed.	Coal. <sup>1</sup>	Fuel oil.		Number of funnels.	Masts.		
				42 cubic feet per ton.	40 cubic feet per ton.	Gallons.				
		Tons.	Knots.	Tons.	Tons.					
1	<sup>2</sup> 1,121	3,450	20.52	782			2	2 military.....	ALBANY.....PG36	1
2	<sup>2</sup> 560	951	13.17	235			1	Schooner, 3 masts.	ANNAPOLIS.....PG10	2
3	<sup>2</sup> 1,575		<sup>2</sup> 12.0				1	2 pole.....	ASHEVILLE.....PG21	3
4			<sup>2</sup> 10.0	33			1	Schooner.....	CALLAO.....PG37	4
5		3,207	16.65	<sup>4</sup> 739			2	Schooner.....	CHATTANOOGA.....PG30	5
6		3,202	16.45	<sup>4</sup> 737			2	Schooner.....	CLEVELAND.....PG33	6
7	1,566	3,200	16.75	<sup>4</sup> 727			2	Schooner.....	DENVER.....PG28	7
8		3,196	16.65	<sup>4</sup> 705			2	Schooner.....	DES MOINES.....PG29	8
9	<sup>2</sup> 447	1,413	15.5	225			1	Schooner.....	DOLPHIN.....PG24	9
10			<sup>2</sup> 11.0	98			1	Schooner.....	ELCANO.....PG38	10
11		3,255	16.41	<sup>4</sup> 741			2	Schooner.....	GALVESTON.....PG31	11
12	<sup>2</sup> 921	1,340	15.5	307			1	1 military.....	HELENA.....PG9	12
13	<sup>2</sup> 626	2,054	18.44	354			2	Schooner.....	MARBLEHEAD.....PG27	13
14		<sup>2</sup> 190	<sup>2</sup> 13.25	34			2	Pole mast, 1 fighting top.	MONOCACY.....PG20	14
15			10.0	182			1	Barkentine....	NANTUCKET.....PG23	15
16	<sup>2</sup> 756	1,379	16.3	<sup>4</sup> 381			2	Schooner.....	NASHVILLE.....PG7	16
17	<sup>2</sup> 1,130		<sup>2</sup> 20.00	693			2	2 military.....	NEW ORLEANS.....PG34	17
18	<sup>2</sup> 560	990	12.29	229			1	Barkentine....	NEWPORT.....PG12	18
19		<sup>2</sup> 190	<sup>2</sup> 13.25	34			2	Pole mast, 1 fighting top.	PALOS.....PG16	19
20			<sup>2</sup> 10.0	34			1	1 signal.....	PAMPANGA.....PG39	20
21			<sup>2</sup> 11.0	70				Schooner.....	QUIROS.....PG40	21
22		1,395	12.78	<sup>4</sup> 428			1	2 pole, 1 fighting top.	SACRAMENTO.....PG19	22
23			<sup>2</sup> 10.5	32			1	1 signal.....	SAMAR.....PG41	23

<sup>1</sup> Calculated to 6 inches below beams.  
<sup>2</sup> Subject to possible change.

<sup>3</sup> Estimated.  
<sup>4</sup> Calculated to bottom of beams.



PATROL VESSELS—GUNBOATS (PG).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.	In.	Sq. ft.	Sq. ft.				
1 ALBANY.....	2	Vert., 3-exp. <sup>1</sup> ..	31	46	70	30	4 D. E. <sup>1</sup> ....	468	13,156	7,083	27,500	1
2 ANNAPOLIS.....	1	Vert., 3-exp... 15	24½	40	28	2 B. & W..	100	3,814	1,223	1,227	2	
3 ASHEVILLE.....	1	Parsons turb., reduction gear.	.....	.....	.....	.....	3 Bureau, mod.Thor- nycroft.	*98	3,950	*800	.....	3
4 CALLAO.....	2	Vert., compd..	12	.....	24	15	1 S. E.....	39	1,100	.....	*250	4
5 CHATTANOOGA...	2	Vert., 3-exp... 18	29	*35½	30	30	6 B. & W..	300	13,200	5,227	5,398	5
6 CLEVELAND.....	2	Vert., 3-exp... 18	29	*35½	30	30	6 B. & W..	300	13,200	4,586	4,685	6
7 DENVER.....	2	Vert., 3-exp... 18	29	*35½	30	30	6 B. & W..	300	13,608	6,073	6,202	7
8 DES MOINES.....	2	Vert., 3-exp... 18	29	*35½	30	30	6 B. & W..	300	13,200	5,059	5,400	8
9 DOLPHIN.....	1	Vert., compd..	42	.....	78	48	2 D. E.; 2 S. E.	270	8,162	2,253	2,255	9
10 ELCANO.....	2	Vert., compd..	21½	.....	38½	18½	2 S. E.....	47	1,155	.....	435	10
11 GALVESTON.....	2	Vert., 3-exp... 18	29	*35½	30	30	6 B. & W..	300	13,200	4,984	5,178	11
12 HELENA.....	2	Vert., 3-exp... 15½	22	33½	18	18	4 Bureau, mod.Thor- nycroft.	163	5,534	1,959	1,988	12
13 MARBLEHEAD....	2	Vert., 3-exp... 26½	39	63	26	26	3 D. E.; 2 S. E.	357	11,058	4,863	5,450	13
14 MONOCACY.....	2	Vert., compd..	14	.....	26	14	2 B. & W. box.	95	2,654	*800	.....	14
15 NANTUCKET.....	1	Horiz., compd.	28	.....	42	42	4 S. E.....	120	2,945	.....	*500	15
16 NASHVILLE.....	2	Vert., 4-exp... 11	{17 24}	34	18	18	{6 Bureau, mod.Thor- nycroft.}	159	6,444	2,524	2,536	16
17 NEW ORLEANS... 2	2	Vert., 3-exp. <sup>6</sup> ..	31	46	70	30	*4 D. E.; 1 auxil.	432	14,378	.....	27,500	17
18 NEWPORT.....	1	Vert., 3-exp... 15½	23½	30	30	30	2 S. E.....	78	2,524	998	1,009	18
19 PALOS.....	2	Vert., compd..	14	.....	26	14	2 B. & W. box.	95	2,654	*800	.....	19
20 PAMPANGA.....	2	Vert., compd..	12½	.....	24½	15	1 S. E.....	35	1,197	.....	*250	20
21 QUIROS.....	1	Vert., 3-exp... 13½	21½	35½	24	24	2 S. E.....	51	1,365	*450	*550	21
22 SACRAMENTO.....	1	Vert., 3-exp... 16	26½	44	26	26	2 B. & W..	112	3,800	1,022	.....	22
23 SAMAR.....	2	Vert., compd..	12½	.....	24½	15	1 S. E.....	53	1,597	.....	*250	23

<sup>1</sup> Built by R. & W. Hawthorn, Leslie & Co. (Ltd.), Newcastle on Tyne, England.  
<sup>2</sup> Estimated.  
<sup>3</sup> Burns coal and oil.  
<sup>4</sup> Shaft horsepower estimated.  
<sup>5</sup> Two low-pressure cylinders.  
<sup>6</sup> Built by Humphreys & Tennant (Ltd.), London, England.

## PATROL VESSELS—GUNBOATS (PG).

	Total weight of machinery. Tons.	Electric generating sets.				Sound apparatus.				Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Receiving tanks.		
							No.	Type.	No.		Type.
1	650	2	50	125	8-50-400	General Electric...			1	ALBANY.....	1
2	124	2	10	125	6-10-450	B.F.Sturtevant Co				ANNAPOLIS.....	2
3	133	2	35	125	<sup>1</sup> 4-35-3400	Terry-Fort Wayne			1	ASHEVILLE.....	3
4										CALLAO.....	4
5	435	4	24	80	6-24-400	General Electric...				CHATTANOOGA.....	5
6	457	4	24	80	6-24-400	.....do.....			1	CLEVELAND.....	6
7	445	4	24	80	6-24-400	.....do.....			1	DENVER.....	7
8	452	4	24	80	6-24-400	.....do.....			1	DES MOINES.....	8
9	410	2	10	125	6-10-450	.....do.....			1	J DOLPHIN.....	9
10		1	10	110	4-10-450	.....do.....				ELCANO.....	10
11	448	4	24	80	8-24-380	Bullock Electric Co. <sup>2</sup>			1	GALVESTON.....	11
12		2	16	125	4-16-450	Sturtevant—General Electric.				HELENA.....	12
13	429	2	16	80	4-16-400	Crocker Wheeler Co. <sup>2</sup>				MARBLEHEAD.....	13
14	71	1	10	125	<sup>1</sup> 4-10-3600	Terry-Diehl.....				MONOCACY.....	14
15		{ 1 1	{ 7 10	{ 110 125		{ General Electric... De Laval-Diehl... }				NANTUCKET.....	15
16	138	{ 1 1	{ 16 25	{ 80 80	{ 4-16-400 <sup>1</sup> 8-25-3200	{ General Electric... Terry-Diehl... }				NASHVILLE.....	16
17	650	2	50	125	8-50-400	B.F.Sturtevant Co			1	NEW ORLEANS.....	17
18	138	2	7.5	110		Engberg.....				NEWPORT.....	18
19	71	1	10	125	<sup>1</sup> 4-10-3600	Terry-Diehl.....				PALOS.....	19
20										PAMPANGA.....	20
21		1	7	110	4-7-550	General Electric...				QUIROS.....	21
22	162	2	25	125	<sup>1</sup> 2-25-3600	.....do.....				SACRAMENTO.....	22
23										SAMAR.....	23

<sup>1</sup> Turbo-generators.<sup>2</sup> Forbes engines.

J=Microphone tank.

## PATROL VESSELS—GUNBOATS (PG).

	Name.	Battery.				
		Guns.		Torpedo tubes.		
		Main.	Secondary.	Submerged.	Above water.	
1	ALBANY.....	8 5", 50 cal.....	2 3-pdr. saluting; 1 3", 50 cal. A. A.			1
2	ANNAPOLIS.....	1 4", 40 cal.....				2
3	ASHEVILLE.....	3 4", 50 cal.....	2 3-pdr.....			3
4	CALLAO.....					4
5	CHATTANOOGA.....	8 5", 50 cal.....	6 6-pdr.....			5
6	CLEVELAND.....	8 5", 50 cal.....	6 6-pdr.; 2 1-pdr.; 1 3", 50 cal. A. A.			6
7	DENVER.....	8 5", 50 cal.....	6 6-pdr.; 1 3", 50 cal. A. A.			7
8	DES MOINES.....	8 5", 50 cal.....	6 6-pdr.; 1 3", 50 cal. A. A.			8
9	DOLPHIN.....		1 4", 50 cal.; 2 6-pdr.....			9
10	ELCANO.....	4 4", 40 cal.....	4 3-pdr.....			10
11	GALVESTON.....	8 5", 50 cal.....	6 6-pdr.; 1 3", 50 cal. A. A.			11
12	HELENA.....	8 4", 40 cal.....	4 3-pdr.....			12
13	MARBLEHEAD.....	8 4", 40 cal.....	1 3", 50 cal. A. A.			13
14	MONOCACY.....		2 6-pdr.....			14
15	NANTUCKET.....					15
16	NASHVILLE.....	4 4", 50 cal.....	4 6-pdr.....			16
17	NEW ORLEANS.....	8 5", 50 cal.....	2 1-pdr.; 2 3-pdr. saluting; 1 3", 50 cal. A. A.			17
18	NEWPORT.....					18
19	PALOS.....					19
20	PAMPANGA.....					20
21	QUEBOS.....					21
22	SACRAMENTO.....	3 4", 50 cal.....	2 3-pdr.; 2 1-pdr.....			22
23	SAMAR.....		4 3-pdr.....			23

## PATROL VESSELS—GUNBOATS (PG).

	Watertight deck amidships, total thickness.		Messrs (complement).					Name.		
	Flat.	Slope.	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.			Marines.
1	$1\frac{1}{4}$	$3\frac{3}{4}$	14	.....	.....	20	277	29	ALBANY.....	1
2	.....	.....	9	.....	.....	10	127	.....	ANNAPOLIS.....	2
3	.....	.....	9	.....	.....	12	136	.....	ASHEVILLE.....	3
4	.....	.....	2	.....	.....	1	28	.....	CALLAO.....	4
5	$\frac{1}{4}$	$2\frac{3}{4}$	23	.....	.....	15	265	.....	CHATTAHOOGA.....	5
6	$\frac{1}{4}$	$2\frac{3}{4}$	23	.....	.....	16	263	.....	CLEVELAND.....	6
7	$\frac{1}{4}$	$2\frac{3}{4}$	23	.....	.....	15	266	.....	DENVER.....	7
8	$\frac{1}{4}$	$2\frac{3}{4}$	23	.....	.....	15	264	.....	DES MOINES.....	8
9	.....	.....	9	.....	.....	11	119	20	DOLPHIN.....	9
10	.....	.....	6	.....	.....	5	88	.....	ELCANO.....	10
11	$\frac{1}{4}$	$2\frac{3}{4}$	23	.....	.....	15	264	29	GALVESTON.....	11
12	.....	.....	10	.....	.....	12	150	21	HELENA.....	12
13	$\frac{1}{4}$	$\frac{1}{4}$	11	.....	.....	14	227	.....	MARBLEHEAD.....	13
14	.....	.....	2	.....	.....	2	44	.....	MONOCACY.....	14
15	.....	.....	9	.....	.....	9	138	.....	NANTUCKET.....	15
16	$\frac{1}{4}$	$\frac{1}{2}$	9	.....	.....	12	164	.....	NASHVILLE.....	16
17	$1\frac{1}{4}$	$3\frac{1}{4}$	14	.....	.....	20	277	15	NEW ORLEANS.....	17
18	.....	.....	9	.....	.....	10	127	.....	NEWPORT.....	18
19	.....	.....	2	.....	.....	2	44	.....	PALOS.....	19
20	.....	.....	2	.....	.....	2	28	.....	PAMPANGA.....	20
21	.....	.....	2	.....	.....	2	53	.....	QUIROS.....	21
22	.....	.....	9	.....	.....	10	142	.....	SACRAMENTO.....	22
23	.....	.....	2	.....	.....	2	28	.....	SAMAR.....	23

## PATROL VESSELS--GUNBOATS (PG).

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 ALBANY.....	Armstrong, Mitchell & Co., Newcastle on Tyne, England.	1,205,000	.....	.....	1
2 ANNAPOLIS.....	Lewis Nixon, Elizabethport, N. J.	227,700	Mar. 2, 1895	Nov. 20, 1895	2
3 ASHEVILLE.....	Navy yard, Charleston.....	2 1,100,000	Aug. 29, 1916	3 Aug. 29, 1916	3
4 CALLAO.....	Manila Slip Co., Cavite, P. I.....	.....	(4)	.....	4
5 CHATTANOOGA.....	Crescent Shipyard, Elizabethport, N. J.	1,039,966	Mar. 3, 1899	Dec. 14, 1899	5
6 CLEVELAND.....	Bath Iron Works, Bath, Me..	1,041,650	Mar. 3, 1899	Dec. 14, 1899	6
7 DENVER.....	Neafie & Levy, Philadelphia.	1,080,000	Mar. 3, 1899	Dec. 14, 1899	7
8 DES MOINES.....	Fore River S. & E. Co., Quincy.	1,065,000	Mar. 3, 1899	Dec. 14, 1899	8
9 DOLPHIN.....	John Roach & Sons, Chester, Pa.	315,000	Mar. 3, 1883	July 23, 1883	9
10 ELCANO.....	Carraca, Spain.....	.....	(5)	.....	10
11 GALVESTON.....	Wm. R. Trigg Co., Richmond, Va.	1,027,000	Mar. 3, 1899	Dec. 14, 1899	11
12 HELENA.....	Newport News S. B. Co.....	280,000	Mar. 3, 1893	Jan. 29, 1894	12
13 MARBLEHEAD.....	City Point Works, Boston ...	674,000	Sept. 7, 1888	Nov. 11, 1889	13
14 MONOCACY.....	Navy yard, Mare Island 6.....	2 215,000	Mar. 4, 1911	.....	14
15 NANTUCKET.....	Harlan & Hollingsworth, Wilmington, Del.	.....	.....	.....	15
16 NASHVILLE.....	Newport News S. B. Co.....	280,000	Mar. 3, 1893	Jan. 22, 1894	16
17 NEW ORLEANS.....	Armstrong, Mitchell & Co., Newcastle on Tyne, England.	1 1,429,215	.....	.....	17
18 NEWPORT.....	Bath Iron Works, Bath, Me..	229,400	Mar. 2, 1895	Nov. 15, 1895	18
19 PALOS.....	Navy yard, Mare Island 6.....	2 260,000	May 4, 1898 Aug. 22, 1912	.....	19
20 PAMPANGA.....	Manila Slip Co., Cavite, P. I.....	.....	(6)	.....	20
21 QUIROS.....	Hongkong & Whampoa Dock Co., Hongkong, China.	(7)	(7)	.....	21
22 SACRAMENTO.....	Wm. Cramp & Sons, Philadelphia.	492,500	Mar. 4, 1911	Sept. 9, 1912	22
23 SAMAR.....	Manila Slip Co., Cavite, P. I.....	.....	(6)	.....	23

1 Purchase price.

2 Limit of cost.

3 Date assigned to yard.

4 Captured during war with Spain.

5 Transferred to the Navy from the Army, Nov. 9, 1899.

6 Reerected by the Shanghai (China) Dock &amp; Engineering Co., Ltd.

7 Quiros, Villalobos, and General Alava transferred to the Navy from the Army Feb. 21, 1900, at a cost

8 \$215,000 Mexican.

## PATROL VESSELS—GUNBOATS (PG).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	Jan. 14, 1899	<sup>1</sup> Mar. 16, 1898	.....	May 29, 1900 May 12, 1916	ALBANY.....	1
2	Apr. —, 1896	Dec. 23, 1896	Feb. 20, 1897	May 18, 1897	July 20, 1897 <sup>2</sup> July 1, 1919	ANNAPOLIS.....	2
3	June 9, 1917	July 4, 1918	<sup>3</sup> Feb. 20, 1919	.....	.....	ASHEVILLE.....	3
4	Mar. —, 1887	June —, 1888	<sup>4</sup> 1888	.....	July 31, 1898 <sup>2</sup> Sept. 20, 1919	CALLAO.....	4
5	Mar. 29, 1900	Mar. 7, 1903	June 14, 1902	Mar. 3, 1905	Oct. 11, 1904 Mar. 30, 1917	CHATTANOOGA.....	5
6	June 1, 1900	Sept. 23, 1901	June 14, 1902	Oct. 29, 1903	Nov. 2, 1903 Feb. 8, 1917	CLEVELAND.....	6
7	June 28, 1900	June 21, 1902	June 14, 1902	Mar. 5, 1904	May 17, 1904 July 15, 1912	DENVER.....	7
8	Aug. 28, 1900	Sept. 20, 1902	June 14, 1902	Mar. 5, 1904	Mar. 5, 1904 Sept. 3, 1912	DES MOINES.....	8
9	Oct. 11, 1883	Apr. 12, 1884	July 23, 1884	.....	Dec. 8, 1885 July 1, 1911	DOLPHIN.....	9
10	.....	1885	.....	.....	Nov. 20, 1902 July 1, 1911	ELCANO.....	10
11	Jan. 19, 1901	July 23, 1903	June 14, 1902	June 10, 1905	Feb. 15, 1905 Aug. 25, 1913	GALVESTON.....	11
12	Oct. 11, 1894	Jan. 30, 1896	Jan. 29, 1896	May 24, 1897	July 8, 1897 Aug. 15, 1917	HELENA.....	12
13	Oct. —, 1890	Aug. 11, 1892	May 11, 1892	Jan. 8, 1894	Apr. 2, 1894 <sup>2</sup> Aug. 21, 1919	MARBLEHEAD.....	13
14	Apr. 28, 1913	Apr. 27, 1914	.....	.....	June 24, 1914 Aug. 25, 1917	MONOCACY.....	14
15	1873	.....	<sup>4</sup> 1876	.....	.....	NANTUCKET.....	15
16	Aug. 9, 1894	Oct. 19, 1895	Jan. 22, 1896	June 25, 1897	Aug. 19, 1897 <sup>2</sup> Oct. 5, 1918	NASHVILLE.....	16
17	.....	Dec. 4, 1896	<sup>1</sup> Mar. 16, 1898	.....	Mar. 18, 1898 Apr. 29, 1917	NEW ORLEANS.....	17
18	Mar. —, 1896	Dec. 5, 1896	Feb. 15, 1897	July 8, 1897	Oct. 5, 1897	NEWPORT.....	18
19	Apr. 28, 1913	Apr. 23, 1914	.....	.....	June 24, 1914 Aug. 15, 1917	PALOS.....	19
20	Mar. —, 1887	Feb. —, 1888	<sup>4</sup> 1888	.....	June 8, 1899 Aug. 15, 1917	PAMPANGA.....	20
21	June —, 1894	1895	<sup>4</sup> Apr. —, 1895	.....	Mar. 14, 1900 Aug. 15, 1917	QUIROS.....	21
22	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	Apr. 26, 1914	Apr. 26, 1914	SACRAMENTO.....	22
23	Mar. —, 1887	Nov. —, 1887	<sup>4</sup> 1888	.....	May 28, 1899 <sup>2</sup> Sept. 5, 1920	SAMAR.....	23

<sup>1</sup> Date of purchase.<sup>2</sup> Out of commission.<sup>3</sup> Expiration of construction period.<sup>4</sup> Date of completion.

## PATROL VESSELS—GUNBOATS (PG).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										Ft. in.
24	TACOMA <sup>2</sup> .....PG32	308 6	292 0	44 0	15 9	* 3,200	22.3	3,514	17 0	24
25	TOPEKA.....PG35	259 4	251 0	35 0	17 8	2,255	16	2,390	19 5	25
26	VICKSBURG <sup>4</sup> .....PG11	204 5	168 0	36 0	12 0	* 1,010	10.72	1,153	12 9	26
27	VILLALOBOS <sup>4</sup> .....PG42	156 2	148 0	23 0	7 6	370	5.1	.....	9 0	27
28	WHEELING <sup>4</sup> .....PG14	189 7	174 0	34 0	12 0	* 990	10.1	1,106	12 10	28
29	WILMINGTON.....PG8	251 10	250 9	* 39 8	9 0	1,392	17.1	1,571	10 0	29
30	NUMBER 22.....PG22	241 2	225 0	7 41 2½	11 4	1,575	14.3	1,760	12 8½	30
Total normal displacement.....		.....			47,333			.....		

	Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
			Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
				H. P.	L. P.	L. P.						Stroke.	
			In.	In.	In.	In.	Sq. ft.	Sq. ft.					
24	TACOMA.....	2	Vert., 3-exp...	18	29	* 35½	30	6 B. & W..	300	13,200	5,233	5,424	24
25	TOPEKA.....	2	De Laval geared turb.	.....	.....	.....	.....	2 Ward.....	112	4,894	112,000	.....	25
26	VICKSBURG.....	1	Vert., 3-exp...	15½	23½	36	30	2 S. E.....	78	2,524	1,111	1,118	26
27	VILLALOBOS.....	1	Vert., 3-exp...	13	21	35	24	2 S. E.....	47	1,080	* 450	* 550	27
28	WHEELING.....	2	Vert., 3-exp...	12	18	28	18	2 S. E.....	60	2,508	1,063	1,080	28
29	WILMINGTON.....	2	Vert., 3-exp...	15	22½	34½	18	4 B. & W..	150	5,140	1,868	1,898	29
30	NUMBER 22.....	1	Parsons geared turb.	.....	.....	.....	.....	3 Bureau mod. Thornycroft.	10 99	3,950	11 800	.....	30
Total horsepower.....		.....			.....			.....		72,414			

<sup>1</sup> Length on designed water line.

<sup>2</sup> Sheathed with teak below water line.

<sup>3</sup> Two-thirds full supply of coal and stores and full supply of ammunition.

<sup>4</sup> Composite.

<sup>5</sup> Full supply ammunition and stores; normal coal.

<sup>6</sup> Extreme breadth 40 feet 1½ inches.

<sup>7</sup> Extreme.

<sup>8</sup> Two cylinders.

<sup>9</sup> Estimated.

<sup>10</sup> Coal and oil.

<sup>11</sup> Shaft horse-power, estimated.

NOTE.—Gunboats Eleoan, Marblehead, Pampagna, Quiros, Samar, and Villalobos have been scheduled for sale.

## PATROL VESSELS—GUNBOATS (PG).

	Net tonnage for Suez Canal.	Trial.		Fuel capacity.			Rig.		Name and official number.	
		Displacement.	Speed.	Coal. <sup>1</sup>	Fuel oil.		Number of funnels.	Masts.		
				42 cubic feet per ton.	40 cubic feet per ton.	Gallons.				
24	1,554	3,211	16.58	* 727	.....	.....	2	Schooner.....	TACOMA..... PG32	24
25	.....	.....	.....	394	.....	.....	2	Brig.....	TOPEKA..... PG35	25
26	.....	990	12.71	249	.....	.....	1	Barkentine....	VICKSBURG..... PG11	26
27	.....	.....	* 11.0	67	.....	.....	1	Schooner.....	VILLALOBOS..... PG42	27
28	.....	1,000	12.88	* 256	.....	.....	1	Schooner.....	WHEELING..... PG14	28
29	.....	1,330	15.08	* 258	.....	.....	1	1 military....	WILMINGTON..... PG8	29
30	.....	* 1,575	* 12.0	.....	.....	.....	1	2 pole.....	NUMBER 22..... PG22	30

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Receiving tanks.			
							No.	Type.	No.	Type.		
24	442	4	24	80	4-24-400	Union Iron Works.....	.....	.....	1	.....	TACOMA.....	24
25	.....	2	15	125	* 2-15-4500	General Electric.....	.....	.....	.....	.....	TOPEKA.....	52
26	138	2	10	125	6-10-450	B. F. Sturtevant Co.....	.....	.....	.....	.....	VICKSBURG.....	26
27	.....	1	5	80	.....	Allis Chalmers <sup>6</sup> .....	.....	.....	.....	.....	VILLALOBOS.....	27
28	144	2	8	80	4-8-500	B. F. Sturtevant.....	.....	.....	.....	.....	WHEELING.....	28
29	.....	2	16	125	6-16-450	General Electric.....	.....	.....	.....	.....	WILMINGTON.....	29
30	.....	2	35	125	* 4-35-3400	.....do. <sup>6</sup> .....	.....	.....	.....	.....	NUMBER 22.....	30

<sup>1</sup> Calculated to 6 inches below beams.<sup>2</sup> Calculated to bottom of beams.<sup>3</sup> Estimated.<sup>4</sup> Turbo-generators.<sup>5</sup> Shanghai Dock & Engine Co.<sup>6</sup> Terry turbines.



## PATROL VESSELS—GUNBOATS (PG).

	Name.	Battery.				
		Guns.		Torpedo tubes.		
		Main.	Secondary.	Submerged.	Above water.	
24	TACOMA.....	8 5", 50 cal.....	8 6-pdr.; 1 3", 50 cal. A. A.....			24
25	TOPEKA.....					25
26	VICKSBURG.....					26
27	VILLALOBOS.....					27
28	WHEELING.....		2 3-pdr.....			28
29	WILMINGTON.....	8 4", 40 cal.....	4 3-pdr.....			29
30	NUMBER 22.....	3 4", 50 cal.....	2 3-pdr.....			30

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
24	TACOMA.....	Union Iron Works, San Francisco.	1,041,900	Mar. 3, 1899	Dec. 14, 1899	24
25	TOPEKA.....	G. Howalt, Kiel, Germany.....				25
26	VICKSBURG.....	Bath Iron Works, Bath, Me..	229,400	Mar. 2, 1895	Nov. 15, 1895	26
27	VILLALOBOS.....	Hongkong & Whampoa Dock Co., Hongkong, China.	( <sup>1</sup> )	( <sup>1</sup> )		27
28	WHEELING.....	Union Iron Works, San Francisco.	219,000	Mar. 2, 1895	Nov. 26, 1895	28
29	WILMINGTON.....	Newport News S. B. Co.....	220,000	Mar. 3, 1893	Jan. 29, 1894	29
30	NUMBER 22.....	Navy yard, Charleston.....		Aug. 29, 1916 July 1, 1918	<sup>2</sup> July 2, 1918	30

<sup>1</sup> Quiros, Villalobos, and General Alava transferred to the Navy from the Army Feb. 21, 1900, at a cost of \$215,000 Mexican.

<sup>2</sup> Date assigned to yard.

## PATROL VESSELS—GUNBOATS (PG).

Water-tight deck amidships, total thickness.		Messrs (complement).						Name.	
Flat.	Slope.	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.		
<i>In.</i>	<i>In.</i>								
24	$\frac{1}{4}$	2 $\frac{1}{2}$	23	.....	.....	15	264	TACOMA.....	24
25	$\frac{1}{4}$	.....	9	.....	.....	3	49	TOPEKA.....	25
26	.....	.....	9	.....	.....	10	144	VICKSBURG.....	26
27	.....	.....	2	.....	.....	2	53	VILLALOBOS.....	27
28	.....	.....	9	.....	.....	11	142	WHEELING.....	28
29	.....	.....	10	.....	.....	11	158	27 WILMINGTON.....	29
30	.....	.....	9	.....	.....	12	136	NUMBER 22.....	30

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
24	Sept. 27, 1900	June 2, 1903	June 14, 1902	Jan. 18, 1904	Jan. 30, 1904 Dec. 1, 1916	TACOMA.....	24
25	.....	1881	.....	<sup>1</sup> Apr. 2, 1898	Mar. 24, 1919 <sup>2</sup> Nov. 21, 1919	TOPEKA.....	25
26	Mar. —, 1896	Dec. 5, 1896	Feb. 15, 1897	July 8, 1897	Oct. 23, 1897 Apr. 13, 1917	VICKSBURG.....	26
27	Sept. —, 1895	1896	July —, 1896	.....	Mar. 5, 1900 Aug. 15, 1917	VILLALOBOS.....	27
28	Apr. 11, 1896	Mar. 18, 1897	Feb. 26, 1897	Aug. 16, 1897	Aug. 10, 1897 July 1, 1911	WHEELING.....	28
29	Oct. 8, 1894	Oct. 19, 1895	Jan. 29, 1896	May 17, 1897	May 13, 1897 July 1, 1911	WILMINGTON.....	29
30	Dec. 9, 1919	.....	.....	.....	.....	NUMBER 22.....	30

<sup>1</sup> Date of purchase.<sup>2</sup> Date placed out of commission.

## PATROL VESSELS—YACHTS (PY).

	Name and official number.	Dimensions.					Register tonnage.		
		Length.	Beam.	Mean draft.	Displacement (normal).	Length over all.	Gross.	Net.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Ft. in.</i>			
1	ARAMIS.....PY7	153 6	22 4	7 6	375	157 6	269	183	1
2	DESPATCH <sup>1</sup> .....PY8	146 0	22 0	7 2	237	167 9	287	195	2
3	HAWK <sup>2</sup> .....PY2	145 0	22 0	11 6	375				3
4	ISABEL.....PY10	229 11	26 2½	9 2	797	245 3			4
5	MAYFLOWER <sup>3</sup> .....PY1	273 0	36 0	17 4	2,690				5
6	NIAGARA.....PY9	245 0	36 0	17 0	2,600	282 0	1,433	703	6
7	NOKOMIS <sup>4</sup> .....PY6	203 0	31 10	13 7½	1,265	243 0	872	593	7
8	SCORPION <sup>5</sup> .....PY3	212 9	28 1	11 0	775				8
9	SYLPH <sup>6</sup> .....PY5	123 8	20 0	7 6	152				9
10	VIXEN <sup>7</sup> .....PY4	182 3	28 0	12 8	806				10
	Total displacement.....				10,072				

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.							Stroke.
1	2	Craig-Diesel, 4-cycle, 6-cylinder; diam. cyl. 12½.....	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>						
2	2		11	16½	26	15	2 Seabury..	84	3,848	8	740	2
3	1	Vert., 4-exp...	15	{23 30½}	45	30	{2 S. E.; 1 auxiliary.}	57	1,635	900	900	3
4	2	Parsons turb.....					2 Normand. (Oil.)	10,750 <sup>10</sup>	8,000	108,400	108,400	4
5	2	Vert., 3-exp...	22½	38	* 40	27	2 Mosher...	132	7,824	2,400	2,400	5
6	2	Vert., 3-exp...	18	28	45	30	3 B. & W. (Oil.)	8,700	1,800	1,800	1,800	6
7	2	Vert., 3-exp...	14	22½	36	24	2 B. & W..	157	6,920	2,000	2,000	7
8	2	Vert., 3-exp...	15	24	39	21	4 Yarrow...	159	8,384	2,800	2,800	8
9	1	Vert., 3-exp...	10	16	25	16	2 Almy.....	45	1,588	550	550	9
10	1	Vert., 3-exp...	18	27	48	25	2 S. E.....	126	3,508	1,250	1,250	10
		Total horsepower.....								21,140		

<sup>1</sup> Despatch formerly st. yacht Vixen.<sup>2</sup> Purchased during War with Spain.<sup>3</sup> Hawk formerly st. yacht Hermione.<sup>4</sup> On water line.<sup>5</sup> Nokomis formerly st. yacht Nokomis II.<sup>6</sup> Scorpion formerly st. yacht Sovereign.<sup>7</sup> Vixen formerly st. yacht Josephine.<sup>8</sup> Estimated.<sup>9</sup> Two low-pressure cylinders.<sup>10</sup> Shaft horsepower.

NOTE.—The Isabel was fitted and classed as a destroyer during World War.

## PATROL VESSELS—YACHTS (PY).

	Bunker capacity, 42 cubic feet per ton.	Maximum speed.	Endurance.		Material of hull.	Type.	Messes (complement).		Name and official number.	
			Nautical miles.	Cruising speed.			Officers.	Men. <sup>1</sup>		
	Tons.	Knots.		Knots.						
1	2,750	13.0	3,750	9.0	Steel.....	Motor yacht..	6	47	ARAMIS.....PY7	1
2	60	16.3	720	12.0	Steel.....	Steam yacht.	2	47	DESPATCH.....PY8	2
3	72	14.5	.....	.....	Steel.....	Steam yacht.	2	44	HAWK.....PY2	3
4	.....	28.8	.....	.....	Steel.....	Steam yacht.	8	104	ISABEL.....PY10	4
5	537	14.5	.....	.....	Steel.....	Steam yacht.	9	176	MAYFLOWER.....PY1	5
6	400	13.0	3,500	12.0	Steel.....	Steam yacht.	8	195	NIAGARA.....PY9	6
7	350	16.0	1,517	14.7	Steel.....	Steam yacht.	7	80	NOKOMIS.....PY6	7
8	136	17.85	.....	.....	Steel.....	Steam yacht.	7	84	SCORPION.....PY3	8
9	48	15.0	.....	.....	Steel.....	Steam yacht.	3	32	SYLPH.....PY5	9
10	195	16.0	.....	.....	Steel.....	Steam yacht.	5	100	VIXEN.....PY4	10

Electric generating sets.				Submarine signal sets.	Wireless.	Rig.		Name.	
Number.	Kilowatts (each).	Volts.	Builders.			Number of funnels.	Masts.		
1	{ 1 10 1 10 }	110	{ Elect. Dyn. Co..... Imp. Elect. Co..... }	.....	.....	1	2	ARAMIS.....	1
2	1 10	110	General Electric Co.....	.....	½ kw.	1	2	DESPATCH.....	2
3	1 10	110	Fisher Electric Co.....	.....	.....	1	2	HAWK.....	3
4	2 { 25 10 }	110	General Electric Co.....	.....	.....	2	2	ISABEL.....	4
5	2 25	125	Terry—Diehl.....	1	.....	1	2	MAYFLOWER.....	5
6	2 35	125	De Laval (turbo).....	.....	2 kw.	1	3	NIAGARA.....	6
7	2 { 17.5 5 }	110	Carlisle—Finch.....	.....	1 kw.	1	2	NOKOMIS.....	7
8	2 { 5 14 }	110	Sturtevant—Lundell Co.....	.....	.....	1	2	SCORPION.....	8
9	1 10	125	General Electric Co.....	.....	.....	1	2	SYLPH.....	9
10	1 5.75	125	Westinghouse.....	.....	.....	1	2	VIXEN.....	10

<sup>1</sup> Includes C. P. O.<sup>2</sup> Gallons.<sup>3</sup> Estimated.

## PATROL VESSELS—YACHTS (PY).

	Name.	By whom and where built.	Former name (if any).	
1	ARAMIS.....	Robert Jacob, City Island, N. Y.....	.....	1
2	DESPATCH.....	Gas Engine & Power Co. and Chas. L. Seabury Co., Morris Heights, N. Y.....	Vixen.....	2
3	HAWK.....	Fleming & Ferguson, Paisley, Scotland.....	Hermione.....	3
4	ISABEL.....	Bath Iron Works, Bath, Me.....	.....	4
5	MAYFLOWER.....	J. & G. Thompson, Clydebank, Scotland.....	.....	5
6	NIAGARA.....	James Shewan & Sons, Brooklyn, N. Y.....	.....	6
7	NOKOMIS.....	Pusey & Jones, Wilmington, Del.....	Nokomis II.....	7
8	Scorpion.....	John N. Robins, South Brooklyn, N. Y.....	Sovereign.....	8
9	SYLPH.....	John Roach, Chester, Pa.....	.....	9
10	VIXEN.....	Lewis Nixon, Elizabethport, N. J.....	Josephine.....	10

## PATROL VESSELS—YACHTS (PY).

	Guns.	Purchase price (dollars).	Date delivered.	Date commissioned.	When built.	Name.	
1	.....	240,000	July 3, 1917	Nov. 2, 1917	1916	ARAMIS.....	1
2	2 3-pdr.....	112,000	Aug. 6, 1917	Aug. 11, 1917	1913	DESPATCH.....	2
3	1 3-pdr.; 2 1-pdr...	50,000	<sup>1</sup> Apr. 2, 1898	Apr. 5, 1898 July 1, 1911	1891	HAWK.....	3
4	4 3", 50 cal.....	611,553	<sup>1</sup> 1917.....	Dec. 28, 1917	1917	ISABEL.....	4
5	4 6-pdr. R. F.....	430,000	<sup>1</sup> Mar. 19, 1898	July 25, 1905	1896	MAYFLOWER.....	5
6	4 3", 50 cal.; 2 3-pdr.	175,000	Aug. 10, 1917	Apr. 16, 1918	1898	NIAGARA.....	6
7	.....	510,000	June 1, 1917	Dec. 3, 1917	1917	NOKOMIS.....	7
8	4 6-pdr.....	300,000	<sup>1</sup> Apr. 7, 1898	Apr. 11, 1898 Nov. 12, 1918	1896	SCORPION.....	8
9	.....	50,000	<sup>1</sup> June —, 1898	Aug. 18, 1898	1898	SYLPH.....	9
10	4 6-pdr.; 2 1-pdr...	150,000	<sup>1</sup> Apr. 9, 1898	Apr. 11, 1898 Apr. 2, 1917	1896	VIXEN.....	10

<sup>1</sup> Date of purchase.

## AUXILIARIES—DESTROYER TENDERS (AD).

Name and official number.	Dimensions.			Ship, fully, equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 BLACK HAWK <sup>1</sup> <sup>6</sup> .....AD9	420 2½	404 6	53 9	28 5	13,500	.....	.....	1
2 BUFFALO <sup>2</sup> .....AD8	406 1	391 1	48 3	19 5	6,000	.....	.....	2
3 DIXIE <sup>3</sup> .....AD1	405 10	391 1	48 3	20 9	6,525	33.7	.....	3
4 DOBBIN <sup>4</sup> .....AD3	483 10	460 0	61 1	21 0½	10,600	49.7	.....	4
5 LEONIDAS <sup>5</sup> <sup>7</sup> .....AD7	273 11	263 3	39 2½	17 7	4,023	.....	.....	5
6 MELVILLE <sup>6</sup> .....AD2	417 3	400 0	54 5½	20 0	7,150	36.9	.....	6
7 PANTHER <sup>8</sup> .....AD6	324 4	304 8	40 8	15 9	3,380	23.22	.....	7
8 PRAIRIE <sup>9</sup> .....AD5	404 9	391 6	48 3	20 9	6,620	.....	.....	8
9 WHITNEY <sup>5</sup> .....AD4	483 10	460 0	61 0	21 0½	10,600	49.7	.....	9
Total displacement....	.....	.....	.....	.....	68,398	.....	.....	

<sup>1</sup> Black Hawk, formerly S. S. Santa Catalina.<sup>2</sup> Registered.<sup>3</sup> Buffalo, formerly S. S. Nictheroy.<sup>4</sup> Extreme.<sup>5</sup> Flagship.<sup>6</sup> Dixie, formerly S. S. El Rio.<sup>7</sup> Leonidas, formerly S. S. Eliz. Holland.<sup>8</sup> Panther, formerly S. S. Venezuela.<sup>9</sup> Prairie, formerly S. S. El Sol.

## AUXILIARIES—DESTROYER TENDERS (AD).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		Gross.	Net.	Suez Canal.	Panama Canal.				
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>		
1	13.0	6,381	3,857	.....	.....	34 2	<sup>1</sup> 2,108	BLACK HAWK....AD9	1
2	14.5	.....	.....	.....	.....	.....	<sup>2</sup> 1,408	BUFFALO.....AD8	2
3	14.5	.....	3,074	.....	.....	.....	1,100	DIXIE.....AD1	3
4	<sup>3</sup> 16.0	.....	.....	.....	.....	.....	<sup>1</sup> 1,107	DOBBIN.....AD3	4
5	8.5	.....	.....	.....	.....	17 2	205	LEONIDAS.....AD7	5
6	15.09	.....	.....	.....	.....	.....	<sup>2</sup> 900	MELVILLE.....AD2	6
7	<sup>3</sup> 13.5	.....	.....	1,886	1,329	.....	<sup>2</sup> 691	PANTHER.....AD6	7
8	<sup>3</sup> 14.5	.....	.....	.....	.....	.....	1,614	PRAIRIE.....AD5	8
9	<sup>3</sup> 16	.....	.....	.....	.....	.....	<sup>1</sup> 1,107	WHITNEY.....AD4	9

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
1	4 5", 51 cal.; 2 machine.....	.....	.....	23	46	402	BLACK HAWK.....	1
2	6 4", 40 cal.; 4 3-pdr.; 2 1-pdr.; 2 machine.....	1	2 pole.....	23	38	387	BUFFALO.....	2
3	4 3", 50 cal. S. A.; 1 3", 50 cal. A. A.; 2 6-pdr.; 2 1-pdr.; 2 machine.....	1	Brig.....	23	72	541	DIXIE.....	3
4	8 5", 51 cal.; 4 3", A. A.; 2 6-pdr.; 2 21" torpedo tubes.....	.....	.....	23	32	286	DOBBIN.....	4
5	1 6", 40 cal.; 2 3", 50 cal.; 2 machine.....	1	2 pole.....	23	30	231	LEONIDAS.....	5
6	2 5", 51 cal.; 1 3", 50 cal. A. A.; 1 18" torpedo tube.....	1	2 pole.....	23	39	350	MELVILLE.....	6
7	4 3", 50 cal.....	1	2 pole.....	23	27	270	PANTHER.....	7
8	8 3", 50 cal.; 2 1-pdr.; 2 machine.....	1	Brig.....	23	43	395	PRAIRIE.....	8
9	8 5", 51 cal.; 4 3", A. A.; 2 6-pdr.; 2 21" torpedo tubes.....	.....	.....	23	32	286	WHITNEY.....	9

<sup>1</sup> Tons of fuel oil.<sup>2</sup> Calculated to 6 inches below beams.<sup>3</sup> Estimated.



## AUXILIARIES—DESTROYER TENDERS (AD).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.
			H. P.	I. P.	L. P.						
1 BLACK HAWK.....	1	Vert., 4-exp....	25½	{52½ 37}	76	54	3 S. E. ....	215	8,881	3,400	1
2 BUFFALO.....	1	Vert., 3-exp....	31½	52	84	54	3 D. E. ....	414	11,795	3,600	1
3 DIXIE.....	1	Vert., 3-exp....	33	52	84	54	3 D. E. ....	414	10,581	3,800	3
4 DOBBIN.....	1	{Parsons geared turb.}					{2 Bu. Mod. Thorny.}	(Oil)	14,400	127,000	4
5 LEONIDAS.....	1	Vert., 3-exp....	20½	33	54	39	2 S. E. ....	113	3,972	1,100	5
6 MELVILLE.....	1	Parsons geared turb.					2 B. & W...	(Oil)	7,500	24,006	6
7 PANTHER.....	1	Vert., 3-exp....	25½	41	67½	42	4 S. E. ....	234	6,960	3,200	7
8 PRAIRIE.....	1	Vert., 3-exp....	32	52	84	54	{3 D. E., 1 aux.}	447	10,506	3,800	8
9 WHITNEY.....	1	{Parsons geared turb.}					{2 Bu. Mod. Thorny.}	(Oil)	14,400	127,000	9
Total horsepower.....										36,906	

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 BLACK HAWK.....	Wm. Cramp & Sons, Philadelphia.			1917	1
2 BUFFALO.....	Newport News S. B. & D. D. Co.	\$ 575,000		3 July 11, 1898	2
3 DIXIE.....	do.	\$ 575,000		3 Apr. 15, 1898	3
4 DOBBIN.....	Navy yard, Philadelphia.	\$ 3,400,000	6 Mar. 4, 1917	7 July 9, 1919	4
5 LEONIDAS.....	S. P. Austin & Sons (Ltd.), Sunderland, England.	\$ 147,941		4 Apr. 16, 1898	5
6 MELVILLE.....	New York S. B. Co., Camden, N. J.	1,310,000	Aug. 22, 1912	June 20, 1913	6
7 PANTHER.....	Wm. Cramp & Sons, Philadelphia.	\$ 375,000		3 Apr. 19, 1898	7
8 PRAIRIE.....	do.	\$ 575,000		3 Apr. 6, 1898	8
9 WHITNEY.....	Navy yard, Boston, Mass.	\$ 3,400,000	6 July 1, 1918	7 Dec. 6, 1919	9

1 Estimated.

2 Shaft horsepower.

3 Date of purchase.

4 Purchase price.

5 Limit of cost.

6 Together with act of Aug. 29, 1916.

7 Date assigned to yard.

## AUXILIARIES—DESTROYER TENDERS (AD.)

Total weight of machinery. Tons.	Electric generating sets.				Sound apparatus.				Name.		
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Micro- phone tank.			
						No.	Type.	No.		Type.	
1	4	35	125		General Electric Co.					BLACK HAWK.....	1
2	{ 2 100 1 35	{ 125 125		{ 6-100-1200 2-35-3600	{ do do					BUFFALO.....	2
3	{ 3 32 1 35	{ 125 125		{ 8-32-400 8-35-400	{ do do			1		DIXIE.....	3
4	1 650 { 1 100 2 200	{ 125 125			{ Moore-General Electric.					DOBBIN.....	4
5	{ 2 10 1 5 1 26½	{ 125 125 105		{ M. P-6-10-475 M. P-4-5-800 M. P-4-26½-500	{ General Electric Co. Eck Dynamo Co. Crompton.....			1		LEONIDAS.....	5
6	509	2 150	125	6-150-4800	Westinghouse.....			1		MELVILLE.....	6
7		2 30	110	4-30-2800	General Electric Co.					PANTHER.....	7
8	{ 1 100 2 35	{ 125 125 110		{ R. C. 7 C. C.	{ do do				1	PRAIRIE.....	8
9	1 650 { 2 200 1 100	{ 125 125								WHITNEY.....	9

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1		1913			May 15, 1918	BLACK HAWK.....	1
2		1892			July 18, 1898 Nov. 29, 1915	BUFFALO.....	2
3		1893			Apr. 19, 1898 Mar. 22, 1917	DIXIE.....	3
4	Dec. 23, 1919					DOBBIN.....	4
5					May 21, 1898 Apr. 1, 1914	LEONIDAS.....	5
6	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE.....	6
7					Apr. 22, 1898 Mar. 22, 1917	PANTHER.....	7
8					Apr. 14, 1898 July 1, 1911	PRAIRIE.....	8
9						WHITNEY.....	9

<sup>1</sup> Estimated.

## AUXILIARIES—SUBMARINE TENDERS (AS).

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 ALERT <sup>1</sup> .....AS4	199 9	<sup>2</sup> 177 4	32 0	13 0	1,110	10.4	.....	1
2 BEAVER <sup>4</sup> .....AS5	380 0	<sup>3</sup> 357 6	47 0	19 6	5,970	.....	.....	21 0 2
3 BUSHNELL <sup>4</sup> .....AS2	350 6	300 0	45 8	15 0	3,580	23.0	.....	3
4 CAMDEN <sup>4</sup> <sup>5</sup> .....AS6	403 8	389 2	48 0	.....	<sup>6</sup> 9,000	.....	.....	24 0 4
5 FULTON <sup>4</sup> .....AS1	226 6	216 0	35 0	13 0	1,408	12.36	.....	5
6 HOLLAND <sup>4</sup> .....AS3	483 10	460 0	<sup>7</sup> 61 1	21 0 <sup>1</sup> / <sub>2</sub>	10,600	49.7	.....	6
7 RAINBOW <sup>4</sup> <sup>8</sup> .....AS7	351 10	326 0	41 0	17 2	4,360	26.5	.....	7
8 SAVANNAH <sup>4</sup> <sup>9</sup> .....AS8	414 6	400 0	46 1	26 5	10,800	.....	.....	8
Total displacement.....	.....	.....	.....	.....	46,828	.....	.....	.....

<sup>1</sup> Formerly gunboat; built of iron.<sup>2</sup> Length on designed water line.<sup>3</sup> Registered.<sup>4</sup> Flagship.<sup>5</sup> Camden, formerly S. S. Kiel.<sup>6</sup> Estimated.<sup>7</sup> Extreme, 61 feet 1<sup>1</sup>/<sub>2</sub> inches.<sup>8</sup> Rainbow, formerly S. S. Norse King.<sup>9</sup> Savannah, formerly S. S. Saxonia.

## AUXILIARIES—SUBMARINE TENDERS (AS).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		Gross.	Net.	Suez Canal.	Panama Canal.				
	Knots.	Tons.	Tons.	Tons.	Tons.	Ft. in.	Tons.		
1	<sup>1</sup> 10.0	.....	713	.....	.....	.....	202	ALERT.....AS4	1
2	16.5	4,507	2,779	.....	.....	26 5	2,350	BEAVER.....AS5	2
3	14.15	.....	.....	.....	.....	.....	<sup>2</sup> 680	BUSHNELL.....AS2	3
4	12.0	4,494	2,872	.....	.....	31 0	975	CAMDEN.....AS6	4
5	12.34	.....	.....	.....	.....	.....	<sup>2</sup> 234	FULTON.....AS1	5
6	<sup>1</sup> 16.0	.....	.....	.....	.....	.....	<sup>2</sup> 1,107	HOLLAND.....AS3	6
7	<sup>1</sup> 12.0	.....	.....	2,254	.....	.....	1,166	RAINBOW.....AS7	7
8	10.5	4,424	2,782	.....	.....	27 4	<sup>2</sup> 743	SAVANNAH.....AS8	8

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	4 6-pdr.....	1	Schooner..	8	24	117	ALERT.....	1
2	4 5", 51 cal.; 2 1-pdr.; 2 machine.....	1	2-pole....	23	24	250	BEAVER.....	2
3	4 5", 51 cal.....	1	2 pole....	23	20	181	BUSHNELL.....	3
4	4 4", 50 cal.; 2 1-pdr.; 4 machine.....	.....	.....	23	23	281	CAMDEN.....	4
5	2 3", 50 cal.; 1 1-pdr. auto. A. A.....	.....	.....	11	20	113	FULTON.....	5
6	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr.....	1	2 masts...	23	25	340	HOLLAND.....	6
7	2 5", 40 cal.; 2 machine.....	1	2 pole....	23	25	273	RAINBOW.....	7
8	4 5", 40 cal.; 2 machine.....	1	2 masts...	23	22	315	SAVANNAH.....	8

<sup>1</sup> Estimated.<sup>2</sup> Tons fuel oil.<sup>3</sup> Additional stowage, 531 tons.

## 'AUXILIARIES—SUBMARINE TENDERS (AS).

Name.	Number of propellers.	Engines.					Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.								
			In.	In.	In.							In.	
1 ALERT.....	1	Horiz. compd.	28½	.....	42½	42	2 B. & W..	96	4,250	500	560	1	
2 BEAVER.....	1	Vert., 3-exp...	31	50	84	54	{ 8 S. E..... 1 aux..... }	(Oil)	12,660	4,500	.....	2	
3 BUSHNELL.....	1	Parsons geared turb.	.....	.....	.....	.....	2 Yarrow...	(Oil)	5,120	2,617	.....	3	
4 CAMDEN.....	1	Vert., 4-exp...	24½	{ 50 34½ }	74	53½	4 S. E.....	187	9,427	2,550	2,850	4	
5 FULTON.....	1	{ Diesel 2 cyc., 6- cyl.; c vls. 14½" diam. }	.....	.....	.....	23½	2 Almy....	(Oil)	2,200	1,290	.....	5	
6 HOLLAND.....	1	{ Parsons geared turb. }	.....	.....	.....	.....	{ 2 Bu. Mod. Thorny. }	(Oil)	14,400	7,000	.....	6	
7 RAINBOW.....	1	Vert., 3-exp...	28	44	72	48	2 D. E.....	246	6,403	.....	1,800	7	
8 SAVANNAH.....	1	Vert., 3-exp...	26½	44	72	48	4 B. & W..	253	10,565	.....	2,000	8	
Total horsepower.....										21,837	.....	.....	.....

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 ALERT.....	John Roach, Chester, Pa.....	.....	.....	.....	1
2 BEAVER.....	Newport News S. B. & D. D. Co..	\$ 1,300,000	.....	July 1, 1918	2
2 BUSHNELL.....	Seattle Construction & D. D. Co., Seattle, Wash.	935,695	Aug. 22, 1912	June 30, 1913	3
4 CAMDEN.....	Flensburger S. B. Co., Flensburg, Germany.	.....	.....	1917	4
5 FULTON.....	New London Ship & Engine Co., Groton, Conn.	492,930	Mar. 4, 1911	June 19, 1912	5
6 HOLLAND.....	Navy yard, Puget Sound.....	\$ 3,400,000	Mar. 4, 1917	Dec. 6, 1919	6
7 RAINBOW.....	James Laing, Sunderland, Eng- land.	.....	.....	June 9, 1898	7
8 SAVANNAH.....	Flensburger S. B. Co., Flens- burg, Germany.	.....	.....	1917	8

1 Estimated.  
2 Shaft horsepower.  
3 Purchase price.

4 Date of purchase.  
5 Date acquired.  
6 Limit of cost.

7 Together with act of Aug. 29, 1916.  
8 Date assigned to yard.

## AUXILIARIES—SUBMARINE TENDERS (AS).

Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
	Number.	Kilowatts (each).		Type.	Builders.	Oscillators.		Microphone tank.			
		Volts.				No.	Type.	No.	Type.		
<i>Tons.</i>											
1	{ 2 1	85 10	100-175 125	1 2-85-2400 6-10-375	General Electric... Westhse-Diehl...					ALERT.....	1
2	{ 2 1 1	35 100 400	125 125 125	2- 35-3600 6-100-1200 6-400-1000	General ElectricCo			1		BEAVER.....	2
3	322	2	300	6-300-1500	Parsons—General Electric Co.			1		BUSHNELL.....	3
4	{ 2 1 1	35 100 400	125 125 125	2- 35-3600 6-100-1200 6-400-1000	General ElectricCo					CAMDEN.....	4
5	{ 1 1 1 2	25 35 35 300	125 125 125 125	Remington oil engine. 8- 35-1400 2- 35-3600 8-300-250	Westinghouse... General ElectricCo Diesel—Crocker-Wheeler.			1		FULTON.....	5
6	{ 2 2 1	400 200 100	125	6-400-1000	General Electric Co					HOLLAND.....	6
7	{ 1 2 1	100 35 400	125 {125 135 350}	R. C. 17 C. C. M. P. C.	.....do.....					RAINBOW.....	7
8	{ 2 1 1	35 250 200	110 125	2-35-3600 Comp.	.....do..... Kerr-Diehl.....			1		SAVANNAH.....	8

	Keel laid.	Ship launched.	Contract Date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	1873				July 1, 1912	ALERT.....	1
2		1910			Oct. 1, 1918	BEAVER.....	2
3	Jan. 3, 1914	Feb. 9, 1915	Mar. 30, 1915	Nov. 30, 1915	Nov. 24, 1915	BUSHNELL.....	3
4		1900			Aug. 15, 1917	CAMDEN.....	4
5	Oct. 2, 1913	June 6, 1914	June 19, 1914	Dec. 2, 1914	Dec. 7, 1914	FULTON.....	5
6						HOLLAND.....	6
7		1890			July 18, 1898 Mar. 9, 1918	RAINBOW.....	7
8		June 3, 1899			Nov. 3, 1917 Jan. 14, 1918	SAVANNAH.....	8

1 Turbo-generators.

2 Estimated.

## AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDER (AZ).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
1 WRIGHT.....AZ1	448 0	448 0	58 0	31 0	14,240	.....	.....	.....

Name.	Number of propellers.	Engines.				Boilers.			Shaft horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.						Stroke.
1 WRIGHT.....	1	G. E. geared turbine.	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	6 B. & W..	<i>Sq. ft.</i> (Oil)	<i>Sq. ft.</i> 17,400	6,000	.....

Name.	By whom and where built or building.	Contract price of hull and machinery.	Date of act authorizing the building.	Contract signed.
1 WRIGHT.....	American International S. B. Corp., Hog Island, Pa.	<i>Dollars.</i> 2 596,450	2 July 11, 1919	June 30, 1920

<sup>1</sup> Estimated.

<sup>2</sup> Contract with Tietjen & Lang Dry Dock Co., Hoboken, N. J., covers completion and conversion of vessel which was built and launched at the Hog Island plant of the American International Ship Building Corporation as hull No. 680.

## AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDER (AZ).

Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.
	Gross.	Net.	Suez Canal.	Panama Canal.			
<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
1 15.0							WRIGHT.....AZ1 1

Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.	
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tank.		
						No.	Type.	No.		Type.
<i>Tons.</i>										
1	3	200	125		Westinghouse.....					WRIGHT..... 1

Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
1	Apr. 28, 1920				WRIGHT..... 1

Battery.	Rig.		Complement.			Name.
	Number of funnels.	masts.	Ward-room officers.	Chief petty officers.	Men.	
1						WRIGHT..... 1

1 Estimated.



## AUXILIARIES—REPAIR SHIPS (AR).

Name and official number.	Dimensions.			Ship, fully equipped eady for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length be- tween perpen- dicu- lars.	Breadth on load water line.	Mean draft.	Dis- place- ment (nor- mal).	Tons per inch immer- sion.	Dis- place- ment.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 BRIDGEPORT <sup>1</sup> .....AR2	447 4½	429 4	54 4	28 3	8,600	.....	.....	29 2
2 MEDUSA.....AR1	483 10½	460 0	70 0	18 11½	10,000	.....	.....	.....
3 PROMETHEUS.....AR3	465 9	450 0	60 1	26 0	12,585	48.5	.....	.....
4 VESTAL <sup>2</sup> .....AR4	465 9	450 0	* 60 0	26 0	12,585	48.35	.....	.....
Total displacement.....	.....	.....	.....	.....	43,770	.....	.....	.....

<sup>1</sup> Bridgeport formerly S. S. Breslau.<sup>2</sup> Flagship.<sup>3</sup> Molded.

## AUXILIARIES—REPAIR SHIPS (AR).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		Gross.	Net.	Suez Canal.	Panama Canal.				
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>		
1	12.5	7,524	4,808	.....	.....	39 7½	1,060	BRIDGEPORT.....AR2	1
2	16.0	.....	.....	.....	.....	.....	.....	MEDUSA.....AR1	2
3	16.0	.....	3,713	4,381	3,748	34 0	807	PROMETHEUS.....AR3	3
4	16.0	.....	3,714	4,387	3,771	.....	1,422	VESTAL.....AR4	4

  

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	8 5", 51 cal.; 2 3-pdr. A. A.; 2 machine..	1	2 pole.....	23	53	717	BRIDGEPORT.....	1
2	4 5", 51 cal.; 1 3", 50 cal. A. A.....	1	2 pole.....	23	36	272	MEDUSA.....	2
3	4 5", 50 cal.....	1	4 pole.....	23	22	302	PROMETHEUS.....	3
4	4 5", 50 cal.....	1	2 mast....	23	28	459	VESTAL.....	4

<sup>1</sup> Estimated.<sup>2</sup> Tons of fuel oil.

## AUXILIARIES—REPAIR SHIPS (AR).

Name.	No. of propellers.	Engines.					Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.							
1 BRIDGEPORT.....	2	Vert., 4-exp...	20½	42 29	61½	43½	{ 2 D. E.; 2 S. E. }	291	9,946	3,445	3,600	1
2 MEDUSA.....	2	{ Parsons geared turb. }					{ 2 Bu. Mod. Thorny. }	(Oil)	14,400	17,000		2
3 PROMETHEUS.....	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	(Oil)	19,974		17,500	3
4 VESTAL.....	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	493	19,974		17,500	4
Total horsepower.....										25,445		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 BRIDGEPORT.....	Bremer Vulkan, Vegesack, Germany.			1917	1
2 MEDUSA.....	Navy yard, Puget Sound.....	\$ 3,250,000	July 1, 1918	Apr. 25, 1920	2
3 PROMETHEUS.....	Navy yard, Mare Island.....	\$ 1,550,000	Apr. 27, 1904	July 12, 1906	3
4 VESTAL.....	Navy yard, New York.....	\$ 1,550,000	Apr. 27, 1904	July 12, 1906	4

<sup>1</sup> Estimated.

<sup>2</sup> Shaft horsepower.

<sup>3</sup> Superheat 2,724 square feet.

<sup>4</sup> Date acquired.

<sup>5</sup> Limit of cost.

<sup>6</sup> Together with act of Aug. 29, 1916.

<sup>7</sup> Date assigned to yard.

## AUXILIARIES—REPAIR SHIPS (AR).

Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
	No.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tank.			
						No.	Type.	No.	Type.		
Tons.											
1	{ 2 1	{ 100 35	110	{ 6-100-1200 2- 35-3600	General Electric Co.			1	Bell	BRIDGEPORT.....	1
2	{ 2 2	{ 300 100	125 125	{ 8-300-4000 6-100-1333	do.....					MEDUSA.....	2
3	{ 2 2	{ 32 100	125 125	{ 8- 32- 400 K-11	do..... Terry-Diehl.....			1		PROMETHEUS.....	3
4	{ 2 2	{ 100 32	125	{ 6-100-1200 8- 32- 400	General Electric Co.			1		VESTAL.....	4

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1		Aug. 14, 1901			Aug. 25, 1917	BRIDGEPORT.....	1
2	Jan. 2, 1920					MEDUSA.....	2
3	Oct. 18, 1907	Dec. 5, 1908	<sup>2</sup> Aug. 1, 1909		Jan. 15, 1910 Dec. 23, 1914	PROMETHEUS.....	3
4	Mar. 25, 1907	May 19, 1908	<sup>2</sup> Aug. 1, 1909		Oct. 4, 1909 Sept. 3, 1917	VESTAL.....	4

<sup>1</sup> Estimated.<sup>2</sup> Expiration of construction period.

## AUXILIARIES—STORESHIPS (AF).

Name and official number.	Dimensions.			Ship * fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
1 BRIDGE <sup>1</sup> .....AF1	<i>Ft. in.</i> 422 11	<i>Ft. in.</i> 400 0	<i>Ft. in.</i> 55 2½	<i>Ft. in.</i> 20 8	<i>Tons.</i> 8,500	<i>Tons.</i> 41.85	<i>Tons.</i>	<i>Ft. in.</i>	1
2 CELTIC <sup>2</sup> .....AF2	383 1	369 8	44 7	21 0	6,750	30.0	.....	.....	2
3 CULGOA.....AF3	346 4	334 4	43 0	21 9	6,000	28.5	.....	.....	3
4 GLACIER <sup>3</sup> .....AF4	388 7	353 0	46 1	25 4	8,325	32.7	.....	.....	4
5 POMPEY <sup>4</sup> .....AF5	245 0	234 0	33 6	.....	* 3,085	.....	.....	15 10	5
6 RAPPAHANNOCK <sup>5</sup> .....AF6	497 9	471 2	59 2	26 9	17,000	.....	.....	.....	6
Total displacement...	.....	.....	.....	.....	49,660	.....	.....	.....	

<sup>1</sup> Has towing machine.

<sup>2</sup> Celtic formerly S. S. Celtic King; refrigerator ship.

<sup>3</sup> Glacier formerly S. S. Port Chalmers; refrigerator ship; has towing machine.

<sup>4</sup> Pompey formerly S. S. Harlech.

<sup>5</sup> Estimated.

<sup>6</sup> Rappahannock formerly S. S. Pommern.

## AUXILIARIES—STORESHIPS (AF).

	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per 'ton).	Name and official number.		
	Gross.	Net.	Suez Canal.	Panama Canal.					
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>			
1	14.0			4,394	3,870		1,000	BRIDGE.....AF1	1
2	10.5		2,387	2,860	2,576		757	CELTIC.....AF2	2
3	13.25			2,481			980	CULGOA.....AF3	3
4	12.3			2,901	2,480		939	GLACIER.....AF4	4
5	10.5					15 6	205	POMPEY.....AF5	5
6	11.5	6,473	4,021			38 8	3,060	RAPPAHANNOCK...AF6	6

  

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	4 5",50 cal.; 1 3",50 cal.A.A.; 1 machine.	1	2 pole.....	12	20	192	BRIDGE.....	1
2	4 3",50 cal.; 1 3",50 cal.A.A.....	1	2 pole.....	12	18	139	CELTIC.....	2
3	4 3", 50 cal.; 1 3", 50 cal. A. A.....	1	Schooner..	12	18	147	CULGOA.....	3
4	1 5",51 cal.; 2 3",50 cal.; 1 3",50 cal.A.A..	1	Schooner..	12	11	130	GLACIER.....	4
5	4 6-pdr.....	1	2 pole.....	12	1	58	POMPEY.....	5
6	.....	1	2.....	12	23	285	RAPPAHANNOCK...	6

## AUXILIARIES—STORESHIPS (AF).

Name.	No. of propellers.	Engines.				Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate sur- face.	Total heating surface.	Main engines.	Total maxi- mum.
			H. P.	I. P.	L. P.			Sq. ft.	Sq. ft.		
1 BRIDGE.....	2	Vert., 3-exp...	21½	37	63½	48	3 Ward....	(Oil)	11,400	4,000	1
2 CELTIC.....	1	Vert., 3-exp...	26½	44	72	48	4 B. & W....	250	8,140	2,200	2
3 CULGOA.....	1	Vert., 3-exp...	28	44½	72	48	2 D. E.....	185	6,799	2,350	2,383
4 GLACIER.....	1	Vert., 3-exp...	30	48	78	54	3 D. E.; 1 S. E.	243	7,134	2,127	4
5 POMPEY.....	1	Vert., 3-exp...	19½	31½	51	32	1 S. E., 1 aux.	74	2,672	850	5
6 RAFFAHANNOCK..	1	Vert., 3-exp...	32½	52½	86½	55½	4 S. E.....	271	11,030	4,580	4,850
Total horsepower.....										16,107	

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 BRIDGE.....	Navy yard, Boston.....	<sup>1</sup> 1,425,000	Mar. 4, 1913	<sup>2</sup> Feb. 19, 1914
2 CELTIC.....	Workman, Clark & Co., Belfast, Ireland.	<sup>3</sup> 340,900	.....	<sup>4</sup> May 14, 1898
3 CULGOA.....	J. L. Thompson & Son, Sunderland, England.	.....	.....	<sup>4</sup> June 4, 1898
4 GLACIER.....	.....do.....	<sup>3</sup> 340,550	.....	<sup>4</sup> July —, 1898
5 POMPEY.....	S. P. Austin & Sons (Ltd.), Sunderland, England.	<sup>3</sup> 111,929	.....	<sup>4</sup> Apr. 19, 1898
6 RAFFAHANNOCK...	Bremer Vulkan, Vegesach, Germany.	.....	.....	<sup>5</sup> 1917

<sup>1</sup> Limit of cost.<sup>2</sup> Date assigned to yard.<sup>3</sup> Purchase price.<sup>4</sup> Date of purchase.<sup>5</sup> Date acquired.

## AUXILIARIES—STORESHIPS (AF).

	Total weight of machinery.				Electric generating sets.				Sound apparatus.				Name.
	Tons.	No.	Kilowatts (each).		Volts.	Type.	Builders.	Oscillators.		Microphone tank.			
			No.	Type.				No.	Type.				
1	2	50	125	8-50-110	Westinghouse						BRIDGE	1	
2	{ 1 1	{ 15 15	{ 110 125	6-15-400	{ General Electric Co Sturtevant						CELTIC	2	
3	2	16	125	6-16-450	General Electric Co						CULGOA	3	
4	2	16	125	6-16-450	do.						GLACIER	4	
5	2	15	110	4-15-400	do.						POMPEY	5	
6	2	35	125	Turbo.						1	RAPPAHANNOCK	6	

  

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	June 21, 1915	May 18, 1916			June 2, 1917	BRIDGE	1
2		1891			May 25, 1898 July 1, 1911	CELTIC	2
3		1889			Dec. 3, 1898 July 1, 1911	CULGOA	3
4		1891			July 5, 1898 Feb. 13, 1912	GLACIER	4
5					May 26, 1898 July 6, 1911	POMPEY	5
6		1913			Dec. 8, 1917	RAPPAHANNOCK	6



## AUXILIARIES—COLLIERS (AC).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1	ABARENDA.....AC13	325 6	314 0	42 0½	.....	1 6,680	27.7	.....	1
2	AJAX <sup>2</sup> .....AC14	387 6	375 4	46 6	.....	3 9,250	35.2	.....	2
3	BRUTUS <sup>4</sup> .....AC15	332 6	321 6	41 6	.....	1 6,550	27.6	.....	3
4	CAESAR <sup>5</sup> .....AC16	322 1	310 0	43 11	.....	1 5,940	27.8	.....	4
5	JASON.....AC12	536 0	514 0	65 0	27 8	19,250	64.1	.....	5
6	MARS.....AC6	403 0	385 0	53 0	24 8	11,250	42.8	.....	6
7	NEPTUNE.....AC8	542 0	520 0	65 0	27 8	19,480	64.8	.....	7
8	NEREUS.....AC10	522 0	500 0	62 0	27 8	19,080	63.8	.....	8
9	NERO <sup>7</sup> .....AC17	323 5	312 0	41 0	.....	1 6,100	25.8	.....	9
10	ORION.....AC11	536 0	514 0	65 0	27 8	19,250	64.1	.....	10
11	PROTEUS.....AC9	522 0	500 0	62 0	27 8	19,080	63.8	.....	11
12	VULCAN.....AC5	403 0	385 0	53 0	24 8	11,250	42.8	.....	12
	Total displacement.....	.....	.....	.....	.....	153,160	.....	.....	.....

<sup>1</sup> To Plimsoll mark.<sup>2</sup> Ajax, formerly S. S. Scindia; has towing machine.<sup>3</sup> Estimated.<sup>4</sup> Brutus, formerly S. S. Peter Jebsen; has towing machine.<sup>5</sup> Caesar, formerly S. S. Kingston; has towing machine.<sup>6</sup> Molded.<sup>7</sup> Nero, formerly S. S. Whitgift.

## AUXILIARIES—COLLIERS (AC).

	Depth of hold.	Register tons.		Net tonnage.		Material of hull.	Speed.	Bunker capacity, 42 cubic feet per ton.	Name and official number.		
		Gross.	Net.	Suez Canal.	Panama Canal.						
	<i>Ft. in.</i>						<i>Knots.</i>	<i>Tons.</i>			
1	28 6	.....	.....	2,133	.....	Steel..	19.0	825	ABARENDA.....	AC13	1
2	30 0	.....	.....	3,320	.....	Steel..	10.0	500	AJAX.....	AC14	2
3	21 9	.....	2,262	2,302	2,172	Steel..	10.0	450	BRUTUS.....	AC15	3
4	20 6	.....	.....	2,072	1,731	Steel..	10.0	800	CAESAR.....	AC16	4
5	36 3	.....	6,258	7,148	6,346	Steel..	14.32	2,300	JASON.....	AC12	5
6	29 6	.....	.....	.....	3,197	Steel..	12.65	825	MARS.....	AC6	6
7	36 9	.....	5,968	7,581	.....	Steel..	12.93	2,500	NEPTUNE.....	AC8	7
8	36 9	.....	5,325	7,658	6,343	Steel..	14.58	1,925	NEREUS.....	AC10	8
9	20 6	.....	.....	1,818	1,652	Steel..	19.0	300	NERO.....	AC17	9
10	36 3	.....	6,258	7,178	6,320	Steel..	14.47	2,300	ORION.....	AC11	10
11	36 9	.....	5,559	7,599	6,522	Steel..	14.67	1,925	PROTEUS.....	AC9	11
12	29 6	.....	.....	.....	.....	Steel..	12.82	825	VULCAN.....	AC5	12

<sup>1</sup> Estimated.

## AUXILIARIES—COLLIERS (AC).

	Name.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.		
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.	Draft.	Dead-weight capacity.	
								<i>Ft. in.</i>	<i>Tons.</i>	
1	ABARENDA.....	4 6-pdr.....	1	2	12	1	74	22 10	4,800	1
2	AJAX.....	4 6-pdr.....	1	2	12	1	88	.....	.....	2
3	BRUTUS.....	4 6-pdr.....	1	2	12	1	82	22 11	4,800	3
4	CAESAR.....	4 6-pdr.....	1	2	12	1	70	19 7	.....	4
5	JASON.....	4 4", 50 cal.....	1 2	2	12	1	109	29 0	14,200	5
6	MARS.....	4 4", 50 cal.....	1	2	12	1	100	25 8	8,100	6
7	NEPTUNE.....	4 4", 50 cal.....	1 2	2	12	1	109	28 11	14,000	7
8	NEREUS.....	4 4", 50 cal.....	1	2	12	1	109	.....	.....	8
9	NERO.....	4 6-pdr.....	1	2	12	1	59	21 6	4,000	9
10	ORION.....	4 4", 50 cal.....	.....	.....	12	1	109	29 0	14,200	10
11	PROTEUS.....	4 4", 50 cal.....	1	2	12	1	109	.....	.....	11
12	VULCAN.....	4 4", 50 cal.....	1	2	12	1	100	25 8	8,100	12

1 A breast.

## AUXILIARIES—COLLIERS (AC).

	Maximum cargo capacity.		Dead-weight capacity to designed draft.					Name.	
	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	Cargo fuel.	Bunker fuel.	Reserve feed water.	Other weights.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1	3,500	.....	.....	.....	.....	.....	.....	ABARENDA.....	1
2	4,800	.....	.....	.....	.....	.....	.....	AJAX.....	2
3	4,850	.....	.....	.....	.....	.....	.....	BRUTUS.....	3
4	3,250	.....	.....	.....	.....	.....	.....	CAESAR.....	4
5	11,500	2,575	10,500	2,000	100	600	13,200	JASON.....	5
6	7,600	.....	7,200	300	50	50	7,600	MARS.....	6
7	{ 11,700 1 10,200	{ 2,925 2 1,250	10,500	2,000	100	400	13,000	NEPTUNE.....	7
8	{ 11,800 1 10,100	{ 3,050 2 1,125							
9	4,300	.....	.....	.....	.....	.....	.....	NEREO.....	9
10	11,500	2,575	10,500	2,000	100	600	13,200	ORION.....	10
11	{ 11,800 1 10,100	{ 3,050 2 1,125	10,500	2,000	100	300	12,900	PROTEUS.....	11
12	7,600	.....							

<sup>1</sup> With maximum oil.<sup>2</sup> With maximum coal.

AUXILIARIES—COLLIERS (AC).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.						Stroke.
			In.	In.	In.	In.	Sq. ft.	Sq. ft.			
1 ABARENDA.....	1	Vert., 3-exp...	23	38	62	42	2 S. E.....	106	4,000	11,050	1
2 AJAX.....	1	Vert., 3-exp...	27	44½	71	60	{ 3 S. E.; 1 aux. }	240	7,365	13,000	2
3 BRUTUS.....	1	Vert., 3-exp...	24	40	64	42	{ 2 D. E.; 1 aux. }	123	4,000	11,200	3
4 CAESAR.....	1	Vert., 3-exp...	22½	37	61	42	{ 2 Ward.... 1 aux..... }	116	5,180	11,500	4
5 JASON.....	2	Vert., 3-exp...	27	46	76	48	{ 3 D. E.... 1 aux..... }	440 22	18,921 623	6,878	5
6 MARS.....	2	Vert., 3-exp...	22½	37½	60	42	4 S. E.....	235	10,200	3,818	6
7 NEPTUNE.....	2	{ Westinghouse geared turb. }					{ 3 D. E.; 1 aux. }	462	19,544	5,409	7
8 NEREUS.....	2	Vert., 3-exp...	26	43½	74	48	3 D. E.....	430	18,492	6,904	8
9 NERO.....	1	Vert., 3-exp...	23	37½	61½	39	{ 2 S. E.; 1 aux. }	122	4,426	11,000	9
10 ORION.....	2	Vert., 3-exp...	27	46	76	48	{ 3 D. E.... 1 aux..... }	440 22	18,921 623	6,943	10
11 PROTEUS.....	2	Vert., 3-exp...	26	43½	74	48	3 D. E.....	430	18,492	7,202	11
12 VULCAN.....	2	Vert., 3-exp...	22½	37½	60	42	4 S. E.....	235	10,200	3,736	12
Total horsepower.....										48,640	

<sup>1</sup> Estimated.

<sup>2</sup> Shaft horsepower.

## AUXILIARIES—COLLIERS (AC).

Total weight of machinery. <i>Tons.</i>	Electric generating sets.					Sound apparatus.				Name.		
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.				
						No.	Type.	No.	Type.			
1	1	10	110	4-10 -450..	General Electric.....					ABARENDA.....	1	
2	2	24	80	6-24 -400..	do.....					AJAX.....	2	
3	{ 1 15 1 24	125	6-15 -400..	B. F. Sturtevant Co	} General Electric.....					BRUTUS.....	3	
4	{ 1 15 1 15	125	6-15 -400..	B. F. Sturtevant Co								CAESAR.....
5	2	25	125	8-25 -350..	B. F. Sturtevant Co			1	J	JASON.....	5	
6	735 { 1 15 1 15	125	6-15 -400..	do.....	}			1	J	MARS.....	6	
7	2	15	125	6-15 -400..		B. F. Sturtevant Co			1	J	NEPTUNE.....	7
8	1,109	2	35	125				1	J	NEREUS.....	8	
9	{ 1 12½ 1 15	125	4-12½ -400..	Miller Electric Co.	} B. F. Sturtevant Co					NERO.....	9	
10	2	25	125	8-25 -350..		B. F. Sturtevant Co			1			J
11	1,109	2	35	125	Turbo.....	{ Kerr—General Electric. }			1	J	PROTEUS.....	11
12	735	1	15	125	6-15 -400..	B. F. Sturtevant Co			1	J	VULCAN.....	12

J—Microphone tank.

## AUXILIARIES—COLLIERS (AC).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ABARENDA.....	Edwards S. B. C., Newcastle, England.	175,000	.....	1 May 5, 1898	1
2	AJAX.....	D. & W. Henderson & Co., Glasgow, Scotland.	267,657	.....	1898	2
3	BRUTUS.....	J. Readhead & Sons, South Shields, England.	215,000	.....	1 June 3, 1898	3
4	CAESAR.....	Ropner & Sons, Stockton on Tees, England.	175,194	.....	1 Apr. 21, 1898	4
5	JASON.....	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	5
6	MARS.....	do.....	479,600	May 13, 1908	Oct. 28, 1908	6
7	NEPTUNE.....	do.....	889,600	Mar. 3, 1909	Sept. 23, 1909	7
8	NEREUS.....	Newport News S. B. Co.....	990,000	June 24, 1910	Aug. 29, 1911	8
9	NERO.....	J. L. Thompson & Son (Ltd.), Sunderland, England.	215,000	.....	1 June 30, 1898	9
10	ORION.....	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	10
11	PROTEUS.....	Newport News S. B. Co.....	990,000	June 24, 1910	Aug. 29, 1911	11
12	VULCAN.....	Maryland Steel Co., Sparrows Point, Md.	479,600	May 13, 1908	Oct. 28, 1908	12

<sup>1</sup> Purchase price.<sup>2</sup> Date of purchase.

## AUXILIARIES—COLLIERS (AC).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1					May 29, 1898 July 1, 1911	ABARENDA.....	1
2					May 21, 1898 July 3, 1912	AJAX.....	2
3					May 27, 1898 July 2, 1912	BRUTUS.....	3
4					May 13, 1898 July 1, 1911	CAESAR.....	4
5	Mar. 26, 1912	Nov. 16, 1912	Aug. 22, 1913		June 26, 1913 Oct. 7, 1914	JASON.....	5
6	Oct. 5, 1908	Apr. 10, 1909	Aug. 23, 1909		Aug. 26, 1909 May 8, 1914	MARS.....	6
7	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911		Sept. 20, 1911 Dec. 7, 1914	NEPTUNE.....	7
8	Dec. 4, 1911	Apr. 26, 1913	June 29, 1913		Sept. 10, 1913 Sept. 19, 1914	NEBEUS.....	8
9					June 8, 1898 Apr. 29, 1914	NEBO.....	9
10	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913		July 29, 1912 Dec. 23, 1914	ORION.....	10
11	Oct. 31, 1911	Sept. 14, 1912	June 29, 1913		July 9, 1913 June 15, 1914	PROTEUS.....	11
12	Oct. 5, 1908	May 15, 1909	Sept. 23, 1909		Oct. 2, 1909 Feb. 25, 1914	VULCAN.....	12



## AUXILIARIES—OILERS (AO).

	Name and official number.	Dimensions.			Ship fully equipped, ready for sea, normal stores, ammunition, and fuel.			Full load.	
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1	ALAMEDA.....AO10	446 0	430 0	58 0	25 6	14,450	.....	.....	1
2	ARETHUSA <sup>1</sup> .....AO7	343 6	332 0	42 2	* 20 11	6,160	27.8	.....	2
3	BRAZOS.....AO4	475 7	455 0	* 56 0	26 8	14,800	50.28	.....	3
4	CUYAMA <sup>2</sup> .....AO3	475 7	455 0	* 56 0	26 2	14,500	50.2	.....	4
5	KANAWHA <sup>3</sup> .....AO1	475 7	455 0	* 56 0	26 2	14,500	50.2	.....	5
6	MAUMEE <sup>3</sup> .....AO2	475 7	455 0	* 56 0	26 2	14,500	50.2	.....	6
7	NECHES.....AO5	475 7	455 0	* 56 0	26 8	14,800	50.28	.....	7
8	PATOKA.....AO9	.....	463 3	60 0	26 2	16,800	.....	.....	8
9	PECOS.....AO6	475 7	455 0	* 56 0	26 8	14,800	50.28	.....	9
10	RAMAPO.....AO12	.....	463 3	60 0	26 2	16,800	.....	.....	10
11	SAPALO.....AO11	.....	463 3	60 0	26 2	16,800	.....	.....	11
12	THOMPSON, SARA <sup>4</sup> .....AO8	.....	321 0	40 3	21 9½	5,836	.....	.....	12
13	TRINITY.....AO13	.....	463 3	60 0	26 2	16,800	.....	.....	13
Total displacement.....		.....		.....		181,546	.....		

<sup>1</sup> Arethusia, formerly S. S. Lucilene.<sup>2</sup> Has towing machine.<sup>3</sup> From inclining experiment.<sup>4</sup> Molded.<sup>5</sup> Sara Thompson, formerly S. S. Guthell.

NOTE.—The Alameda, Patoka, Ramapo, Sapelo, and Trinity were built for the Emergency Fleet Corporation and are under loan to the Navy. The Kaweah, Laramie, Rapidan, Salinas, Sepulga, Mattole, and Tippecanoe, built under similar contracts, were turned over to the Shipping Board upon completion.

## AUXILIARIES—OILERS (AO).

Depth of hold.	Register tons.		Net tonnage.		Material of hull.	Speed.	Bunker capacity, 42 cubic feet per ton.	Name and official number.		
	Gross.	Net.	Suez Canal.	Panama Canal.						
<i>Ft. in.</i>						<i>Knots.</i>	<i>Tons.</i>			
1	25 4	7,253	5,348	5,795	5,610	Steel..	11.0	<sup>1</sup> 1,000	ALAMEDA.....AO10	1
2	.....	3,367	2,016	2,313	2,151	Steel..	<sup>2</sup> 10.0	( <sup>3</sup> )	ARETHUSA.....AO7	2
3	33 11	7,449	5,063	5,792	5,357	Steel..	<sup>2</sup> 14.0	<sup>1</sup> 830	BRAZOS.....AO4	3
4	33 11	7,608	5,120	5,610	5,004	Steel..	<sup>2</sup> 14.0	<sup>1</sup> 1,575	CUYAMA.....AO3	4
5	33 11	7,791	5,580	5,937	5,388	Steel..	<sup>2</sup> 14.0	<sup>1</sup> 1,575	KANAWHA.....AO1	5
6	33 11	.....	.....	.....	.....	Steel..	<sup>2</sup> 14.0	<sup>1</sup> 1,575	MAUMEE.....AO2	6
7	33 11	.....	.....	.....	.....	Steel..	<sup>2</sup> 14.0	<sup>1</sup> 830	NECHES.....AO5	7
8	22 8	8,267	6,246	6,467	6,211	Steel..	10.5	<sup>1</sup> 673	PATOKA.....AO9	8
9	33 11	.....	.....	.....	.....	Steel..	<sup>2</sup> 14.0	<sup>1</sup> 830	PECOS.....AO6	9
10	22 8	8,246	6,258	6,467	6,425	Steel..	11.23	<sup>1</sup> 673	RAMAPO.....AO12	10
11	22 8	8,246	6,258	6,467	6,425	Steel..	10.95	<sup>1</sup> 673	SAPELO.....AO11	11
12	28 3	2,691	1,715	.....	.....	Iron...	9.0	<sup>1</sup> 494	THOMPSON, SARA.....AO8	12
13	22 8	.....	.....	6,467	6,210	Steel..	<sup>2</sup> 10.5	<sup>1</sup> 673	TRINITY.....AO13	13

<sup>1</sup> Tons of fuel oil.<sup>2</sup> Estimated.<sup>3</sup> Fuel drawn from cargo holds.

## AUXILIARIES—OILERS (AO).

	Name.	Guns.	Rig.		Messes (complement).			To Pilsoll mark.		
			Number of funnels.	Masts.	Officers	Chief petty officers.	Men.	Draft.	Dead-weight capacity	
								<i>Ft. in.</i>	<i>Tons.</i>	
1	ALAMEDA.....	2 5", 51 cal.....	1	2	12	2	73	.....	.....	1
2	ARETHUSA.....	4 3", 50 cal.; 2 machine.	1	.....	12	1	69	22 9	4,100	2
3	BRAZOS.....	4 5", 51 cal.....	.....	.....	12	10	131	.....	.....	3
4	CUYAMA.....	4 5", 50 cal.....	.....	.....	12	10	131	.....	.....	4
5	KANAWHA.....	4 4", 50 cal.; 2 machine.	1	2	12	10	131	.....	.....	5
6	MAUMEE.....	4 4", 50 cal.....	1	2	12	7	118	.....	.....	6
7	NECHES.....	4 5", 51 cal.; 2 3", 50 cal.	.....	.....	12	10	131	.....	.....	7
8	PATOKA.....	2 5", 51 cal.....	1	2	12	2	73	.....	.....	8
9	PECOS.....	4 5", 51 cal.; 2 3", 50 cal.	.....	.....	12	10	131	.....	.....	9
10	RAMAPO.....	2 5", 51 cal.....	1	2	12	2	73	.....	.....	10
11	SAPELO.....	2 5", 51 cal.....	1	2	12	2	73	.....	.....	11
12	THOMPSON, SARA.....	.....	1	2	12	1	53	.....	.....	12
13	TRINITY.....	2 5", 51 cal.....	1	2	12	1	74	.....	.....	13

## AUXILIARIES—OILERS (AO).

	Maximum cargo capacity.		Dead-weight capacity to designed draft.				Name.		
	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	Cargo fuel.	Bunker fuel.	Reserve feed water.	Other weights.			Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.			Tons.
1	.....	19,315	8,800	1,000	100	232	10,132	ALAMEDA.....	1
2	.....	4,450	.....	.....	.....	.....	.....	ARETHUSA.....	2
3	.....	7,500	* 8,100	830	285	335	9,550	BRAZOS.....	3
4	.....	7,500	7,500	1,575	110	415	9,600	CUYAMA.....	4
5	.....	7,500	7,500	1,575	110	415	9,600	KANAWHA.....	5
6	.....	7,500	7,500	1,575	110	415	9,600	MAUMEE.....	6
7	.....	7,500	* 8,100	830	285	335	9,550	NECHES.....	7
8	.....	11,145	10,610	673	187	130	11,600	PATOKA.....	8
9	.....	7,500	* 8,100	830	285	335	9,550	PECOS.....	9
10	.....	11,145	10,610	673	187	130	11,600	RAMAPO.....	10
11	.....	11,145	10,610	673	187	130	11,600	SAPELO.....	11
12	.....	.....	.....	.....	63	.....	.....	THOMPSON, SARA.....	12
13	.....	11,145	10,610	673	187	130	11,600	TRINITY.....	13

\* Main cargo tanks.

\* Includes 600 tons cargo gasoline.

## AUXILIARIES—OILERS (AO).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.				
		Type.	Cylinder diameters.			Number and type.	Total grate sur- face.	Total heating sur- face.	Main engines.	Total maxi- mum.			
			H. P.	I. P.	L. P.						Stroke.		
1 ALAMEDA.....	1	Trip. exp.....	27	45½	76	51	3 S. E.....	(Oil) 8,095	2,847	.....	1		
2 ARETHUSA.....	1	Vert., 3-exp.....	25½	40	66	45	2 B. & W..	(Oil) 4,812	.....	1,700	.....	2	
3 BRAZOS.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W..	(Oil) 12,272	.....	15,200	.....	3	
4 CUYAMA.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W..	(Oil) 12,000	.....	15,200	.....	4	
5 KANAWHA.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W..	(Oil) 12,000	.....	15,200	.....	5	
6 MAUMEE.....	2	{ Diesel, 2-cycle; 6 cyl. per shaft; cyls. 25¼" diam. }	.....	.....	.....	39½	2 B. & W..	(Oil) 5,160	.....	25,000	.....	6	
7 NECHES.....	2	Vert., 3-exp.....	23	39½	68½	48	4 Ward....	(Oil) 12,680	.....	15,200	.....	7	
8 PATOKA.....	1	Quad. exp.....	24	{51 35}	75	51	{3 S. E..... 1 aux.....}	(Oil) {7,035 1,223}	.....	2,756	.....	8	
9 PECOS.....	2	Vert., 3-exp.....	23	39½	68½	48	4 Ward ...	(Oil) 12,680	.....	15,200	.....	9	
10 RAMAPO.....	1	Quad. exp.....	24	{51 35}	75	51	{3 S. E..... 1 aux.....}	(Oil) {7,035 1,223}	.....	2,876	2,967	.....	10
11 SAPELO.....	1	Quad. exp.....	24	{51 35}	75	51	{3 S. E..... 1 aux.....}	(Oil) {7,035 1,223}	.....	2,722	.....	11	
12 THOMPSON, SARA	1	Trip. exp.....	23	37	60	39	{2 S. E..... 1 aux.....}	(Oil) 3,710	.....	1,300	.....	12	
13 TRINITY.....	1	Curtis turb.....	.....	.....	.....	.....	{3 S. E..... 1 aux.....}	(Oil) {7,035 1,223}	.....	1,290	.....	13	
Total horsepower.....									.....	48,101	.....		

¹ Estimated.

² Shaft horsepower.

## AUXILIARIES—OILERS (AO).

Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.			
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.					
						No.	Type.	No.	Type.				
<i>Tons.</i>													
1	{ 2 1	20½ 12½	125		Sturtevant—Diehl					ALAMEDA	1		
2	2	10	110	6-10	450 } (B. F. Sturtevant Co... General Electric Co... }					ARETHUSA	2		
3	1	50	125	4-50	-2800 } B. F. Sturtevant Co... }					BRAZOS	3		
4	1	613	50	125	4-50	-2800 } .....do..... }			1	J	CUYAMA	4	
5	608	2	50	125	3	6-50	-2800 } Terry—Diehl..... }			1	J	KANAWHA	5
6	{ 1 2	25 50	125	6-25	-375 } (General Electric Co... { Diesel oil engine)..... } Terry—Diehl..... }				1	J	MAUMEE	6	
7	1	50	125	4-50	-3600 } General Electric Co... }						NECHES	7	
8	{ 2 1	20 12½	110 115	6-20	-400 } (General Electric Co... { Clifton—Westing- house. }						PATOKA	8	
9	2	50	125	4-50	-3600 } General Electric Co... }						PECOS	9	
10	{ 2 1	20 12½	110 115	6-20	-400 } (General Electric Co... { Clifton—Westing- house. }						RAMAPO	10	
11	{ 2 1	20 12½	110 115	6-20	-400 } (General Electric Co... { Clifton—Westing- house. }						SAPELO	11	
12	1	10	125		Turbo. } Terry—General Elec- tric Co. }						THOMPSON, SARA	12	
13	{ 2 1	20 12½	110 115	6-20	-400 } (General Electric Co... { Clifton—Westing- house. }						TRINITY	13	

¹ Turbo-generators.

² Estimated.

³ Gasolene-kerosene engine.

J—Microphone tank.

## AUXILIARIES—OILERS (AO).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ALAMEDA.....	Wm. Cramp & Sons S. & E. B. Co., Philadelphia.	Cost+fee.	.....	.....	1
2	ARETHUSA.....	Craig, Taylor & Co., Stockton, England.	<sup>1</sup> 218,992	.....	<sup>2</sup> Aug. 12, 1898	2
3	BRAZOS.....	Navy yard, Boston.....	<sup>2</sup> 2,550,000	Aug. 29, 1916	<sup>4</sup> Aug. 29, 1916	3
4	CUYAMA.....	Navy yard, Mare Island.....	<sup>3</sup> 1,140,000	Mar. 3, 1915	<sup>4</sup> Apr. 19, 1915	4
5	KANAWHA.....	do.....	<sup>3</sup> 1,140,000	Aug. 22, 1912	<sup>4</sup> Jan. 23, 1913	5
6	MAUMEE.....	do.....	<sup>3</sup> 1,140,000	Aug. 22, 1912	<sup>4</sup> Mar. 24, 1913	6
7	NECHES.....	Navy yard, Boston.....	.....	<sup>5</sup> July 1, 1918	<sup>4</sup> July 2, 1918	7
8	PATOKA.....	Newport News S. B. & D. D. Co...	Cost+fee.	.....	.....	8
9	PECOS.....	Navy yard, Boston.....	.....	<sup>5</sup> July 1, 1918	<sup>4</sup> July 18, 1918	9
10	RAMAPO.....	Newport News S. B. & D. D. Co...	Cost+fee.	.....	.....	10
11	SAPELO.....	do.....	Cost+fee.	.....	.....	11
12	THOMPSON, SARA..	Wm. Armstrong & Co., New Castle, England.	<sup>1</sup> 700,000	.....	<sup>2</sup> Aug. 8, 1918	12
13	TRINITY.....	Newport News S. B. & D. D. Co...	Cost+fee.	.....	.....	13

<sup>1</sup> Purchase price.  
<sup>2</sup> Date of purchase.  
<sup>3</sup> Limit of cost.

<sup>4</sup> Date assigned to yard.  
<sup>5</sup> Together with act of Aug. 29, 1916.

## AUXILIARIES—OILERS (AO).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Dec. 16, 1918	July 15, 1919	.....	1919	Oct. 17, 1919	ALAMEDA.....	1
2	1893	.....	.....	.....	— — —, 1898 Oct. 1, 1912	ARETHUSA.....	2
3	June 21, 1917	May 1, 1919	.....	.....	Oct. 1, 1919	BRAZOS.....	3
4	Dec. 15, 1915	June 17, 1916	.....	.....	Apr. 2, 1917	CUYAMA.....	4
5	Dec. 8, 1913	July 11, 1914	.....	.....	June 5, 1915	KANAWHA.....	5
6	July 23, 1914	Apr. 17, 1915	.....	.....	Oct. 23, 1916	MAUMEE.....	6
7	June 28, 1919	June 2, 1920	.....	.....	.....	NECHES.....	7
8	Dec. 17, 1918	July 26, 1919	.....	1919	Oct. 13, 1919	PATOKA.....	8
9	June 2, 1920	.....	.....	.....	.....	PECOS.....	9
10	Jan. 16, 1919	Sept. 11, 1919	.....	1919	Nov. 15, 1919	RAMAPO.....	10
11	May 3, 1919	Dec. 21, 1919	.....	1920	Feb. 19, 1920	SAPELO.....	11
12	1888	.....	.....	.....	Sept. 16, 1918	THOMPSON, SABA...	12
13	Nov. 10, 1919	July 3, 1920	.....	.....	Sept. 4, 1920	TRINITY.....	13



## AUXILIARIES—AMMUNITION SHIPS (AE).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
1	NITRO.....AE2	482 9½	460 0	60 11½	20 11	10,600	50.5	11,058	21 8	1
2	PYRO.....AE1	482 9½	460 0	60 11½	20 11	10,600	50.5	11,058	21 8	2
Total displacement.....						21,200				

	Name.	Number of propellers.	Engines.				Boilers.		Indicated horsepower on trial.				
			Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
				H. P.	I. P.	L. P.							
1	NITRO.....	2	Parsons geared turb.	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	4 B. & W..	<i>Sq. ft.</i>	<i>Sq. ft.</i>	\$45,300	.....	1
2	PYRO.....	2	Parsons geared turb.					4 B. & W..	1360	14,420	45,300	.....	2
Total horsepower.....											10,600		

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1	NITRO.....	Navy yard, Puget Sound.....	\$ 3,250,000	July 1, 1918	July 2, 1918
2	PYRO.....	.....do.....	\$ 3,550,000	Aug. 29, 1916	Jan. 5, 1917

<sup>1</sup> Also oil burning.

<sup>2</sup> Super heat 1,440 square feet.

<sup>3</sup> Estimated.

<sup>4</sup> Shaft horsepower.

<sup>5</sup> Limit of cost.

<sup>6</sup> Together with act of Aug. 29, 1916.

<sup>7</sup> Date assigned to yard.

## AUXILIARIES—AMMUNITION SHIPS (AE).

	Speed.	Register tonnage.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.		
		Gross.	Net.	Suez Canal.	Panama Canal.					
	Knots.	Tons.	Tons.	Tons.	Tons.	Ft. in.	Tons.			
1	<sup>1</sup> 16.0	.....	.....	.....	.....	.....	1,000	NITRO.....	AE2	1
2	<sup>1</sup> 16.0	.....	.....	.....	.....	.....	1,000	PYRO.....	AE1	2

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.		
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.				
							No.	Type.	No.	Type.			
	Tons.												
1	<sup>1</sup> 629	2	50	125	4-50-3600	General Electric Co	.....	.....	.....	.....	.....	NITRO.....	1
2	<sup>1</sup> 629	2	50	125	4-50-3600	.....do.....	.....	.....	.....	.....	.....	PYRO.....	2

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Mar. 19, 1919	Dec. 16, 1919	.....	.....	.....	NITRO.....	1
2	Aug. 9, 1918	Dec. 16, 1919	.....	.....	Aug. 10, 1920	PYRO.....	2

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	4 5", 51 cal.; 2 3", 50 cal. A. A. ....	1	2 pole....	12	15	199	NITRO.....	1
2	4 5", 50 cal.; 2 3", 50 cal. A. A. ....	1	2 pole....	12	15	199	PYRO.....	2

<sup>1</sup> Estimated.

## AUXILIARIES—CARGO SHIPS (AK).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 ASTORIA <sup>1</sup> .....AK8	.....	319 7	46 0	20 1	7,150	.....	.....	1
2 BARNES, ROBERT L. AK11	258 6	251 10	43 2	18 6	5,380	.....	.....	18 6
3 BATH <sup>2</sup> .....AK4	344 0	329 2	46 2	19 2	6,425	.....	.....	3
4 BEAUFORT <sup>4</sup> .....AK6	288 11	275 9	40 2	18 4½	5,500	.....	.....	4
5 GULFPORT <sup>5</sup> .....AK5	267 4	253 11	37 2	18 0	3,800	.....	.....	5
6 HOUSTON <sup>7</sup> .....AK1	392 0	375 8	50 9	25 4	9,000	.....	.....	6
7 KITTERY <sup>8</sup> .....AK2	293 8	282 2	40 6	13 3	3,330	.....	.....	7
8 LONG BEACH <sup>9</sup> .....AK9	330 0	318 2	41 11	.....	5,800	.....	.....	8
9 NEWPORT NEWS <sup>10</sup> .....AK3	371 5	356 9	45 5	23 6	10,000	.....	.....	9
10 PENSACOLA <sup>11</sup> .....AK7	.....	339 1	51 2	23 0	9,821	.....	.....	10
1 QUINCY <sup>12</sup> .....AK10	367 0	349 2	51 0	21 4	6,500	.....	.....	11
Total displacement...	.....	.....	.....	.....	72,706	.....	.....	.....

<sup>1</sup> Astoria formerly S. S. Frieda Leonhardt.<sup>2</sup> Bath formerly S. S. Andromeda.<sup>3</sup> Approximate.<sup>4</sup> Beaufort formerly S. S. Rudolf Blumburg, ex-Rheingraf.<sup>5</sup> Gulfport formerly S. S. Locksun, ex-Andree Rickmers.<sup>6</sup> Estimated.<sup>7</sup> Houston formerly S. S. Liebenfels.<sup>8</sup> Kittery formerly S. S. Praesident.<sup>9</sup> Long Beach formerly S. S. Hohenfelde.<sup>10</sup> Newport News formerly S. S. Odenwald.<sup>11</sup> Pensacola formerly S. S. Nicaria.<sup>12</sup> Quincy formerly S. S. Vogesen.

## AUXILIARIES—CARGO SHIPS (AK).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		Gross.	Net.	Suez Canal.	Panama Canal.				
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>		
1	9.5	2,789	1,731	.....	.....	21 2	752	ASTORIA..... AK8	1
2	8.5	1,915	1,118	.....	.....	.....	165	BARNES, ROBERT L..... AK11	2
3	10.0	2,554	1,546	.....	.....	29 6	469	BATH..... AK4	3
4	8.0	1,769	1,077	.....	.....	.....	350	BEAUFORT..... AK6	4
5	7.5	1,657	1,020	.....	.....	19 6	425	GULFPORT..... AK5	5
6	10.5	4,525	2,830	.....	.....	27 4	940	HOUSTON..... AK1	6
7	15.5	1,849	924	.....	.....	.....	351	KITTERY..... AK2	7
8	8.5	2,974	1,824	.....	.....	.....	334	LONG BEACH..... AK9	8
9	13.0	3,537	2,008	.....	.....	26 0	920	NEWPORT NEWS..... AK3	9
10	10.7	3,974	2,298	.....	.....	24 2	1,052	PENSACOLA..... AK7	10
11	11.0	3,716	2,357	.....	.....	25 3	657	QUINCY..... AK10	11

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward room officers.	Chief petty officers.	Men.		
1	.....	.....	.....	12	4	71	ASTORIA.....	1
2	.....	1	1.....	7	2	50	BARNES, ROBERT L.....	2
3	.....	.....	.....	12	2	74	BATH.....	3
4	2 machine.....	1	2.....	12	1	64	BEAUFORT.....	4
5	.....	1	2.....	12	4	78	GULFPORT.....	5
6	.....	1	2 masts.....	12	10	124	HOUSTON.....	6
7	.....	2	2 masts.....	12	6	91	KITTERY.....	7
8	2 machine.....	.....	.....	12	2	74	LONG BEACH.....	8
9	.....	.....	.....	12	1	64	NEWPORT NEWS.....	9
10	.....	.....	.....	12	4	79	PENSACOLA.....	10
11	.....	.....	.....	12	1	64	QUINCY.....	11

AUXILIARIES—CARGO SHIPS (AK).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.	In.	Sq. ft.	Sq. ft.				
1 ASTORIA.....	1	Vert., 3-exp...	23½	38½	63	41½	2 S. E.....	112	3,540	1,400	1	
2 BARNES, ROBERT L.	1	Vert., 3-exp...	18	30	50	42	2 S. E.....	70	2,380	1,100	2	
3 BATH.....	1	Vert., 3-exp...	23½	39½	63	43½	2 S. E.....	126	3,381	1,650	3	
4 BEAUFORT.....	1	Trip. exp.....	20½	32½	51½	33½	2 S. E.....	88	3,192	1,250	4	
5 GULFPORT.....	1	Vert., 3-exp...	18½	30½	49½	31½	2 S. E.....	102	3,250	800	5	
6 HOUSTON.....	1	Vert., 4-exp...	23½	50 33½	72½	53½	3 S. E.....	198	6,426	2,800	6	
7 KITTEBY.....	2	Vert., 3-exp...	15½	26	43½	27½	2 S. E.....	140	4,752	1,400	7	
8 LONG BEACH.....	1	Vert., 3-exp...	23½	38	60	40	2 S. E.....	132	3,948	1,300	8	
9 NEWPORT NEWS..	1	Vert., 3-exp...	27	45	75	48	4 S. E.....	128	8,240	2,400	9	
10 PENSACOLA.....	1	Vert., 3-exp...	25½	40½	66½	44½	3 S. E.....	149	5,490	1,700	10	
11 QUINCY.....	1	Vert., 3-exp...	23	38	64	42	2 S. E.....	150	5,487	2,500	11	
Total horsepower.....										18,300		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 ASTORIA.....	J. Bloomer & Co., Sunderland, England.			1917	1
2 BARNES, ROBERT L.	McDougall Duluth Co., Duluth, Minn.			1918	2
3 BATH.....	Oderwerke Stettiner, Stettin, Germany.			1917	3
4 BEAUFORT.....	H. Koch, Aktien Ges, Lubeck, Germany.			1917	4
5 GULFPORT.....	Rickmers Aktiens Ges., Bremerhaven, Germany.			1917	5
6 HOUSTON.....	Bremer Vulcan, Vegesack, Germany.			1917	6
7 KITTEBY.....	G. Seebach Aktien Ges., Bremerhaven, Germany.			1917	7
8 LONG BEACH.....	Wm. Pikersgill & Sons, Sunderland, England.			1917	8
9 NEWPORT NEWS..	Flensburg S. B. Co., Flensburg, Germany.			1917	9
10 PENSACOLA.....	Aktien Ges. Neptune, Rostock, Germany.			1917	10
11 QUINCY.....	Wm. Doxford & Sons, Sunderland, England.			1917	11

<sup>1</sup> Estimated.

<sup>2</sup> Date acquired.

## AUXILIARIES—CARGO SHIPS (AK).

Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
	Numbers.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tank.			
						No.	Type.	No.	Type.		
<i>Tons.</i>											
1	1	9	110		German			1		ASTORIA	1
2	{ 1 1	{ 30 15	125		Allis Chalmers					BARNES, ROBERT L.	2
3	1	15	125	M. P. -4	General Electric Co					BATH	3
4	1	1.95	65		Siemens-Schuckert					BEAUFORT	4
5	1	6	110		German					GULFPORT	5
6	{ 1 1	{ 20 12½	{ 125 125	{ E. S. K.	{ General Electric Co Westinghouse					HOUSTON	6
7	2	10½	100		German					KITTERY	7
8	{ 1 1	{ 12½ 10	{ 125 125	{	{					{ LONG BEACH NEWPORT NEWS	{ 8 9
9	2	24	125	C. C.	General Electric Co						
10	1	15	125	M. P.				1	Bell	PENSACOLA	10
11	{ 1 1	{ 5 3½	{ 125 110	{ Comp. Comp.	{ General Electric Co Sunderland					QUINCY	11

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1		1902		<sup>1</sup> Apr. 5, 1917	Nov. 15, 1917	ASTORIA	1
2		1917		<sup>1</sup> June 29, 1918	Oct. 19, 1918	BARNES, ROBERT L.	2
3		1913			July 30, 1917	BATH	3
4		1909			{ Sept. 20, 1917 * Jan. 4, 1919	BEAUFORT	4
5		1902			Sept. 1, 1917	GULFPORT	5
6		1903		<sup>1</sup> Mar. 20, 1917	July 3, 1917	HOUSTON	6
7		Nov. 30, 1905			July 6, 1917	KITTERY	7
8		1892		<sup>1</sup> Apr. 6, 1917	Dec. 20, 1917	LONG BEACH	8
9		1904			July 14, 1917	NEWPORT NEWS	9
10		Aug. 18, 1901		<sup>1</sup> May 8, 1917	Oct. 8, 1917	PENSACOLA	10
11		1909			Feb. 2, 1918	QUINCY	11

<sup>1</sup> Date acquired.<sup>\*</sup> Date placed out of commission.

## AUXILIARIES—TRANSPORTS (AP).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
1	HANCOCK..... AP3	465 6	450 2	45 4	24 3	18,500			1
2	HENDERSON..... AP1	483 10	460 0	60 11½	19 10½	10,000	49.7		2
3	HEYWOOD..... AP2	483 10	460 0	64 1½	19 1	10,000	52.0		3
	Total displacement.....					28,500			

	Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
			Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
				H. P.	I. P.	L. P.							<i>In.</i>
1	HANCOCK.....	1	Vert., 3-exp...	33½	56	92	66	{ 3 D. E. 2 S. E. }	462	14,088		3,100	1
2	HENDERSON.....	2	Vert., 3-exp...	21½	37	63½	48	3 B. & W...	(Oil)	11,400	14,000		2
3	HEYWOOD.....	2	Turbine.....					3 B. & W...	(Oil)	15,700	5,400		3
	Total horsepower.....										12,500		

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1	HANCOCK.....	J. Elder & Co., Glasgow, Scotland.			
2	HENDERSON.....	Navy yard, Philadelphia.....	\$ 1,850,000	Mar. 4, 1913	Feb. 5, 1915
3	HEYWOOD.....	Contract not yet placed.....		Aug. 29, 1916 July 1, 1918	

<sup>1</sup> Estimated.

<sup>2</sup> On load water line.

<sup>3</sup> Limit of cost.

<sup>4</sup> Date assigned to yard.

<sup>5</sup> Shaft horsepower, estimated.

## AUXILIARIES—TRANSPORTS (AP).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		Gross.	Net.	Suez Canal.	Panama Canal.				
	Knots.	Tons.	Tons.	Tons.	Tons.	Ft. in.	Tons.		
1	13.0	.....	2,977	3,840	3,400	.....	1,423	HANCOCK.....AP3	1
2	14.0	.....	.....	6,061	4,945	.....	1,200	HENDERSON.....AP1	2
3	16.0	.....	.....	.....	.....	.....	1,200	HEYWOOD.....AP2	3

	Total weight of machinery.	Electric generating sets.					Sound apparatus.				Name.	
		Number.	Kilowatts(each).	Watts.	Type.	Builders.	Oscillators.		Receiving tanks.			
							No.	Type.	No.	Type.		
1	.....	{ 1 25 2 24	125 125	4-25-400 8-24-400	Union Iron Works. General Electric.....	.....	.....	1	J	HANCOCK.....	1	
2	635	2 200	125	Turbo.	Westinghouse.....	.....	.....	1	J	HENDERSON.....	2	
3	1 634	2 200	125	Turbo.	.....	.....	.....	.....	.....	HEYWOOD.....	3	

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	.....	.....	(*)	Nov. 20, 1902 Mar. 15, 1920	HANCOCK.....	1
2	June 19, 1915	June 17, 1916	.....	.....	May 24, 1917	HENDERSON.....	2
3	.....	.....	.....	.....	.....	HEYWOOD.....	3

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.		
1	43", 50 cal.; 23", 50 cal. A. A.; 21-pdr.; 2 machine.	1	4	31	18	240	HANCOCK.....	1
2	85", 50 cal.; 23", 50 cal. A. A.; 23-pdr.; 2 1-pdr.	1	2	31	19	383	HENDERSON.....	2
3	.....	1	2	31	19	383	HEYWOOD.....	3

\* Estimated. \* Tons of fuel oil. \* Transferred from Army Nov. 8, 1902. J=Microphone tank.



AUXILIARIES—HOSPITAL SHIPS (AH).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Bunker capacity (42 cubic feet per ton).	Speed.
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.		
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>
1 COMFORT <sup>1</sup> ..... AH3	429 10	2413 0	50 2	26 0	10,102	.....	1,010	18.3
2 MERCY <sup>2</sup> ..... AH4	429 10	2413 0	50 2	24 0	10,112	.....	1,010	18.2
3 RELIEF..... AH1	483 10	460 0	46 11½	19 6	9,800	49.7	2,032	16.0
4 SOLACE <sup>3</sup> ..... AH2	377 0	361 2	44 0	22 0	5,700	.....	1,000	15.0
Total displacement....	.....	.....	.....	.....	35,714	.....	.....	.....

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.						Stroke.
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>Sq. ft.</i>	<i>Sq. ft.</i>			
1 COMFORT.....	2	Vert., 3-exp...	32	52	86	48	8 B. & W..	528	21,136	8,500	.....
2 MERCY.....	2	Vert., 3-exp...	32	52	86	48	8 S. E.....	572	20,667	8,500	.....
3 RELIEF.....	2	Parsons geared turb.	.....	.....	.....	.....	3 B. & W.. (Oil)	711,424	85,250	.....	.....
4 SOLACE.....	1	Vert., 3-exp...	28	44	74	54	3 D. E.....	388	10,910	.....	3,200
Total horsepower.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,450	.....

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 COMFORT.....	Wm. Cramp & Sons, Philadelphia	\$ 2,240,000	.....	<sup>10</sup> 1917
2 MERCY.....	.....do.....	\$ 2,240,000	.....	<sup>10</sup> 1917
3 RELIEF.....	Navy yard, Philadelphia, Pa.....	<sup>11</sup> 4,355,000	Aug. 29, 1916	<sup>13</sup> Aug. 29, 1916
4 SOLACE.....	Newport News S. B. & D. D. Co.	\$ 600,000	.....	<sup>10</sup> Apr. 7, 1898

<sup>1</sup> Comfort formerly S. S. Havana.  
<sup>2</sup> Registered.  
<sup>3</sup> Mercy formerly S. S. Saratoga.  
<sup>4</sup> Extreme, 61' 0½"  
<sup>5</sup> Estimated.  
<sup>6</sup> Solace formerly S. S. Creole.

<sup>7</sup> Total superheat, 1,140 square feet.  
<sup>8</sup> Shaft horsepower.  
<sup>9</sup> Purchase price.  
<sup>10</sup> Date of purchase.  
<sup>11</sup> Limit of cost.  
<sup>12</sup> Date assigned to the yard.

## AUXILIARIES—HOSPITAL SHIPS (AH).

Register tons.		Net tonnage.		Rig.		Complement.			Name and official number.		
Gross.	Net.	Suez Canal.	Panama Canal.	Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.			
Tons.	Tons.	Tons.	Tons.								
1	6,391	3,963	.....	.....	2	2.....	19	22	295	COMFORT.....AH3	1
2	6,391	3,963	.....	.....	2	2 masts...	19	22	295	MERCY.....AH4	2
3	.....	.....	.....	.....	1	2 pole....	19	29	331	RELIEF.....AH1	3
4	.....	.....	2,759	2,344	1	2 mast....	19	15	236	SOLACE.....AH2	4

Total weight of machinery.	Electric generating sets.						Sound apparatus.				Name.	
	Tons.	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tank.			
							No.	Type.	No.	Type.		
1	{	1	50	125	VC VS7	Sturtevant.....					COMFORT.....	1
.....	2	50	110									
2	{	2	55	110	C Comp.	...do.....					MERCY.....	2
.....	1	50	125									
3	1	617	2	300	6-300-4500	Westinghouse.....					RELIEF.....	3
4	.....	2	24	125	8-24-400	General Electric Co.....					SOLACE.....	4

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
1	.....	1906	.....	<sup>2</sup> July 19, 1917	Mar. 18, 1918	COMFORT.....
2	.....	1907	.....	<sup>2</sup> Sept. 27, 1917	Jan. 24, 1918	MERCY.....
3	July 14, 1918	Dec. 23, 1919	.....	.....	.....	RELIEF.....
4	.....	1896	.....	<sup>2</sup> Apr. 7, 1898	Apr. 14, 1898 July 1, 1911	SOLACE.....

<sup>1</sup> Estimated.<sup>2</sup> Date of purchase.

## AUXILIARIES—FLEET TUGS (AT).

Name and official number.	Material of hull.	Dimensions.						Speed.	
		Length over all.	Length.	Breadth.	Depth.	Mean draft.	Displacement.		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	Tons.		
1 ALGORMA.....AT34	Steel..	156 8	149 3 $\frac{1}{2}$	30 0	.....	14 7	<sup>1</sup> 1,000	13.06	1
2 ALLEGHENY <sup>2</sup> .....AT19	Steel..	155 9 $\frac{1}{2}$	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 14.0	2
3 ARAPAHO.....AT14	Steel..	122 6	.....	<sup>3</sup> 24 0	.....	12 10	575	10.8	3
4 BAGADUCE.....AT21	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 12.4	4
5 CAËRABASSET.....AT35	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	12.75	5
6 CHALLENGE <sup>5</sup> .....AT59	Iron...	.....	122 0	22 2	.....	13 2	515	14.0	6
7 CHEMUNG <sup>6</sup> .....AT18	Steel..	123 6	.....	<sup>4</sup> 26 7 $\frac{3}{4}$	.....	11 6	575	11.0	7
8 CONESTOGA (1128).....AT54	Steel..	.....	170 0	29 0	.....	16 0	<sup>7</sup> 1,200	13.0	8
9 CONTOCOOK.....AT36	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	9
10 DELAWARE (S. P. 467).....AT53	Steel..	140 0	129 4	22 6	11 2	.....	<sup>7</sup> 550	12.0	10
11 GENESEE <sup>8</sup> (1116).....AT55	Steel..	170 0	<sup>9</sup> 158 0	29 0	.....	16 0	<sup>8</sup> 1,000	<sup>1</sup> 15.0	11
12 IROQUOIS <sup>10</sup> .....AT46	Steel..	152 0	.....	26 0	.....	13 6	702	13.2	12
13 IUKA.....AT37	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	13
14 KALMIA.....AT23	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	14
15 KEOSANQUA.....AT38	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	15
16 KEWAYDIN.....AT24	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	16
17 KOKA.....AT31	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	17
18 LYKENS.....AT56	Steel..	170 0	157 0	29 0	.....	15 0	<sup>7</sup> 1,000	.....	18
19 MAHOPAC.....AT29	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	19
20 MOHAVE.....AT15	Steel..	122 6	.....	<sup>3</sup> 24 0	.....	12 10	575	11.11	20
21 MONTCALM <sup>11</sup> .....AT39	Steel..	156 8	149 3 $\frac{3}{4}$	<sup>3</sup> 30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	21
22 NAPA.....AT32	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	22

<sup>1</sup> Estimated.<sup>2</sup> Allegheny formerly Huron.<sup>3</sup> Extreme.<sup>4</sup> Based on special trials.<sup>5</sup> Challenge formerly Defiance.<sup>6</sup> Chemung formerly Pocahontas.<sup>7</sup> Approximate.<sup>8</sup> Genesee formerly Monocacy.<sup>9</sup> Registered.<sup>10</sup> Iroquois formerly Fearless.<sup>11</sup> Montcalm formerly Kinco.

## AUXILIARIES—FLEET TUGS (AT).

	Net tonnage.			Fuel capacity.		Rig.		Name and official number.		
	United States register.	Suez Canal.	Panama Canal.	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	Number of funnels.	Masts.			
1				Tons.	Tons.	1	2 pole.....	ALGORMA.....	AT34	1
2					279	1	2 pole.....	ALLEGHENY.....	AT19	2
3					149	1	1 mast; 1 derrick..	ARAPAHO.....	AT14	3
4					279	1	2 pole.....	BAGADUCE.....	AT21	4
5					279	1	2 pole.....	CARRARASSET.....	AT35	5
6	127							CHALLENGE.....	AT59	6
7						1	2 masts.....	CHEMUNG.....	AT18	7
8				286				CONESTOGA.....	AT54	8
9					279	1	2 pole.....	CONTOCOOK.....	AT36	9
10	124				50	1	1 pole.....	DELAWARE.....	AT53	10
11				286		1	2 masts.....	GENESEE.....	AT55	11
12					181	1	Schooner.....	IROQUOIS.....	AT46	12
13					279	1	2 pole.....	IUKA.....	AT37	13
14					270	1	2 pole.....	KALMIA.....	AT23	14
15					279	1	2 pole.....	KEOSANQUA.....	AT38	15
16					279	1	2 pole.....	KEWAYDIN.....	AT24	16
17					279	1	2 pole.....	KOKA.....	AT31	17
18	425					1	2 masts.....	LYKENS.....	AT56	18
19					279	1	2 pole.....	MAHOPAC.....	AT29	19
20					149	1	1 mast; 1 derrick..	MOHAVE.....	AT15	20
21					272	1	2 Pole.....	MONTCALM.....	AT39	21
22					279	1	2 pole.....	NAPA.....	AT32	22

## AUXILIARIES—FLEET TUGS (AT).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.						Stroke.
			In.	In.	In.	In.	Sq. ft.	Sq. ft.			
1 ALGORMA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,017	1
2 ALLEGHENY.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	2
3 ARAPAHO.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	2,290	800	3
4 BAGADUCE.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,821	4
5 CARRABASSET...	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	5
6 CHALLENGE.....	1	Vert., 3-exp...	16	24	40	28	1 S. E.; 1 aux	(Oil)	2,167	750	6
7 CHEMUNG.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	3,617	800	7
8 CONESTOGA.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	113	3,168	1,000	8
9 CONTOCOOK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	9
10 DELAWARE.....	1	Vert., compd..	15	....	30	24	1 S. E.....	.....	.....	400	10
11 GENESEE.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	127	3,488	1,000	11
12 IROQUOIS.....	1	Vert., 3-exp...	20	30	50	36	2 S. E.....	86	2,817	1,000	12
13 IUKA.....	1	Vert., 3-exp..	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	13
14 KALMIA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	14
15 KEOSANQUA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	15
16 KEWAYDIN.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	16
17 KOKA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	17
18 LYKENS.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	106	3,200	1,000	18
19 MAHOPAC.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	19
20 MOHAVE.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	2,290	800	20
21 MONTCALM.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	21
22 NAPA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	22

<sup>1</sup> Estimated.

## AUXILIARIES—FLEET TUGS (AT).

	Total weight of machinery.	Electric generating sets.				Sound apparatus.				Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.		
							No.	Type.	No.		Type.
	<i>Tons.</i>										
1	307	2 10	125	Turbo.....	Westinghouse.....					ALGORMA.....	1
2	307	2 7.5	110	.....	Engberg Electric..					ALLEGHENY.....	2
3	.....	1 10	125	Turbo.....	(B.F.Sturtevant Co Crocker-WheelerCo)					ARAPAHO.....	3
4	307	2 7.5	125	.....	Enberg Electric Co					BAGADUCE.....	4
5	307	2 10	125	Turbo.....	Westinghouse.....					CARABASSET.....	5
6	.....	1 4.5	110	D. C.....	General Electric...					CHALLENGE.....	6
7	135.3	2 5	125	A-5.....	B.F.Sturtevant Co					CHEMUNG.....	7
8	.....	2 7.5	125	Reciproca- ting.	Engberg.....					CONESTOGA.....	8
9	307	2 10	125	Turbo.....	Westinghouse.....					CONTOCOOK.....	9
10	.....	1 7	110	D. C.....	.....					DELAWARE.....	10
11	.....	{ 1 7 1 3.5 }	125	.....	.....					GENESEE.....	11
12	.....	{ 1 5 1 5 }	125 120	4-5-625... 4-5-5000...	General Electric...					IROQUOIS.....	12
13	307	2 10	125	Turbo.....	Westinghouse.....					IUKA.....	13
14	307	2 10	125	Turbo.....	do.....					KALMIA.....	14
15	307	2 10	125	Turbo.....	do.....					KEOSANQUA.....	15
16	307	2 10	125	Turbo.....	do.....					KEWAYDIN.....	16
17	307	2 10	125	Turbo.....	do.....					KOKA.....	17
18	.....	2 12½	125	Recip.....	General Electric Co					LYKENS.....	18
19	307	2 10	125	Turbo.....	Westinghouse.....					MAHOPAC.....	19
20	.....	{ 1 10 1 5 }	125 120	Turbo.....	Terry-G. E..... General Electric...					MOHAVE.....	20
21	307	2 10	125	Turbo.....	Westinghouse.....					MONTCALM.....	21
22	307	2 10	125	Turbo.....	do.....					NAPA.....	22

¹ Turbo.

## AUXILIARIES--FLEET TUGS (AT).

	Name.	Battery.	Messes (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chiefs/petty officers.	Men.			
1	ALGORMA.....	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	1
2	ALLEGHENY.....	1 machine.....	5	3	43	American S. B. Co., Buffalo, N. Y.	430,921	2
3	ARAPAHO.....	.....	3	2	23	Seattle Construction & D. D. Co., Seattle, Wash.	(1)	3
4	BAGADUCE.....	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	4
5	CARRABASSET.....	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	5
6	CHALLENGE.....	.....	3	3	20	J. H. Dialogue & Sons, Camden, N. J.	2 150,000	6.
7	CHEMUNG.....	1 machine.....	5	3	40	Navy yard, Norfolk, Va.	3 125,000	7
8	CONESTOGA.....	1 3", 50 cal.; 2 3-pdr.	5	...	25	Maryland Steel Co., Sparrows Point, Md.	2 315,000	8.
9	CONTOCOOK.....	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	9
10	DELAWARE.....	.....	3	3	30	E. James Tull, Pocomo- ke City, Md.	2 125,000	10
11	GENESEE.....	2 machine.....	5	2	50	Maryland Steel Co., Sparrows Point, Md.	2 315,000	11
12	IROQUOIS.....	.....	3	4	30	Union Iron Works Co., San Francisco.	2 150,000	12
13	IUKA.....	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	13.
14	KALMIA.....	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	14
15	KEOSANQUA.....	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	15
16	KEWAYDIN.....	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	16.
17	KOKA.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	17
18	LYKENS.....	2 machine.....	3	2	33	Neafe & Levy, Phila- delphia.	2 300,000	18.
19	MAHOPAC.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	19
20	MOHAVE.....	.....	3	2	23	Seattle C. & D. D. Co., Seattle, Wash.	(1)	20
21	MONTCALM.....	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	21
22	NAPA.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	22

<sup>1</sup> Arapaho, Mohave, and Tillamook purchased for a total of \$377,000.

<sup>2</sup> Purchase price.

<sup>3</sup> Limit of cost.

## AUXILIARIES—FLEET TUGS (AT).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 12, 1919	May 15, 1920	ALGORMA.....	1
2	<sup>1</sup> Mar. 4, 1917	May 24, 1917	.....	Oct. 18, 1917	Nov. 15, 1917	.....	ALLEGHENY.....	2
3	.....	June 30, 1913	.....	June 20, 1914	Aug. 12, 1914	Feb. 8, 1918	ARAPAHO.....	3
4	<sup>1</sup> Mar. 4, 1917	May 21, 1918	July 16, 1918	Apr. 5, 1919	.....	Sept. 10, 1919	BAGADUCE.....	4
5	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 19, 1919	June 30, 1920	CARRABASSET...	5
6	.....	<sup>2</sup> June 24, 1918	1889	.....	.....	Oct. 4, 1918	CHALLENGE.....	6
7	.....	Nov. 21, 1914	Oct. 2, 1915	Apr. 1, 1916	.....	Mar. 14, 1917	CHEMUNG.....	7
8	.....	.....	1904	.....	Sept. 14, 1917	Nov. 10, 1917	CONESTOGA.....	8
9	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	Apr. 26, 1919	Aug. 20, 1920	CONTOCOOK.....	9
10	.....	.....	1913	.....	.....	.....	DELAWARE.....	10
11	.....	<sup>2</sup> July 27, 1917	1905	.....	Sept. 25, 1917	Nov. 10, 1917	GENESEE.....	11
12	.....	<sup>2</sup> Apr. 18, 1898	1892	.....	.....	July 6, 1898 Aug. 8, 1912	IROQUOIS.....	12
13	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	.....	IUKA.....	13
14	<sup>1</sup> Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	.....	.....	KALMIA.....	14
15	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	.....	KEOSANQUA...	15
16	<sup>1</sup> Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	June 25, 1919	.....	Nov. 4, 1919	KEWAYDIN.....	16
17	<sup>1</sup> Mar. 4, 1917	<sup>2</sup> May 18, 1918	Nov. 30, 1918	July 11, 1919	.....	Feb. 18, 1920	KOKA.....	17
18	.....	.....	1899	.....	.....	Nov. 10, 1917 June 17, 1920	LYKENS.....	18
19	<sup>1</sup> Mar. 4, 1917	<sup>2</sup> May 18, 1918	Nov. 30, 1918	May 27, 1919	.....	Oct. 20, 1919	MAHOPAC.....	19
20	.....	June 30, 1913	.....	July 20, 1914	Aug. 12, 1914	.....	MOHAVE.....	20
21	<sup>1</sup> Mar. 4, 1917	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	.....	MONTCALM.....	21
22	.....	<sup>2</sup> May 18, 1918	Mar. 5, 1919	July 24, 1919	.....	Dec. 5, 1919	NAPA.....	22

<sup>1</sup> Emergency fund.<sup>2</sup> Date of purchase.<sup>3</sup> Date assigned to yard.



## AUXILIARIES—FLEET TUGS (AT).

	Name and official number.	Material of hull.	Dimensions.						Speed.	
			Length over all.	Length.	Breadth.	Depth.	Mean draft.	Displacement.		
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>	
23	NAVAJO..... AT52	Steel	141 4	.....	27 6	.....	14 1	800	12.0	23
24	ONTARIO..... AT13	Steel	185 2	175 0	{ <sup>1</sup> 34 0 <sup>2</sup> 35 6}	.....	20 3	1,120	13.2	24
25	OSCEOLA <sup>1</sup> ..... AT47	Steel	138 0	125 5	26 3	.....	14 0	571	14.0	25
26	PATAUSCO..... AT10	Steel	.....	148 0	29 0½	.....	12 3	4755	13.0	26
27	PATUXENT..... AT11	Steel	.....	148 0	29 0½	.....	12 3	4755	13.0	27
28	PEORIA <sup>5</sup> ..... AT48	Steel	.....	131 0	25 0	.....	10 6	487	9.0	28
29	PINOLA..... AT33	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	29
30	PISCATAQUA <sup>6</sup> ..... AT49	Steel	.....	149 0	28 7	.....	12 0	854	16.0	30
31	POTOMAC <sup>7</sup> ..... AT50	Steel	.....	138 9	28 6	.....	12 0	785	16.0	31
32	SAGAMORE <sup>8</sup> ..... AT20	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	32
33	SCIOTA..... AT30	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	33
34	SEA ROVER..... AT57	Steel	.....	121 0	24 6	.....	14 0	4600	10.0	34
35	SONOMA..... AT12	Steel	185 2	175 0	{ <sup>1</sup> 34 0 <sup>2</sup> 35 6}	20 3	12 6	1,120	13.08	35
36	SUNNADIN..... AT28	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	36
37	TADOUSAC..... AT22	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	37
38	TATNUCK..... AT27	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	38
39	TILLAMOOK..... AT16	Steel	122 6	.....	24 0	.....	12 10	575	10.55	39
40	UMPQUA..... AT25	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	40
41	UNCAS <sup>10</sup> ..... AT51	Steel	.....	119 3	25 0	.....	12 0	441	12.0	41
42	UNDAUNTED..... AT58	Steel	143 0	.....	28 0	.....	14 10	4450	7.6	42
43	WANDANK..... AT26	Steel	156 8	149 ¾	30 0	.....	14 7	41,000	13.0	43
44	WANDO..... AT17	Steel	123 6½	.....	26 7½	.....	11 6	575	.....	44
Total displacement.....								37,580		

<sup>1</sup> Molded.<sup>2</sup> Extreme.<sup>3</sup> Osceola formerly Winthrop.<sup>4</sup> Estimated.<sup>5</sup> Peoria formerly Philadelphia.<sup>6</sup> Piscataqua formerly W. H. Brown.<sup>7</sup> Potomac formerly Wilmot.<sup>8</sup> Sagamore formerly Comanche.<sup>9</sup> Registered.<sup>10</sup> Uncas formerly Walter A. Luckenback.

## AUXILIARIES—FLEET TUGS (AT).

	Net tonnage.			Fuel capacity.		Rig.		Name and official number.	
	United States register.	Suez Canal.	Panama Canal.	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	Number of funnels.	Masts.		
				Tons.	Tons.				
23	45	139	1 128			1	2 masts.....	NAVAJO.....At 52	23
24	131	324	1 178	445		1	2 pole.....	ONTARIO.....At 13	24
25	240	116. 13		154		1	Schooner.....	OSCEOLA.....At 47	25
26				324		1	2 pole.....	PATAPSCO.....At 10	26
27				324		1	2 pole.....	PATUXENT.....At 11	27
28				70		1	Schooner.....	PEORIA.....At 48	28
29					279	1	2 pole.....	PINOLA.....At 33	29
30				236		1	2 masts.....	PISCATAQUA.....At 49	30
31	87	167	1 97	200		1	2 pole.....	POTOMAC.....At 50	31
32					279	1	2 pole.....	SAGAMORE.....At 20	32
33					279	1	2 pole.....	SCIOTA.....At 30	33
34	116				2 1,200	1	2 pole.....	SEA ROVER.....At 57	34
35	131	324	1 178	435		1	2 pole.....	SONOMA.....At 12	35
36					279	1	2 pole.....	SUNNADIN.....At 28	36
37					279	1	2 pole.....	TADOUSAC.....At 22	37
38					279	1	2 pole.....	TATNUCK.....At 27	38
39					149	1	1 mast, 1 derrick..	TILLAMOOK.....At 16	39
40					279	1	2 pole.....	UMPQUA.....At 25	40
41	26	104	1 33	120		1	Schooner.....	UNCAS.....At 51	41
42	250				2 2,469	1	2-masts.....	UNDAUNTED.....At 58	42
43					279	1	2 pole.....	WANDANK.....At 26	43
44						1	2 pole.....	WANDO.....At 17	44

<sup>1</sup> Subject to 50 per cent limitation on propelling power.<sup>2</sup> Barrels of fuel oil.

## AUXILIARIES—FLEET TUGS (AT).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.	In.	Sq. ft.	Sq. ft.				
23 NAVAJO.....	1	Vert., 3-exp...	16½	24	41	30	2 S. E.....	(Oil)	2,638	.....	935	23
24 ONTARIO.....	1	Vert., 3-exp...	19¾	31½	54¼	36	2 S. E.....	158	5,812	1,517	.....	24
25 OSCEOLA.....	1	Vert., 3-exp...	16	24	40	28	2 S. E.....	88	2,568	800	.....	25
26 PATAPSCO.....	2	Vert., 3-exp...	11¾	18½	32	27	2 S. E.....	97	3,078	.....	1,160	26
27 PATUXENT.....	2	Vert., 3-exp...	11¾	18½	32	27	2 S. E.....	97	3,078	.....	1,160	27
28 PEORIA.....	1	Vert., compd..	20½	.....	40	27	1 S. E.....	65	2,040	.....	1,720	28
29 PINOLA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	29
30 PISCATAQUA.....	1	Vert., 3-exp...	20	32½	55	36	2 S. E.....	114	4,116	.....	2,000	30
31 POTOMAC.....	1	Vert., 3-exp...	20	32¼	55	36	2 S. E.....	124	4,117	.....	2,000	31
32 SAGAMORE.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	32
33 SCIOTA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	33
34 SEA ROVER.....	1	Vert., compd..	17	.....	41	28	1 S. E.....	(Oil)	2,250	650	700	34
35 SONOMA.....	1	Vert., 3-exp...	19¾	31½	54¼	36	2 S. E.....	158	5,812	1,596	.....	35
36 SUNNADIN.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	36
37 TADOUSAC.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	37
38 TATNUCK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	38
39 TILLAMOOK.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	2,290	800	.....	39
40 UMPQUA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	40
41 UNCAS.....	1	Vert., 3-exp...	16	24	40	28	1 S. E.....	68	2,001	.....	750	41
42 UNDAUNTED.....	1	Vert., 3-exp...	16½	26	44	30	2 Union....	(Oil)	3,870	.....	1,000	42
43 WANDANK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	.....	43
44 WANDO.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	3,617	800	.....	44
Total horsepower.....											61,476	

¹ Estimated.

## AUXILIARIES—FLEET TUGS (AT).

Total weight of machinery. Tons.	Electric generating sets.					Sound apparatus.				Name.	
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.			
						No.	Type.	No.	Type.		
23	1	5	110	4-5-400	B. F. Sturtevant					NAVAJO	23
24	334	2	125	4-10-3600	Kerr Turbine Co. Fort Wayne Electric Co.					ONTARIO	24
25	334	1	125	4-10-3600		Terry-Deihl				OSCEOLA	25
26		1	125	6-8-500	General Electric					PATAPSCO	26
27	186	1	125	Turbo	Kerr-Ft. Wayne B. F. Sturtevant					PATUXENT	27
		1	125	6-8-475		General Electric					PEORIA
28		1	125	6-10-475	General Electric					PEORIA	28
29	307	2	125	Turbo	Westinghouse					PINOLA	29
30		1	110	4-7-550	General Electric					PISCATAQUA	30
31		1	110	4-7-550	do					POTOMAC	31
32	307	2	110		Engberg Electric					SAGAMORE	32
33	307	2	125	Turbo	Westinghouse					SCIOTA	33
34		1	110	C. C. D.	Crocker-Wheeler					SEA ROVER	34
35	334	2	125	4-10-3600	Kerr-Fort Wayne Electric					SONOMA	35
36	307	2	125		Westinghouse					SUNNADIN	36
37	307	2	125		Engberg Electric					TADOUSAC	37
38	307	2	125		Westinghouse					TATNUCK	38
39		1	125	Turbo	B. F. Sturtevant Crocker-Wheeler Co.					TILLAMOOK	39
40	307	2	125			Westinghouse					UMPQUA
41		1	80		General Electric					UNCAS	41
		1	80	4-5-500							UNCAS
42		1	125	4-7-550	do					UNDAUNTED	42
43	307	2	125		Westinghouse					WANDANK	43
44		2	125		B. F. Sturtevant Western Electric					WANDO	44
											WANDO

## AUXILIARIES—FLEET TUGS (AT).

	Name.	Battery.	Messes (complement):			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chief petty officers.	Men.			
23	NAVAJO.....	.....	3	3	26	Neafe & Levy, Philadelphia.	1 115,000	23
24	ONTARIO.....	1 machine.....	5	3	53	New York S. B. Co., Camden, N. J.	194,000	24
25	OSCEOLA.....	1 machine.....	5	2	25	Chas. Hillman, Philadelphia.	1 100,000	25
26	PATAFSCO.....	1 machine.....	5	3	42	Navy yard, Portsmouth, N. H.	2 175,000	26
27	PATUXENT.....	1 machine.....	5	3	43	Navy yard, Norfolk, Va.	2 175,000	27
28	PEORIA.....	1 machine.....	4	4	28	Neafe & Levy, Philadelphia.	1 100,000	28
29	PINOLA.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	29
30	PISCATAQUA.....	1 3", 50 cal.; 2 machine.	5	2	45	F. W. Wheeler & Co., West Bay City, Mich.	1 130,000	30
31	POTOMAC.....	2 3-pdr.....	5	3	48	.....do.....	1 125,000	31
32	SAGAMORE.....	1 machine.....	5	3	43	American S. B. Co., Buffalo, N. Y.	430,921	32
33	SCIOTA.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	33
34	SEA ROVER.....	.....	3	2	24	Fulton Iron Works, San Francisco.	1 178,000	34
35	SONOMA.....	2 machine.....	5	3	48	New York S. B. Co., Camden, N. J.	194,000	35
36	SUNNADIN.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	36
37	TADOUSAC.....	1 machine.....	5	2	37	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	37
38	TATNUCK.....	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	38
39	TILLAMOOK.....	.....	3	3	18	Seattle C. & D. D. Co., Seattle, Wash.	(*)	39
40	UMPQUA.....	1 machine.....	5	2	37	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,00	40
41	UNCAS.....	1 machine.....	5	3	40	J. H. Dialogue & Sons, Camden, N. J.	1 75,000	41
42	UNDAUNTED.....	2 machine.....	3	2	24	Union Iron Works Co., San Francisco.	1 222,500	42
43	WANDANK.....	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	43
44	WANDO.....	1 machine.....	5	3	40	Navy yard, Charleston, S. C.	2 125,000	44

\* Purchase price.

† Limit of cost.

‡ Tillamook, Arapaho, and Mohave purchased for total of \$377,000.

## AUXILIARIES—FLEET TUGS (AT).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
23		<sup>1</sup> Nov. 21, 1907				Mar. 17, 1908 July 1, 1911	NAVAJO.....	23
24	Mar. 4, 1911	July 28, 1911	Nov. 23, 1911	Apr. 11, 1912	Aug. 24, 1912	Sept. 4, 1912	ONTARIO.....	24
25		<sup>1</sup> Mar. 31, 1898	1896			July 1, 1911	OSCEOLA.....	25
26	Apr. 27, 1904	July 20, 1908	May 12, 1907	June 29, 1908		July 1, 1911	PATAPSCO.....	26
27	Apr. 27, 1904	July 20, 1907	July 25, 1907	May 16, 1908		July 1, 1911	PATUXENT.....	27
28		<sup>1</sup> May 23, 1898				May 15, 1898 <sup>2</sup> Jan. 30, 1920	PEORIA.....	28
29	<sup>3</sup> Mar. 4, 1917	<sup>3</sup> May 18, 1918	Mar. 3, 1918	Aug. 12, 1919		Feb. 7, 1920	PINOLA.....	29
30		<sup>3</sup> May 11, 1898	1897			June 18, 1898 July 1, 1911	PISCATAQUA....	30
31		<sup>1</sup> Apr. 14, 1898	1897			Apr. 5, 1898 June 9, 1914	POTOMAC.....	31
32	Mar. 4, 1917	May 21, 1917			Nov. 15, 1917		SAGAMORE.....	32
33	<sup>3</sup> Mar. 4, 1917	<sup>3</sup> May 18, 1918	Nov. 30, 1918	June 11, 1919		Nov. 13, 1919	SCIOTA.....	33
34			1902			Jan. 31, 1918	SEA ROVER....	34
35	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sept. 6, 1912	SONOMA.....	35
36	<sup>3</sup> Mar. 4, 1917	<sup>3</sup> May 18, 1918	Dec. 7, 1918	Feb. 28, 1919		Oct. 20, 1919	SUNNADIN.....	36
37	<sup>3</sup> Mar. 4, 1917	May 21, 1918	July 22, 1918	Feb. 17, 1919		June 13, 1919	TADOUSAC.....	37
38	<sup>3</sup> Mar. 4, 1917	<sup>3</sup> May 18, 1918	Dec. 3, 1918	Feb. 21, 1919		July 26, 1919	TATNUCK.....	38
39		June 30, 1913		Aug. 15, 1914	Aug. 12, 1914		TILLAMOOK.....	39
40	<sup>3</sup> Mar. 4, 1917	May 21, 1918	Feb. 19, 1919	Sept. 18, 1919		Dec. 6, 1919	UMPQUA.....	40
41		<sup>1</sup> Apr. 2, 1898	1893			Apr. 6, 1898 July 1, 1911	UNCAS.....	41
42			1917			Feb. 5, 1918	UNDAUNTED....	42
43	<sup>3</sup> Mar. 4, 1917	May 21, 1918	Apr. 7, 1919	Oct. 21, 1919			WANDANK.....	43
44		<sup>4</sup> Dec. 7, 1914	June 14, 1915	Mar. 7, 1916		Apr. —, 1917	WANDO.....	44

<sup>1</sup> Date of purchase.<sup>2</sup> Date placed out of commission.<sup>3</sup> Emergency fund.<sup>4</sup> Date assigned to yard.

## AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Material of hull.	Length over all.	Dimensions.					Speed.
				Length.	Breadth.	Depth.	Mean draft.	Displacement.	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>	
1	AUK.....AM38	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	1
2	AVOCET.....AM19	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	2
3	BITTERN.....AM36	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	3
4	BOBOLINK.....AM20	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	4
5	BRANT.....AM24	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	5
6	CARDINAL.....AM6	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	6
7	CHEWINK.....AM39	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	7
8	CORMORANT.....AM40	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	8
9	CURLEW.....AM8	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	9
10	EIDER.....AM17	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	10
11	FALCON.....AM28	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	11
12	FINCH.....AM9	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	12
13	FLAMINGO.....AM32	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	13
14	GANNET.....AM41	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	14
15	GREBE.....AM43	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	15
16	HERON.....AM10	Steel..	187 10	180 0	35 6	9 9½	1 950	13.7	16
17	KINGFISHER.....AM25	Steel..	187 10	180 0	35 6	9 9½	1 950	13.93	17
18	LAPWING.....AM1	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	18
19	LARK.....AM21	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	19
20	MALLARD.....AM44	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	20
21	ORIOLE.....AM7	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	21
22	ORTOLAN.....AM45	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	22
23	OSPREY.....AM29	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	23
24	OWL.....AM2	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	24
25	PARTRIDGE.....AM16	Steel..	187 10	180 0	35 6	9 9½	1 950	14.0	25

<sup>1</sup> Estimated.<sup>2</sup> Based on special trials.

## AUXILIARIES—MINE SWEEPERS (AM).

	Net tonnage.			Fuel capacity.		Rig.		Name and official number.		
	United States register.	Suez Canal.	Panama Canal.	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	Number of funnels.	Masts.			
				Tons.	Tons.					
1	297				275	1	2 pole.....	AUK.....	AM38	1
2	297				275	1	2 pole.....	AVOCET.....	AM19	2
3	297	328	133		275	1	2 pole.....	BITTERN.....	AM36	3
4	297				275	1	2 pole.....	BOBOLINK.....	AM20	4
5	297				275	1	2 pole.....	BRANT.....	AM24	5
6	297				275	1	2 pole.....	CARDINAL.....	AM6	6
7	297				275	1	2 pole.....	CHEWINK.....	AM39	7
8	297				275	1	2 pole.....	CORMORANT.....	AM40	8
9	297				275	1	2 pole.....	CURLEW.....	AM8	9
10	297				275	1	2 pole.....	EIDER.....	AM17	10
11	297				275	1	2 pole.....	FALCON.....	AM28	11
12	297				275	1	2 pole.....	FINCH.....	AM9	12
13	297				275	1	2 pole.....	FLAMINGO.....	AM32	13
14	297				275	1	2 pole.....	GANNET.....	AM41	14
15	297				275	1	2 pole.....	GREBE.....	AM43	15
16					275	1	2 pole.....	HERON.....	AM10	16
17	297				275	1	2 pole.....	KINGFISHER.....	AM25	17
18	297				275	1	2 pole.....	LAPWING.....	AM1	18
19	297				275	1	2 pole.....	LARK.....	AM21	19
20	297				275	1	2 pole.....	MALLARD.....	AM44	20
21	297				275	1	2 pole.....	ORIOLE.....	AM7	21
22	297				275	1	2 pole.....	ORTOLAN.....	AM45	22
23	297				275	1	2 pole.....	OSPREY.....	AM29	23
24	297				275	1	2 pole.....	OWL.....	AM2	24
25	297				275	1	2 pole.....	PARTRIDGE.....	AM16	25



## AUXILIARIES—MINE SWEEPERS (AM).

	Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
			Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
				H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.	In.	Sq. ft.	Sq. ft.					
1	AUK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	1
2	AVOCET.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	2
3	BITTERN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	3
4	BOBOLINK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	4
5	BRANT.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	5
6	CARDINAL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	6
7	CHEWINK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	7
8	CORMORANT.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	8
9	CURLEW.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	9
10	EIDER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	10
11	FALCON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	11
12	FINCH.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	12
13	FLAMINGO.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	13
14	GANNET.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	14
15	GREBE.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	15
16	HERON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	1,492	16
17	KINGFISHER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	17
18	LAPWING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	18
19	LARK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	19
20	MALLARD.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	20
21	ORIOLE.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	21
22	ORTOLAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	22
23	OSPREY.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	23
24	OWL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Oil)	5,800	<sup>1</sup> 1,400	.....	24
25	PARTRIDGE.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	(Cil)	5,800	<sup>1</sup> 1,400	.....	25

<sup>1</sup> Estimated.

## AUXILIARIES—MINE SWEEPERS (AM).

	Total weight of machinery.				Electric generating sets.				Sound apparatus.				Name.
					Number.	Kilowatts (each).		Type.	Builders.	Oscillators.		Microphone tanks.	
			Volts.	No.		Type.	No.			Type.			
	<i>Tons.</i>												
1	185	2	25	125	Turbo.....	B. F. Sturtevant Co...	1					AUK.....	1
2	185	2	25	125	Turbo.....	do.....			1			AVOCET.....	2
3	185	2	25	125	Turbo.....	do.....	1					BITTERN.....	3
4	185	2	25	125	Turbo.....	do.....	1					BOBOLINK.....	4
5	185	2	25	125	Turbo.....	do.....	1					BRANT.....	5
6	185	2	25	125	Turbo.....	do.....			1			CARDINAL.....	6
7	185	2	25	125	Turbo.....	do.....	1					CHEWINK.....	7
8	185	2	25	125	Turbo.....	do.....	1					CORMORANT.....	8
9	185	2	25	125	Turbo.....	do.....	1					CURLEW.....	9
10	185	2	25	125	Turbo.....	do.....	1					EIDER.....	10
11	185	2	25	125	Turbo.....	do.....	1					FALCON.....	11
12	185	2	25	125	Turbo.....	do.....			1			FINCH.....	12
13	185	2	25	125	Turbo.....	do.....	1					FLAMINGO.....	13
14	185	2	25	125	Turbo.....	do.....	1					GANNET.....	14
15	185	2	25	125	Turbo.....	do.....	1					GREBE.....	15
16	185	2	25	125	Turbo.....	do.....	1					HERON.....	16
17	185	2	25	125	Turbo.....	do.....	1					KINGFISHER.....	17
18	185	2	25	125	Turbo.....	do.....			1			LAPWING.....	18
19	185	2	25	125	Turbo.....	do.....	1					LARK.....	19
20	185	2	25	125	Turbo.....	do.....	1					MALLARD.....	20
21	185	2	25	125	Turbo.....	do.....	1					ORIOLE.....	21
22	185	2	25	125	Turbo.....	do.....	1					ORTOLAN.....	22
23	185	2	25	125	Turbo.....	do.....	1					OSPREY.....	23
24	185	2	25	125	Turbo.....	do.....	1					OWL.....	24
25	185	2	25	125	Turbo.....	do.....	1					PARTRIDGE.....	25

## AUXILIARIES—MINE SWEEPERS (AM).

	Name.	Battery.	Messes (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chief petty officers.	Men.			
1	AUK.....	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	572,000	1
2	AVOCET.....	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	2
3	BITTERN.....	2 3', 50 cal. A. A.; 2 machine.	5	5	62	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	3
4	BOBOLINK.....	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	4
5	BRANT.....	2 machine.....	5	5	62	Sun S. B. Co., Chester, Pa.	Cost+10%	5
6	CARDINAL.....	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+10%	6
7	CHEWINK.....	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	572,000	7
8	CORMORANT.....	2 machine.....	5	5	62	.....do.....	572,000	8
9	CURLEW.....	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+10%	9
10	EIDER.....	2 machine.....	5	5	62	Pusey & Jones Co., Wilmington, Del.	Cost+10%	10
11	FALCON.....	2 machine.....	5	5	62	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	11
12	FINCH.....	2 machine.....	5	5	62	Standard S. B. Corp., New York.	Cost+10%	12
13	FLAMINGO.....	2 machine.....	5	5	62	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10%	13
14	GANNET.....	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	572,000	14
15	GREBE.....	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+fee.	15
16	HERON.....	2 machine.....	5	5	62	Standard S. B. Co., New York.	Cost+10%	16
17	KINGFISHER.....	2 machine.....	5	5	62	Navy yard, Puget Sound	.....	17
18	LAPWING.....	2 machine.....	5	5	62	Todd Shipyard Co., New York.	465,000	18
19	LARK.....	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	19
20	MALLARD.....	2 machine.....	5	2	37	Staten Island S. B. Co., New York.	Cost+fee.	20
21	ORIOLE.....	2 machine.....	5	5	62	.....do.....	Cost+10%	21
22	ORTOLAN.....	2 machine.....	5	5	62	.....do.....	Cost+fee.	22
23	OSPREY.....	2 machine.....	5	5	62	Gas Engine & Power Co. Morris Heights, N. Y.	Cost+10%	23
24	OWL.....	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	465,000	24
25	PARTRIDGE.....	2 machine.....	5	5	62	Chester S. B. Co., Chester, Pa.	Cost+10%	25

## AUXILIARIES—MINE SWEEPERS (AM).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	Oct. 6, 1917	Mar. 28, 1918	June 20, 1918	Sept. 28, 1918		Jan. 31, 1919	AUK	1
2	Mar. 4, 1917	Aug. 11, 1917	Sept. 13, 1917	Mar. 9, 1918		Sept. 17, 1918	AVOCET	2
3	Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Feb. 15, 1919		May 28, 1919	BITTERN	3
4	Mar. 4, 1917	Aug. 11, 1917	Oct. 29, 1917	June 15, 1918		Jan. 28, 1919	BOBOLINK	4
5	Mar. 4, 1917	June 13, 1917	Dec. 8, 1917	May 30, 1918		Sept. 5, 1918	BRANT	5
6	Mar. 4, 1917	Aug. 16, 1917	Oct. 11, 1917	Mar. 29, 1918		Aug. 23, 1918	CARDINAL	6
7	Oct. 6, 1917	Mar. 28, 1918	July 8, 1918	Dec. 21, 1918			CHEWINK	7
8	Oct. 6, 1917	Mar. 28, 1918	Sept. 4, 1919	Feb. 5, 1919		May 15, 1919	CORMORANT	8
9	Mar. 4, 1917	Aug. 15, 1917	Apr. 1, 1918	Aug. 29, 1918		Feb. 7, 1919	CURLEW	9
10	Mar. 4, 1917	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918		Jan. 23, 1919	EIDER	10
11	Mar. 4, 1917	July 31, 1917	Nov. 14, 1917	Sept. 7, 1918		Nov. 12, 1918	FALCON	11
12	Mar. 4, 1917	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918		Sept. 10, 1918	FINCH	12
13	Mar. 4, 1917	Aug. 20, 1917	Oct. 18, 1917	Aug. 24, 1918		Feb. 12, 1919	FLAMINGO	13
14	Oct. 6, 1917	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919		July 10, 1919	GANNET	14
15	Oct. 6, 1917	Mar. 27, 1918	May 25, 1918	Dec. 7, 1918		Apr. 30, 1919	GREBE	15
16	Mar. 4, 1917	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918		Oct. 30, 1918	HERON	16
17	Mar. 4, 1917	<sup>2</sup> Aug. 6, 1917	Dec. 15, 1917	Mar. 30, 1918		May 27, 1918	KINGFISHER	17
18	Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918		June 12, 1918	LAPWING	18
19	Mar. 4, 1917	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918		Apr. 12, 1919	LARK	19
20	Oct. 6, 1917	Nov. 27, 1918	May 25, 1918	Dec. 17, 1918		June 25, 1919	MALLARD	20
21	Mar. 4, 1917	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918		Nov. 5, 1918	ORIOLE	21
22	Oct. 6, 1917	Mar. 27, 1918	July 9, 1918	Jan. 30, 1919		Sept. 17, 1919	ORTOLAN	22
23	Mar. 4, 1917	July 31, 1917	Nov. 14, 1917	Nov. 19, 1918		Jan. 7, 1919	OSPREY	23
24	Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 4, 1918		July 11, 1918	OWL	24
25	Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918		June 17, 1919	PARTRIDGE	25

<sup>1</sup> Emergency funds.<sup>2</sup> Date assigned to yard.

AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Material of hull.	Dimensions.					Displacement.	Speed.
			Length over all.	Length.	Breadth.	Depth.	Mean draft.		
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>
	PEACOCK <sup>2</sup> .....AM46	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0
26	PELICAN.....AM27	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 26
27	PENGUIN.....AM33	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 27
28	PIGEON.....AM47	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 28
29	QUAIL.....AM15	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 29
30	RAIL.....AM26	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 30
31	REDWING.....AM48	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 31
32	ROBIN.....AM3	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 32
33	SANDERLING.....AM37	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 33
34	SANDPIPER.....AM51	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 34
35	SEA GULL.....AM30	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 35
36	SWALLOW.....AM4	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 36
37	SWAN.....AM34	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 37
38	TANAGER.....AM5	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 38
39	TEAL.....AM23	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 39
40	TERN.....AM31	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 40
41	THRUSH.....AM18	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 41
42	TURKEY.....AM13	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 42
43	VIREO.....AM52	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 43
	WARBLER <sup>2</sup> .....AM53	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0
44	WHIPPOORWILL.....AM35	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 44
45	WIDGEON.....AM22	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 45
	WILLET <sup>2</sup> .....AM54	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0
46	WOODCOCK.....AM14	Steel..	187 10	180 0	35 6	.....	9 9½	1 950	1 14.0 46
	Total displacement.....							43,700	

<sup>1</sup> Estimated.

<sup>2</sup> Loaned to Shipping Board; not included in summaries.

## AUXILIARIES—MINE SWEEPERS (AM).

	Net tonnage.			Fuel capacity.		Rig.		Name and official number.		
	United States register.	Suez Canal.	Panama Canal.	Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	Number of funnels.	Masts.			
				Tons.	Tons.					
	297				275	1	2 pole.....	PEACOCK.....	AM46	
23	297	328	133		275	1	2 pole.....	PELICAN.....	AM27	26
27	297				275	1	2 pole.....	PENGUIN.....	AM33	27
28	297				275	1	2 pole.....	PIGEON.....	AM47	28
29	297				275	1	2 pole.....	QUAIL.....	AM15	29
30	297				275	1	2 pole.....	RAIL.....	AM26	30
31	297				275	1	2 pole.....	REDWING.....	AM48	31
32	297				275	1	2 pole.....	ROBIN.....	AM3	32
33	297				275	1	2 pole.....	SANDERLING.....	AM37	33
34	297				275	1	2 pole.....	SANDPIPE.....	AM51	34
35	297				275	1	2 pole.....	SEA GULL.....	AM30	35
36	297				275	1	2 pole.....	SWALLOW.....	AM4	36
37	297				275	1	2 pole.....	SWAN.....	AM34	37
38	297	328	133		275	1	2 pole.....	TANAGER.....	AM5	38
39	297	328	133		275	1	2 pole.....	TEAL.....	AM23	39
40	297	328	133		275	1	2 pole.....	TERN.....	AM31	40
41	297				275	1	2 pole.....	THRUSH.....	AM18	41
42	297				275	1	2 pole.....	TURKEY.....	AM13	42
43	297				275	1	2 pole.....	VIREO.....	AM52	43
	297				275	1	2 pole.....	WARBLEE.....	AM53	
44	297				275	1	2 pole.....	WHIPPOORWILL.....	AM35	44
45	297	328	133		275	1	2 pole.....	WIDGEON.....	AM22	45
	297				275	1	2 pole.....	WILLET.....	AM54	
46	297	328	133		275	1	2 pole.....	WOODCOCK.....	AM14	46

## AUXILIARIES—MINE SWEEPERS (AM).

Name.	Number of propellers.	Engines.				Boilers.		Indicated horsepower on trial.				
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.							In.
PEACOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	
26 PELICAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	26
27 PENGUIN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	27
28 PIGEON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	28
29 QUAIL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	29
30 RAIL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	30
31 REDWING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	31
32 ROBIN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	32
33 SANDERLING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	33
34 SANDPIPER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	34
35 SEA GULL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	35
36 SWALLOW.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	36
37 SWAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	37
38 Tanager.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	38
39 TEAL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	39
40 TERN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	40
41 THRUSH.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	41
42 TURKEY.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	42
43 VIREO.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	43
WARBLER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	44
44 WHIPPOORWILL...	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	44
45 WIDGEON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	45
WILLET.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	46
46 WOODCOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	(Oil)	5,800	1,400	.....	46
Total horsepower.....												64,400

† Estimated.

## AUXILIARIES—MINE SWEEPERS (AM).

	Total weight of machinery.		Electric generating sets.				Sound apparatus.				Name.	
			Number.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Microphone tanks.		
	No.	Type.						No.	Type.			
	Tons.											
	185	2	25	125	Turbo.....	B. F. Sturtevant..	1				PEACOCK.....	
26	185	2	25	125	Turbo.....	do.....	1				PELICAN.....	26
27	185	2	25	125	Turbo.....	do.....	1				PENGUIN.....	27
28	185	2	25	125	Turbo.....	do.....	1				PIGEON.....	28
29	185	2	25	125	Turbo.....	do.....	1				QUAIL.....	29
30	185	2	25	125	Turbo.....	do.....	1				RAIL.....	30
31	185	2	25	125	Turbo.....	do.....	1				REDWING.....	31
32	185	2	25	125	Turbo.....	do.....	1				ROBIN.....	32
33	185	2	25	125	Turbo.....	do.....	1				SANDERLING.....	33
34	185	2	25	125	Turbo.....	do.....	1				SANDPIPER.....	34
35	185	2	25	125	Turbo.....	do.....	1				SEA GULL.....	35
36	185	2	25	125	Turbo.....	do.....	1				SWALLOW.....	36
37	185	2	25	125	Turbo.....	do.....	1				SWAN.....	37
38	185	2	25	125	Turbo.....	do.....			1		TANAGER.....	38
39	185	2	25	125	Turbo.....	do.....			1		TEAL.....	39
40	185	2	25	125	Turbo.....	do.....	1				TERN.....	40
41	185	2	25	125	Turbo.....	do.....	1				THRUSH.....	41
42	185	2	25	125	Turbo.....	do.....	1				TURKEY.....	42
43	185	2	25	125	Turbo.....	do.....	1				VIREO.....	43
	185	2	25	125	Turbo.....	do.....	1				WARBLER.....	
44	185	2	25	125	Turbo.....	do.....	1				WHIPPOORWILL.....	44
45	185	2	25	125	Turbo.....	do.....			1		WIDGEON.....	45
	185	2	25	125	Turbo.....	do.....	1				WILLET.....	
46	185	2	25	125	Turbo.....	do.....	1				WOODCOCK.....	46



## AUXILIARIES—MINE SWEEPERS (AM).

	Name.	Battery.	Messes (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chief petty officers.	Men.			
	PEACOCK.....	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+fee.	
26	PELICAN.....	2 machine.....	5	5	62	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	26
27	PENGUIN.....	2 machine.....	5	5	62	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10%	27
28	PIGEON.....	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	28
29	QUAIL.....	2 machine.....	5	5	62	Chester S. B. Co., Chester, Pa.	Cost+10%	29
30	RAIL.....	2 machine.....	5	5	62	Navy yard, Puget Sound.	.....	30
31	REDWING.....	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	31
32	ROBIN.....	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	465,000	32
33	SANDERLING.....	2 machine.....	5	5	62	.....do.....	572,000	33
34	SANDPIPER.....	2 machine.....	5	5	62	Navy yard, Philadelphia	Cost+10%	34
35	SEA GULL.....	2 machine.....	5	5	62	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	35
36	SWALLOW.....	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	465,000	36
37	SWAN.....	2 machine.....	5	5	62	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	37
38	TANAGER.....	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+10%	38
39	TEAL.....	2 machine.....	5	5	62	Sun S. B. Co., Chester, Pa.	Cost+10%	39
40	TERN.....	2 machine.....	5	5	62	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	40
41	THRUSH.....	2 machine.....	5	5	62	Pusey & Jones Co., Wilmington, Del.	Cost+10%	41
42	TURKEY.....	2 machine.....	5	5	62	Chester S. B. Co., Chester, Pa.	Cost+10%	42
43	VIREO.....	2 machine.....	5	5	62	Navy yard, Philadelphia	.....	43
	WARBLER.....	2 machine.....	5	5	62	.....do.....	.....	
44	WHIPPOORWILL.....	2 machine.....	5	5	62	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	44
45	WIDGEON.....	2 machine.....	5	5	62	Sun S. B. Co., Chester, Pa.	Cost+10%	45
	WILLET.....	2 machine.....	5	5	62	Navy yard, Philadelphia	.....	
46	WOODCOCK.....	2 machine.....	5	5	62	Chester S. B. Co., Chester, Pa.	Cost+10%	46

## AUXILIARIES—MINE SWEEPERS (AM).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
	<sup>1</sup> Oct. 6, 1917	Mar. 27, 1918	Aug. 31, 1918	Apr. 8, 1919	.....	Dec. 27, 1919 <sup>2</sup> Feb. 14, 1920	PEACOCK.....	
26	<sup>1</sup> Mar. 4, 1917	July 31, 1917	Nov. 10, 1917	June 15, 1918	.....	Oct. 10, 1918	PELICAN.....	26
27	<sup>1</sup> Mar. 4, 1917	Aug. 29, 1917	Nov. 17, 1917	June 12, 1918	.....	Nov. 21, 1918	PENGUIN.....	27
28	<sup>1</sup> Oct. 6, 1917	May 4, 1918	June 15, 1918	Jan. 29, 1919	.....	July 15, 1919	PIGEON.....	28
29	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 6, 1918	.....	Apr. 29, 1919	QUAIL.....	29
30	<sup>1</sup> Mar. 4, 1917	<sup>3</sup> Aug. 6, 1917	Dec. 15, 1917	Apr. 25, 1918	.....	June 5, 1918	RAIL.....	30
31	<sup>1</sup> Oct. 6, 1917	May 4, 1918	Aug. 5, 1918	June 7, 1919	.....	Oct. 17, 1919	REDWING.....	31
32	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Mar. 4, 1918	June 17, 1918	.....	Aug. 29, 1918	ROBIN.....	32
33	<sup>1</sup> Oct. 6, 1917	Mar. 28, 1918	May 27, 1918	Sept. 2, 1918	.....	Dec. 4, 1918	SANDERLING.....	33
34	<sup>1</sup> Oct. 6, 1917	<sup>3</sup> Dec. 26, 1917	Nov. 15, 1918	Apr. 28, 1919	.....	Oct. 9, 1919	SANDPIPER.....	34
35	<sup>1</sup> Mar. 4, 1917	July 31, 1917	June 15, 1918	Dec. 24, 1918	.....	Mar. 6, 1919	SEA GULL.....	35
36	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Mar. 18, 1918	July 4, 1918	.....	Oct. 8, 1918	SWALLOW.....	36
37	<sup>1</sup> Mar. 4, 1917	Aug. 13, 1917	Dec. 10, 1917	July 4, 1918	.....	Jan. 31, 1919	SWAN.....	37
38	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Sept. 28, 1917	Mar. 2, 1918	.....	June 28, 1918	TANAGER.....	38
39	<sup>1</sup> Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 25, 1918	.....	Aug. 20, 1918	TEAL.....	39
40	<sup>1</sup> Mar. 4, 1917	July 31, 1918	Sept. 7, 1918	May 22, 1919	.....	May 17, 1919	TERN.....	40
41	<sup>1</sup> Mar. 4, 1917	Aug. 7, 1917	May 27, 1918	Sept. 15, 1918	.....	Apr. 25, 1919	THRUSH.....	41
42	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1918	Oct. 19, 1917	Apr. 30, 1918	.....	Dec. 13, 1918	TURKEY.....	42
43	<sup>1</sup> Oct. 6, 1917	<sup>3</sup> Dec. 26, 1917	Nov. 20, 1918	May 26, 1919	.....	Oct. 16, 1919	VIREO.....	43
	<sup>1</sup> Oct. 6, 1917	<sup>3</sup> Dec. 26, 1917	Apr. 28, 1919	July 30, 1919	.....	Dec. 22, 1919 <sup>4</sup> June 16, 1920	WARBLER.....	
44	<sup>1</sup> Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Jan. 28, 1919	.....	Apr. 1, 1919	WHIPPOORWILL.....	44
45	<sup>1</sup> Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 5, 1918	.....	July 28, 1918	WIDGEON.....	45
	<sup>1</sup> Oct. 6, 1917	<sup>3</sup> Dec. 26, 1917	May 26, 1919	Sept. 11, 1919	.....	.....	WILLET.....	
46	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1917	Oct. 19, 1917	May 12, 1918	.....	Feb. 19, 1919	WOODCOCK.....	46

<sup>1</sup> Emergency funds.<sup>2</sup> Date placed out of commission.<sup>3</sup> Date assigned to yard.

## AUXILIARIES—MISCELLANEOUS (AG).

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 DUBUQUE <sup>1</sup> .....AG6	200 5	174 0	35 0	12 3	*1,085	10.66	1,237	13 4 1
2 GENERAL ALAVA.....AG5	.....	212 6	29 9	11 0	1,115	.....	.....	..... 2
3 HANNIBAL <sup>2</sup> .....AG1	274 1	263 4	39 3	17 7	4,000	.....	.....	..... 3
4 LEBANON.....AG2	259 6	249 0	43 7 4	17 3	3,285	18.5	.....	..... 4
5 NANSEAN.....AG3	295 8	285 0	39 0	21 3	5,059	22.7	.....	..... 5
6 PADUCAH <sup>1</sup> .....AG7	200 5	174 0	35 0	12 3	*1,085	10.66	1,237	13 4 6
7 SATURN.....AG4	297 1	283 0	40 5	21 3	4,840	22.8	.....	..... 7
Total displacement..	.....	.....	.....	.....	20,469	.....	.....	.....

<sup>1</sup> Composite.<sup>2</sup> Two-thirds full supply ammunition and stores.<sup>3</sup> Hannibal, formerly S. S. Joseph Holland.<sup>4</sup> Extreme.

NOTE.—Dubuque, Hannibal, and Paducah fitted for survey work; others are special fleet auxiliaries. The Mahanna, a freight steamer (1,761 net tons) built for the Shipping Board in 1919, has been loaned to the Navy Department and is being fitted at the navy yard, Norfolk, for survey work. This vessel will be designated AG 8.

## AUXILIARIES—MISCELLANEOUS (AG).

	Speed.	Register tons.		Net tonnage.		Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		Gross.	Net.	Suez Canal.	Panama Canal.				
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>		
1	12.9	.....	.....	568	.....	.....	252	DUBUQUE.....AG6	1
2	10.5	.....	.....	.....	.....	.....	246	GENERAL ALAVA..AG5	2
3	9.0	.....	1,109	1,320	.....	20 0	491	HANNIBAL.....AG1	3
4	8.5	.....	.....	.....	.....	22 0	192	LEBANON.....AG2	4
5	10.5	.....	.....	.....	.....	.....	425	NANSHAN.....AG3	5
6	12.85	.....	.....	568	.....	.....	242	PADUCAH.....AG7	6
7	11.0	.....	.....	1,901	1,810	26 4	400	SATURN.....AG4	7

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
1	4 4", 50 cal.; 1 3", 23 cal.....	2	Schooner..	9	11	141	DUBUQUE.....	1
2	.....	1	2.....	9	6	82	GENERAL ALAVA..	2
3	.....	1	2.....	23	30	253	HANNIBAL.....	3
4	2 3", 50 cal. A. A.....	1	2 pole.....	7	8	87	LEBANON.....	4
5	4 6-pdr.....	1	.....	12	3	70	NANSHAN.....	5
6	4 4", 50 cal.; 1 3", 23 cal.....	2	Schooner..	9	11	141	PADUCAH.....	6
7	2 3", 50 cal.....	1	.....	12	2	73	SATURN.....	7

## AUXILIARIES—MISCELLANEOUS (AG).

Name.	Number of propellers.	Engines.					Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate sur- face.	Total heating sur- face.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.							
1 DUBUQUE.....	2	Vert., 3-exp...	9	15½	25½	21	2 B. & W...	100	4,159	1,193	1,220	1
2 GENERAL ALAVA..	1	Vert., 3-exp...	17	27	45	30	1 S. E.....	164	3,710	.....	770	2
3 HANNIBAL.....	1	Vert., 3-exp...	20½	33	54	39	2 S. E.....	122	3,972	.....	1,100	3
4 LEBANON.....	1	Vert., 3-exp...	19	30	50	30	2 S. E.....	127	3,203	.....	1,000	4
5 NANSHAN.....	1	Vert., 3-exp...	23	38	61	42	2 S. E.; 1 aux	120	3,365	.....	1,400	5
6 PADUCAH.....	2	Vert., 3-exp...	9	15½	25½	21	2 B. & W..	100	4,200	1,247	1,268	6
7 SATURN.....	1	Vert., 3-exp...	24	39	59	48	4 B. & W..	182	5,092	.....	1,500	7
Total horsepower.....											8,210	

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 DUBUQUE.....	Gas Engine & Power Co., Morris Heights, N. Y.	295,000	July 1, 1902	May 29, 1903	1
2 GENERAL ALAVA..	A. McMillan & Sons, Dumbarton, Scotland. <sup>2</sup>	( <sup>3</sup> )	.....	.....	2
3 HANNIBAL.....	J. Blumer & Co., Sunderland, England.	4 147,941	.....	<sup>5</sup> Apr. 16, 1898	3
4 LEBANON.....	Wm. Cramp & Sons, Philadelphia	4 225,000	.....	<sup>5</sup> Apr. 6, 1898	4
5 NANSHAN.....	Grangemouth Dockyard Co., Grangemouth, England.	4 155,728	.....	<sup>5</sup> Apr. 6, 1898	5
6 PADUCAH.....	Gas Engine & Power Co., Morris Heights, N. Y.	355,000	July 1, 1902	July 6, 1903	6
7 SATURN.....	Harlan & Hollingsworth, Wilmington, Del.	4 290,000	.....	<sup>5</sup> Apr. 2, 1898	7

<sup>1</sup> Estimated.

<sup>2</sup> Engines and boilers by A. & W. Fletcher Co., Hoboken, N. J.

<sup>3</sup> Transferred from War Department Feb. 21, 1900, for \$215,000 (Mexican) with the Quiros and Villalobos.

<sup>4</sup> Purchase price.

<sup>5</sup> Date of purchase.

## AUXILIARIES—MISCELLANEOUS (AG).

Total weight of machinery. Tons.	Electric generating sets.					Sound apparatus.				Name.	
	Numbers.	Kilowatts (each).	Volts.	Type.	Builders.	Oscillators.		Micro-phone tank.			
						No.	Type.	No.	Type.		
1	133	2 24	125	8-24-400	General Electric Co					DUBUQUE.....	1
2		{ 1 5 1 10	{ 110 110	4-10-450	{ Terry-Diehl..... General Electric... }					GENERAL ALAVA.....	2
3		{ 1 10 1 10	{ 125 125	6-10-475	General Electric Co					HANNIBAL.....	3
4		{ 2 5 1 12½	{ 80 125	4-5-500	{ General Electric Co Westinghouse..... }					LEBANON.....	4
5		{ 1 24 1 12½	{ 125 125	M. P.	General Electric... }					NANSHAN.....	5
6	133	2 24	125	8-24-400	General Electric...					PADUCAH.....	6
7		2 24	125	M. P.	do.....					SATURN.....	7

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
1	Sept. 22, 1903	Aug. 15, 1904	Nov. 29, 1904	May 31, 1905	June 3, 1905 July 27, 1919	DUBUQUE.....
2					Mar. 9, 1900 Feb. 6, 1906	GENERAL ALAVA...
3					June 7, 1898 Oct. 16, 1911	HANNIBAL.....
4					Apr. 16, 1898 July 1, 1911	LEBANON.....
5					1898 Aug. 1, 1914	NANSHAN.....
6	Sept. 22, 1903	Oct. 11, 1904	Mar. 6, 1905	Aug. 31, 1905	Sept. 2, 1905 Aug. 16, 1920	PADUCAH.....
7					Apr. 11, 1898 Apr. 4, 1917	SATURN.....

<sup>1</sup> Date placed out of commission.

## UNCLASSIFIED.

	Name.	Type and remarks.	Dimensions.				
			Length.	Beam.	Mean draft.	Displacement.	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
1	BOSTON.....	Old cruiser.....	277 5	42 2	16 10	3,000	1
2	COAST B. S. NO. 1..... <i>ex-BB1</i>	Old battleship; ex-Indiana; to be used as target.	348 0	69 3	24 0	10,288	2
3	COAST B. S. NO. 4..... <i>ex-BB4</i>	Old battleship, ex-Iowa; to be used as target.	360 0	72 2½	24 0	11,346	3
4	C. T. B. No. 6.....	Old torpedo boat, ex-Morris; name changed Aug. 1, 1918.	138 3	15 6	4 1	105	4
5	CUMBERLAND.....	Training vessel—sails.....	176 5	45 8	16 5	1,800	5
6	ESSEX.....	Old gunboat.....	185 0	35 0	14 3	1,375	6
7	GOPHER.....	Old tender and gunboat, ex-Fern; name changed Dec. 27, 1905.	160 0	28 0	11 9	840	7
8	GRANITE STATE.....	Old sailing frigate New Hampshire; name changed Nov. 30, 1904.	196 3	53 0	25 6	4,150	8
9	HARTFORD.....	Old corvette.....	226 0	43 10	18 2	2,790	9
10	INTREPID.....	Training vessel—sails.....	176 5	45 8	16 5	1,800	10
11	KEARSARGE..... <i>ex-BB5</i>	Crane ship No. 1, under conversion...	368 0	72 2½	23 6	11,520	11
12	MOHICAN.....	Old corvette.....	216 0	37 0	16 6	1,900	12
13	OLD CONSTELLATION..	Old sailing frigate.....	176 0	42 0	20 0	1,970	13
14	OLD CONSTITUTION.....	.....do.....	175 0	45 0	20 0	2,200	14
15	PHILADELPHIA.....	Old cruiser, housed over.....	327 6	48 7½	19 6	4,410	15
16	REINA MERCEDES.....	Old Spanish cruiser, housed over.....	292 0	43 3	16 9	2,835	16
17	SMITH.....	Old destroyer; to be used in bombing experiments.	289 0	26 0	8 0	700	17
18	SOUTHERY.....	Old collier, purchased Apr. 16, 1898; housed over.	288 0	38 10	.....	3,100	18
19	SYLVIA.....	Steam yacht, purchased June 13, 1898..	130 0	18 6	10 0	302	19
20	VESUVIUS.....	Old dynamite gun vessel.....	252 4	26 6½	10 7	930	20
21	WILMETTE.....	Formerly S. S. Eastland, purchased in 1918.	265 0	38 2	19 6	2,600	21
22	WOLVERINE.....	Old gunboat, ex-Michigan; name changed June 17, 1906.	164 11	27 0	9 0	685	22
23	YANTIC.....	Old gunboat.....	180 0	30 0	12 2	900	23
	Total displacement.....					71,546	

<sup>1</sup> Length on designed waterline.<sup>2</sup> Estimated.<sup>3</sup> Depth.

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	Length over all.	Material of hull.	Year built.	By whom and where built.	Name.	
	<i>Ft. tn.</i>					
1	288 3	Steel.....	1883-85	John Roach & Sons, Chester, Pa.....	BOSTON.....	1
2	350 11	Steel.....	1891-95	Wm. Cramp & Sons, Philadelphia.....	COAST B. S. No. 1..... <i>ex-BB1</i>	2
3	362 5	Steel.....	1893-97	.....do.....	COAST B. S. No. 4..... <i>ex-BB4</i>	3
4	.....	Steel.....	1897-98	Herreshoff Mfg. Co., Bristol, R. I.....	C. T. B. No. 6.....	4
5	211 7	Steel.....	1904	Navy yard, Boston.....	CUMBERLAND.....	5
6	.....	Wood.....	1876	Navy yard, Kittery, Me.....	ESSEX.....	6
7	.....	Wood.....	1871	Delamater & Stack, New York.....	GOPHER.....	7
8	.....	Wood.....	1818	Navy yard, Kittery, Me.....	GRANITE STATE.....	8
9	.....	Wood.....	1858	Navy yard, Boston.....	HARTFORD.....	9
10	211 7	Steel.....	1904	Navy yard, Mare Island.....	INTREPID.....	10
11	375 4	Steel.....	1896-99	Newport News S. B. Co.....	KEARSARGE..... <i>ex-BB5</i>	11
12	.....	Wood.....	1872-83	Navy yard, Mare Island.....	MOHICAN.....	12
13	.....	Wood.....	1797	United States, Baltimore, Md.....	OLD CONSTELLATION.....	13
14	.....	Wood.....	1797	Navy yard, Boston.....	OLD CONSTITUTION.....	14
15	335 0	Steel.....	1887-90	Wm. Cramp & Sons, Philadelphia.....	PHILADELPHIA.....	15
16	.....	Iron.....	1887	Cartagena, Spain.....	REINA MERCEDES.....	16
17	293 10	Steel.....	1908-09	Wm. Cramp & Sons, Philadelphia.....	SMITH.....	17
18	.....	Steel.....	1889	R. Thompson Sons & Co., Sunderland, England.	SOUTHERY.....	18
19	.....	Iron.....	1882	A. Stephen & Sons, Glasgow, Scotland.	SYLVIA.....	19
20	252 4	Steel.....	1887-90	Wm. Cramp & Sons, Philadelphia <sup>1</sup> .....	VESUVIUS.....	20
21	275 3	Steel.....	1903	Jenks S. B. Co., Port Huron, Mich.....	WILMETTE.....	21
22	.....	Iron.....	1842-44	Stackhouse & Tomlinson, Pittsburgh, Pa. (Erie, Pa.).	WOLVERINE.....	22
23	.....	Wood.....	1864	Navy yard, Philadelphia.....	YANTIC.....	23

<sup>1</sup> Pneumatic Dynamite Gun Co., contractors.



UNCLASSIFIED.

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.		Sq. ft.	Sq. ft.				
1 BOSTON . . . . .	1	Horiz., compd.	54	74	42	8 S. E. . . . .	382	8,920	4,300	1		
2 COAST B. S. No. 1. . . . .	2	Vert., 3-exp. . . . .	34½	48	75	42	8 B. & W. . . . .	616	19,194	9,898	9,738	2
3 COAST B. S. No. 4. . . . .	2	Vert., 3-exp. . . . .	39	55	85	48	{ 3 D. E. 2 S. E. . . . . }	756	24,682	11,834	12,105	3
4 C. T. B. No. 6. . . . .	2	Vert., 3-exp. . . . .	12½	18	25	13½	{ 2 Normand modified. . . . . }	80	4,004	1,750	1,750	4
5 CUMBERLAND. . . . .						2 S. E. . . . .	49	1,499			5	
6 ESSEX. . . . .	1	Vert., 3-exp. . . . .	20	32½	53	36	2 B. & W. . . . .	39	1,149		1,200	6
7 GOPHER. . . . .	1	Vert., compd. . . . .	18	36	30	2 S. E. . . . .	66	2,004		467	7	
8 GRANITE STATE. . . . .												8
9 HARTFORD. . . . .	1	Horiz., compd. . . . .	35	66	48	4 S. E. . . . .	186	6,340		2,000	9	
10 INTREPID. . . . .						2 S. E. . . . .	49	1,499			10	
11 KEARSARGE. . . . .	2	Vert., 3-exp. . . . .	33½	51	78	48	8 Mosher. . . . .	725	31,760	11,674	11,954	11
12 MOHICAN. . . . .						4 S. E. . . . .	512	3,287		1,150	12	
13 OLD CONSTELLATION. . . . .												13
14 OLD CONSTITUTION. . . . .												14
15 PHILADELPHIA. (4) . . . . .	2	Horiz., 3-exp. . . . .	38	58	86	40	4 D. E. . . . .	624	20,457	8,688	8,815	15
17 REINA MERCEDES. . . . .						2 S. E. . . . .	84	2,948				16
18 SMITH. . . . . (17)	3	Parsons turb. . . . .					4 Mosher. . . . .	368	18,003	69,946	10,362	17
18 SOUTHERY. . . . .	1	Vert., 3-exp. . . . .	21	35	57½	39	2 S. E.; 1 aux. . . . .	133	2,831			18
19 SYLVIA. . . . .	1	Vert., comp. . . . .	17	27	27	2 Roberts. . . . .	44	1,170		1,165	19	
20 VESUVIUS. . . . .	2	Vert., 3-exp. . . . .	21½	31	34	20	4 Normand. . . . .	200	8,204	3,975	4,295	20
21 WILMETTE. . . . .	2	Vert., 3-exp. . . . .	21	34	56	30	3 S. E. . . . .	194	5,693	4,000		21
22 WOLVERINE. . . . .	2	Inclined simple . . . . .	36			96	2 S. E. . . . .	91	2,572		1,365	22
23 YANTIC. . . . .	1	Comp <sup>5</sup> . . . . .					1 S. E.; 1 aux. . . . .				310	23
Total horsepower . . . . .											11,322	

1 Estimated.  
 2 Two low-pressure cylinders.  
 3 Paddlewheels.

4 Two cylinders.  
 5 Jet condenser.  
 6 Shaft horsepower.

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	Total weight of machinery.			Electric generating sets.			Builders.	Battery.	Rig.		Name.	
	Tons.	Number.	Kilowatts (each).	Volts.	Number of funnels.	Masts.						
1	663	{ 2 1	{ 16 16	{ 80 80	General Electric..... Edison dynamo.....			2	2	BOSTON.....	1	
2	1,242	3	100	125	C. & C. Electric Co. <sup>2</sup>			2	2 cage	COAST B. S. NO. 1...	2	
3	1,258	3	100	125	General Electric Co.			2	1 cage: 1 mil.	COAST B. S. NO. 4...	3	
4	41	{ 1 1	{ 5 2	{ 125 80	American Blower-Eck Riker Electric Co.....			3	1-pdr.	C. T. B. No. 6.....	4	
5		2	24	125	General Electric.....				Bark.	CUMBERLAND.....	5	
6								6	3-pdr.	ESSEX.....	6	
7								3	3-pdr.	GOPHER.....	7	
8								2	3-pdr.	( <sup>3</sup> ) GRANITE STATE...	8	
9	4290	2	16	80	General Electric.....			1	Bark.	HARTFORD.....	9	
10		2	24	125	.....do.....				Bark.	INTREPID.....	10	
11	1,209	7	50	80-160	.....do.....			2	2 cage	KEARSARGE.....	11	
12		1	10	125	.....do.....			1	Bark.	MOHICAN.....	12	
13									Ship.	OLD CONSTELLATION	13	
14									Ship.	OLD CONSTITUTION..	14	
15	705	1	24	80	Thresher Electric Co. <sup>5</sup>			2	( <sup>3</sup> )	PHILADELPHIA.....	15	
16					( <sup>6</sup> ).....			4	6-pdr.	( <sup>3</sup> ) REINA MERCEDES...	16	
17	250	2	10	125	General Electric Co.			4	2	SMITH.....	17	
18								2	6-pdr.	( <sup>3</sup> ) SOUTHERY.....	18	
19		1	3.4	85	Lundell Co.....			1	2	SYLVIA.....	19	
20	215	1	10	125	General Electric.....					VESUVIUS.....	20	
21		{ 1 1	{ 35 15	{ 120 120	.....do.....			4	4", 50 cal.	WILMETTE.....	21	
22		1	4	125	Burke Electric Co. <sup>7</sup>			1	Sch.	WOLVERINE.....	22	
23		{ 2 2	{ 7 10	{ 110 110	Bullock Electric Co. <sup>8</sup> B. F. Sturtevant Co..				Bark.	YANTIC.....	23	

<sup>1</sup> Union Iron Works engine.<sup>2</sup> Forbes engine.<sup>3</sup> Ship housed over.<sup>4</sup> Estimated.<sup>5</sup> Shepherd engine.<sup>6</sup> Uses yard current.<sup>7</sup> Erico engine.<sup>8</sup> American Blower Co. engine.



## NAVAL AIRCRAFT.

Aircraft here listed are classified in accordance with standard nomenclature. Individual identification numbers are assigned only to such large craft as have, or will have, a commissioned status, with a regular complement of officers and men. Others are grouped under the several existing models of each class, as indicated.

The numbers listed are the totals available in good condition, including those in service and those in store. Those under construction are not listed except in the case of large airships so indicated. Special and experimental types of airplanes are omitted where less than five of a given type exist.

Owing to constantly changing conditions and to the grouping of types, the location of the various units is not given.

(T) in the Description column indicates training types and (E) experimental types.

Dimensions are given to the nearest inch.

Cruising speed depends on a number of variables, but for most purposes may be assumed as 80 per cent of full speed. Endurance at cruising speed may be assumed as approximately 140 per cent of endurance at full speed.

## LIGHTER-THAN-AIR CRAFT—RIGID AIRSHIPS (ZR).

Official No.	Description.	Model.	Number on hand, July 1, 1920.	Dimensions.				Volume.
				Length over all.	Height.	Width over fins.	Diameter (maximum).	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Cu. ft.</i>
1	<sup>1</sup> ZR 1. Fleet Airship No. 1, rigid airship.	FA No. 1...	1	644 6	92 4	74 8	78 9	1,940,000
2	<sup>2</sup> ZR 2. Rigid airship.....	R-38.....	1	694 5	92 0	85 6	85 6	2,724,000

	Official No.	Number.	Engines.				Speed (miles per hour).	
			Builder or type.		R. P. M.	H. P.	Maximum.	Cruising.
1	ZR 1	5	Liberty.....			330		
2	ZR 2	6	Cossack.....			350	69	57.5

	Official No.	Armament.	Crew.	Load (68 lbs. per M cu. ft.).		Fuel capacity (normal).		Altitude (maximum).	Endurance.				
				Gross (pounds).	Useful (pounds).	Gasoline (pounds).	Oil (pounds).		Full speed.		Cruising speed.		
									Hours.	Miles.	Hours.	Miles.	
1	ZR 1	.....		125,000	62,000	.....	.....	.....	.....	.....	.....	.....	.....
2	ZR 2	1 2-pdr.; 10 Lewis guns..	24	185,000	112,000	.....	.....	.....	72.8	5,000	100	5,600	.....

## LIGHTER-THAN-AIR CRAFT—KITE BALLOONS (ZK).

	Official No.	Description.	Model.	Number on hand, July 1, 1920.	Dimensions.				Volume.
					Length over all.	Height.	Width over fins.	Diameter (maximum).	
					<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Cu. ft.</i>
1		Kite balloon.....	R.....	88	91 0	.....	.....	27 0	37,500
2		.....do.....	M.....	11	82 0	.....	.....	26 6	32,850

<sup>1</sup> Under construction.<sup>2</sup> Under construction abroad.

## LIGHTER-THAN-AIR CRAFT—NONRIGID AIRSHIPS (ZN),

	Description.	Model.	Number on hand July 1, 1920.	Dimensions.				Volume	
				Length over all.	Height.	Width over fins.	Diameter (maximum).		
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Cu. ft.</i>	
1	Nonrigid airship.....	B.....	7	160 0	46 0	40 0	31 6	84,000	1
2	.....do.....	C.....	6	192 0	54 0	53 6	42 0	182,000	2
3	Nonrigid airship. (T).....	E.....	1	162 0	49 6	40 0	33 6	95,000	3
4	.....do.....	F.....	1	162 0	48 6	39 0	33 6	95,000	4
5	Semirigid airship (E).....	O.....	1	177 0	58 4	35 1	35 1	127,000	5

  

Engines.					Speed (miles per hour).				
Number.	Builder or type.			R. P. M.	H. P.	Maximum.	Cruising.		
1	.....	Curtiss OXX.....			1,400	100	47	35	1
2	2	Hispano-Suiza.....			1,400	150	60	40	2
3	1	Thomas.....			2,000	150	56	35	3
4	1	Union.....			1,400	125	52	35	4
5	2	Colombo.....			1,400	125	54	35	5

  

	Armament.	Crew.	Load (64.4 lbs. per M cu. ft.).		Fuel capacity (normal).		Altitude (maximum).	Endurance.				
			Gross.	Useful.	Gasoline.	Oil.		Full speed.		Cruising speed.		
								Hours.	Miles.	Hours.	Miles.	
1	Lewis gun.....	3	<i>Lbs.</i> 5,440	<i>Lbs.</i> 1,840	<i>Lbs.</i> 670	<i>Lbs.</i> 30	<i>Feet.</i> 8,500	10.9	512	26.5	927	1
2	1 Lewis gun; 4 270-lb. bombs.	4	11,650	4,050	1,440	60	8,600	14.8	890	31.2	1,250	2
3	.....	3	6,590	2,050	600	40	8,000	6.8	380	19.2	672	3
4	.....	3	6,590	2,300	1,130	40	8,000	17.5	910	34.2	1,227	4
5	.....	3	8,175	2,737	{ 540 800 }	.....	9,500	4.0	216	8.0	320	5

## HEAVIER-THAN-AIR CRAFT—FIGHTING PLANES (VF).

Description.	Model.	Number on hand July 1, 1920.	Dimensions.		
			Over-all wing span.	Over-all length.	Height.
1 Airplane, one-place, tractor biplane...	Nieuport 28.....	8	<i>Ft. in.</i> 26 3	<i>Ft. in.</i> 20 4	<i>Ft. in.</i> 7 3

  

Engines.				Speed (miles per hour).	
Number.	Builder or type.	R. P. M.	H. P.	Maximum.	Landing.
1 1	Gnome .....	1,380	165	122	52

  

Armament.	Crew.	Load.		Fuel capacity.		Service ceiling (rate of climb 100 feet per minute).	Climb in 10 minutes.	Endurance at full speed.	Draft fully loaded.
		Gross.	Useful.	Gasoline.	Oil.				
1 2 fixed guns (Marlin).....	1	<i>Lbs.</i> 1,625	<i>Lbs.</i> 453	<i>Galls.</i> 30	<i>Galls.</i> 5	<i>Feet.</i> 17,000	<i>Feet.</i> 9,000	<i>Hrs. M.</i> 1 30	<i>In.</i> .....

## HEAVIER-THAN-AIR CRAFT—OBSERVATION PLANE (VO).

	Description.	Model.	Number on hand July 1, 1920.	Dimensions.			
				Over-all wing span.	Over-all length.	Height.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Airplane, 2-place, tractor biplane. ....	Sopwith 1½ strutter....	15	33 6	25 4	10 3	1
2	Airplane, 2-place, tractor monoplane...	Loening M-81.....	8	34 10	24 4	6 9	2
3	Airplane, 2-place, tractor biplane. (T).	Vought VE-7.....	5	34 1	24 5	8 7	3
4	.....do.....	DH-4-B.....	39	42 6	29 11	11 6	4
5	Airplane, 2-place, tractor biplane. (T).	JN-4-H.....	59	43 7	27 1	9 11	5
6	Seaplane, 2-place, 1-float, tractor biplane. (T).	N-9.....	167	53 4	30 10	10 11	6
7	Flying boat, 2-place, pusher biplane. (T).	F. boat.....	15	45 1	27 10	11 4	7
8	.....do.....	M. F. boat.....	97	49 9	28 10	11 7	8
9	.....do.....	Aero. 40.....	45	48 6	28 11	12 7	9

	Number.	Engines.	Speed (miles per hour).					
			Builder or type.	R. P. M.		H. P.	Maxim.	Land-ing.
			1	1		Clerget.....	1,300	130
2	1	Hispano-Suiza.....	1,800	300	125	50	2	
3	1	.....do.....	1,800	180	118	45	3	
4	1	Liberty.....	1,700	400	125	56	4	
5	1	Hispano-Suiza.....	1,450	150	93	42	5	
6	1	.....do.....	1,450	150	67	35	6	
7	1	Curtiss OXX.....	1,400	100	64	46	7	
8	1	.....do.....	1,400	100	69	43	8	
9	1	.....do.....	1,400	100	71	43	9	

	Armament.	Crew.	Load.		Fuel capacity.		Service ceiling (rate of climb 100 feet per minute).	Climb in 10 minutes.	Endurance at full speed.	Draft fully loaded.	
			Gross.	Useful.	Gasoline.	Oil.					
			<i>Lbs.</i>	<i>Lbs.</i>	<i>Galls.</i>	<i>Galls.</i>					<i>Feet.</i>
1	{ 1 Marlin gun..... 1 Lewis gun..... }	2	2,061	790	50	12	8,000	4,500	3 48	.....	1
2	{ 1 Browning gun..... 1 Lewis gun..... }	2	2,742	1,062	53	4	18,000	9,000	2 0	.....	2
3	.....	2	2,088	605	30	3	17,000	8,350	2 0	.....	3
4	2 Marlin guns (forward); 2 Lewis guns (rear).	2	3,582	1,191	76	4.2	19,600	9,000	2 24	.....	4
5	.....	2	2,145	550	31	4	15,000	5,700	2	.....	5
6	.....	2	2,750	610	28	4.5	6,600	3,000	2	18.0	6
7	.....	2	2,460	600	38.1	4	3,500	2,300	3 30	18.0	7
8	.....	2	2,488	638	40	4	3,500	2,000	4	16.5	8
9	.....	2	2,592	623	40	3	3,500	2,000	4	15	9



## HEAVIER-THAN-AIR CRAFT—PATROL PLANE (VP).

	Description.	Model.	Number on hand July 1, 1920.	Dimensions.			
				Over-all wing span.	Over-all length.	Height.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Flying boat, 3-place pusher biplane....	HS-1-L.....	(1)	62 1	38 6	14 7	1
2	.....do.....	HS-2L.....	(1)	74 1	39 0	14 7	2
3	Flying boat, twin-tractor biplane.....	H-16.....	113	95 1	46 2	17 9	3
4	.....do.....	F-5-L.....	199	103 9	43 4	18 9	4

Engines.					Speed (miles per hour).		
Number.	Builder or type.		R. P. M.	H. P.	Maximum.	Landing.	
1	1	Liberty.....	1,650	360	87	57	1
2	1	.....do.....	1,650	360	85	51	2
3	2	.....do.....	1,650	360	87	55	3
4	2	.....do.....	1,650	360	87	57	4

	Armament.	Crew.	Load.		Fuel capacity.		Service ceiling (rate of climb 100 feet per minute).	Climb in 10 minutes.	Endurance at full speed.	Draft fully loaded.		
			Gross.	Useful.	Gasoline.	Oil.						
			<i>Lbs.</i>	<i>Lbs.</i>	<i>Galls.</i>	<i>Galls.</i>						<i>Feet.</i>
1	1 Lewis gun; 2 bombs (230 lbs.)	2	5,910	1,840	141	13.0	2,500	1,725	4		21.5	1
2	.....do.....	2	6,432	2,132	141	13.0	2,800	1,800	4 30		22.0	2
3	5 Lewis guns; 2 bombs (230 lbs.)	4	10,900	3,500	307	25.0	9,100	4,200	5		26.0	3
4	5 Lewis guns; 4 bombs (230 lbs.)	4	13,000	4,750	495	34.0	6,500	2,625	7		27.0	4

All HS-1-L's and HS-2-L's interchangeable; total on hand of both types, 408.

## HEAVIER-THAN-AIR CRAFT—TORPEDO AND BOMBING PLANE (VT).

	Description.	Model.	Number on hand July 1, 1920.	Dimensions.			
				Over-all wing span.	Over-all length.	Height.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Seaplane, 2-place twin-float tractor biplane.	R-6-L.....	15	57 1	33 5	14 2	1
2	Airplane, w/in tractor biplane.....	(MBT).....	2	71 5	46 4	14 0	2
3	Airplane, twin tractor biplane.....	(MT).....	3	71 5	46 4	14 0	3

Engines.					Speed (miles per hour).		
Number.	Builder or type.		R. P. M.	H. P.	Maximum.	Landing.	
1	1	Liberty.....	1,650	360	92	57	1
2	2	.....do.....	1,700	400	110	45	2
3	2	.....do.....	1,700	400	109	50	3

	Armament.	Crew.	Load.		Fuel capacity.		Service ceiling (rate of climb 100 feet per minute).	Climb in 10 minutes.	Endurance at full speed.	Draft fully loaded.	
			Gross.	Useful.	Gasoline.	Oil.					
			<i>Lbs.</i>	<i>Lbs.</i>	<i>Galls.</i>	<i>Galls.</i>					
1	1,036-lb. torpedo, type B.....	2	5,600	2,275	112.5	10	7,000	2,850	3 54	23.0	1
2	1,650-lb. torpedo; 2 Lewis guns	3	10,300	3,683	274	20	8,400	5,240	3 30	.....	2
3	1,650 lb. torpedo; 2 Lewis guns	3	11,900	5,000	283	22	7,500	4,500	3 45	.....	3

## HEAVIER-THAN-AIR CRAFT—FLEET PLANE (VG).

	Description.	Model.	Number on hand July 1, 1920.	Dimensions.			
				Over-all wing span.	Over-all length.	Height.	
				<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1	Flying boat, pusher and tractor biplane	NC.....	7	126 0	68 3	24 5	1

Engines.					Speed (miles per hour).		
Number.	Builder or type.		R. P. M.	H. P.	Maximum.	Landing.	
1	3	Liberty.....	1,700	400	85	55	1

	Armament.	Crew.	Load.		Fuel capacity.		Service ceiling (rate of climb 100 feet per minute).	Climb in 10 minutes.	Endurance at full speed.	Draft fully loaded.	
			Gross.	Useful.	Gasoline.	Oil.					
			<i>Lbs.</i>	<i>Lbs.</i>	<i>Galls.</i>	<i>Galls.</i>					
1	5 Lewis guns; 4 230-lb. bombs.	5	23,000	8,900	1,291	90	4,500	2,200	10 30	31.0	1



# DISTRICT CRAFT.

## SUMMARY.

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NOTE.—Of the tugs, barges, etc., listed as "District craft," only those marked \* are available for service at sea. Those marked † are under survey or to be surveyed with a view to being sold or otherwise disposed of as no longer serviceable. Action concerning craft that have been dropped from the list since previous edition of Data Book is indicated at the end of each class.



## AMBULANCE BOATS (YH).

Official No.	Name.	Length.		Displacement.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>				
YH1	NAVY AMBULANCE BOAT NO. 1.	64 6	16 2	54	12th dist..	Mare Island, 1918..	Converted from motor tug No. 97.
YH2	NAVY AMBULANCE BOAT NO. 2.	65 0	16 2	54	5th dist....	.....do.....	Converted from motor tug No. 100.
YH3	NAVY AMBULANCE BOAT NO. 3.	65 0	16 2	54	3d dist....	.....do.....	Being converted from motor tug No. 101.

NOTE.—Navy ambulance boats Nos. 1 to 3 built of wood.

## COAL BARGES (YC).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>					
YC24 <sup>1</sup>	105 0	31 6	.....	Wood...	Guantanamo....	Navy yard, Pensacola, 1901.	Sheathed; with house.
YC49	86 2	29 2	250	...do....	1st district.....	Bangor, Me., 1902..	Sheathed; flush deck.
YC50	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC51	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC52	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC55	86 2	29 2	250	...do....	Guantanamo....	Navy yard, Pensacola, 1902.	Sheathed; with house.
†YC57 <sup>2</sup>	86 2	29 2	250	...do....	.....do.....	.....do.....	Very poor condition.
YC59	86 2	29 2	250	...do....	.....do.....	.....do.....	Condemned, but still in service for gasoline stowage.
YC66 <sup>3</sup>	86 2	29 2	250	...do....	.....do.....	Navy yard, Norfolk, 1902.	Sheathed; with house used for housing officers and men.
†YC67 <sup>4</sup>	86 2	29 2	250	...do....	5th district.....	.....do.....	Sheathed.
YC71	86 2	29 2	250	...do....	12th district.....	Navy yard, Mare Island, 1902.	Sheathed; flush deck.
YC72	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC73	86 2	29 2	250	...do....	.....do.....	.....do.....	Sheathed; with house; flush deck; in poor condition; used as lighter.
YC83	86 2	29 2	250	...do....	4th district.....	Navy yard, Philadelphia, 1902.	Sheathed; flush deck
YC87	86 2	29 2	250	...do....	7th district.....	Navy yard, Pensacola, 1903.	Sheathed; hull in poor condition.
YC90	86 2	29 2	250	...do....	1st district.....	Navy yard, Boston, 1903.	Sheathed; with flashboards; flush deck.
YC91	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC92	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.

<sup>1</sup> Fitted for coal handling.

<sup>2</sup> Fitted with cargo derrick. Stricken Sept. 18, 1920.

<sup>3</sup> Fitted with quarters for Cape Cruz Casilda survey expedition.

<sup>4</sup> To be sold and not replaced. Surveyed Apr. 9, 1920.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC93	86 2	29 2	250	Wood...	1st district.....	Navy yard, Boston, 1903.	Sheathed; with flash-boards; flush deck and house.
YC94	86 2	29 2	250	..do.....	..do.....	..do.....	Sheathed; with flash-boards; flush deck.
YC95	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC97	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC99	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC100	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC101	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC102	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC103	86 2	29 2	250	..do.....	Annapolis.....	..do.....	Do.
YC104	86 2	29 2	250	..do.....	1st district.....	..do.....	Do.
YC105	86 2	29 2	250	..do.....	..do.....	..do.....	Sheathed; with flash-boards.
YC111	86 2	29 2	250	..do.....	Guantanamo.....	Navy yard, Pensacola, 1904.	Do.
YC112	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC113	86 2	29 2	250	..do.....	..do.....	..do.....	Do.
YC118	110 0	30 0	250	..do.....	5th district.....	Navy yard, Norfolk, 1905.	Do.
YC120	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC122 <sup>1</sup>	86 2	29 2	250	..do.....	Guantanamo.....	Navy yard, Pensacola, 1904.	Sheathed; with house.
YC124	86 2	29 2	250	..do.....	Annapolis.....	Navy yard, Norfolk, 1905.	Sheathed; with flash-boards.
YC125	110 0	30 0	250	..do.....	5th district.....	..do.....	Do.
YC127	110 0	30 0	250	..do.....	1st district.....	Navy yard, New York, 1905.	Sheathed; with flash-boards; flush deck.
YC128	110 0	30 0	250	..do.....	3d district.....	..do.....	Do.
†YC129 <sup>2</sup>	110 0	30 0	250	..do.....	12th district.....	Navy yard, Mare Island, 1907.	Do.
YC130	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC131	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC132	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC136	110 0	30 0	250	..do.....	4th district.....	Navy yard, Norfolk, 1907.	Do.
†YC137 <sup>3</sup>	110 0	30 0	250	..do.....	6th district.....	..do.....	Do.
YC140 <sup>4</sup>	60 0	20 0	100	..do.....	12th district.....	Navy yard, Mare Island, 1907.	Sheathed; with flash-boards.
YC141 <sup>4</sup>	60 0	20 0	100	..do.....	..do.....	..do.....	Do.
YC143 <sup>4</sup>	60 0	20 0	100	..do.....	..do.....	..do.....	Do.
†YC144 <sup>5</sup>	110 0	30 0	250	..do.....	16th district.....	Naval station, Cavite, 1908.	Do.
YC145	110 0	30 0	250	..do.....	..do.....	..do.....	Sheathed; with flash-boards; flush deck.

<sup>1</sup> Condition too poor to warrant repairs. Anchored and used to coal steam launches, etc., since 1918.

<sup>2</sup> To be surveyed and condemned; ordered Jan. 2, 1920.

<sup>3</sup> Sheathing to be used for repairing coal barge No. 213 when No. 137 is condemned.

<sup>4</sup> Condemned, but later ordered repaired.

<sup>5</sup> Surveyed, condemned, and ordered sold Dec. 6, 1919.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC146	110 0	30 0	250	Wood...	16th district....	Naval station, Cavite, 1908.	Sheathed; with flashboards.
YC147	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC150 <sup>1</sup>	65 0	30 0	100	...do.....	7th district.....	Navy yard, Norfolk, 1908.	Sheathed; with flashboards; flush deck.
YC151 <sup>2</sup>	110 0	30 0	250	...do.....	...do.....	...do.....	Flush deck.
YC152	110 0	30 0	250	...do.....	12th district....	Navy yard, Mare Island, 1908.	Sheathed; with flashboards; flush deck.
YC153	110 0	30 0	250	...do.....	12th district....	...do.....	Do.
YC154	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC156	110 0	30 0	250	...do.....	13th district....	Navy yard, Puget Sound, 1907.	Do.
YC157	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC158	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC159	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC160	110 0	30 0	250	...do.....	1st district.....	Navy yard, New York, 1907.	Do.
YC161	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC162	110 0	30 0	250	...do.....	Guantanamo....	Navy yard, Philadelphia, 1908.	Sheathed; with flashboards.
YC163	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC166	110 0	30 0	250	...do.....	12th district....	Navy yard, Mare Island, 1908.	Sheathed; with flashboards; flush deck.
YC168	110 0	30 0	250	...do.....	1st district.....	Navy yard, New York, 1908.	Do.
YC169	110 0	30 0	250	...do.....	6th district....	...do.....	Do.
YC170	110 0	30 0	250	...do.....	13th district....	Navy yard, Puget Sound, 1908.	Do.
YC171	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC172	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC173	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC175 <sup>3</sup>	110 0	30 0	250	...do.....	16th district....	Navy yard, New York, 1908.	Sheathed; with flashboards.
YC177	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; with flashboards; flush decks.
YC178 <sup>4</sup>	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; with flashboards.
YC180	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; with flashboards.
YC181	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC182 <sup>5</sup>	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; with flashboards; flush deck.
YC183	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; with flashboards.
YC185	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; with flashboards; flush deck.
YC187	110 0	30 0	250	...do.....	12th district....	Navy yard, Mare Island, 1908.	Do.
YC188	110 0	30 0	250	...do.....	...do.....	...do.....	Do.

<sup>1</sup> Condemned, but later ordered repaired.<sup>2</sup> Barge dismantled and used by public works officer.<sup>3</sup> Sunk Oct. 9, 1919; may be salvaged.<sup>4</sup> In poor condition Mar. 31, 1920.<sup>5</sup> In poor condition.



## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC190	110 0	30 0	250	Wood...	13th district....	Navy yard, Puget Sound, 1908.	Sheathed; with flashboards; flush deck.
YC191	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC192	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC193	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YG198	110 0	30 0	250	..do.....	Guantanamo....	Navy yard, Philadelphia, 1908.	Sheathed; with flashboards.
YC199	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC200	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC201	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC202	110 0	30 0	250	..do.....	Haiti.....	.....do.....	Do.
YC203	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Do.
YC204	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC205	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC206 <sup>1</sup>	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC207	110 0	30 0	250	..do.....	.....do.....	.....do.....	Sheathed; with flashboards; flush deck.
YC209 <sup>2</sup>	110 0	30 0	250	..do.....	7th district....	Navy yard, Norfolk, 1908.	Do.
YC213	110 0	30 0	250	..do.....	6th district....	.....do.....	Copper sheathed with flashboards; flush deck.
†YC217 <sup>3</sup>	110 0	30 0	250	..do.....	12th district....	Navy yard, Mare Island, 1908.	Sheathed; with flashboards; flush deck.
†YC218 <sup>3</sup>	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC220 <sup>4</sup>	110 0	30 0	200	..do.....	.....do.....	.....do.....	Sheathed; with flashboards.
†YC221	110 0	30 0	250	..do.....	.....do.....	.....do.....	Sheathed; with flashboards; flush deck.
†YC222	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
†YC223 <sup>5</sup>	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
†YC224	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
†YC225 <sup>5</sup>	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
†YC226 <sup>5</sup>	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC230	60 0	20 0	100	..do.....	1st district....	Navy yard, Boston, 1908.	Do.
YC231 <sup>6</sup>	110 0	30 0	200	..do.....	12th district....	Navy yard, Mare Island, 1909.	Do.
YC232	110 0	30 0	250	..do.....	7th district....	Navy yard, Pensacola, 1909.	Do.
YC233	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Sheathed; with flashboards.
†YC234 <sup>5</sup>	110 0	30 0	250	..do.....	12th district....	Navy yard, Mare Island, 1909.	Sheathed; with flashboards; flush deck.
YC235 <sup>6</sup>	110 0	30 0	200	..do.....	.....do.....	.....do.....	Sheathed; with flashboards.
YC236	110 0	30 0	250	..do.....	.....do.....	.....do.....	Sheathed; with flashboards; flush deck.

<sup>1</sup> Fitted for dredging.<sup>2</sup> In bad condition.<sup>3</sup> Unfit for use. To be disposed of after survey and copper sheathing is stripped.<sup>4</sup> Capacity cut to 200 tons June 30, 1920; surveyed Mar. 12, 1920.<sup>5</sup> To be disposed of after copper sheathing is removed. Surveyed and condemned June 30, 1920.<sup>6</sup> Capacity cut to 200 tons June 30, 1920.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC238	110 0	30 0	250	Wood...	16th district....	Naval station, Cavite, 1910.	Sheathed; with flashboards.
YC239	110 0	30 0	250	...do....	12th district....	Navy yard, Mare Island, 1910.	Sheathed; with flashboards; flush deck.
YC240	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC241	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC242	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC243	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC244 <sup>1</sup>	110 0	30 0	200	...do....	.....do.....	.....do.....	Do.
YC245	110 0	30 0	250	...do....	.....do.....	Navy yard, Mare Island, 1915.	Do.
YC246	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC249	110 0	30 0	250	...do....	1st district....	Navy yard, Portsmouth, 1911.	Do.
YC250	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC251	110 0	30 0	250	...do....	14th district....	Inter-Island Steam Nav. Co. (Ltd.), 1911.	Do.
YC252 <sup>2</sup>	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC253	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC254	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YC255	110 0	34 0	500	Steel...	4th district....	Maryland Steel Co., Sparrows Point, Md., 1911.	
YC256	110 0	34 0	500	...do....	.....do.....	.....do.....	Has flashboards.
YC258 <sup>2</sup>	110 0	34 0	500	...do....	3d district....	.....do.....	Do.
YC259	80 0	25 0	.....	Wood...	6th district....	Navy yard, Charleston, 1900.	Sheathed; with flashboards; flush deck.
YC261	110 0	34 0	500	Steel....	5th district....	Wm. Cramp & Sons, Philadelphia, 1912.	Do.
YC262	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC263	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC264	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC265	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC266	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC267	110 0	34 0	500	...do....	.....do.....	Wm. Cramp & Sons, Philadelphia, 1913.	Do.
YC268	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC269	110 0	34 0	500	...do....	12th district....	.....do.....	Do.
YC270	110 0	34 0	500	...do....	5th district....	.....do.....	Do.
YC271	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC272 <sup>2</sup>	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC273	110 0	34 0	500	...do....	.....do.....	.....do.....	Do.
YC274	110 0	34 0	500	...do....	14th district....	.....do.....	Sheathed; with flashboards; flush deck.

<sup>1</sup> Capacity cut to 200 tons June 30, 1920.<sup>2</sup> Fitted as mine planter.<sup>3</sup> Ashore at Pigs Point; to be floated.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC275	110 0	34 0	500	Steel....	12th district....	Wm. Cramp & Sons, Philadelphia, 1913.	Sheathed; with flashboards; flush deck.
YC276	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do..
YC277	110 0	34 0	500	..do.....	.....do.....	Seattle Construction Co., Seattle, Wash.	Do.
YC278	110 0	34 0	500	..do.....	13th district....	.....do.....	Do.
YC279	110 0	34 0	500	..do.....	12th district....	.....do.....	Do.
YC280	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do.
YC281	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do.
YC282	110 0	34 0	500	..do.....	5th district....	.....do.....	Do.
YC283	110 0	34 0	500	..do.....	12th district....	.....do.....	Do.
YC284	110 0	34 0	500	..do.....	5th district....	.....do.....	Do.
YC285	110 0	34 0	500	..do.....	12th district....	.....do.....	Do.
YC286 <sup>1</sup>	110 0	34 0	500	..do.....	5th district....	Navy yard, Portsmouth, 1914.	Do.
YC287 <sup>1</sup>	110 0	34 0	500	..do.....	3d district....	.....do.....	Do.
YC288	110 0	34 0	500	..do.....	1st district....	Navy yard, Boston, 1914.	Do.
YC289	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do.
YC290	110 0	34 0	500	..do.....	5th district....	Navy yard, Philadelphia, 1914.	Do.
YC291	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do.
YC292 <sup>2</sup>	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do.
YC293	110 0	34 0	500	..do.....	.....do.....	.....do.....	Do.
YC294	110 0	34 0	500	..do.....	14th district....	Navy yard, Charleston, 1914.	Sheathed; with flashboards; flush deck.
YC295	110 0	34 0	500	..do.....	5th district....	.....do.....	Do.
YC296	110 0	34 0	500	..do.....	14th district....	Navy yard, Mare Island, 1914.	Sheathed; with flashboards.
YC297	110 0	34 0	500	..do.....	12th district....	.....do.....	Do.
YC299	110 0	34 0	500	..do.....	1st district....	Navy yard, New York, 1914.	Sheathed; with flashboards; flush deck.
YC300	110 0	34 0	500	..do.....	Santo Domingo..	Navy yard, Norfolk, 1915.	Sheathed; with flashboards.
YC301	110 0	34 0	500	..do.....	5th district....	Navy yard, Norfolk, 1914.	Do.
YC302 <sup>3</sup>	110 0	34 0	500	..do.....	Indianhead....	Navy yard, Norfolk, 1915.	Do.
YC303	110 0	34 0	500	..do.....	5th district....	.....do.....	Do.
YC304	110 0	34 0	500	..do.....	13th district....	Navy yard, Puget Sound, 1915.	Sheathed; with flashboards; flush deck.
YC305	110 0	34 0	500	..do.....	5th district....	.....do.....	Do.
YC306	110 0	34 0	500	..do.....	13th district....	.....do.....	Do.
YC307	110 0	34 0	500	..do.....	12th district....	.....do.....	Do.
YC308	110 0	34 0	500	..do.....	.....do.....	Navy yard, Mare Island, 1915.	Sheathed; with flashboards.

<sup>1</sup> Fitted for laying nets.<sup>2</sup> Conversion into ammunition lighter YE34 authorized July 8, 1920.<sup>3</sup> Has seaplane launching device.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC309	110 0	34 0	500	Steel....	12th district....	Navy yard, Mare Island, 1915.	Sheathed, with flashboards.
YC310	110 0	34 0	500	..do....	5th district.....	.....do.....	Do.
YC311	110 0	34 0	500	..do....	12th district.....	.....do.....	Do.
YC312	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC313	110 0	34 0	500	..do....	5th district.....	.....do.....	Do.
YC314	110 0	34 0	500	..do....	13 <sup>th</sup> district.....	.....do.....	Do.
YC315	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC316	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC317	110 0	34 0	500	..do....	5th district.....	.....do.....	Do.
YC318	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC319	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC320	60 0	20 0	100	Wood...	8th district.....	Naval station, New Orleans, 1915.	Sheathed; with flashboards; flush deck.
YC321	110 0	34 0	500	Steel....	13th district....	Navy yard, Puget Sound, 1915.	Flush deck; flashboards.
YC322	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC323	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC324	110 0	34 0	500	..do....	.....do.....	.....do.....	Do.
YC325	50 0	10 0	60	Wood...	8th district.....	Navy yard, New Orleans.	Well type.
YC334 <sup>1</sup>	110 0	30 0	250	..do....	6th district.....	Carpenter-Watkins Co., Brunswick, Ga.	Flush deck.
YC335 <sup>1</sup>	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC336	110 0	30 0	250	..do....	.....do.....	.....do.....	Wood sheathed; flush deck.
YC337	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC338	110 0	30 0	250	..do....	.....do.....	.....do.....	Sheathed; redwood; flush deck.
YC339 <sup>2</sup>	110 0	30 0	250	..do....	.....do.....	.....do.....	Flush deck.
YC340	110 0	30 0	250	..do....	.....do.....	.....do.....	Wood sheathed; flush deck.
YC341 <sup>2</sup>	110 0	30 0	250	..do....	.....do.....	.....do.....	Flush deck.
YC343 <sup>2</sup>	110 0	30 0	250	..do....	.....do.....	Union Ship & Dock Co., Port Jefferson, N. Y.	Do.
YC344 <sup>3</sup>	110 0	30 0	250	..do....	.....do.....	.....do.....	
YC345	110 0	30 0	250	..do....	1st district.....	.....do.....	Flush deck.
YC346	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC347 <sup>4</sup>	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC348	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC349 <sup>5</sup>	110 0	30 0	250	..do....	6th district.....	.....do.....	
YC350	110 0	30 0	250	..do....	5th district.....	C. L. Rhode & Sons Co., Baltimore, Md., 1918.	
YC354	110 0	32 0	250	..do....	.....do.....	.....do.....	

<sup>1</sup> To be sheathed with redwood, untreated and unpainted (Dec. 11, 1919).<sup>2</sup> To be sheathed with redwood, treated with Navy Special 52C2—Carbolineum (Dec. 11, 1919).<sup>3</sup> To be sheathed with tar paper and air-dried yellow pine treated with carbolineum (Dec. 11, 1919).<sup>4</sup> Wrecked off Cape Cod; salvage doubtful.<sup>5</sup> Sheathed with tar paper and yellow pine, treated with carbolineum.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC355	110 0	32 0	$\frac{310}{210}$	Wood...	5th district.....	C. L. Rhode & Sons Co., Baltimore, Md., 1918.	
YC356	110 0	32 0	$\frac{310}{210}$	..do.....	..do.....	..do.....	
YC357	110 0	32 0	$\frac{310}{210}$	..do.....	..do.....	..do.....	
YC358	110 0	32 0	250	..do.....	13th district.....	Navy yard, Puget Sound, 1918.	Flush deck.
YC359	110 0	32 0	250	..do.....	..do.....	..do.....	Sheathed, redwood; flush deck.
YC360	110 0	32 0	250	..do.....	12th district.....	..do.....	Sheathed, redwood.
YC361	110 0	32 0	250	..do.....	13th district.....	..do.....	Flush deck.
YC362	110 0	32 0	250	..do.....	12th district.....	..do.....	Sheathed, redwood; flush deck.
YC365	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC366 <sup>1</sup>	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC367	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC368	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC369	110 0	32 0	250	..do.....	13th district.....	..do.....	Flush deck.
YC370	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC371	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC372	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC373	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC374	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC375	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC376	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC377	110 0	32 0	250	..do.....	12th district.....	..do.....	Sheathed, redwood, flush deck.
YC378	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC379	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC380	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC381	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC382	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC383	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC384	110 0	32 0	250	..do.....	..do.....	..do.....	Do.
YC385	110 0	30 0	250	..do.....	..do.....	Navy yard, Puget Sound.	Do.
YC386	110 0	30 0	250	..do.....	..do.....	..do.....	Flush deck.
YC387	110 0	30 0	250	..do.....	..do.....	..do.....	Copper sheathed; flush deck.
YC388	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC389	110 0	30 0	250	..do.....	13th district.....	..do.....	Flush deck.
YC390	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC391	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC392	110 0	30 0	250	..do.....	12th district.....	..do.....	Do.
YC393	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC394	110 0	30 0	250	..do.....	13th district.....	..do <sup>2</sup> .....	Do.
YC395	110 0	30 0	250	..do.....	12th district.....	..do <sup>2</sup> .....	Do.
YC396	110 0	30 0	250	..do.....	..do.....	..do <sup>2</sup> .....	Do.
YC404	110 0	30 0	250	..do.....	14th district.....	Naval station, Pearl Harbor.	Flush deck; has flashboards.
YC405	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC406	110 0	30 0	250	..do.....	..do.....	..do.....	Do.

<sup>1</sup> Unserviceable on account of damages, October, 1919. Inspected November, 1919; to be repaired.

<sup>2</sup> Building.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC407 <sup>1</sup>	110 0	30 0	250	Wood...	14th district....	Naval station, Pearl Harbor.	Flush deck; flashboards.
YC408 <sup>2</sup>	110 0	30 0	250	...do....	8th district.....	Naval station, New Orleans.	
YC410	80 0	30 0	250	...do....	7th district.....	Aiken Towboat & Barge Co., Pensacola, Fla.	Sheathed, 1" pine; flashboards; flush deck.
YC413	80 0	30 0	250	...do....	...do.....	...do.....	Do.
YC427	110 0	30 0	250	...do....	14th district.....	Hawaii, 1918.....	Flush deck; flashboards.
YC428	110 0	30 0	250	...do....	...do.....	...do.....	Do.
YC429	110 0	34 0	500	Steel....	...do.....	...do.....	Do.
YC431	94 0	28 0	400	Wood...	5th district.....	Norfolk Marine Ry., 1917.	Ex-barge No.14,Hudson Transportation Co., Id. No. 2881.
YC432	105 0	31 0	500	...do....	...do.....	Norfolk Marine Ry., 1916.	Ex-barge No.16,Hudson Transportation Co., Id. No. 2875.
YC433	112 0	36 0	500	Concrete	1st district.....	Ambursen Concrete Construction Co., New York, 1918.	
YC434	112 0	36 0	500	...do....	5th district.....	...do.....	
YC441	112 0	35 0	500	...do....	6th district.....	Louis L. Brown & Co., New York, 1918.	Flush deck.
YC442	112 0	35 0	500	...do....	...do.....	...do.....	Do.
YC445	75 0	21 0	100	Wood...	13th district.....	Navy yard, Puget Sound, 1918.	Do.
YC447	75 0	21 0	100	...do....	...do.....	...do.....	Do.
YC448	75 0	21 0	100	...do....	...do.....	...do.....	Do.
YC457	110 0	34 0	500	Steel....	Washington, D. C.	Leonard Construction Co., Chicago, Ill., 1918.	
YC458	110 0	34 0	500	...do....	5th district.....	...do.....	
YC459	110 0	34 0	500	...do....	...do.....	...do.....	
YC460	110 0	34 0	500	...do....	12th district.....	...do.....	
YC461	110 0	34 0	500	...do....	...do.....	...do.....	
YC462	110 0	34 0	500	...do....	...do.....	...do.....	
YC463	110 0	34 0	500	...do....	...do.....	...do.....	
YC464	110 0	34 0	500	...do....	Washington.....	...do.....	
YC465	110 0	34 0	500	...do....	12th district.....	...do.....	
YC466	110 0	34 0	500	...do....	...do.....	...do.....	
YC467	110 0	34 0	500	...do....	13th district.....	...do.....	
YC468	110 0	34 0	500	...do....	14th district.....	...do.....	
YC469	110 0	34 0	500	...do....	...do.....	...do.....	
YC470	110 0	34 0	500	...do....	...do.....	...do.....	

<sup>1</sup> Used as storehouse at submarine base (Mar. 30, 1920).<sup>2</sup> Temporarily being used as a pile driver (June 30, 1920).

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC471	110 0	34 0	500	Steel....	14th district....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	
YC472	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC473	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC474	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC475	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC476	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC477	110 0	34 0	500	..do.....	.....do.....	Imperial S. B. Co., Detroit, Mich., 1918.	
YC478	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC479	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC480	110 0	34 0	500	..do.....	8th district....	.....do.....	
YC481	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC482	110 0	34 0	500	..do.....	Guantanamo....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	
YC483	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC484 <sup>1</sup>	110 0	34 0	500	..do.....	5th district....	Interlake Engine Works, Cleveland, Ohio, 1918.	
YC485 <sup>1</sup>	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC486	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC487	110 0	34 0	500	..do.....	Washington....	.....do.....	
YC488	110 0	34 0	500	..do.....	5th district....	.....do.....	
YC489	110 0	34 0	500	..do.....	.....do.....	.....do.....	
YC490	110 0	34 0	500	..do.....	Washington....	.....do.....	
YC491	110 0	30 0	250	Wood....	8th district....	B. Layton Co., Quincy, Ill., 1918.	Sheathed; flush deck.
YC492	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Do.
YC493	110 0	30 0	250	..do.....	7th district....	.....do.....	Do.
YC494	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC495	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Do.
YC496	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC497	110 0	30 0	250	..do.....	7th district....	.....do.....	Do.
YC499	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Do.
YC501	110 0	30 0	250	..do.....	5th district....	J. A. Meadows, New Bern, N. C., 1918.	Do.
YC502	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC503	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC504	110 0	30 0	250	..do.....	1st district....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918.	Flush deck.
YC505	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC506	110 0	30 0	250	..do.....	4th district....	.....do.....	Do.
YC507	110 0	30 0	250	..do.....	1st district....	.....do.....	Do.
YC508	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.

<sup>1</sup> To be converted into ammunition lighters 32 and 33, at New York; authorized July 8, 1920.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC509	110 0	30 0	250	Wood...	1st district.....	Thos. O'Connor, New York, 1918.	
YC510	110 0	30 0	250	..do.....	..do.....	..do.....	
YC511	110 0	30 0	250	..do.....	..do.....	..do.....	
YC512 <sup>1</sup>	144 10	30 2	390	..do.....	..do.....	Boston Towboat Co., 1918.	Ex Bessie J. Id. 1919.
YC522	110 0	30 0	250	..do.....	..do.....	Holler-Flood-Davis Co., Hudson Falls, N. Y., 1918.	Flush deck.
YC523	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC524	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC525	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC526	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC527	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC528	110 0	30 0	250	..do.....	..do.....	..do.....	
YC529	110 0	30 0	250	..do.....	..do.....	..do.....	
YC530	110 0	30 0	250	..do.....	..do.....	..do.....	
YC531	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC532	110 0	30 0	250	..do.....	..do.....	Navy yard, New York.	Do.
YC533	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC535	110 0	30 0	250	..do.....	6th district.....	Navy yard, Charleston.	Wood sheathed; flush deck.
YC536	110 0	30 0	250	..do.....	Building.....	New Orleans.....	
YC537	110 0	34 0	500	..do.....	..do.....	Cavite.....	Authorized May 21, 1920.
YC538	110 0	34 0	500	..do.....	..do.....	..do.....	Do.
YC539	110 0	34 0	500	..do.....	..do.....	..do.....	Do.
YC540	110 0	34 0	500	..do.....	..do.....	..do.....	Do.
YC541	110 0	30 0	250	..do.....	4th district.....	Atlantic, Gulf & Pacific Co., New York, 1918.	Flush deck.
YC542	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC543	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC544	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC545	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC546	119 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC547	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC548	110 0	33 6	400	..do.....	..do.....	Purchased from W. J. Donaldson, Philadelphia, 1918.	Ex Donaldson No. 5, flush deck, with deckhouse aft.
YC551	110 0	30 0	250	..do.....	..do.....	Ed. Bartow, Northport S. B. Co., Northport, L. I., 1918.	Flush deck.
YC552	110 0	30 0	250	..do.....	..do.....	..do.....	Do.

<sup>1</sup> Sold Sept. 7, 1920.<sup>2</sup> Gross register tons.



## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC563	<i>Ft. in.</i> 115 0	<i>Ft. in.</i> 30 0	<i>Tons.</i> 1,200	Wood...	5th district.....	J. A. Meadows, New Bern, N. C., 1918.	Deep hold, house aft.
YC564	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC566	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC568	115 0	30 0	1,200	...do.....	3d district.....	Greenport Basin & Construction Co., Greenport, L. I.	Do.
YC570	115 0	30 0	1,200	...do.....	4th district.....	...do.....	Do.
YC571	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC572	115 0	30 0	1,200	...do.....	3d district.....	...do.....	Do.
YC574	115 0	30 0	1,200	...do.....	5th district.....	W. E. Thomas & Co., Norfolk.	Do.
YC577	115 0	30 0	1,200	...do.....	3d district.....	Clayton S. B. Co., Clayton, N. Y.	Do.
YC578	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC579	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC594	115 0	30 0	1,200	...do.....	4th district.....	Hutchinson Bros., Alexandria Bay, N. Y., 1918.	Do.
YC595	115 0	30 0	1,200	...do.....	3d district.....	...do.....	Do.
YC596	115 0	30 0	1,200	...do.....	5th district.....	...do.....	Do.
YC597	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC599	115 0	30 0	1,200	...do.....	3d district.....	...do.....	Do.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YC600	115 0	30 0	1,200	Wood...	3d district.....	Gildersleeve Shipbuilding Co., Gildersleeve, Conn., 1918.	Deep hold; house aft.
YC601	115 0	30 0	1,200	...do.....	...do.....	...do.....	Do.
YC602	115 0	30 0	1,200	...do.....	4th district.....	...do.....	Do.
YC623	125 8	32 1½	500	Steel.....	1st district.....	Contractors Service Co., Detroit, Mich., 1918.	Ex-barge No. 8-167-023; Id. 3397; flush deck.
YC624	125 8	32 1½	500	...do.....	...do.....	...do.....	Ex-barge No. 10-166-160; Id. 3384; flush deck.
YC625	125 8	32 0	500	...do.....	...do.....	...do.....	Ex-barge No. 11-166-161; Id. 3374; flush deck.
YC626	125 8	32 1½	500	...do.....	...do.....	...do.....	Ex-barge No. 12-167-023; Id. 3398; flush deck.
YC641	110 0	30 0	250	Wood...	14th district.....	Pearl Harbor, Hawaii	Flush deck; flashboards.
YC642	110 0	30 0	250	...do.....	...do.....	...do.....	Do.

NOTE.—The following coal barges have been dropped since the last previous edition of the Data Book:

- Coal barge No. 114, sold May 22, 1920.
- Coal barge No. 219, condemned and ordered sold March 20, 1920.
- Coal barge No. 397, contract canceled.
- Coal barge No. 398, contract canceled.
- Coal barge No. 399, contract canceled.
- Coal barge No. 414, sold Apr. 29, 1920.
- Coal barge No. 498, wrecked Dec. 13, 1919.
- Coal barge No. 500, wrecked Dec. 13, 1919.
- Coal barge No. 521 returned to owner Oct. 27, 1919.
- Coal barge No. 561, transferred to War Department Apr. 10, 1920.
- Coal barge No. 569, transferred to War Department Apr. 2, 1920.
- Coal barge No. 573, transferred to War Department, June 2, 1920.
- Coal barge No. 580, transferred to War Department Apr. 10, 1920.
- Coal barge No. 581, transferred to War Department Apr. 10, 1920.

## FUELING BARGES (YCD).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YCD1	122 0	34 0	650	Steel....	12th district....	Panama Canal.....	Was coal barge No. 415.
YCD2	122 0	34 0	650	..do.....	.....do.....	.....do.....	Was coal barge No. 416.
YCD3	85 0	34 0	.....	Wood....	13th district....	Chas. L. Rohde & Sons Co., Baltimore, Md.	
YCD4	85 0	34 0	.....	..do.....	12th district....	.....do.....	
YCD5	85 0	34 0	.....	..do.....	13th district....	.....do.....	
YCD6	85 0	34 0	.....	..do.....	12th district....	.....do.....	
YCD7	85 0	34 0	.....	..do.....	6th district....	.....do.....	Wood sheathed; flush deck.
YCD8	85 0	34 0	.....	..do.....	13th district....	.....do.....	Do.
YCD9	85 0	34 0	.....	..do.....	14th district....	Auten Engineering & Construction Co., Albany, N. Y.	
YCD10	85 0	34 0	.....	..do.....	.....do.....	.....do.....	
YCD11	85 0	34 0	.....	..do.....	4th district....	.....do.....	Flush deck and house for machinery.
YCD12	85 0	34 0	.....	..do.....	.....do.....	.....do.....	Do.

## FUEL-OIL BARGES (YO).

YO1	87 0	27 0	280	Steel....	13th district....	Navy yard, Puget Sound, 1909.	Flush deck.
YO2	165 9	25 0	500	..do.....	Guantanamo....	Maryland Steel Co., 1912.	Self-propelled; flush deck.
YO3	165 9	25 0	500	..do.....	1st district....	.....do.....	Do.
YO4	161 0	25 0	868	..do.....	13th district....	Navy yard, Puget Sound, 1912.	Flush deck.
YO5	165 4	25 0	534	..do.....	3d district....	Newport News S. B. & D. D. Co., 1913.	Self-propelled.
YO6	165 9	25 0	500	..do.....	5th district....	.....do.....	Do.
YO7	165 9	25 0	500	..do.....	.....do.....	Navy yard, Norfolk, 1915.	Do.
YO8	166 4	25 0	190,970	..do.....	12th district....	Navy yard, Mare Island, 1915.	Do.
YO9	166 4	25 0	190,970	..do.....	.....do.....	.....do.....	Do.
YO11	108 0	22 0	250	..do.....	15th district....	Coal barge No. 69 converted, navy yard, Norfolk, 1916.	
YO13	108 0	23 4½	250	..do.....	1st district....	Coal barge No. 79 converted, navy yard, Portsmouth, 1915.	Flush deck, with raised hatches.
YO14	108 0	23 4½	250	..do.....	.....do.....	Coal barge No. 80 converted, navy yard, Portsmouth, 1915.	Well type, fitted with steam pumps for water pumping.

<sup>1</sup> Gallons.

## FUEL-OIL BARGES (YO).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YO15	108 0	23 4½	250	Steel ...	1st district.....	Coal barge No. 81 converted, navy yard, New York, 1915.	Flush deck, with raised hatches.
YO17	108 0	23 4½	250	...do....	Annapolis.....	Coal barge No. 88 converted, navy yard, New York, 1915.	
YO19	120 5	30 8	35,200	Wood...	5th district.....	Purchased from Fenwick & Truitt, Norfolk, Va.	Ex-Swansboro; Id. No. 2684; two tanks for gasoline.
*YO20	165 9	25 0	.....	Steel.....	1st district.....	Tank S. B. Co., Newburgh, N. Y., 1918.	Self-propelled.
*YO21	165 9	25 0	.....	...do....	14th district.....	.....do.....	Do.
*YO22	165 9	25 0	.....	...do....	4th district.....	.....do.....	Do.
*YO23	165 9	25 0	.....	...do....	12th district.....	.....do.....	Do.
*YO24	165 9	25 0	.....	...do....	.....do.....	.....do.....	Do.
*YO30	160 0	25 0	.....	...do....	.....do.....	.....do.....	Do.
*YO31	160 0	25 0	.....	...do....	5th district.....	.....do.....	Do.
*YO32	160 0	25 0	.....	...do....	3d district.....	.....do.....	Do.
YO36 <sup>2</sup>	201 7	41 4	1,342	Wood...	6th district.....	T. M. Faroe, Gulfport, Miss., 1917.*	Ex-Curacao; well deck; wood sheathed.
YO37	100 6	30 0	114,000	Steel....	Washington, D.C.	Converted at Washington yard.	Ex-ammunition lighter No. 14; ex-ash lighter No. 18; ex-car float No 5; flush deck.
YO38	115 0	30 0	1,200	Wood...	6th district.....	Converted at Norfolk, 1920.	Ex-coal barge No. 562
*YO39	112 0	35 0	500	Concrete	1st district.....	L. L. Brown, N. Y.	Ex-coal barge No. 443; converted, 1918.
*YO40	160 0	25 0	500	Steel....	.....do.....	.....do.....	Authorized May 21, 1920.
*YO41	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO42	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO43	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO44	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO45	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO46	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO47	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO48	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.
*YO49	160 0	25 0	500	...do....	.....do.....	.....do.....	Do.

<sup>1</sup> Gallons.

\* Suitable for yard use only.

SEAPLANE BARGES (YV).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YV20	58 0	14 11 $\frac{1}{2}$		Steel	7th district	Herreshoff Mfg. Co., Bristol, R. I., 1918.	Used temporarily as garbage scow.
YV21	58 0	15 11 $\frac{1}{2}$		do.	12th district	do.	
YV23	58 0	15 11 $\frac{1}{2}$		do.	do.	do.	
YV24	58 0	15 11 $\frac{1}{2}$		do.	do.	do.	
YV48	58 0	15 11 $\frac{1}{2}$		do.	8th district	B. F. Wood, City Island, N. Y., 1918.	
YV49	72 9	15 9		do.	do.	do.	
YV57	58 0	15 11 $\frac{1}{2}$		do.	5th district	Luders Marine Con- struction Co., Stamford, Conn., 1918.	Assigned to Shawmut.
YV59	58 0	15 11 $\frac{1}{2}$		do.	7th district	do.	

NOTE.—Seaplane barge No. 50 transferred to unclassified list.  
Seaplane barge No. 58 sold June 15, 1920.

STEVEDORING BARGES (YS).

YS 9 <sup>1</sup>	35 4	18 0		Wood	5th district	Navy yard, New York, 1918.	
YS10 <sup>1</sup>	35 4	18 0		do.	do.	do.	
YS11 <sup>1</sup>	35 4	18 0		do.	do.	do.	
YS12	35 4	18 0		do.	do.	do.	
†YS13	35 4	18 0		do.	do.	do.	
YS14	35 4	18 0		do.	1st district	do.	Flush deck.
†YS15	35 4	18 0		do.	do.	do.	
†YS39	35 4	18 0		do.	13th district	Henry B. Nevins Co., City Island, N. Y.	
†YS40	35 4	18 0		do.	do.	do.	
†YS42	35 4	18 0		do.	do.	do.	
YS46	35 4	18 0		do.	do.	do.	
†YS47	35 4	18 0		do.	do.	do.	
†YS50	35 4	18 0		do.	do.	do.	
YS51	35 4	18 0		do.	1st district	do.	Used as landing float; Jamestown, R. I.
YS63 <sup>1</sup>	35 4	18 0		do.	6th district	Gibbs Gas Engine Co., Jacksonville, Fla.	Sheathed, creosoted pine; flush deck and house.
YS67	35 4	18 0		do.	7th district	E. Macrenaris Co., Tarpon Springs, Fla.	Sheathed, 1" pine; flush deck, with house over ma- chinery.

<sup>1</sup> Transferred to Lighthouse Service July 22, 1920.

## STEVEDORING BARGES (YS).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YS68	<i>Ft. in.</i> 35 4	<i>Ft. in.</i> 18 0	<i>Tons.</i> .....	Wood...	8th district.....	Gulf S. B. Co., Madisonville, La.	Sheathed, creosoted pine; flush deck, with house over machinery.
YS69	35 4	18 0	.....	do.....	do.....	do.....	Do.
YS70	35 4	18 0	.....	do.....	do.....	do.....	Do.
YS71	35 4	18 0	.....	do.....	do.....	do.....	Do.
YS72 <sup>1</sup>	35 4	18 0	.....	do.....	Guantanamo.....	do.....	Do.
YS73 <sup>2</sup>	35 4	18 0	.....	do.....	do.....	do.....	Do.
YS75 <sup>3</sup>	35 4	18 0	.....	do.....	do.....	do.....	Do.
YS76	35 4	18 0	.....	do.....	8th district.....	do.....	Do.
YS77	35 4	18 0	.....	do.....	do.....	do.....	Do.
YS78	35 4	18 0	.....	do.....	do.....	do.....	Do.

<sup>1</sup> To be converted into freight lighter No. 182.<sup>2</sup> To be converted into freight lighter No. 183.<sup>3</sup> To be converted into freight lighter No. 184.

NOTE.—Stevedoring barges 43, 44, and 45 transferred to War Department Mar. 22, 1920; Nos. 58 and 59, Mar. 19, 1920; Nos. 60, 61, and 62, Apr. 16, 1920.

## TORPEDO TESTING BARGES (YTT).

Official No.	Name.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YTT1	TORPEDO TESTING BARGE NO. 1.	<i>Ft. in.</i> 127 0	<i>Ft. in.</i> 48 0	<i>Tons.</i> .....	Steel..	1st district	Staten Island S. B. Co., 1912.	Wood house.
YTT2	TORPEDO TESTING BARGE NO. 2.	134 7	49 3	600	do.....	do.....	Navy yard, Boston, 1916.	Do.
YTT3	TORPEDO TESTING BARGE NO. 3.	134 7½	49 4½	.....	do...	5th district	Geo. Lawley & Sons Corp., Neponset, Mass., 1918.	
YTT4	TORPEDO TESTING BARGE NO. 4.	134 7½	49 4½	.....	do...	Alexandria, Va., Torpedo Testing Station.	do.....	

## WATER BARGES (YW).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Gallons.</i>				
YW4	144 0	23 0	171,000	Steel....	5th district.....	Elizabethport, N. J., 1898.	
YW5	144 0	23 0	171,000	...do.....	1st district.....	...do.....	Well type; steam pumps.
YW9	82 0	22 2½	60,000	...do.....	6th district.....	Port Royal, S. C., 1898.	Well deck.
YW10	142 3	22 6	141,470	...do.....	14th district.....	Navy yard, Puget Sound, 1905.	Flush deck.
YW11	92 0	17 0	50,000	...do.....	1st district.....	Navy yard, New York, 1904.	Well type.
YW12	120 0	23 6	100,000	...do.....	7th district.....	Navy yard, Norfolk, 1904.	
YW13	92 0	17 0	59,000	...do.....	Guantanamo....	Navy yard, Pensacola, 1904.	Flush deck, with house.
YW14	80 0	30 0	1 120	...do.....	...do.....	Pusey & Jones, Wilmington, Del., 1905.	Self-propelled; flush deck.
YW15	91 0	17 0	50,000	...do.....	14th district.....	Navy yard, Mare Island, 1905.	Flush deck, with house.
YW16	120 0	23 6	100,000	...do.....	12th district.....	...do.....	Self-propelled.
YW18	92 0	30 0	1 100	...do.....	Guantanamo....	Navy yard, New York, 1907.	Self-propelled; flush deck, with house.
YW19	92 0	30 0	175,000	...do.....	16th district.....	Naval station, Cavite, 1907.	Self-propelled.
YW20	92 0	30 0	1 100	...do.....	Guantanamo....	Navy yard, New York, 1907.	Self-propelled; flush deck, with house.
YW21	50 0	25 0	25,000	...do.....	Annapolis.....	Navy yard, Norfolk, 1899.	5-ton derrick.
YW22	112 0	30 0	1 100	...do.....	1st district.....	Navy yard, New York, 1910.	Self-propelled.
†YW23	161 0	25 0	255,250	...do.....	13th district.....	Navy yard, Puget Sound, 1915.	Flush deck.
YW24 <sup>1</sup>	48 0	14 8	.....	Wood....	16th district.....	Converted at Olongapo, 1913.	
YW25	120 0	23 6	100,000	Steel....	Guantanamo....	Navy yard, Mare Island, 1915.	Self-propelled.
YW26	.....	.....	.....	Wood....	Guam.....	Guam, 1917 <sup>2</sup> .....	Copper sheathed.
YW27 <sup>3</sup>	65 0	21 4	1 80	...do.....	1st district.....	Nyack S. B. Co., Nyack, N. Y.	Self-propelled; flush deck.
YW28	66 8	20 8	25,000	...do.....	8th district.....	Naval station, New Orleans, 1918.	Flush deck, with house.
*YW30	210 0	50 0	1 580	Steel....	Pacific Fleet....	Converted at Norfolk, 1920.	Ex-Rintintin; self-propelled.
YW31	220 0	50 0	1 540	...do.....	6th district <sup>4</sup> .....	Converted at New York, 1920.	Ex-Ninette; self-propelled.
YW32	.....	.....	.....	.....	St. Thomas, V. I.	Converted at St. Thomas, 1919.	Converted water lighter No. 1.
YW33	110 0	30 0	.....	Wood....	5th district.....	Converted at Norfolk, 1919.	Converted coal barge No. 565.

<sup>1</sup> Tons.<sup>2</sup> Was stricken from list Dec. 31, 1919, machinery removed, and hull retained.<sup>3</sup> Material fabricated at Cavite.<sup>4</sup> Transferred to War Dept. Sept. 8, 1920.<sup>5</sup> Temporarily at Charleston; to go to Atlantic Fleet.

## WATER BARGES (YW).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	When and where built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Gallons.</i>				
YW34	40 0	20 0	20,000	Wood...	4th district.....	Cape May, 1919.....	Fire barge.
†YW45	110 0	30 0	.....	...do.....	3d district.....	Converted at New York, 1919.	Converted coal barge No. 598.
YW47	110 0	30 0	250	...do.....	12th district.....	Converted at Mare Island, 1920.	Converted coal barge No. 136; sheathed; with flashboards.

NOTE.—Water barge No. 17 sunk Feb. 17, 1920. Conversion of water barges Nos. 35 to 44, inclusive, and No. 46 from coal barges canceled.

## FLOATING DERRICKS (YD).

Official No.	Length.	Breadth.	Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YD1	66 9	61 1	75	Iron.....	6th district.....	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa., 1886.	Revolving pontoon; flush deck.
YD3	95 6	32 0	20	Wood...	3d district.....	Purchased from Merritt & Chapman Wrecking Co., New York, N. Y., 1898.	Steam derrick; with house; ex-Victor No. 3.
YD5	62 1½	36 0	10	...do.....	4th district.....	Navy yard, Philadelphia, 1900.	Steam derrick.
YD7	67 11½	31 5	10	Steel.....	5th district.....	Navy yard, Norfolk, 1903.	Steam revolving derrick.
YD8	132 0	44 0	120	Wood.....	.....do.....	Snare & Triest Co., New York, N. Y., 1903.	Flush deck.
YD9	63 6	35 0	20	...do.....	1st district.....	Snare & Triest Co., Kennebunk, Me., 1903.	Sheathed on bottom; flush deck; has house and steel derrick.
YD11	100 0	60 0	100	Steel.....	.....do.....	Pontoon built by Wm. Cramp & Sons, Philadelphia, Pa.; hoisting arm and machinery by Brown Hoisting Machinery Co., Cleveland, Ohio, 1903.	Cantilever pontoon crane; fitted with steel structure and overhead trolley with wire rope tackle; ex-Hercules.
YD13	71 0	40 9	20	Wood.....	.....do.....	Navy yard, Boston, 1913.	Fitted with steel "A" frame, stiff leg, and boom.
YD14	45 0	19 0	5	...do.....	.....do.....	Hereshoff Manufacturing Co., Bristol, R. I., 1904.	Has pontoon hull.



## FLOATING DERRICKS (YD.)

Official No.	Length.	Breadth.	Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
†YD15	45 3	14 3	3	Wood...	16th district.....	Naval station, Cavite, 1906.	Sheathed; shear legs; pontoon hull.
YD16 <sup>1</sup>	80 0	40 0	20	...do.....	.....do.....	Naval station, Olongapo, 1908.	Sheathed; pontoon hull; flush deck.
YD17	80 0	30 0	10	Steel...	7th district.....	Navy yard, Pensacola, 1908.	
YD19	45 0	18 0	4	Wood...	16th district.....	Naval station, Cavite, 1908.	Sheathed; shear legs; flush deck.
YD20	86 2	29 2	20	...do.....	1st district.....	Navy yard, Boston, 1904; converted 1911.	Sheathed; with house; converted coal barge No. 96.
YD21	125 0	70 0	150	Steel....	3d district.....	Navy yard, Boston, 1913.	Has house.
YD23	68 0	80 0	10	...do.....	1st district.....	Converted, navy yard Boston, from floating workshop No. 1, 1912.	
YD25	125 0	70 0	150	...do.....	14th district.....	Navy yard, Boston, 1913.	
YD26	140 0	85 0	150	...do.....	5th district.....	Pontoon and crane assembled at Norfolk Navy Yard.	
YD27	110 0	30 0		Wood...	12th district.....	Coal barge No. 237, converted, Mare Island, 1915.	Sheathed; flush deck and house.
YD29	110 0	34 0	75	Steel....	3d district.....	Coal barge No. 298, converted, New York, 1919.	Has house.
YD30	110 0	34 0		...do.....	4th district.....	Coal barge No. 257, converted, Philadelphia, 1917.	Flush deck and house for machinery.
YD31	100 0	28 0	10	Wood...	5th district.....	Norfolk Marine Railway, Norfolk, Va., 1917.	Converted from freight lighter No. 62.
YD33	140 0	85 0	150	Steel....	12th district.....	Navy yard, Mare Island, 1918.	
YD34	68 0	30 0	10	Wood...	Tutuila, Samoa..	Naval station, Tutuila, Samoa, 1918.	Copper sheathed.
YD35	108 0	42 0	25	...do.....	1st district.....	Navy yard, Boston, 1918.	Building.
YD36	88 0	30 6	8	...do.....	5th district.....	Converted from freight lighter No. 72, 1918.	Hand-operated crane; Id. No. 2580.
YD37	120 0	36 0	20	...do.....	3d district.....	McAllister Bros., New York, 1918; ex-derrick lighter No. 70.	82' steel boom.
YD38	77 0	31 0		...do.....	1st district.....	Purchased from W. E. Betts, Salem, Mass., 1918.	Ex-Id. No. 3249; pontoon hull and wooden "A" frame.

<sup>1</sup> In poor condition.

## FLOATING DERRICKS (YD).

Official No.	Length.	Breadth.	Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YD39	125 0	38 0	25	Wood...	3d district.....	Purchased from Mc-Allister Bros., New York, 1918; built at Kingston, N. Y., 1904.	Ex-derrick barge No. 62; Id. No. 2729; pontoon hull wooden "A" frame.
YD43	90 0	35 0	18	...do....	5th district.....	Purchased from Thames Towboat Co., New London, Conn., 1918; built, 1915.	Ex-Captain Dud; Id. No. 3507; pontoon hull; wooden "A" frame.
YD44	95 0	35 0	30	...do....	3d district.....	Purchased from Hudson River Lighterage Co., New York, 1918; built by George Dekyne, Jersey City, N. J.; rebuilt, 1917.	Ex-Hudson; Id. No. 2121; has house.
YD45	113 0	33 0	10	...do....	4th district.....	Purchased from Coastwise Dredging Co., New York, 1918; built by Jacobson, Peterson & Co., 1913.	Ex-North Pole; Id. No. 2147; flush deck; house for machinery.
YD47	110 0	30 0	10	...do....	16th district.....	Converted from freight lighter No. 28, Cavite, 1919.	Ex-freight lighter No. 28; steam derrick' wooden mast, and steel boom; copper sheathed.
YD48	110 0	36 0	8	...do....	3d district.....	Commandeered while building from Auten Eng. Co.	Ex-Auten Co. No. 5.
YD49	110 0	35 0	10	...do....	do.....	do.....	Ex-Auten Co. No. 6.
YD51	61 0	31 0	15	...do....	Annapolis.....	Pontoon built 1916; Continental S. B. Co., New York.	Machinery from floating derrick No. 10 in a new pontoon.
YD52	100 0	60 0	100	Steel....	13th district.....	Puget Sound.....	Flush deck.
YD53	70 0	40 0	15	Wood....	14th district.....		
YD54	81 0	30 0	7	...do....	3d district.....	New York, 1904.....	Ex Anchor Hoy No. 2; has house.
YD55	50 0	18 0	2	...do....	7th district.....	Salved, Miami, 1918.	Salvaged barge, fitted with gasoline hoist; sheathed, 2" pine.
YD56	60 0	20 0	160	...do....	16th district.....	Converting from freight lighter No. 21, Cavite, 1920.	Sheathed; has house.

<sup>1</sup> Capacity as a barge.

NOTE.—Floating derrick No. 12 sunk in 1917.

## SEAPLANE WRECKING DERRICKS (YSD).

Official No.	Length.	Breadth.	Crane capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YSD1	60 0	40 0	5	Steel....	8th district.....	Navy yard, Charleston, 1916.	Self-propelled; converted from floating derrick No. 28.
YSD2	76 0	40 0	5	..do.....	..do.....	Navy yard, New Orleans, 1920.	Self-propelled, twin screws, two 90-H. P. engines; catamaran hull.
YSD4	87 3	40 0	5	..do....	12th district.....	Navy yard, Mare Island, 1920.	Self-propelled, stern wheel.
YSD5	87 3	40 3	5	..do....	8th district.....	Navy yard, New Orleans, 1920.	Do.

NOTE.—Seaplane wrecking derrick No. 6 disappeared in 1918; dropped.

## DREDGES (YM).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YM2	70 6	34 6	.....	Wood...	12th district.....	Navy yard, Mare Island, 1905.	Flush deck and house; grab-bucket type.
YM4	50 6	22 9	.....	..do....	16th district.....	Naval station, Olongapo, 1908.	Copper sheathed; dipper type; no hopper; $\frac{1}{2}$ cubic yard orange peel bucket.
YM5	60 0	20 0	.....	..do....	Guam.....	Coal barge No. 138, converted, Guam, 1909.	Sheathed; flush-deck type.
YM7	76 0	27 0	.....	..do....	Indianhead.....	Purchased from J. G. White Eng. Corp.	Ex Sea Gull; well deck, operator's house, "A" frame, 30' boom.
YM8	60 0	24 0	100	..do....	..do.....	Hillsboro Dredge Co., Tampa, Fla.; purchased Apr., 1918.	Ex Mohodoc; sheathed, tar paper and 1" boards.
YM9	90 8	28 8	265	..do....	6th district.....	Charleston, 1919; material by Alex. Miller, Jersey City.	Electric dredge, housed over; sheathed, creosoted pine; well 20' x 10'.
YM10	76 0	26 0	250	..do....	..do.....	Ellicott Mach. Corp., Baltimore, Md.	Sheathed, 1" creosoted pine planking; hydraulic dredge.

NOTE.—Dredge No. 3 reported missing from San Juan; dropped.

## FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.	Breadth.	Material and type.	Allocation.	Where and when built or purchased.	Remarks.
YFB1	ASP <sup>1</sup> .....	Ft. in. 72 0	Ft. in. 12 0	Wooden m. b.	8th dist.	New Orleans, 1902.	
YFB3268	ATLANTIC.....	103 0	26 0	Wooden str.	6th dist.	Rockland, Me., 1894	
YFB2047	MOOSEHEAD.....	185 2	35 9	Steel str.	Wash. yd.	Bath Iron Works, Bath, Me., 1911.	
YFB1163	NARRAGANSETT...	117 0	43 0	Wooden str.	1st dist..	M. H. Saunders & Sons, Saundertown, R. I., 1905.	
YFB1227	PATCHOGUE.....	99 9	23 3	do.....	do.....	Robert Jacob, City Island, N. Y., 1912.	
YFB2079	SHADY SIDE.....	85 0	20 0	do.....	Naval Acad.	Croton-on-Hudson, N. Y., 1913.	
YFB2	ADMIRAL GLASS...	85 0	19 6	do.....	12th dist.	Navy yard, Mare Island, 1916.	Sheathed.
YFB3	BERCEAU <sup>2</sup> .....	99 6	12 6	Steel....	Indian-head.	Herreshoff Mfg. Co., Bristol, R. I.	
YFB621	CASTRO.....	75 4	18 3½	Steel str.	12th dist.	Navy yard, Mare Island, 1904.	
YFB4	CYANE <sup>3</sup> .....	99 6	12 6	Steel....	1st dist..	Herreshoff Mfg. Co., Bristol, R. I.	
YFB308	DART.....	71 10	16 7	Steel str.	12th dist.	Navy yard, Mare Island, 1900.	
YFB5	FAITHFUL <sup>4</sup> .....	80 0	24 0	do.....	1st dist..	Herreshoff Mfg. Co., Bristol, R. I.	
YFB6	HUSTLE <sup>5</sup> .....	66 6	13 6	do.....	do.....	Navy yard, Portsmouth, N. H., 1902.	
YFB280	INCA.....	100 0	28 0	do.....	do.....	Herreshoff Mfg. Co., Bristol, R. I. 1911.	
YFB663	KITE.....	77 0	20 0	Comp. str.	6th dist.	Navy yard, Portsmouth, 1906.	
YFB132	LAUNCH No. 132..	64 6	16 0	Wood...	1st dist..	Navy yard, Portsmouth, 1902.	Sheathed.
YFB1048	LAUNCH No. 1048.	77 1½	19 6	Comp....	do.....	Navy yard, Portsmouth, 1919.	
YFB1059	LAUNCH No. 1059.	60 0	10 0	Wood...	3d dist..	New York, 1911...	Commandant's barge.
YFB7	LESLIE.....	75 0	18 0	Wooden fire tug.	12th dist.	Navy yard, Mare Island, 1902.	Coppersheathed.
YFB8	NAVY YARD.....	80 0	17 0½	Comp....	5th dist.	Navy yard, Norfolk, 1901.	Sheathed.
YFB529	VIDETTE.....	56 0	9 4	Wooden str.	do.....	Cowes, Isle of Wight, England.	Sheathed; commandant's barge.
YFB10	WAVE.....	105 0	30 0	Steel str.	1st dist..	Navy yard, Charleston, 1916.	

<sup>1</sup> Asp formerly Nahma.<sup>2</sup> Berceau formerly torpedo boat Talbot.<sup>3</sup> Cyane formerly torpedo boat Gwin.<sup>4</sup> Faithful formerly Ripple.<sup>5</sup> Hustle formerly Despatch.

NOTE.—YFB numbers above 10 are identical with S. P. and launch numbers originally assigned. The Breaker (365), Courier (239), Pinafore (450), and Wanka, previously listed, now under small boats.

## FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.	Breadth.	Material and type.	Allocation.	Where and when built or purchased.	Remarks.
YFB681	WORKING LAUNCH No. 681.	65 0	12 5	Wood...	16th dist.	Naval Station, Cavite, 1908.	Coppered.
YFB682	WORKING LAUNCH No. 682.	65 0	13 0	do.....	do.....	do.....	Do.
YFB683	WORKING LAUNCH No. 683.	65 0	12 5	do.....	do.....	do.....	Do.
YFB684	WORKING LAUNCH No. 684.	65 0	13 0	do.....	do.....	do.....	Do.
YFB685	WORKING LAUNCH No. 685, RIVERA	65 0	12 5	do.....	do.....	do.....	Do.
YFB686	WORKING LAUNCH No. 686.	65 0	13 0	do.....	do.....	do.....	Do.
YFB687	WORKING LAUNCH No. 687, MAGDALENA.	65 0	12 5	Comp...	do.....	do.....	Do.

## CAR FLOATS (YCF).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>					
YCF 1	100 7 $\frac{3}{8}$	30 1 $\frac{3}{8}$	1 100	Steel....	Washington....	Navy yard, Norfolk, 1902.	Was ammunition lighter No. 6; sheathed.
YCF 2	100 7 $\frac{3}{8}$	30 1 $\frac{3}{8}$	1 100	do.....	do.....	Navy yard, Norfolk, 1904.	Was ammunition lighter No. 9.
YCF 3	100 7 $\frac{3}{8}$	30 1 $\frac{3}{8}$	1 100	do.....	do.....	Navy yard, Norfolk, 1907.	Was ammunition lighter No. 12.
YCF 4	128 0 $\frac{1}{2}$	31 6 $\frac{3}{8}$	1 100	do.....	do.....	Fore River S. B. Co., Quincy, Mass., 1909.	Was ammunition lighter No. 13.
YCF 6	128 0 $\frac{1}{2}$	30 0	.....	do.....	do.....	Newport News, Va., 1912.	Was ammunition lighter No. 24.
YCF 7	90 0	31 6	.....	do.....	do.....	Ammunition lighter No. 21 converted, 1913.	Was freight lighter No. 44.
YCF 8	125 6	31 5	.....	do.....	do.....	Edward P. Farley Co., Chicago, Ill., 1918.	
YCF 9	125 6	31 5	.....	do.....	do.....	do.....	
YCF10	162 3	31 11 1	200	Wood...	do.....	P. le Claire, Sorrel, Que., 1916; converted 1919 at Norfolk.	Ex-Duggan; Id. No. 3286.
YCF11	162 3	31 11 1	200	do.....	do.....	do.....	Ex-Harkness; Id. No. 3291.
YCF12	164 0	31 2	250	Steel....	do.....	Norfolk.....	For conveying gun mounts and guns to Indianhead.

<sup>1</sup> Estimated.<sup>2</sup> Authorized by department Aug. 7, 1920, for Washington yard.

YCF9 and 10 ordered transferred to War Department, Oct. 30, 1920.

## AMMUNITION LIGHTERS (YE).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YE 1	61 0	21 0	84	Steel...	12th district.....	Navy yard, Mare Island, 1899.	Well deck and house.
YE 2	61 0	21 0	84	...do.....	...do.....	...do.....	Do.
YE 3	61 0	21 0	132.5	...do.....	13th district.....	Navy yard, Puget Sound, 1901.	Flush deck.
YE 4	61 0	21 0	132.5	...do.....	...do.....	...do.....	Do.
YE 7	90 0	24 0	135	...do.....	16th district.....	Naval station, Cavite, 1902.	Mast and steam hoisting gear; flush deck and house.
YE 8	110 0	28 0	200	...do.....	...do.....	Naval station, Cavite, 1907.	Self-propelled; flush deck and house.
YE11	122 0	30 0	600	...do.....	3d district.....	Navy yard, New York, 1905.	Mast and steam hoisting gear.
YE15	90 0	28 0	250	Wood...	13th district.....	Navy yard, Puget Sound, 1910.	Sheathed; with house; flush deck.
YE16	90 0	28 0	250	...do.....	...do.....	...do.....	Do.
YE17	80 0	21 0	2 125	...do.....	1st district.....	Navy yard, Boston, 1910.	Sheathed; flush deck.
YE18	86 2	29 2	300	...do.....	3d district.....	Navy yard, New York, 1901.	
YE19	86 2	29 2		...do.....	...do.....	...do.....	Steam hoisting gear in small house.
YE20	86 2	29 2	300	...do.....	...do.....	Navy yard, New York, 1903.	
YE23	107 0	31 9	300	...do.....	1st district.....	Navy yard, Boston, 1911.	Flush deck and house.
YE25	110 0	30 0	250	...do.....	5th district.....	Coal barge No. 208 converted, Norfolk, 1913.	Wood covered.
YE26	110 0	30 0		...do.....	4th district.....	Coal barge No. 135 converted, Philadelphia, 1917.	Sheathed; flush deck and house.
YE27	86 2	29 2		...do.....	12th district.....	Coal barge No. 70 converted, Mare Island, 1917.	Sheathed; well deck and house.
YE28	108 0	31 0	700	...do.....	Alexandria, Va..	Weehawken, N. J., 1918.	Ex-Weehawken (Id. No. 882); self-propelled.
YE29	107 10	31 0	3 620	...do.....	3d district.....	Waterfront Contracting & Lighterage Co., New York, 1918.	Ex-Lawrence M. Sullivan (Id. No. 1933); self-propelled.
YE30	111 8	32 0	300	...do.....	4th district.....	Purchased from Boston Sand & Gravel Co., 1918; built at Bath, Me., 1918.	Ex-Hercules (Id. No. 3190); self-propelled; well-deck type.
YE31	110 0	30 0	250	...do.....	6th district.....	Charleston Navy Yard, 1918; converted 1919.	Formerly coal barge No. 534; flush deck and house; wood sheathed.

<sup>1</sup> Estimated.<sup>2</sup> Deck load.<sup>3</sup> Displacement.

NOTE.—YE 32, 33, and 34 authorized July 8, 1920, to be converted from coal barges Nos. 292, 484, and 485.

## ASH LIGHTERS (YA).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YA6	35 5	10 5	15	Wood...	Guantanamo...	San Juan, P. R.; purchased, 1901.	Sheathed; well deck has house.
YA13	50 0	20 0	40	...do....	1st district.....	Navy yard, Boston, 1905.	Sheathed.
YA14	50 0	20 0	40	...do....	...do.....	...do.....	Sheathed; flush deck.
YA16	50 0	20 0	40	...do....	Annapolis.....	Navy yard, Norfolk, 1906.	Sheathed.
YA22	36 0	15 9	15	...do....	...do.....	Navy yard, Norfolk, 1908.	Do.
YA23	50 0	15 0	63	...do....	12th district.....	Navy yard, Mare Island, 1908.	Flush deck.
YA24	50 0	15 0	63	...do....	...do.....	...do.....	Do.
YA25	40 0	20 0	30	...do....	Guantanamo.....	Naval station, Guantanamo, 1909.	Sheathed.
YA26	40 0	20 0	30	...do....	...do.....	...do.....	Do.
YA27	40 0	20 0	30	...do....	...do.....	...do.....	Do.
YA28	40 0	20 0	30	...do....	...do.....	...do.....	Do.
YA29	50 0	20 0	65	...do....	6th district.....	Navy yard, Charleston, 1910.	Sheathed; flush deck.
YA31	50 0	15 0	63	...do....	12th district.....	Navy yard, Mare Island, 1910.	Flush deck.
YA32 <sup>1</sup>	50 0	15 0	63	...do....	...do.....	...do.....	Do.
YA35	50 0	15 0	150	...do....	13th district.....	Navy yard, Puget Sound, 1907.	Do.
YA36	50 0	15 0	150	...do....	...do.....	...do.....	Do.
YA37	60 0	20 0	100	...do....	16th district.....	Naval station, Cavite, 1910.	Sheathed.
YA38	50 0	15 0	63	...do....	12th district.....	Navy yard, Mare Island, 1910.	Flush deck.
†YA39 <sup>2</sup>	32 0	10 0	.....	...do....	...do.....	Navy yard, Mare Island, 1838.	Flush deck and house.
YA40 <sup>3</sup>	36 0	15 0	.....	...do....	4th district.....	Navy yard, Philadelphia, 1912.	Flush deck.
YA41	36 0	15 0	.....	...do....	...do.....	...do.....	Do.
YA42	50 0	15 0	.....	...do....	12th district.....	Navy yard, Mare Island, 1913.	.....
YA45	36 0	15 0	15	...do....	Annapolis.....	Navy yard, Norfolk, 1915.	Sheathed.
YA46	50 0	20 0	50	...do....	12th district.....	San Diego, 1916.....	Converted freight lighter No. 26.
YA47	50 8	20 8	50	...do....	Annapolis.....	.....	.....
YA48	45 0	18 0	25	...do....	14th district.....	Naval station, Pearl Harbor, 1917.	Flush deck; cargo boards.
YA49	45 0	18 0	25	...do....	...do.....	...do.....	.....
YA52	50 0	20 0	50	...do....	16th district.....	Cavite, 1919-20.....	Sheathed.
YA59	.....	.....	50	...do....	...do.....	...do.....	Do.

<sup>1</sup> In use by yard departments, with temporary house for mechanics.

<sup>2</sup> Temporarily in use by yard departments.

<sup>3</sup> Fitted for use of divers.

NOTE.—Ash lighter No. 9 lost Apr. 23, 1920. Nos. 50 and 51 canceled.

## FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YF1	83 0	30 6	250	Wood...	3d district.....	Perth Amboy, N. J., 1898	Covered.
YF2	80 0	28 0	250	Steel.....	.....do.....	Navy yard, New York, 1898.	Do.
YF5	85 9	18 0	165	Wood...	16th district.....	Captured with naval station, Cavite, 1898.	Coppered; converted from casco No. 16, 1907; covered.
YF6	80 5	18 0	165	...do....	.....do.....	Naval station, Cavite, 1899.	Coppered; converted from casco No. 22; covered.
YF7	96 0	32 0	400	...do....	3d district.....	Navy yard, New York, 1901.	Covered; coppered.
YF8	86 2	29 4	250	...do....	5th district.....	Navy yard, Norfolk, 1902	With deckhouse.
YF9	40 5	20 3	30	...do....	4th district.....	Navy yard, Philadelphia, 1902.	Flush deck; with deckhouse.
YF10	50 0	30 0	65	...do....	Annapolis.....	Navy yard, Norfolk, 1903.	Sheathed; covered; flush deck.
YF12	86 2	29 2	150	...do....	1st district.....	New York, 1904.....	Covered.
YF14	40 0	20 0	30	...do....	Guantanamo.....	Naval station, Guantanamo, 1906.	Sheathed.
YF15	40 0	20 0	30	...do....	.....do.....	.....do.....	Do.
YF17	101 7	25 5	200	...do....	16th district.....	Hongkong, 1906.....	Sheathed; covered.
YF23	60 0	19 0	65	...do....	Sitka, Alaska ..	Navy yard, Puget Sound, 1908.	Sheathed.
YF24	60 0	20 0	60	...do....	16th district.....	Naval station, Cavite, 1908.	Sheathed; covered.
YF29	60 2	15 0	50	...do....	12th district.....	Navy yard, Mare Island, 1910.	Sheathed; sampan lighter; well deck and house.
YF30	60 2	15 0	50	...do....	.....do.....	.....do.....	Sheathed sampan lighter; covered.
YF31	36 6	15 6	20	...do....	Annapolis.....	Navy yard, Norfolk, 1911	Galvanized sheet steel sheathing; flush deck.
YF32	36 6	15 6	20	...do....	.....do.....	.....do.....	Do.
YF34	50 0	20 0	40	...do....	16th district.....	Naval station, Cavite, 1908.	Sheathed; converted ash lighter No. 20; covered; flush deck.
YF35	60 0	20 0	50	...do....	.....do.....	.....do.....	Coppered; covered; flush deck.
YF36	50 0	20 0	40	...do....	.....do.....	J. G. White & Co., New York.	Do.
YF37	50 0	20 0	40	...do....	.....do.....	Naval station, Cavite....	Do.
YF38	101 7	25 5	.....	...do....	.....do.....	Hongkong, 1906.....	Sheathed; with house (lorcha).
YF41	110 0	30 0	250	...do....	1st district.....	Norfolk, 1906.....	Sheathed; covered.
YF42	45 0	20 0	.....	...do....	Guam.....	.....do.....	Sheathed with copper; flush deck.
YF43	45 0	20 0	.....	...do....	.....do.....	.....do.....	Do.
YF45	90 0	28 0	250	...do....	13th district.....	Navy yard, Puget Sound, 1914.	Sheathed; flush deck; has house.
YF46	90 0	28 0	250	...do....	.....do.....	.....do.....	Do.
YF47	90 0	28 0	250	...do....	.....do.....	.....do.....	Do.



## FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft.in.</i>	<i>Ft.in.</i>	<i>Tons.</i>				
YF48	110 0	30 0	250	Wood...	5th district.....	Converted coal barge No. 119, Norfolk, 1913.	Sheathed; covered.
YF49	115 0	25 0	250	Composite.	1st district.....	Navy yard, Portsmouth, 1916.	Copper sheathed; covered; self propelled.
YF50	36 0	12 0	12	Wood...	13th district....	Navy yard, Puget Sound, 1915.	Flush deck.
YF51	36 0	12 0	12	...do.....	...do.....	...do.....	Do.
YF52	60 0	19 0	75	...do.....	...do.....	...do.....	Do.
YF53 <sup>1</sup>	110 0	30 0	250	...do.....	5th district.....	Converted coal barge No. 210, Norfolk, 1915.	Sheathed; covered.
YF54	112 0	30 0	250	Steel....	13th district....	Converted ash lighter No. 44, Norfolk, 1916.	Self-propelled; covered; sheathed.
YF55	30 0	14 0	15	Wood....	5th district.....	Converted ferry boat St. Helena, Norfolk, 1916.	Covered.
YF56	112 0	30 0	250	Steel....	...do.....	Converted ash lighter No. 43, Norfolk, 1916.	Self-propelled; covered.
YF57	105 0	31 6	250	Wood....	Guantanamo....	Converted coal barge No. 23, Guantanamo, 1917.	Covered.
YF58	128 0	31 0	300	...do.....	5th district.....	W. E. Thomas & Co., Norfolk, Va., 1917.	Do.
YF59	100 0	31 0	250	...do.....	...do.....	Merchants & Miners Transportation Co., 1917.	Do.
YF60	100 0	31 0	250	...do.....	...do.....	...do.....	Do.
YF61	110 0	31 0	250	...do.....	...do.....	W. E. Thomas & Co., Norfolk, Va., 1917.	Do.
YF63	110 0	30 0	250	...do.....	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y.	Do.
YF64	85 0	30 0	250	...do.....	Indianhead, Md.	Carpenter-Watkins Co., Brunswick, Ga. (4).	Id. No. 2552; flush deck and house.
YF65	85 0	30 0	250	...do.....	...do.....	Carpenter-Watkins Co., Brunswick, Ga. (5).	Id. No. 2565; flush deck and house.
YF66	85 0	35 0	300	...do.....	...do.....	Carpenter-Watkins Co., Brunswick, Ga. (6).	Id. No. 2388; flush deck and house.
YF67	85 0	35 0	300	...do.....	5th district.....	Carpenter-Watkins Co., Brunswick, Ga. (7).	Id. No. 2389; converted from coal barge No. 513; refrigerator; covered.
YF68	85 0	35 0	300	...do.....	...do.....	Carpenter-Watkins Co., Brunswick, Ga. (8).	Id. No. 2435; refrigerator; covered.
YF69	85 0	35 0	300	...do.....	...do.....	Carpenter-Watkins Co., Brunswick, Ga. (9).	Id. No. 2382; covered.
YF70	60 0	20 0	100	...do.....	...do.....	Converted coal barge No. 326, Norfolk.	
YF71	60 0	20 0	100	...do.....	4th district.....	Converted coal barge No. 327, Norfolk.	
YF73	85 0	35 0	300	...do.....	Indianhead, Md.	Carpenter-Watkins Co., Brunswick, Ga.	Id. No. 2390; covered and sheathed; flush deck and house.

<sup>1</sup> Ashore at Pigs Point since Feb. 3, 1920.

## FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YF74	110 0	30 0	250	Wood...	5th district.....	Converted coal barge No. 331; W. E. Thomas & Co., Norfolk, Va., 1918.	Covered.
YF75	110 0	30 0	250	...do....	12th district.....	Converted coal barge No. 332; W. E. Thomas & Co., Norfolk, Va., 1918.	Do.
YF76	110 0	30 0	250	...do....	.....do.....	Converted coal barge No. 333; W. E. Thomas & Co., Norfolk, Va., 1918.	Do.
YF77	110 0	30 0	250	...do....	1st district.....	Navy yard, Boston, 1918.	Flush deck; with house.
YF78	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YF79	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YF80	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YF81	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YF82	110 0	30 0	250	...do....	.....do.....	.....do.....	Do.
YF83	110 0	32 0	250	...do....	12th district.....	Converted coal barge No. 351; Norfolk, 1918.	Covered.
YF84	110 0	32 0	250	...do....	6th district.....	Converted coal barge No. 352; Norfolk, 1918.	Flush deck; with house; sheathed, yellow pine.
YF85	110 0	32 0	250	...do....	12th district.....	Converted coal barge No. 353; Norfolk, 1918.	Covered.
YF86	110 0	30 0	250	...do....	16th district.....	Converted coal barge No. 174; Cavite.	Sheathed; housed over.
YF87	75 0	21 0	100	...do....	13th district.....	Converted coal barge No. 446; navy yard, Puget Sound, 1918.	Flush deck; with house.
YF88	110 0	30 0	250	...do....	.....do.....	Converted coal barge No. 363; navy yard, Puget Sound, 1918.	Do.
YF89	110 0	30 0	250	...do....	.....do.....	Converted coal barge No. 364; navy yard, Puget Sound, 1918.	Do.
YF90	110 0	30 0	.....	...do....	5th district.....	Converted coal barge No. 328; Norfolk.	Covered.
YF91	110 0	30 0	.....	...do....	.....do.....	Converted coal barge No. 329; Norfolk.	Do.
YF92	100 0	32 0	.....	...do....	3d district.....	Harry Cossey, Totten-ville, N. Y., 1918.	Moran Towing & Inspection Co. No. 66; covered.
YF93	100 0	32 0	.....	...do....	.....do.....	.....do.....	Moran Towing & Inspection Co. No. 70; covered.
YF94	100 6	32 8	.....	...do....	.....do.....	.....do.....	Moran Towing & Inspection Co. No. 72; covered.
YF95	100 6	32 8	.....	...do....	.....do.....	.....do.....	Moran Towing & Inspection Co. No. 76; covered.

## FREIGHT LIGHTERS (YF).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YF96	100 6	32 8	.....	Wood...	3d district .....	Harry Cossey, Totten-ville, N. Y., 1918.	Moran Towing & In-spection Co. No. 84; covered.
YF98 <sup>1</sup>	110 0	30 0	250	.....	1st district .....	Ira Bushey & Sons Co., 1918.	Flush deck and house.
YF99 <sup>1</sup>	110 0	30 0	250	.....	12th district .....	do .....	Do.
YF100 <sup>1</sup>	110 0	30 0	250	.....	13th district .....	do .....	Covered.
YF101 <sup>1</sup>	110 0	30 0	250	.....	do .....	do .....	Do.
YF102 <sup>1</sup>	110 0	30 0	250	.....	14th district .....	do .....	Do.
YF103 <sup>1</sup>	110 0	30 0	250	.....	do .....	do .....	Do.
YF104 <sup>1</sup>	110 0	30 0	250	.....	do .....	do .....	Do.
YF105 <sup>1</sup>	110 0	30 0	250	.....	do .....	do .....	Do.
YF106 <sup>1</sup>	110 0	30 0	250	.....	4th district .....	do .....	Do.
YF107	110 0	30 0	250	.....	3d district .....	do .....	Housed over.
YF108 <sup>1</sup>	110 0	30 0	250	.....	4th district .....	do .....	Covered.
YF109 <sup>1</sup>	110 0	30 0	250	.....	5th district .....	do .....	Do.
YF110	100 0	32 0	250	Wood...	6th district .....	Valk & Murdock, Charles-ton, S. C., 1918.	Id. No. 3228; flush deck and house; $\frac{7}{8}$ " wood sheathing.
YF111	80 0	30 0	.....	do .....	7th district .....	Converted at Key West from coal barge No. 412, 1918.	Has house; $\frac{7}{8}$ " wood sheathing.
YF112	113 3	31 11	1,200	do .....	3d district .....	P. le Claire, Sorrel, Que., 1916; converted 1919, New York; purchased.	Ex-McMath; Id. No. 3303.
YF113	113 3	31 11	1,200	do .....	do .....	do .....	Ex-Pee Jee; Id. No. 3287.
YF114	162 3	31 11	1,200	do .....	do .....	do .....	Ex-Porter; Id. No. 3304.
YF116	100 0	30 0	500	do .....	do .....	Purchased from Eugene Coop, New York, 1918; built by Richard Rod-ermond, 1915.	Ex-Fashion; Id. No. 755; covered.
YF118	95 0	28 8	148	do .....	do .....	Purchased from C. R. Stewart, Newburgh, N. Y., 1918; built by Weehawken (N. J.) D. D. Co., 1917.	Ex-Frederick D. U. Robbins; Id. No. 3647; self-propelled; covered.
YF121	90 10	31 0	450	do .....	do .....	Purchased from Wright & Cobb Transporta-tion Co., New York, 1918; built by F. A. Verdon, West New Brighton, N. Y., 1914.	Ex-James Logan; Id. No. 2741; self-pro-pelled; covered.
YF123	85 1	26 10	100	do .....	do. <sup>3</sup> .....	Purchased from Warner Sugar Refining Co., Englewood, N. J., 1918; built, Athens, N. Y., 1901.	Ex-Commerce; Id. No. 2763; self-pro-pelled; covered.

<sup>1</sup> Contracted for by Ira Bushey & Sons as coal barges; afterwards finished as freight lighters by New York Navy Yard.

<sup>2</sup> Water line; over-all length is 162 feet 3 inches.

<sup>3</sup> Ordered to 5th district Sept. 9, 1920.

## FREIGHT LIGHTERS (YF).

Official No.	Length.		Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>					
YF131	58 0	15 11 $\frac{3}{4}$	12,000	Steel....	Indianhead....	Herreshoff Mfg. Co., Bristol, R. I., 1918.	Converted seaplane barge No. 26, New York, 1919; cov- ered.	
YF133	58 0	15 11 $\frac{3}{4}$	12,000	...do....	.....do.....	Robert Jacob, City Island, N. Y., 1918.	Converted seaplane barge No. 31, New York, 1919; cov- ered.	
YF135	58 0	15 11 $\frac{3}{4}$	12,000	...do....	.....do.....	.....do.....	Converted seaplane barge No. 34, New York, 1919; cov- ered.	
YF137	58 0	15 11 $\frac{3}{4}$	12,000	...do....	.....do.....	B. F. Wood, City Island, N. Y., 1918.	Converted seaplane barge No. 52, New York, 1919; cov- ered.	
YF138	58 0	11 11 $\frac{3}{4}$	12,000	...do....	.....do.....	.....do.....	Converted seaplane barge No. 53, New York, 1919; cov- ered.	
YF139	58 0	15 11 $\frac{3}{4}$	12,000	...do....	.....do.....	Luders Marine Construc- tion Co., Stamford, Conn., 1918.	Converted seaplane barge No. 60, New York, 1919; cov- ered.	
YF140	54 6	20 0	82	Wood....	Guam.....	Guam, 1914.....	Flush deck.	
YF141	54 6	20 0	82	...do....	.....do.....	.....do.....	Do.	
YF142	45 6	12 0	25	...do....	.....do.....	.....do.....	Ex-Sampan No. 1; well deck.	
YF143	45 6	12 0	25	...do....	.....do.....	.....do.....	Ex-Sampan No. 2; well deck.	
YF144	45 6	12 0	25	...do....	.....do.....	.....do.....	Ex-Sampan No. 3; well deck.	
YF145	45 6	12 0	25	...do....	.....do.....	.....do.....	Ex-Sampan No. 4; well deck.	
YF146	45 6	12 0	25	...do....	.....do.....	.....do.....	Ex-Sampan No. 5; well deck.	
YF147	45 6	12 0	25	...do....	.....do.....	.....do.....	Ex-Sampan No. 6; well deck.	
YF148	86 3	22 9	200	...do....	Indianhead....	Purchased from E. I. Du Pont de Nemours Co., 1918.	Ex-Du Pont barge No. 6; flush deck.	
YF149	86 3	22 9	50	...do....	Guam.....	Mars Island.....	Flush deck.	
YF150	86 3	22 9	50	...do....	.....do.....	.....do.....	Do.	
YF151	86 3	22 9	50	...do....	.....do.....	.....do.....	Do.	
YF152	86 3	22 9	50	...do....	.....do.....	.....do.....	Do.	
YF153	45 0	18 0	25	...do....	14th district.	Pearl Harbor naval sta- tion, 1917.	Sheathed 1-inch red- wood; ex-marine lighter No. 1; flush deck.	

<sup>1</sup> Cubic feet.

## FREIGHT LIGHTERS (YF)

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YF154	45 0	20 0	30	Wood...	14th district.....	Acquired from Marine Corps.	Copper sheathed; flush deck, sway-backed scow.
YF155	107 0	24 0	250	...do....	4th district.....	Built Am. Car & Foundry Co., 1890; purchased from Geo. W Bush & Sons, Philadelphia, 1917.	Ex - Barge Seven; flush deck; cargo holds and deck house.
YF156	80 0	27 0	.....	...do....	Indianhead.....	Purchased from J. G. White Eng. Co., 1919.	Ex - Indian Head; flush deck and house.
YF157	84 0	23 0	.....	...do....	.....do.....	.....do.....	Ex-Monarch; flush deck and house.
YF158	84 0	23 0	.....	...do....	.....do.....	.....do.....	Ex-Fearless; flush deck and house.
YF159	50 0	20 0	50	...do....	Annapolis.....	Norfolk, 1911.....	Ex-sand scow No. 3; sheathed.
YF161	110 0	30 0	250	...do....	3d district.....	.....do.....	Ex-Catherine Johnson, self-propelled (S. P. 390); covered.
YF162	110 0	30 0	250	...do....	16th district.....	.....do.....	Ex-coal barge 179; covered, housed, self-propelled.
YF163	74 6	27 8	125	Steel....	St Thomas, V. I.	Taken over with Virgin Islands.	Converted derrick lighter No. 5.
YF164	74 6	17 0	65	...do....	.....do.....	.....do.....	Covered; converted well lighter No. 2.
YF165	30 6	8 2	10	...do....	.....do.....	.....do.....	Converted cargo lighter No. 3.
YF166	56 5	14 10	55	...do....	.....do.....	.....do.....	Converted cargo lighter No. 4.
YF167	56 5	14 10	55	...do....	.....do.....	.....do.....	Converted cargo lighter No. 6.
YF168	74 6	17 0	65	...do....	.....do.....	.....do.....	Converted cargo lighter; covered.
YF169	27 0	6 9	7	...do....	.....do.....	.....do.....	Converted cargo lighter.
YF170	68 0	30 0	250	Wood...	Indianhead.....	Purchased from J. G. White Eng. Corp.	Ex-Boo-hoo.
YF171	40 0	12 0	25	...do....	6th district.....	Converted.....	Sheathed with yellow pine; ex - utility transport; steel frame.
YF172	30 10	.....	15	...do....	Annapolis.....	.....do.....	Ex-sand scow No. 4; sheathed; flush deck.
YF173	58 0	22 0	150	...do....	Indianhead.....	Purchased from J. G. White Eng. Corp.	Ex-sand scow No. 1; sheathed; 1" boards.

## FREIGHT LIGHTERS (YF).

Official No.	Length.		Breadth.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	ft.	in.	ft.	in.	Tons.				
YF174	56	0	20	0	100	Wood...	Indianhead.....	Purchased from J. G. White Eng. Corp.	Ex-sand scow No. 2; sheathed; 1" boards.
YF175	30	0	12	0	100	do.....	do.....	do.....	Ex-sand scow No. 3; sheathed; 1" boards.
YF176	141	6	29	0	650	do.....	6th district.....	A. C. Brown, Tottenville, N. Y.	Ex - Apache; ex - Aspinet.
YF177	110	0	30	0	250	do.....	Building.....	Cavite.....	Authorized May 21, 1920.
YF178	110	0	30	0	250	do.....	do.....	do.....	Do.
YF179	110	0	30	0	250	do.....	do.....	do.....	Do.
YF180	110	0	30	0	250	do.....	do.....	do.....	Do.
YF181	110	0	34	0	250	do.....	do.....	do.....	Refrigerator.

NOTE.—Freight lighter No. 21 converted to floating derrick and renumbered YD56.

Freight lighter No. 97, ex-Success, sold Jan. 16, 1920.

Freight lighter No. 160 converted to water barge and renumbered YW31.

YF 182, 183, and 184 authorized; to be converted from stevedoring barges YS 72, 73, and 75.

## GARBAGE LIGHTERS (YG).

YG1	110	0	29	0	11,000	Wood...	3d district.....	Unknown, 1899..	8-pocket, side dumping; well deck.
YG2	110	0	29	0	11,000	do.....	do.....	Navy yard, New York, 1903.	Do.
YG5	110	0	29	8	11,536	do.....	1st district.....	Navy yard, Boston, 1905.	Do.
YG6	62	0	20	8	63	do.....	13th district.....	Navy yard, Puget Sound, 1909.	Self-dumping.
YG7	62	0	20	8	63	do.....	do.....	do.....	Side-dumping; well deck.
YG9	110	0	29	0	11,000	do.....	3d district.....	Navy yard, New York, 1918.	Do.
YG10	110	0	29	0	11,000	do.....	do.....	do.....	Do.

<sup>1</sup> Cubic feet.

## FLOATING PILE DRIVERS (YPD).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YPD1	70 0	24 0	20,000	Wood...	3d district.....	T. A. Crane & Sons, New York, 1898.	300-lb. hammer.
YPD2	75 0	28 0	175	...do....	13th district....	Navy yard, Puget Sound, 1901.	Copper sheathed; 3,700-lb. hammer; flush deck, with house.
YPD4	60 0	28 0	32	Steel....	12th district....	Navy yard, Mare Island, 1904.	Wood house; converted derrick; flush deck; 3,250-lb. hammer; un-serviceable.
†YPD6 <sup>2</sup>	50 0	20 0	.....	Wood....	...do.....	.....	Flush deck and house.
YPD10	55 0	27 0	45	...do....	4th district.....	Navy yard, Philadelphia	Flush deck and house; sheathed; 3,000-lb. hammer.
YPD13	54 0	20 0	20	...do....	Guantanamo....	Snare & Triest Co., naval station, Guantanamo, Cuba.	Copper sheathed; 3,000-lb. hammer.
YPD14	50 5	24 4	.....	...do....	5th district.....	Navy yard, Norfolk, 1911.	Sheathed, creosoted pine; 3,375-lb. hammer.
YPD16	65 3	26 0	50	...do....	14th district....	John A. Hughes, Honolulu, 1913.	Copper sheathed; 10,000-lb. hammer.
YPD17	55 9	25 6	78	...do....	16th district....	Olongapo, 1916.....	Copper sheathed; flush deck; 3,528-lb. hammer.
YPD18	80 0	25 0	120	...do....	6th district.....	Converted at Charleston, 1916.	Converted coal barge No. 260; sheathed with wood; flush deck.
YPD19	45 0	30 0	80	...do....	7th district.....	Ex-floating derrick No. 18	Sheathed, with flashboards; 2,000-lb. hammer.
YPD20	60 0	20 0	100	...do....	1st district.....	Navy yard, Boston, 1908; converted at Newport, R. I., 1913.	Converted from coal barge No. 227; 2,780-lb. hammer.

<sup>1</sup> Pounds.

<sup>2</sup> Condemned and used as a landing float.

NOTE --Floating pile drivers Nos. 11 and 12 reported lost; dropped.

## HEATING SCOWS (YHT).

Official No.	Name.	Length.		Breadth.	Material.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>					
YHT1	HEATING SCOW NO. 1.	55 4	13 6	Steel....	3d district....	Navy yard, New York, 1905.		
YHT2	HEATING SCOW NO. 2.	55 4	13 7½	...do.....	.....do.....	Navy yard, New York, 1910.		
YHT3	HEATING SCOW NO. 3.	55 4	13 6	...do.....	.....do.....	Navy yard, New York, 1893.		

## MUD SCOWS (YMD).

Official No.	Length.		Displacement.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>					
YMD1	30 0	12 0	.....	Wood...	16th district....	Naval station, Olongapo.	Coppered; flush deck.
YMD2	30 0	12 0	.....	...do.....	.....do.....	Bought from J. G. White & Co., Olongapo.	Do.
YMD4	50 0	20 0	.....	...do.....	.....do.....	.....do.....	Sheathed; flush deck.
YMD6	50 0	20 0	.....	...do.....	.....do.....	Naval station, Olongapo, 1908.	Coppered; flush deck.
YMD8	100 0	30 0	134	...do.....	12th district....	Navy yard, Mare Island, 1909.	3 hoppers; well deck.
YMD9	100 0	30 0	134	...do.....	.....do.....	.....do.....	Do.



## DISTRICT TUGS (YT).

Official No.	Name.	Length.		Breadth.	Allocation.	Where and when built or purchased.	Remarks
		<i>Ft.</i>	<i>in.</i>				
YT1	WAHNETA.....	92	0 20 11 $\frac{3}{4}$		5th dist...	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	
YT2	IWANA.....	92	6 20 11 $\frac{1}{2}$		1st dist.....	do.....	
YT3	NARKEETA.....	92	6 20 11 $\frac{1}{2}$		3d dist.....	do.....	
*YT4	UNADILLA.....	110	0 25 0		12th dist...	Navy yard, Mare Island; authorized July 26, 1894.	
YT5	SAMOSET.....	92	6 21 0		4th dist...	Navy yard, Norfolk; authorized Mar. 2, 1895.	
YT6	PENACOOK.....	92	6 21 1		1st dist.....	Navy yard, New York; authorized Mar. 3, 1897.	
YT7	PAWTUCKET.....	92	6 21 1		13th dist...	Navy yard, Mare Island; authorized Mar. 3, 1897.	
YT8	PENTUCKET.....	92	6 21 1		3d dist.....	Navy yard, Boston; authorized July 1, 1902.	
YT9	SOTOYOMO.....	92	6 21 1		13th dist...	Navy yard, Mare Island; authorized July 1, 1902.	
YT10	TRITON.....	96	9 20 9		Navy yard, Washing- ton.	J. H. Dialogue & Sons, Camden, N. J.; built, 1888.	
*YT11	FORTUNE <sup>1</sup> .....	137	0 26 0		Samoa.....	James Tetlow, Boston, Mass.; built, 1865.	
YT12	CAVUGA.....	101	0 21 0		3d dist.....	Maryland Steel Co., Baltimore, Md.; purchased, 1898.	Ex-Powhatar; ex-Penwood
YT13	HERCULES <sup>1</sup> .....	101	6 20 6		5th dist...	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	
YT14	LIVELY.....	107	0 22 6		12th dist...	Union Iron Works, San Francisco; purchased, 1898.	Ex-Active.
YT15	MASSASOIT.....	89	5 19 0		5th dist...	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-A. W. Booth.
YT16	MODOC <sup>1</sup> .....	96	9 20 10		4th dist.....	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	Ex-Enterprise.
YT17	MOHAWK.....	103	10 24 0		5th dist...	T. S. Marvel & Co., Newburgh, N. Y.; purchased, 1898.	Ex-T. P. Fowler.
YT18	NOTTAWAY <sup>1</sup> .....	81	5 18 10 $\frac{1}{2}$		1st dist.....	Newport News S. B. & D. D. Co.; purchased, 1898.	Ex-Accomac; ex-El Toro.
YT19	NYACK <sup>1</sup> .....	84	6 19 0		...do.....	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-Sioux; ex-P. H. Wise.
YT20	PASSAIC <sup>2</sup> .....	124	4 27 0		3d dist.....	Peter McGiehan, Athens, N. Y.; purchased, 1898.	Ex-Pontiac; ex-Right Arm.
YT21	PAWNEE <sup>2</sup> .....	112	0 27 3		...do.....	Rodermund & Co., Tompkins Cove, N. Y.; purchased, 1898.	Ex-John Dwight
YT22	ROCKET.....	93	0 28 0		5th dist...	Pusey & Jones Co., Wilmington, Del.; 1899.	

<sup>1</sup> Built of iron.<sup>2</sup> Built of wood.

## DISTRICT TUGS (YT).

Official No.	Name and S. P. number.	Length.		Allocation.	Where and when built or purchased.	Remarks.
		<i>Fl. in.</i>	<i>Fl. in.</i>			
YT23	SEBAGO.....	99	0 21 0	6th dist...	J. H. Dialogue & Sons, Camden, N. J.; 1893.	
YT24	TECUMSEH.....	100	9 21 9	Navy yard, Washington.	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	Ex-Edward Luckenback.
*YT25	VIGILANT.....	116	0 21 0	12th dist..	Wm. Cramp & Sons, Philadelphia; purchased, 1898.	
YT26	WICOMICO <sup>1</sup> .....	100	9 21 0	Navy yard, Washington.	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-Choctaw; ex-C. G. Coyle.
*YT27	WOMPATUCK.....	130	0 25 0	16th dist..	Harlan & Hollingsworth, Wilmington, Del.; purchased, 1898.	Ex-Atlas.
YT28	ADVANCE <sup>2</sup> ... (3057)	107	6 22 8	5th dist...	M. M. Davis, Solomon's Island, Md.; 1912.	
YT29	BARNETT..... (1149)	111	0 21 7	8th dist...	J. H. Dialogue & Sons, Camden, N. J.; 1911.	
YT30	BOUKER No. 2. (1275)	95	5 25 9	5th dist...	A. C. Brown & Co., Totterville, N. Y., 1904.	
YT31	BROWN, ALEXANDER. <sup>2</sup> (2725)	80	0 24 9	7th dist...	A. C. Brown & Co., Totterville, N. Y.	
YT32	CATAWBA.... (2200)	92	0 22 0	Washington Yard.	Baltimore D. D. & S. B. Co., 1917.	Ex-Howard Greene.
YT33	CONCORD..... (773)	140	0 26 0	...do.....	Chas. H. Hillman, Philadelphia, 1898.	
*YT34	DREADNAUGHT..... (1951)	135	0 28 0	12th dist..	Union Iron Works, San Francisco, 1917.	
YT35	NAUSETT. <sup>2</sup> ... (2671)	88	0 22 6	4th dist...	Chas. Rhodes & Sons, Baltimore, Md.	Ex-Carl R. Gray
YT36	HACKETT, FRANCIS B. (1161)	96	0 24 6	5th dist...	Johnston Bros., Ferrysburg, Mich., 1909.	
YT37	HUDSON, A. J. <sup>1</sup> (3104)	92	0 21 0	8th dist...	J. H. Dialogue & Sons, Camden, N. J., 1888.	
*YT38	LAWRENCE, JOHN L., (838). <sup>2</sup>	157	8 21 2	7th dist <sup>3</sup> ..	John Roach & Sons, New London, Conn.	
*YT39	NAVIGATOR.. (2225)	134	4 26 0	12th dist..	J. H. Dialogue & Sons, Camden, N. J., 1898.	
YT40	NONFAREIL <sup>2</sup> .. (370)	101	0 25 0	5th dist...	Noank, Conn.....	
YT41	OSBORNE, CHASE S. <sup>4</sup> (1121)	128	5 25 2	Annapolis.	Johnston Bros., Ferrysburg, Mich., 1906.	
*YT42	PENOBSCOT... (982)	121	6 24 6	5th dist...	Risdon Iron Works, San Francisco, 1904.	
*YT43	POCOMOKE.... (265)	115	0 18 5	12th dist <sup>5</sup> ..	Pocomoke City, Md., 1902..	
YT44	ADIRONDACK <sup>1</sup> ..... (1390)	112	8 22 0	8th dist...	J. H. Dialogue & Sons, Camden, N. J., 1881.	Ex-Underwriter.
YT45	WOOLEY, JAMES <sup>2</sup> ... (80)	92	1 0 0	1st dist....	East Boston, Mass., 1897..	
YT46	HARBOR TUG No. 46.	88	0 20 0	6th dist...	Navy yard, Charleston, 1919.	
YT47	HARBOR TUG No. 47.	88	0 20 0	...do.....	...do.....	

<sup>1</sup> Built of iron.<sup>2</sup> Built of wood.<sup>3</sup> Temporarily with Submarine Division No 3.<sup>4</sup> Ordered inspected for sale Sept. 16, 1920.<sup>5</sup> Temporarily with Submarine Division No. 6.

NOTE—Alexander Brown, YT31, to be renamed SAGO. A. J. Hudson, YT37, to be renamed YUMA.

## DISTRICT TUGS (YT).

Official No.	Name.	Length.		Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>			
YT48	HARBOR TUG No. 48.	88 0	20 0	8th dist...	Naval station, New Orleans, 1919.	Wood sheathing.
YT49	HARBOR TUG No. 49.	88 0	20 0	...do.....	...do.....	Do,
YT50	HARBOR TUG No. 50.	88 0	20 0	...do.....	...do.....	Do.
<i>Ex-YT51</i>	<i>Harbor Tug No. 51..</i>	.....	.....	.....	.....	Do,
<i>Ex-YT52</i>	<i>Harbor Tug No. 52..</i>	.....	.....	.....	.....	Do.
YT53	HARBOR TUG No. 53.	88 0	20 0	9th dist...	Clayton S. & B. B. Co., Clayton, N. Y.	
YT54	HARBOR TUG No. 54.	88 0	20 0	...do.....	...do.....	
YT55	HARBOR TUG No. 55.	88 0	20 0	...do.....	...do.....	
YT56	HARBOR TUG Ni. 56.	88 0	20 0	3d dist....	Eastern Shipyard Co., Greenport, Long Island.	
YT57	HARBOR TUG No. 57.	88 0	20 0	4th dist...	Eastern Shore S. B. Co., Sharpstown, Md.	Completed by Vineyard S. B. Co., Milford, Conn.
<i>Ex-YT58</i>	<i>Harbor Tug No. 58..</i>	.....	.....	.....	.....	
<i>Ex-YT59</i>	<i>Harbor Tug No. 59..</i>	.....	.....	.....	.....	
<i>Ex-YT60</i>	<i>Harbor Tug No. 60..</i>	.....	.....	.....	.....	
YT61	HARBOR TUG No. 61.	88 0	20 0	3d dist....	Greenport B. & C. Co., Greenport, Long Island.	
<i>Ex-YT62</i>	<i>Harbor Tug No. 62..</i>	.....	.....	.....	.....	
YT63	HARBOR TUG No. 63.	88 0	20 0	3d dist....	Hiltebrant D. D. Co., Kingston, N. Y.	
YT64	HARBOR TUG No. 64.	88 0	20 0	1st dist...	...do.....	
<i>Ex-YT65</i>	<i>Harbor Tug No. 65..</i>	.....	.....	.....	.....	
<i>Ex-YT66</i>	<i>Harbor Tug No. 66..</i>	.....	.....	.....	.....	
YT67	HARBOR TUG No. 67.	88 0	20 0	3d dist....	Robert Jacob, City Island, N. Y.	
YT68	HARBOR TUG No. 68.	88 0	20 0	5th dist...	...do.....	
YT69	HARBOR TUG No. 69. <sup>1</sup>	88 0	20 0	...do.....	...do.....	
YT70	HARBOR TUG No. 70.	88 0	20 0	1st dist...	...do.....	
YT71	HARBOR TUG No. 71.	88 0	20 0	...do.....	Luders Marine Construction Co., Stamford, Conn.	
YT72	HARBOR TUG No. 72.	88 0	20 0	3d dist...	...do.....	
YT73	HARBOR TUG No. 73.	88 0	20 0	1st dist...	...do.....	
YT74	HARBOR TUG No. 74.	88 0	20 0	3d dist...	...do.....	

<sup>1</sup> Loaned to U. S. Marine Corps Dec. 5, 1919.

NOTE.—Harbor and motor tugs (YT46 to YT99) built of wood.

Harbor tugs YT46 and YT47 are equipped with Ward boilers; YT48 to YT50, YT57 to YT60, YT62 to YT65, YF84 and YF85 with Wickes boilers; YT51 and YF52, YT71 to YT74, YT82 and YT83 with Marine leg. boilers; YF53 to YF56, YF61, YF66 to YF70, YF75 and YF76 with Mod. Heine boilers; YT77 to YT81 with Seabury boilers.

## DISTRICT TUGS (YT).

Official No.	Name.	Length.		Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>			
<i>Ex-YT75</i>	<i>Harbor Tug No. 75...</i>					
YT76	HARBOR TUG No. 76.	88 0	20 0	5th dist...	Mathis Yacht Building Co., Camden, N. J.	
YT77	HARBOR TUG No. 77.	88 0	20 0	Indianhead	N. Y. Yacht, Launch & Engine Co., Morris Heights, N. Y.	
YT78	HARBOR TUG No. 78.	88 0	20 0	...do.....	...do.....	
YT79	HARBOR TUG No. 79.	88 0	20 0	6th dist...	...do.....	
YT80	HARBOR TUG No. 80.	88 0	20 0	5th dist...	...do.....	
YT81	HARBOR TUG No. 81.	88 0	20 0	3d dist...	...do.....	
YT82	HARBOR TUG No. 82.	88 0	20 0	4th dist...	Vinyard S. B. Co., Milford, Del.	
YT83	HARBOR TUG No. 83.	88 0	20 0	5th dist...	...do.....	
YT84	HARBOR TUG No. 84.	88 0	20 0	3d dist....	Howard E. Wheeler, Brooklyn, N. Y.	
<i>Ex-YT85</i>	<i>Harbor Tug No. 85...</i>					
YT86	MOTOR TUG No. 86.	65 0	16 2	12th dist...	Navy yard, Mare Island...	
YT87	MOTOR TUG No. 87.	65 0	16 2	...do.....	...do.....	
YT88	MOTOR TUG No. 88.	65 0	16 2	...do.....	...do.....	
YT89	MOTOR TUG No. 89.	65 0	16 2	...do.....	...do.....	
YT90	MOTOR TUG No. 90.	65 0	16 2	14th dist..	Naval station, Pearl Harbor, H. I.	
<i>Ex-YT91</i>	<i>Motor Tug No. 91...</i>					
YT92	MOTOR TUG No. 92.	65 0	16 2	16th dist..	Navy yard, Mare Island...	
YT93	MOTOR TUG No. 93.	65 0	16 2	14th dist..	...do.....	
YT94	MOTOR TUG No. 94.	65 0	16 2	12th dist..	...do.....	
YT95	MOTOR TUG No. 95.	65 0	16 2	...do.....	...do.....	
YT96	MOTOR TUG No. 96.	65 0	16 2	...do.....	...do.....	
YT98	MOTOR TUG No. 98.	65 0	16 2	...do.....	...do.....	
YT99	MOTOR TUG No. 99.	65 0	16 2	...do.....	Building, Mare Island....	
YT102	ALIDA <sup>1</sup> .....	76 0	18 0	1st dist....	Pusey & Jones Co., Wilmington, Del.	
YT103	BALANGA <sup>2</sup> .....	69 0	13 0	16th dist..	Captured with Cavite, 1898.	Copper sheathed.
YT104	BANAAG <sup>2</sup> .....	96 0	16 0	...do.....	Whompoo Dock Co., Hongkong, China, 1898.	Do.
YT105	BARCELO <sup>2</sup> .....	69 10	12 8	...do.....	Captured with Cavite, 1898.	Do.
YT106	CHRISTINE <sup>2</sup> .....	86 6	13 0	...do.....	Whompoo Dock Co., Hongkong, China.	
YT107	IONA <sup>2</sup> .....	56 6	10 3	...do.....	Captured with Cavite, 1898.	Do.
YT108	MERCEDES <sup>3</sup> .....	53 6	9 2	...do.....	...do.....	

<sup>1</sup> Ordered sold Sept. 8, 1920.<sup>2</sup> Composite.<sup>3</sup> Wood.

NOTE.—Harbor tugs YT46 to YT50, YT53 to YT56, YT71 to YT76, and YT82 to YT85 have one single noncondensing engine each, cylinder diameter 18 inches, stroke 22 inches.

Harbor tugs YT51 and YT52, YT57 to YT70, YT77 to YT81 have one single noncondensing engine each, cylinder diameter 18 inches, stroke 24 inches.

Motor tugs YT86 to 101 have one union 4-cycle, 4-cylinder engine, cylinder diameter 12 inches, stroke 15 inches.

Harbor tugs transferred to Coast Guard: YT51, YT52, YT58, YT59, YT60, and YT75 Nov. 21, 191; YT62, Jan. 8, 1920; YT65, Dec. 13, 1919; YT66, Jan. 12, 1920; YT85, Jan. 2, 1920.

Motor tug YT91 transferred to War Department Mar. 10, 1920. Motor tugs Nos. 97, 100, and 101 converted into ambulance boats and renumbered YH1, YH2, and YH3.

## FLOATING WORKSHOPS (YR).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YR2	113 7	37 7	.....	Steel....	5th district..	Navy yard, New York, 1905.	10-ton steam floating revolving derrick. Ex-Alpha; wood covered.
†YR3	50 0	24 0	.....	Wood...	12th district.	Navy yard, Mare Island.	Machinery removed Apr. 2, 1920.
YR4	60 0	12 0	.....	do.....	do.....	Navy yard, Mare Island, 1909.	Wooden house; for submarine.
YR5	110 0	30 0	250	do.....	do.....	Converted from coal barge No. 164, Mare Island, 1915.	Sheathed; flush deck; house.
YR6	50 0	24 0	.....	do.....	5th district..	Navy yard, Norfolk....	With house; wood covered.
YR7	50 0	24 0	.....	do.....	do.....	do.....	Do.
YR8	118 7	36 3	.....	do.....	6th district..	Converted from coal barge No. 455, Norfolk, 1918.	Flush deck; yellow pine sheathing treated with carbolium.
†YR9	106 4	33 0	.....	do.....	do.....	Converted from coal barge No. 456, Norfolk, 1918.	Do.
YR10 <sup>1</sup>	.....	.....	.....	do.....	4th district..	.....	Ex-Harry; Id. No. 3536; flush deck and house for machinery.
YR12	105 0	24 2	236	do.....	3d district...	Converted from freight lighter No. 117 at New York, 1918; built, Noack, Conn., 1898.	Ex-Gordon; Id. 2172; self-propelled.
YR13	124 6	33 4	.....	do.....	do.....	Purchased from Emergency Fleet Corp., 1919,	Ex-repair barge No. 1; wood sheathed; has house.
YR14	124 6	33 4	.....	do.....	6th district	do.....	Ex-repair barge No. 2; flush deck and house, sheet iron sheathing.
YR15	124 6	33 4	.....	do.....	1st district	do.....	Ex-repair barge No. 3; flush deck and house.
YR16	124 6	33 4	.....	do.....	6th district..	do.....	Ex-repair barge No. 4; flush deck and house; sheet-iron sheathing.
YR17	124 6	33 4	.....	do.....	5th district..	do.....	Ex-repair barge No. 5.

<sup>1</sup> Used in repairing destroyers.

## DISTRICT PATROL VESSELS (YP).

Official No.	Name.	Type.	Length.		Material.	Allocation.	Built by—
			<i>Ft. in.</i>	<i>Ft. in.</i>			
YP2871	BIE & SCHIOTT.....	Motor boat..	64 0	13 0	Wood...	5th dist...	G. A. Raleigh, 1918.
YP3234	BROWNING, ELLEN.....	..do.....	23 0	4 11	..do.....	12th dist...	Fellows Yacht & Launch Co., 1916.
✓ YP185	CLARINDA.....	..do.....	92 6	17 2	..do.....	6th dist...	Matthews Boat Co., Port Clinton, Ohio.
✓ YP633	CONSTANCE II.....	..do.....	41 0	9 9	..do.....	1st dist...	Holmes Marine Constr. Co., Mystic, Conn.
✓ YP43	DARAGA.....	..do.....	72 7	17 0	..do.....	..do.....	Camden Anchor & Rockland Machine Co., 1915.
✓ YP909	EAGLET.....	..do.....	83 0	15 0	..do.....	..do.....	J. M. Bayless & Sons, Port Jefferson, N. Y., 1911.
✓ YP214	EDITHIA.....	..do.....	96 0	14 0	..do.....	3d dist...	Gas Engine & Power Co., Morris Heights, N. Y., 1914.
* YP714	GALATEA.....	St. yacht....	158 0	24 0	Steel....	1st dist...	Pusey & Jones, Wilmington, Del., 1914.
YP2230	HELENITA <sup>1</sup> .....	Motor boat..	45 0	11 8	Wood...	5th dist...	
✓ YP181	HELORI.....	..do.....	92 4	15 8	..do.....	13th dist...	Johnson Bros. & Blanchard, Seattle, Wash.
* YP2840	HERRESHOFF No. 323	St. yacht....	112 9	15 2	Steel....	1st dist...	Herreshoff Mfg. Co., Bristol, R. I., 1918.
YP2384	HURST, FLOYD.....	Motor boat..	48 8	10 0	Wood...	Washington yard.	Navy yard, Norfolk, 1902.
* YP399	LEGONIA II <sup>2</sup> .....	St. yacht....	140 4	22 6	Steel....	5th dist...	Pusey & Jones, Wilmington, Del., 1909.
✓ YP413	MARIJA.....	Motor boat..	45 6	11 0	.....	6th dist...	Edgar Young, Wilmington, N. C., 1917.
✓ YP179	PRIVATEER.....	..do.....	106 3	13 0	Wood...	3d dist...	Gas Engine & Power, Morris Heights, N. Y.
✓ YP2	RELIEF <sup>3</sup> .....	..do.....	35 0	9 9	..do.....	1st dist...	Yarmouth, Me.
✓ YP3	SANDA.....	..do.....	36 2	.....	.....	3d dist...	W. E. Haff, N. Y., 1917.
* YP519	VERGANA.....	St. yacht....	125 0	18 9	Steel....	12th dist...	F. S. Marvel, Newburgh, N. Y., 1897.
✓ YP93	ZUMBROTA.....	Motor boat..	69 0	14 6	Wood...	7th dist...	Matthews Boat Bldg. Co., Port Clinton, Ohio, 1914.

<sup>1</sup> Ordered loaned to city of Norfolk Aug. 27, 1920.<sup>2</sup> Legonia II formerly Lydonia, ex-Walucia.<sup>3</sup> Ordered sold Sept. 28, 1920.

Note: All of the above were purchased during the World War. YP numbers are identical with S. P. numbers originally assigned.

## UNCLASSIFIED.

The following list includes small craft formerly in naval districts now under loan, as indicated, together with those which can not be classified under the standard nomenclature.

Name and No.	Type.	Length.	Material.	Where and when built or purchased.	Status July 1, 1920.
ADVANCE - BASE LIGHTER NO. 1. <sup>1</sup>	Lighter.....	<i>Ft. in.</i> 24 0	Wood.	Olongapo Station, 1911	16th district..
ADVANCE - BASE LIGHTER NO. 2. <sup>1</sup>	.....do.....	24 0	...do...	...do.....	Do.
ADVANCE - BASE LIGHTER NO. 3. <sup>1</sup>	.....do.....	24 0	...do...	...do.....	Do.
ADVANCE - BASE LIGHTER NO. 4. <sup>1</sup>	.....do.....	24 0	...do...	...do.....	Do.
AHDEEK.....(2583)	Motor boat..	36 3	...do...	Chas. L. Seabury, Morris, Heights, N. Y.	Loaned to Culver Military Academy.
*ARDENT.....(680)	Trawler.....	106 2	...do...	Greenport Basin & Construction Co., Greenport, L. I., 1902.	Submarine base, New London.
ARGO.....	Yawl.....	57 0	...do...	Essex, Mass., 1832....	Naval Academy.
BOOTHBAY.....(1798)	Freight and passenger steamer.	126 0	Steel..	Neafe & Levy, Philadelphia, 1907.	Navy yard, Washington.
BOXER.....	Training brig	108 0	Wood.	Navy yard, Portsmouth, 1904-5.	Transferred to Interior Department as a loan.
CLIO.....(2279)	Freight and passenger steamer.	109 0	Steel..	Clinton S. B. & Repair Co., Philadelphia.	5th district.
ESTELLE.....(747)	Motor boat..	40 0	Wood.	.....	Loaned to Culver Military Academy.
*FAVORITE.....(1385)	Salvage tug.	180 8	Steel..	Buffalo S. B. Co., Buffalo, N. Y., 1907.	Loaned to Panama Canal.
GOLIAH.....(1494)	Tug.....	135 0	...do...	J. H. Dialogue & Sons, Camden, N. J., 1907.	Loaned to Shipping Board.
HANGAR BARGE NO. 1.....	.....	225 0	.....	American Bridge Co., 1916.	8th district.
HERMES.....	Auxiliary schooner.	89 5	Wood.	W. F. Stone, Oakland, Calif., 1914.	Loaned for use of leper colonies.
*HERRESHOFF No. 308.. (2232)	Steam yacht	112 5	Steel..	Herreshoff Mfg. Co., 1917.	Loaned to War Dept. for use of Panama Canal.
HERRESHOFF No. 322... (2373)	Motor boat..	77 6	Steel..	Herreshoff Mfg. Co., Bristol, R. I., 1917.	Loaned to dock department, New York City.
*NAHANT <sup>2</sup> .....(1250)	Tug.....	134 7	...do...	J. H. Dialogue & Sons, Camden, N. J., 1913.	Loaned to police department New York City, renamed John F. Hylan.
PIERCE, GEO. F....(648)	Freight and passenger steamer.	121 4	Wood.	Wm. G. Abbott, Milford, Del., 1914.	4th district.
POWER FLOAT No. 24.....	.....	60 0	...do...	Naval station, Cavite, 1908.	16th district.
POWER FLOAT No. 25.....	.....	90 0	...do...	.....	Do.

<sup>1</sup> Sheathed with copper.

<sup>2</sup> Nahant formerly Luckenbach No. 4.

NOTE.—Power float No. 23 sold.

Hangar Barge No. 1 ordered sold Sept. 27, 1920.

## UNCLASSIFIED.

Name and No.	Type.	Length.	Material.	Where and when built or purchased.	Status July 1, 1920.
ROBERT CENTER.....	Sloop.....	<i>Ft. in.</i> 66 0	Wood.	Lawley & Son, Neponset, Mass.	Naval Academy.
SAMOSSET.....(2000)	Freight and passenger steamer.	103 3	Steel..	Neafe & Levy, Philadelphia, 1897.	3d district.
SEAPLANE BARGE NO. 50.....	.....	58 0	...do...	Luders Marine Construction Co., Stamford, Conn., 1918.	Loaned to police department, New York City.
TRAFFIC.....	Freight steamer.	106 0	Wood.	D. McCarty, South Brooklyn, N. Y., 1891.	3d district.
TRANSFER.....	...do.....	110 0	Steel..	Navy yard, New York, 1904.	Do.
WILD GOOSE <sup>1</sup> .....(562)	Motor boat..	59 4	Wood.	Gas Engine Power Co., Morris Heights, N. Y., 1913.	Loaned to city of Norfolk, June 21, 1920.

<sup>1</sup> Ordered returned by city of Norfolk and placed on sale, Aug. 27, 1920.





## ALLOCATION OF DISTRICT CRAFT.

## First Naval District.

Coal barges: YC-49, 50, 51, 52, 90, 91, 92, 93, 94, 95, 97, 99, 100, 101, 102, 104, 105, 127, 160, 161, 168, 230, 249, 250, 288, 289, 299, 345, 346, 347, 348, 433, 504, 505, 507, 508, 509, 510, 511, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 623, 624, 625, 626.

Fuel-oil barges: YO-3, 13, 14, 15, 20, 39.

Stevedoring barges: YS-14, 15, 51.

Torpedo-testing barges: YTT-1, 2.

Water barges: YW-5, 11, 22, 27.

Floating derricks: YD-9, 11, 13, 14, 20, 23, 35, 38.

Ferryboats and launches: Narrangansett, Patchogue, Cyane, Faithful, Hustle, Inca, Launch No. 132, Launch No. 1048, Wave.

Ammunition lighters: YE-17, 23.

Ash lighters: YA-13, 14.

Freight lighters: YF-12, 41, 49, 63, 77, 78, 79, 80, 81, 82, 98.

Garbage lighter: YG-5.

Pile driver: YPD-20.

District tugs: Alida, Iwana, Penacook, Nottaway, Nyack, James Wooley; harbor tugs. YT-70, 71, 73.

Floating workshop: YR-15.

Patrol vessels: Constance II, Daraga, Eaglet, Galatea, Herreshoff No. 323, Relief.

Unclassified: Ardent.

## Third Naval District.

Coal barges: YC-128, 258, 287, 568, 572, 577, 578, 579, 595, 599, 600, 601.

Fuel-oil barges: YO-5, 32.

Water barge: YW-45.

Floating derricks: YD-3, 21, 29, 37, 39, 44, 48, 49, 54.

Ferryboats and launches: Launch No. 1039.

Ammunition lighters: YE-11, 18, 19, 20, 29.

Freight lighters: YF-1, 2, 7, 92, 93, 94, 95, 96, 107, 112, 113, 114, 116, 118, 121, 123, 161.

Garbage lighters: YG-1, 2, 9, 10.

Pile driver: YPD-1.

Heating scows: YHT-1, 2, 3.

District tugs: Narkeeta, Pentucket, Cayuga, Passaic, Pawnee; harbor tugs, YT-56, 61, 63, 64, 67, 72, 74, 81, 84.

Floating workshops: YR-12, 13.

District patrol vessels: Privateer, Sanda, Edithia.

Unclassified: Samoset, Seaplane Barge No. 50, Traffic, Transfer, Nahant, Herreshoff No. 322.

## Fourth Naval District.

Coal barges: YC-83, 136, 255, 256, 506, 541, 542, 543, 544, 545, 546, 547, 548, 551, 552, 570, 571, 594, 602.

Fueling barges: YCD-11, 12, 22.

Water barge: YW-34.

Floating derricks: YD-5, 30, 45.

Ammunition lighters: YE-26, 30.

Ash lighters: YA-40, 41.

Freight lighters: YF-9, 71, 106, 108, 155.

Pile driver: YPD-10.

District tugs: Modoc, Nausett, Samoset; harbor tugs, YT-57, 82.

Floating workshop: YR-10.

Unclassified: George F. Pierce.

**Fifth Naval District.**

Ambulance boat: YH-2.

Coal barges: YC-67, 118, 120, 125, 261, 262, 263, 264, 265, 266, 267, 268, 270, 271, 272, 273, 282, 284, 286, 290, 291, 292, 293, 295, 301, 303, 305, 310, 313, 317, 318, 319, 350, 354, 355, 356, 357, 431, 432, 434, 458, 459, 484, 485, 486, 488, 489, 501, 502, 503, 563, 564, 566, 574, 596, 597.

Fuel-oil barges: YO-6, 7, 19, 31.

Seaplane barge: YV-57.

Stevedoring barges: YS-9, 10, 11, 12, 13.

Torpedo-testing barge: YTT-3.

Water barges: YW-4, 33.

Floating derricks: YD-7, 8, 26, 31, 36, 43.

Ferryboats and launches: Navy Yard, Vidette.

Ammunition lighter: YE-25.

Freight lighters: YF-8, 48, 53, 55, 56, 58, 59, 60, 61, 67, 68, 69, 70, 74, 90, 91, 109.

Pile driver: YPD-14.

District tugs: Advance, Bouker No. 2, Francis B. Hackett, Hercules, Massasoit, Mohawk, Nonpareil, Penobscot, Rocket, Wahneta; harbor tugs, YT-68, 69, 76, 80, 83.

Floating workshops: YR-2, 6, 7, 17.

District patrol vessels: Bie & Schiott, Helenita, Legonia II.

Unclassified: Clio, Wild Goose I.

**Sixth Naval District.**

Coal barges: YC-137, 169, 213, 259, 334, 335, 336, 337, 338, 339, 340, 341, 343, 344, 349, 441, 442, 535.

Fueling barge: YCD-7.

Fuel-oil barges: YO-36, 38.

Stevedoring barge: YS-63.

Water barges: YW-9, 31.

Floating derrick: YD-1.

Dredges: YM-8, 10.

Ferry boats and launches, Atlantic II, Kite.

Ammunition lighter: YE-31.

Ash lighter: YA-29.

Freight lighters: YF-84, 110, 171, 176.

Floating pile driver: YPD-18.

District tugs: Sebago; harbor tugs, YT-46, 47, 79.

Floating workshops: YR-8, 9, 14, 16.

District patrol vessels: Clarinda, Marija.

**Seventh Naval District.**

Coal barges: YC-87, 150, 151, 209, 232, 410, 413, 493, 494, 497.

Seaplane barges: YV-20, 59.

Stevedoring barge: YS-67.

Water barge: YW-12.

Floating derricks: YD-17, 55.

Freight lighter: YF-111.

Floating pile driver: YPD-19.

District tug: Alexander Brown.

District patrol vessel: Zumbrota.

**Eighth Naval District.**

Coal barges: YC-320, 325, 408, 480, 481, 491.  
 Seaplane barges: YV-48, 49.  
 Stevedoring barges: YS-68, 69, 70, 71, 76, 77, 78.  
 Water barge: YW-28.  
 Seaplane wrecking derricks: YSD-1, 2, 5.  
 Ferry boats and launches: Asp.  
 District tug, Adirondack, Barnett, A. J., Hudson, harbor tugs, YT-48, 49, 50.  
 Unclassified, Hangar Barge No. 1.

**Ninth, Tenth, Eleventh Naval Districts.**

District tugs: harbor tugs, YT-53, 54, 55.  
 Unclassified, Ahdeek, Estelle.

**Twelfth Naval District.**

Ambulance boat, YH-1.  
 Coal barges: YC-71, 72, 73, 129, 130, 131, 132, 140, 141, 143, 152, 153, 154, 166, 187  
 188, 217, 218, 220, 221, 222, 223, 224, 225, 226, 231, 234, 235, 236, 239, 240, 241, 242,  
 243, 244, 245, 246, 269, 275, 276, 277, 279, 280, 281, 283, 285, 297, 307, 308, 309, 311,  
 312, 360, 362, 365, 366, 367, 368, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387,  
 388, 392, 393, 395, 396, 460, 461, 462, 463, 465, 466.  
 Fueling barges: YCD-1, 2, 4, 6.  
 Fuel-oil barges: YO-8, 9, 23, 24, 30.  
 Seaplane barges: YV-21, 23, 24.  
 Water barges: YW-16, 47.  
 Floating derricks: YD-27, 33.  
 Seaplane wrecking derrick: YSD-4.  
 Dredge: YM-2.  
 Ferry boats and launches: Admiral Glass, Castro, Dart, Leslie.  
 Ammunition lighters: YE-1, 2, 27.  
 Ash lighters: YA-23, 24, 31, 32, 38, 39, 42, 46.  
 Freight lighters: YF-29, 30, 75, 76, 83, 85, 99.  
 Floating pile drivers: YPD-4, 6.  
 Mud scows: YMD-8, 9.  
 District tugs: Unadilla, Lively, Vigilant, Dreadnaught, Navigator, Pocomoke;  
 motor tugs, YT-86, 87, 88, 89, 94, 95, 96, 98, 99.  
 Floating workshop: YR-3, 4, 5.  
 District patrol vessels: Ellen Browning, Vergana.

**Thirteenth Naval District.**

Coal barges: YC-156, 157, 158, 159, 170, 171, 172, 173, 190, 191, 192, 193, 278, 304,  
 306, 314, 315, 316, 321, 322, 323, 324, 358, 359, 361, 369, 370, 371, 372, 373, 374, 375,  
 376, 389, 390, 391, 445, 447, 448, 467.  
 Fueling barges: YCD-3, 5, 8.  
 Fuel-oil barges: YO-1, 4.  
 Stevedoring barges: YS-39, 40, 42, 46, 47, 50.  
 Water barge: YW-23.  
 Floating derrick: YD-52.  
 Ammunition lighters: YE-3, 4, 15, 16.  
 Ash lighters: YA-35, 36.  
 Freight lighters: YF-45, 46, 47, 50, 51, 52, 54, 87, 88, 89, 100, 101.  
 Garbage lighters: YG-6, 7.  
 Floating pile driver: YPD-2.  
 District tugs: Pawtucket, Sotoyomo.  
 District patrol vessel: Helori.

**Fourteenth Naval District.**

Coal barges: YC-251, 252, 253, 254, 274, 294, 296, 404, 405, 406, 407, 427, 428, 429, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 641, 642.  
 Fueling barges: YCD-9, 10.  
 Fuel-oil barge: YO-21.  
 Water barges: YW-10, 15.  
 Floating derricks: YD-25, 53.  
 Ash lighters: YA-48, 49.  
 Freight lighters: YF-102, 103, 104, 105, 153, 154.  
 Floating pile driver: YPD-16.  
 District tugs: Motor tugs, YT-90, 93.

**Fifteenth naval district.**

Fuel-oil barge: YO-11.  
 District tug: Breakwater (681).

**Sixteenth naval district.**

Coal barges: YC-144, 145, 146, 147, 175, 177, 178, 180, 181, 182, 183, 185, 238.  
 Water barges: YW-19, 24.  
 Floating derricks: YD-15, 16, 19, 47, 56.  
 Dredge: YM-4.  
 Ferryboats and launches: Working Launches Nos. 681, 682, 683, 684, 686, Rivera Magdalena.  
 Ammunition lighters: YE-7, 8.  
 Ash lighters: YA-37, 52, 59.  
 Freight lighters: YF-5, 6, 17, 24, 34, 35, 36, 37, 38, 86, 162.  
 Floating pile driver: YPD-17.  
 Mud scows: YMD-1, 2, 4, 6.  
 District tugs: Wompatuck; Balanga, Banaag, Barcelo, Christine, Iona, Mercedes; motor tug, YT-92.  
 Unclassified: Advance Base Lighters Nos. 1, 2, 3, 4; Power Floats Nos. 24, 25.

**Alexandria, Va.**

Torpedo testing barge: YTT-4.  
 Ammunition lighter: YE-28.

**Annapolis.**

Coal barges: YC-103, 124.  
 Fuel-oil barge: YO-17.  
 Water barge: YW-21.  
 Floating derrick: YD-51.  
 Ferryboats and launches: Shady Side.  
 Ash lighters: YA-16, 22, 45, 47.  
 Freight lighters: YF-10, 31, 32, 159, 172.  
 District tug: Chase S. Osborne.  
 Unclassified: Argo, Robert Center.

**Guam.**

Water barge: YW-26.  
 Dredge: YM-5.  
 Freight lighters: YF-42, 43, 140, 141, 142, 143, 144, 145, 146, 147, 149, 150, 151, 152.

**Guantanamo.**

Coal barges: YC-24, 55, 57, 59, 66, 111, 112, 113, 122, 162, 163, 198, 199, 200, 201, 203, 204, 205, 206, 207, 233, 482, 483, 492, 495, 496, 499.

Fuel-oil barge: YO-2.

Stevedoring barges: YS-72, 73, 75.

Water barges: YW-13, 14, 18, 20, 25.

Ash lighters: YA-6, 25, 26, 27, 28.

Freight lighters: YF-14, 15, 57.

Floating pile driver: YPD-13.

**Haiti.**

Coal barge: YC-202.

**Indianhead.**

Coal barge: YC-302.

Dredges: YM-7, 8.

Ferryboats and launches: Berceau.

Freight lighters: YF-64, 65, 66, 73, 131, 133, 135, 137, 138, 139, 148, 156, 157, 158, 170, 173, 174, 175.

District tugs: Harbor tugs, YT-77, 78.

**Pacific Fleet.**

Water barge: YW-30.

**San Domingo.**

Coal barge: YC-300.

**Sitka, Alaska.**

Freight lighter: YF-23.

**St. Thomas.**

Water barge: YW-32.

Freight lighters: YF-163, 164, 165, 166, 167, 168, 169.

**Tutuila, Samoa.**

District tug: Fortune.

**Washington, D. C.**

Coal barges: YC-457, 464, 487, 490.

Fuel-oil barge: YO-37.

Ferryboats and launches: Moosehead.

Car floats: YCF-1, 2, 3, 4, 6, 7, 8, 9, 10, 11.

District tugs: Catawba, Concord, Triton, Tecumseh, Wicomico.

District patrol vessel: Floyd Hurst.

Unclassified: Boothbay.

**Building.****New Orleans:**

Coal barge: YC-536.

**Mare Island:**

Ambulance boat: YH-3.

**Puget Sound:**

Coal barges: YC-394, 395, 396.

**Tutuila, Samoa:**

Floating derrick: YC-34.

**Cavite:**

Coal barges: YC-537, 538, 539, 540.

Freight lighters: YF-177, 178, 179, 180, 181.

**Authorized (May 21, 1920), not yet assigned:**

Fuel-oil barges: YO-40, 41, 42, 43, 44, 45, 46, 47, 48, 49.

Water barges: YW-48, 49, 50, 51, 52.

# LIST OF VESSELS BUILT FOR U. S. NAVY.

The following list covers all vessels of various types constructed under appropriations made by Congress in the acts of March 3, 1883, and subsequent thereto, not including eagles, subchasers, or other small craft ordered from emergency war funds. The vessels are grouped under their original type classification, the numbers in parentheses being the official serial numbers originally assigned. Changes in names are indicated with date, those superseded prior to actual construction or launching being in *italics*. In case of vessels named in memory of individuals, an additional column is provided to cover such information, which is supplemented by brief biographical sketches on page 383. The last column shows the present type designation, if in service, or the disposition if no longer on the Navy List.

See special notes at end of list in case of vessels marked \*.

Names and serial numbers.	Authorized.	Builder.	Latest designation or status.
<i>Second-class battleships.</i>			
*TEXAS (ex).....	1886	Navy yard, Norfolk.....	Stricken Oct. 11, 1911; used as target.
SAN MARCOS (Feb. 16, 1911).			
<i>Coast battleships.</i>			
INDIANA (ex).....(1)	1890	Wm. Cramp & Sons, Philadelphia, Pa.	ex-BB1. Being fitted for target.
C. B. S. No. 1 (Mar. 29, 1919).		.....do.....	BB2. To be used as target by War Department.
MASSACHUSETTS (ex).....(2)	1890		BB3.
C. B. S. No. 2 (Mar. 29, 1919).			
OREGON.....(3)	1890	Union Iron Works, San Francisco, Calif.	
IOWA (ex).....(4)	1892	Wm. Cramp & Sons.....	ex-BB4. Being fitted for target.
C. B. S. No. 4 (Mar. 29, 1919).			
KEARSARGE (ex).....(5)	1895	Newport News S. B. Co.....	ex BB5. Being converted to crane ship.
KEARSARGE, Crane Ship No. 1 (Aug. 5, 1920).			
KENTUCKY.....(6)	1895	.....do.....	BB6.
ILLINOIS.....(7)	1896	.....do.....	BB7.
ALABAMA.....(8)	1896	Wm. Cramp & Sons.....	BB8.
WISCONSIN.....(9)	1896	Union Iron Works.....	BB9.
MAINE.....(10)	1898	Wm. Cramp & Sons.....	BB10.
MISSOURI.....(11)	1898	Newport News S. B. Co.....	BB11.
OHIO.....(12)	1898	Union Iron Works.....	BB12.
VIRGINIA.....(13)	1899	Newport News S. B. Co.....	BB13.
NEBRASKA.....(14)	1899	Moran Bros., Seattle, Wash.....	BB14.
GEORGIA.....(15)	1899	Bath Iron Works, Bath, Me.....	BB15.
NEW JERSEY.....(16)	1900	Fore River S. & E. Co, Quincy, Mass.	BB16.
RHODE ISLAND.....(17)	1900	.....do.....	BB17.
<i>First-class battleships.</i>			
CONNECTICUT.....(18)	1902	Navy yard, New York.....	BB18.
LOUISIANA.....(19)	1902	Newport News S. B. Co.....	BB19.
VERMONT.....(20)	1903	Fore River S. & E. Co.....	BB20.
KANSAS.....(21)	1903	New York S. B. Co.....	BB21.
MINNESOTA.....(22)	1903	Newport News S. B. Co.....	BB22.
MISSISSIPPI.....(23)	1903	Wm. Cramp & Sons.....	Stricken July 21, 1914; sold to Greece, July 30, 1914.



## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Authorized.	Builder.	Latest designation or status.
<i>First-class battleships—Continued.</i>			
IDAHO.....(24)	1903	Wm. Cramp & Sons .....	Stricken July 30, 1914; sold to Greece, July 30, 1914.
NEW HAMPSHIRE.....(25)	1904	New York S. B. Co. ....	BB25.
SOUTH CAROLINA.....(26)	1905	Wm. Cramp & Sons.....	BB26.
MICHIGAN.....(27)	1905	.....do.....	BB27.
DELAWARE.....(28)	1906	Newport News S. B. Co.....	BB28.
NORTH DAKOTA.....(29)	1907	Fore River S. B. Co.....	BB29.
FLORIDA.....(30)	1908	Navy yard, New York.....	BB30.
UTAH.....(31)	1908	New York S. B. Co.....	BB31.
WYOMING.....(32)	1909	Wm. Cramp & Sons.....	BB32.
ARKANSAS.....(23)	1909	New York S. B. Co.....	BB33.
NEW YORK.....(34)	1910	Navy yard, New York.....	BB24.
TEXAS.....(35)	1910	Newport News S. B. Co.....	BB35.
NEVADA.....(36)	1911	Fore River S. B. Co.....	BB26.
OKLAHOMA.....(37)	1911	New York S. B. Co.....	BB37.
PENNSYLVANIA.....(38)	1912	Newport News S. B. Co.....	BB38.
ARIZONA.....(39)	1913	Navy yard, New York.....	BB39.
California (ex).....(40)	1914	.....do.....	BB40.
NEW MEXICO (Mar. 22, 1916.)			
MISSISSIPPI.....(41)	1914	Newport News S. B. & D. D. Co.	BB41.
IDAHO.....(42)	1914	New York S. B. Co.....	BB42.
TENNESSEE.....(43)	1915	Navy yard, New York.....	BB43.
CALIFORNIA.....(44)	1915	Navy yard, Mare Island.....	BB44.
COLORADO.....(45)	1916	New York S. B. Co.....	BB45.
MARYLAND.....(46)	1916	Newport News S. B. & D. D. Co.	BB46.
WASHINGTON.....(47)	1916	New York S. B. Co.....	BB47.
WEST VIRGINIA.....(48)	1916	Newport News S. B. & D. D. Co.	BB48.
SOUTH DAKOTA.....(49)	1916-17	Navy yard, New York.....	BB49.
INDIANA.....(50)	1916-17	.....do.....	BB50.
MONTANA.....(51)	1916-17	Navy yard, Mare Island.....	BB51.
NORTH CAROLINA.....(62)	1916-18	Navy yard, Norfolk.....	BB52.
IOWA.....(53)	1916-18	Newport News S. B. & D. D. Co.	BB53.
MASSACHUSETTS.....(54)	1916-18	Bethlehem S. B. Corp., Quincy	BB54.
<i>Monitors.</i>			
*PURITAN.....(1)	1883-87	John Roach & Sons, Chester, Pa., and navy yard, New York.	Stricken Feb. 27, 1913; used as target.
*AMPHITRITE.....(2)	1883-87	Harlan & Hollingsworth, Wilmington, Del., and navy yard, Norfolk.	Stricken July 24, 1919; sold Jan. 3, 1920.
*MONADNOCK.....(3)	1883-87	Continental Iron Works, Vallejo, Calif., and navy yard, Mare Island.	BM3.
*TERROR.....(4)	1883-87	Wm. Cramp & Sons and navy yard, New York.	Stricken Dec. 31, 1915; used as target; on sale.
*MIANTONOMAH.....(5)	1883-87	John Roach & Sons and navy yard, New York.	Stricken Dec. 31, 1915; used as target.
MONTEREY.....(6)	1887	Union Iron Works.....	BM6.
ARKANSAS (ex).....(7)	1898	Newport News S. B. Co.....	BM7.
OZARK (Mar. 2, 1909.)			
NEVADA (ex).....(8)	1898	Bath Iron Works.....	BM8.
TONOPAH (Mar. 2, 1909.)			
FLORIDA (ex).....(9)	1898	Lewis Nixon, Elizabethport, N. J.	BM9.
TALLAHASSEE (June 20, 1908.)			
WYOMING (ex).....(10)	1898	Union Iron Works.....	BM10.
CHEYENNE (Jan. 1, 1909.)			
<i>Battle cruisers.</i>			
Constitution (ex).....(1)	1916	Bethlehem S. B. Co., Quincy..	CC1.
LEXINGTON (Dec. 10, 1917.)			
CONSTELLATION.....(2)	1916	Newport News S. B. & D. D. Co.	CC2.
SARATOGA.....(3)	1916	New York S. B. Co.....	CC3.
Lexington (ex).....(4)	1916	Newport News S. B. & D. D. Co.	CC4.
RANGER (Dec. 10, 1917.)			
Ranger (ex).....(5)	1916-17	Navy yard, Philadelphia, Pa.	CC5.
CONSTITUTION (Dec. 10, 1917.)			
UNITED STATES.....(6)	1916-18	.....do.....	CC6.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Author- ized.	Builder.	Latest designation or status.
<i>Armored cruisers.</i>			
*MAINE.....(1)	1886	Navy yard, New York.....	Destroyed Feb. 15, 1898; stricken —.
NEW YORK (ex).....(2)	1888	Wm. Cramp & Sons.....	CA2.
SARATOGA (ex) (Feb. 16, 1911). ROCHESTER (Dec. 1, 1917).		.....do.....	CA3.
BROOKLYN.....(3)	1892	.....do.....	CA4.
PENNSYLVANIA (ex).....(4)	1899	Newport News S. B. Co.....	CA5.
PITTSBURGH (Aug. 27, 1912). WEST VIRGINIA (ex).....(5)	1899	Union Iron Works.....	Sunk July 19, 1918; stricken Aug. 26, 1918.
HUNTINGTON (Nov. 11, 1916). CALIFORNIA (ex).....(6)	1899	Wm. Cramp & Sons.....	CA7.
SAN DIEGO (Sept. 1, 1914). COLORADO (ex).....(7)	1900	Newport News S. B. Co.....	CA8.
PUEBLO (Nov. 9, 1916). MARYLAND (ex).....(8)	1900	Union Iron Works.....	CA9.
FREDERICK (Nov. 9, 1916). SOUTH DAKOTA (ex).....(9)	1900	Wm. Cramp & Sons.....	Stranded Aug. 29, 1916; stricken Dec. 17, 1917; sold May 17, 1920.
HURON (June 7, 1920). TENNESSEE (ex).....(10)	1902	New York S. B. Co.....	CA11.
MISSOURI (June 7, 1920). WASHINGTON (ex).....(11)	1902	Newport News S. B. Co.....	CA12.
SEATTLE (Nov. 9, 1916). NORTH CAROLINA (ex).....(12)	1904	.....do.....	CA13.
CHARLOTTE (June 7, 1920). MONTANA (ex).....(13)	1904		
MISSOULA (June 7, 1920).			
<i>Cruisers.</i>			
CHICAGO.....	1883	John Roach & Sons.....	CA14.
ATLANTA.....	1883	.....do.....	Stricken Apr. 24, 1912; sold 1912.
BOSTON.....	1883	.....do.....	Stricken July 22, 1919; ordered sold May 1, 1920.
NEWARK.....(1)	1885	Wm. Cramp & Sons.....	Stricken June 26, 1913; Public-Health Service.
CHARLESTON.....(2)	1885	Union Iron Works.....	Lost Nov. 2, 1899; stricken —.
BALTIMORE.....(3)	1886	Wm. Cramp & Sons.....	CM1.
PHILADELPHIA.....(4)	1887	.....do.....	Unclassified service.
SAN FRANCISCO.....(5)	1887	Union Iron Works.....	CM2.
OLYMPIA.....(6)	1888	.....do.....	CA15.
CINCINNATI.....(7)	1888	Navy yard, New York.....	Sold Sept. 7, 1920.
RALEIGH.....(8)	1888	Navy yard, Norfolk.....	Ordered sold.
MONTGOMERY (ex).....(9)	1888	Columbian Iron Works, Balti- more, Md.	Stricken Aug. 25, 1919; sold Nov. 14, 1919.
ANNISTON (Mar. 14, 1918). DETROIT.....(10)	1888	.....do.....	Stricken July 12, 1910; sold 1911.
MARBLEHEAD.....(11)	1888	City Point Iron Works, Boston, Mass.	PG27. Ordered sold.
COLUMBIA.....(12)	1890	Wm. Cramp & Sons.....	CA16.
MINNEAPOLIS.....(13)	1891	.....do.....	CA17.
DENVER.....(14)	1899	Neafie & Levy, Philadelphia, Pa.	PG28.
DES MOINES.....(15)	1899	Fore River S. & E. Co.....	PG29.
CHATTAHOOGA.....(16)	1899	Crescent Shipyard, Elizabeth- port, N. J.	PG30.
GALVESTON.....(17)	1899	Wm. R. Trig Co., Richmond, Va.	PG31.
TACOMA.....(18)	1899	Union Iron Works.....	PG32.
CLEVELAND.....(19)	1899	Bath Iron Works.....	PG33.
ST. LOUIS.....(20)	1900	Neafie & Levy.....	CA18.
MILWAUKEE.....(21)	1900	Union Iron Works.....	Stranded Jan. 13, 1917; stricken June 23, 1919; sold Aug., 1919.
CHARLESTON.....(22)	1900	Newport News S. B. Co.....	CA19.
<i>Scout cruisers.</i>			
CHESTER.....(1)	1904	Bath Iron Works.....	CL1.
BIRMINGHAM.....(2)	1904	Fore River S. B. Co.....	CL2.
SALEM.....(3)	1904	.....do.....	CL3.
SCOUT CRUISER No. 4.....(4)	1916	Todd D. D. & Const. Co.....	CL4.
SCOUT CRUISER No. 5.....(5)	1916	.....do.....	CL5.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Author-ized.	Builder.	Latest designation or status.
<i>Scout cruisers—Continued.</i>			
SCOUT CRUISER No. 6.....(6)	1916	Todd D. D. & Const. Co.....	CL6.
SCOUT CRUISER No. 7.....(7)	1916	Bethlehem S. B. Corp., Quincy	CL7.
SCOUT CRUISER No. 8.....(8)	1916-17	do.....	CL8.
SCOUT CRUISER No. 9.....(9)	1916-17	Wm. Cramp & Sons.....	CL9.
SCOUT CRUISER No. 10.....(10)	1916-17	do.....	CL10.
SCOUT CRUISER No. 11.....(11)	1916-18	do.....	CL11.
SCOUT CRUISER No. 12.....(12)	1916-18	do.....	CL12.
SCOUT CRUISER No. 13.....(13)	1916-18	do.....	CL13.
<i>Gunboats.</i>			
YORKTOWN.....(1)	1885	Wm. Cramp & Sons.....	Ordered sold.
PETREL.....(2)	1885	Columbian Iron Works.....	PG2. Sold Sept. 7, 1920.
CONCORD.....(3)	1887	W. F. Palmer & Co., Chester, Pa.	Treasury Department, Apr. 22, 1915; stricken Dec. 31, 1915.
BENNINGTON.....(4)	1887	do.....	Stricken Sept. 10, 1910; sold 1910.
MACHIAS.....(5)	1889	Bath Iron Works.....	Ordered sold.
CASTINE.....(6)	1889	do.....	Ordered sold May 19, 1920.
NASHVILLE.....(7)	1893	Newport News S. B. Co.....	PG7.
WILMINGTON.....(8)	1893	do.....	PG8.
HELENA.....(9)	1893	do.....	PG9.
ANNAPOLIS.....(10)	1895	Lewis Nixon, Elizabethport, N. J.	PG10.
VICKSBURG.....(11)	1895	Bath Iron Works.....	PG11.
NEWPORT.....(12)	1895	do.....	PG12.
PRINCETON.....(13)	1895	J. H. Dialogue & Co., Camden, N. J.	Stricken July 22, 1919, sold Nov. 13, 1919.
WHEELING.....(14)	1895	Union Iron Works.....	PG14.
MARIETTA.....(15)	1895	do.....	Stricken—; sold Mar. 25, 1920.
PALOS.....(16)	1898	Navy yard, Mare Island.....	PG16.
DUBUQUE.....(17)	1902	Gas Engine & Power Co., Morris Heights, N. Y.	AG6.
PADUCAH.....(18)	1902	do.....	AG7.
SACRAMENTO.....(19)	1911	Wm. Cramp & Sons.....	PG19.
MONOCACY.....(20)	1911	Navy yard, Mare Island.....	PG20.
ASHEVILLE.....(21)	1916	Navy yard, Charleston.....	PG21.
NUMBER 22.....(22)	1916-18	do.....	PG22.
<i>Wood torpedo boat.</i>			
*STILETTO.....	1887	Herreshoff Mfg. Co., Bristol, R. I.	Stricken Jan. 27, 1911, sold July 18, 1911.

Names and serial numbers.	Named in memory of—	Author-ized.	Builder.	Latest designation or status.
<i>Torpedo boats.</i>				
CUSHING.....(1)	Commander W. B. Cushing, U. S. N.	1886	Herreshoff Mfg. Co., Bristol, R. I.	Stricken Apr. 6, 1912; used as target.
ERICSSON.....(2)	John Ericsson (inventor)....	1890	Iowa Iron Works, Dubuque, Iowa.	Do.
FOOTE (ex).....(3)	Rear Admiral A. H. Foote, U. S. N.	1894	Columbian Iron Works, Baltimore, Md.	Stricken Oct. 28, 1919; sold July 19, 1920.
RODGERS (ex).....(4)	Commodore John Rodgers, U. S. N.	1894	do.....	Do.
WINSLOW.....(5)	Rear Admiral J. A. Winslow, U. S. N.	1894	do.....	Stricken July 12, 1910; sold Jan., 1911.
PORTER.....(6)	Commodore David Porter, U. S. N.; Admiral D. D. Porter.	1895	Herreshoff Mfg. Co.	Stricken Nov. 7, 1912; sold Nov. 7, 1912.
DU PONT (ex).....(7)	Rear Admiral S. F. Du Pont, T. S. N.	1895	do.....	Stricken Nov. 28, 1919; sold July 19, 1920.
ROWAN.....(8)	Vice Admiral S. C. Rowan, U. S. N.	1895	Moran Bros., Seattle, Wash.	Stricken Oct. 29, 1912; used as target.
DAHLGREN (ex).....(9)	Rear Admiral J. A. Dahlgren, U. S. N.	1896	Bath Iron Works..	Stricken Oct. 28, 1919; sold July 19, 1920.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Named in memory of—	Authorized.	Builder.	Latest designation or status.
<i>Torpedo boats—Contd.</i>				
CRAVEN.....(10)	Commander T. A. M. Craven, U. S. N.	1896	Bath Iron Works.	Stricken Nov. 15, 1913; used as target.
FARRAGUT (ex).....(11) C. T. B. No. 5 (Aug. 1, 1918).	Admiral D. G. Farragut, U. S. N.	1896	Union Iron Works.	Stricken May, 1919; sold Sept. 9, 1919.
DAVIS.....(12)	Rear Admiral C. H. Davis, U. S. N.	1896	Wolf & Zwicker, Portland, Ore.	Stricken Nov. 12, 1913; sold Apr. 21, 1920.
FOX.....(13)	Hon. G. V. Fox, Assistant Secretary of the Navy.	1896	.....do.....	Stricken Aug. 31, 1916; sold Aug. 31, 1916.
MORRIS (ex).....(14) C. T. B. No. 6 (Aug. 1, 1918).	Commodore Charles Morris, U. S. N.	1896	Herreshoff Mfg. Co.	Unclassified* service.
TALBOT (ex).....(15) BERCEAU, (Apr. 11, 1918).	Capt. Silas Talbot, U. S. N.	1896	.....do.....	YFB3.
GWIN (ex).....(16) CYANE (Apr. 11, 1918).	Lieut. Commander Wm. Gwin, U. S. N.	1896	.....do.....	YFB4.
MACKENZIE.....(17)	Lieut. Commander A. S. Mackenzie, U. S. N.	1896	The Chas. Hillman Co., Philadelphia, Pa.	Stricken Mar. 10, 1916.
McKEE.....(18)	Lieut. H. W. McKee, U. S. N.	1896	Columbian Iron Works.	Stricken Apr. 6, 1912. Used as target.
STRINGHAM.....(19)	Rear Admiral S. H. Stringham, U. S. N.	1897	Harlan & Hollingsworth.	Stricken Nov. 26, 1915; used as target.
GOLDSBOROUGH(ex).(20) C. T. B. No. 7 (Aug. 1, 1918).	Rear Admiral L. M. Goldsborough, U. S. N.	1897	Wolf & Zwicker, Portland, Ore.	Stricken May, 1919; sold Sept. 8, 1919.
BAILEY (ex).....(21) C. T. B. No. 8 (Aug. 1918).	Rear Admiral Theodorus Bailey, U. S. N.	1897	Gas Engine & Power Co., Morris Heights, N. Y.	Stricken Oct. 28, 1919, sold Mar. 10, 1920.
*SOMERS (ex).....(22) C. T. B. No. 9 (Aug. 1, 1918).	Lieut. Richard Somers, U. S. N.	(*)	Schichau Works, Elbing, Germany.	Stricken Oct. 7, 1919; sold July, 19, 1920.
*MANLEY (ex).....(23) LEVANT (Apr. 11, 1918).	Capt. John Manley, U. S. N.	(*)	Yarrow.....	Stricken Apr. 2, 1914; sold Apr. 21, 1920.
BAGLEY (ex).....(24) C. B. T. No. 10 (Aug. 1, 1918).	Ensign Worth Bagley, U. S. N.	1898	Bath Iron Works..	Stricken Mar. 31, 1919; sold Mar., 1919.
BARNEY (ex).....(25) C. T. B. No. 11 (Aug. 1, 1918).	Commodore Joshua Barney, U. S. N.	1898	.....do.....	Stricken Oct. 28, 1919; sold July 19, 1920.
BIDDLE (ex).....(26) C. T. B. No. 12 (Aug. 1, 1918).	Capt. Nicholas Biddle, U. S. N.	1898	.....do.....	Do.
BLAKELY (ex).....(27) C. T. B. No. 13 (Aug. 1, 1918).	Capt. Johnston Blakely, U. S. N.	1898	Lawley & Sons, South Boston, Mass.	Stricken May, 1919; sold Mar. 10, 1920.
DELONG (ex).....(28) C. T. B. No. 14 (Aug. 1, 1918).	Lieut. Commander G. W. DeLong, U. S. N.	1898	.....do.....	Stricken Oct. 7, 1919; sold July 19, 1920.
NICHOLSON.....(29)	Capt. Samuel Nicholson U. S. N.	1898	Lewis Nixon, Elizabethport, N. J.	Stricken Mar. 3, 1909; used as target.
O'BRIEN.....(30)	Capt. Jeremiah O'Brien, U. S. N., and 4 brothers.	1898	.....do.....	Stricken Mar. 3, 1909; used as target.
SHUBRICK (ex).....(31) C. T. B. No. 15 (Aug. 1, 1918).	Rear Admiral W. B. Shubrick, U. S. N.	1898	Wm. R. Trigg Co., Richmond, Va.	Stricken Oct. 28, 1919; sold Mar. 10, 1920.
STOCKTON.....(32)	Commodore R. F. Stockton, U. S. N.	1898	.....do.....	Stricken Nov. 15, 1913; used as target.
THORNTON (ex).....(33) C. T. B. No. 16 (Aug. 1, 1918).	Capt. J. S. Thornton, U. S. N.	1898	.....do.....	Stricken May 12, 1919; sold Aug. 28, 1920.
TINGEY (ex).....(34) C. T. B. No. 17 (Aug. 1, 1918).	Commodore Thomas Tingey, U. S. N.	1898	Columbian Iron Works.	Stricken Oct. 28, 1919; sold Mar. 10, 1920.
WILKES.....(35)	Rear Admiral Charles Wilkes, U. S. N.	1898	Gas Engine & Power Co.	Stricken Nov. 15, 1913; used as target.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Named in memory of—	Authorized.	Builder.	Latest designation or status.
<i>Destroyers.</i>				
BAINBRIDGE.....(1)	Commodore Wm. Bainbridge, U. S. N.	1898	Neafie & Levy, Philadelphia.	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
BARRY.....(2)	Commodore John Barry, U. S. N.	1898	.....do.....	Do.
CHAUNCEY.....(3)	Capt. Isaac Chauncey, U.S.N.	1898	.....do.....	Sunk Nov. 19, 1917; stricken Dec. 17, 1917.
DALE.....(4)	Capt. Richard Dale, U. S. N.	1898	Wm. R. Trigg Co.	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
DECATUR.....(5)	Commodore Stephen Decatur, U. S. N.	1898	.....do.....	Do.
HOPKINS.....(6)	Commodore Esek Hopkins, U. S. N.	1898	Harlan & Hollingsworth.	Stricken Oct. 2, 1919; sold Sept. 7, 1920.
HULL.....(7)	Commodore Isaac Hull, U. S. N.	1898	.....do.....	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
LAWRENCE.....(8)	Capt. James Lawrence, U. S. N.	1898	Fore River Engine Co., Weymouth, Mass.	Do.
MACDONOUGH.....(9)	Commodore Thos. MacDonough, U. S. N.	1898	.....do.....	Stricken Nov. 7, 1919; sold Mar. 10, 1920.
PAUL JONES.....(10)	Commodore John Paul Jones, U. S. N.	1898	Union Iron Works.	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
PERRY.....(11)	Commodore O. H. Perry, U. S. N., and Capt. M. C. Perry, U. S. N.	1898	.....do.....	Do.
PREBLE.....(12)	Commodore Edward Preble, U. S. N.	1898	.....do.....	Do.
STEWART.....(13)	Rear Admiral Chas. Stewart, U. S. N.	1898	Gas Engine & Power Co.	Do.
TRUXTUN.....(14)	Commodore Thomas Truxtun, U. S. N.	1898	Maryland Steel Co., Sparrows Point, Md.	Do.
WHIPPLE.....(15)	Capt. Abraham Whipple, U. S. N.	1898	.....do.....	Do.
WORDEN.....(16)	Rear Admiral J. L. Worden, U. S. N.	1898	.....do.....	Do.
SMITH.....(17)	Lieut. J. B. Smith, U. S. N.	1907	Wm. Cramp & Sons.	Unclassified service.
LAMSON.....(18)	Lieut. R. H. Lamson, U. S. N.	1907	.....do.....	Stricken Sept. 15, 1919; sold Nov. 21, 1919.
PRESTON.....(19)	Lieut. S. W. Preston, U. S. N.	1907	New York S. B. Co.	Do.
FLUSSER.....(20)	Lieut. Commander C. W. Flusser, U. S. N.	1907	Bath Iron Works.	Do.
REID.....(21)	Capt. S. C. Reid, U. S. N.	1907	.....do.....	Do.
PAULDING.....(22)	Rear Admiral Hiram Paulding, U. S. N.	1908	.....do.....	DD22.
DRAYTON.....(23)	Commodore Percival Drayton, U. S. N.	1908	.....do.....	DD23.
ROE.....(24)	Rear Admiral F. A. Roe, U. S. N.	1908	Newport News S. B. Co.	DD24.
TERRY.....(25)	Commander Edward Terry, U. S. N.	1908	.....do.....	DD25.
PERKINS.....(26)	Commodore G. H. Perkins, U. S. N.	1908	Fore River S. B. Co.	DD26.
STERETT.....(27)	Lieut. Andrew Sterett, U. S. N.	1908	.....do.....	DD27.
MCCALL.....(28)	Lieut. E. R. McCall, U. S. N.	1908	New York S. B. Co.	DD28.
BURROWS.....(29)	Lieut. Wm. Burrows, U. S. N.	1908	.....do.....	DD29.
WARRINGTON.....(30)	Commodore Lewis Warrington, U. S. N.	1908	Wm. Cramp & Sons.	DD30.
MAYRANT.....(31)	Capt. John Mayrant, U. S. N.	1908	.....do.....	DD31.
MONAGHAN.....(32)	Ensign J. R. Monaghan, U. S. N.	1909	Newport News S. B. Co.	DD32.
TRIPPE.....(33)	Lieut. John Trippe, U. S. N.	1909	Bath Iron Works.	DD33.
WALKE.....(34)	Rear Admiral Henry Walke, U. S. N.	1909	Fore River S. B. Co.	DD34.
AMMEN.....(35)	Rear Admiral Daniel Ammen, U. S. N.	1909	New York S. B. Co.	DD35.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

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<i>Destroyers—Continued.</i>				
PATTERSON.....(36)	Commodore D. T. Patterson, U. S. N.	1909	Wm. Cramp & Sons	DD36.
FANNING.....(37)	Lieut. Nathaniel Fanning, U. S. N.	1910	Newport News S. B. Co.	DD37.
JARVIS.....(38)	Midshipman J. C. Jarvis, U. S. N.	1910	New York S. B. Co.	DD38.
HENLEY.....(39)	Capt. Robert Henley, U. S. N.	1910	Fore River S. B. Co.	DD39.
BEALE.....(40)	Lieut. E. F. Beale, U. S. N.	1910	Wm. Cramp & Sons	DD40.
JOUETT.....(41)	Rear Admiral J. E. Jouett, U. S. N.	1910	Bath Iron Works..	DD41.
JENKINS.....(42)	Rear Admiral T. A. Jenkins, U. S. N.	1910	.....do.....	DD42.
CASSIN.....(43)	Capt. Stephen Cassin, U. S. N.	1911	.....do.....	DD43.
CUMMINGS.....(44)	Lieut. Commander A. B. Cummings, U. S. N.	1911	.....do.....	DD44.
DOWNES.....(45)	Capt. John Downes, U. S. N.	1911	New York S. B. Co.	DD45.
DUNCAN.....(46)	Commander Silas Duncan, U. S. N.	1911	Fore River S. B. Co.	DD46.
AYLWIN.....(47)	Lieut. J. C. Aylwin, U. S. N.	1911	Wm. Cramp & Sons	DD47.
PARKER.....(48)	Rear Admiral F. A. Parker, U. S. N.	1911	.....do.....	DD48.
BENHAM.....(49)	Rear Admiral A. E. K. Benham, U. S. N.	1911	.....do.....	DD49.
BALCH.....(50)	Rear Admiral G. B. Balch, U. S. N.	1911	.....do.....	DD50.
O'BRIEN.....(51)	Capt. Jeremiah O'Brien, U. S. N., and four brothers.	1912	.....do.....	DD51.
NICHOLSON.....(52)	Capt. Samuel Nicholson, U. S. N.	1912	.....do.....	DD52.
WINSLOW.....(53)	Rear Admiral J. A. Winslow, U. S. N.	1912	.....do.....	DD53.
MCDUGAL.....(54)	Rear Admiral David McDougal, U. S. N.	1912	Bath Iron Works..	DD54.
CUSHING.....(55)	Commander W. B. Cushing, U. S. N.	1912	Fore River S. B. Co.	DD55.
ERICSSON.....(56)	John Ericsson, inventor....	1912	New York S. B. Co.	DD56.
TUCKER.....(57)	Commodore Samuel Tucker, U. S. N.	1913	Fore River S. B. Co.	DD57.
CONYNGHAM.....(58)	Capt. Gustavus Conyngham, U. S. N.	1913	Wm. Cramp & Sons	DD58.
PORTER.....(59)	Commodore David Porter, U. S. N.; Admiral D. D. Porter.	1913	.....do.....	DD59.
WADSWORTH.....(60)	Commodore A. S. Wadsworth, U. S. N.	1913	Bath Iron Works..	DD60.
JACOB JONES.....(61)	Capt. Jacob Jones, U. S. N.	1913	New York S. B. Co.	Sunk Dec. 6, 1917; stricken Dec. 17, 1917.
WAINWRIGHT.....(62)	Master Jonathan Wainwright, U. S. N.	1913	.....do.....	DD62.
SAMPSON.....(63)	Rear Admiral W. T. Sampson, U. S. N.	1914	Fore River S. B. Co.	DD63.
ROWAN.....(64)	Vice Admiral S. C. Rowan, U. S. N.	1914	.....do.....	DD64.
DAVIS.....(65)	Rear Admiral C. H. Davis, U. S. N.	1914	Bath Iron Works..	DD65.
ALLEN.....(66)	Lieut. Wm. Henry Allen, U. S. N.; Lieut. Wm. Howard Allen, U. S. N.	1914	.....do.....	DD66.
WILKES.....(67)	Rear Admiral Chas. Wilkes, U. S. N.	1914	Wm. Cramp & Sons	DD67.
SHAW.....(68)	Capt. John Shaw, U. S. N...	1914	Navy yard, Mare Island.	DD68.
CALDWELL.....(69)	Lieut. J. R. Caldwell, U. S. N.	1915	.....do.....	DD69.
CRAVEN.....(70)	Commander T. A. M. Craven, U. S. N.	1915	Navy yard, Norfolk.	DD70.
GWIN.....(71)	Lieut. Commander Wm. Gwin, U. S. N.	1915	Seattle Construction & D. D. Co.	DD71.
CONNER.....(72)	Commodore David Conner, U. S. N.	1915	Wm. Cramp & Sons	DD72.
STOCKTON.....(73)	Commodore R. F. Stockton, U. S. N.	1915	.....do.....	DD73.
MANLEY.....(74)	Capt. John Manley, U. S. N.	1915	Bath Iron Works..	DD74.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

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<i>Destroyers—Continued.</i>				
WICKES.....(75)	Capt. L. Wickes, U. S. N...	1916	Bath Iron Works.	DD75.
PHILIP.....(76)	Rear Admiral J. W. Philip, U. S. N.	1916	.....do.....	DD76.
WOOLSEY.....(77)	Capt. M. T. Woolsey, U. S. N.	1916	.....do.....	DD77.
EVANS.....(78)	Rear Admiral R. D. Evans, U. S. N.	1916	.....do.....	DD78.
LITTLE.....(79)	Capt. Geo. Little, U. S. N...	1916	Fore River S. B. Co.	DD79.
KIMBERLY.....(80)	Rear Admiral L. A. Kimberly, U. S. N.	1916	.....do.....	DD80.
SIGOURNEY.....(81)	Midshipman J. B. Sigourney, U. S. N.	1916	.....do.....	DD81.
GREGORY.....(82)	Rear Admiral F. H. Gregory, U. S. N.	1916	.....do.....	DD82.
STRINGHAM.....(83)	Rear Admiral S. H. Stringham, U. S. N.	1916	.....do.....	DD83.
DYER.....(84)	Capt. N. M. Dyer, U. S. N...	1916	.....do.....	DD84.
COLHOUN.....(85)	Rear Admiral E. R. Colhoun, U. S. N.	1916	.....do.....	DD85.
STEVENS.....(86)	Capt. T. H. Stevens, U. S. N.	1916	.....do.....	DD86.
McKEE.....(87)	Lieut. H. W. McKee, U. S. N.	1916	Union Iron Works.	DD87.
ROBINSON.....(88)	Capt. Isaac Robinson, U. S. N.	1916	.....do.....	DD88.
RINGGOLD.....(89)	Rear Admiral Cadwallader Ringgold, U. S. N.	1916	.....do.....	DD89.
McKEAN.....(90)	Commodore W. W. McKean, U. S. N.	1916	.....do.....	DD90.
HARDING.....(91)	Capt. Seth Harding, U. S. N.	1916	.....do.....	DD91.
GRIDLEY.....(92)	Capt. C. V. Gridley, U. S. N.	1916	.....do.....	DD92.
FAIRFAX.....(93)	Rear Admiral D. M. Fairfax, U. S. N.	1916	Navy yard, Mare Island.	DD93.
TAYLOR.....(94)	Rear Admiral H. C. Taylor, U. S. N.	1916	.....do.....	DD94.
BELL.....(95)	Rear Admiral H. H. Bell, U. S. N.	1916-17	Fore River S. B. Co.	DD95.
STRIBLING.....(96)	Rear Admiral C. K. Stribling, U. S. N.	1916-17	.....do.....	DM1.
MURRAY.....(97)	Capt. Alex. Murray, U. S. N.; Rear Admiral Alex. Murray, U. S. N.	1916-17	.....do.....	DM2.
ISRAEL.....(98)	Midshipman Joseph Israel, U. S. N.	1916-17	.....do.....	DM3.
Schley (ex).....(99)	Rear Admiral S. B. Luce, U. S. N.	1916-17	.....do.....	DM4.
LUCE (Sept. 24, 1917).				
MAURY.....(100)	Commander M. F. Maury, U. S. N.	1916-17	.....do.....	DM5.
LANSDALE.....(101)	Lieut. P. V. H. Lansdale, U. S. N.	1916-17	.....do.....	DM6.
MAHAN.....(102)	Rear Admiral A. T. Mahan, U. S. N.	1916-17	.....do.....	DM7.
SCHLEY.....(103)	Rear Admiral W. S. Schley, U. S. N.	1916-17	Union Iron Works.	DD103.
CHAMPLIN.....(104)	Capt. Stephen Champlin, U. S. N.	1916-17	.....do.....	DD104.
MUGFORD.....(105)	Capt. James Mugford, U. S. N.	1916-17	.....do.....	DD105.
CHEW.....(106)	Capt. Samuel Chew, U. S. N.	1916-17	.....do.....	DD106.
HAZELWOOD.....(107)	Commodore John Hazelwood, U. S. N.	1916-17	.....do.....	DD107.
WILLIAMS.....(108)	Capt. J. F. Williams, U. S. N.	1916-17	.....do.....	DD108.
CRANE.....(109)	Capt. W. M. Crane, U. S. N.	1916-17	.....do.....	DD109.
HART.....(110)	Capt. E. B. Hart, U. S. N.; Lieut. Commander J. E. Hart, U. S. N.	1917	.....do.....	DM8.
INGRAHAM.....(111)	Capt. D. N. Ingraham, U. S. N.	1917	.....do.....	DM9.
LUDLOW.....(112)	Lieut. A. C. Ludlow, U. S. N.	1917	.....do.....	DM10.
RATHBURNE.....(113)	Capt. J. P. Rathburne, U. S. N.	1917	Wm. Cramp & Sons.	DD113.
TALBOT.....(114)	Capt. Silas Talbot, U. S. N.	1917	.....do.....	DD114.
WATERS.....(115)	Capt. Daniel Waters, U. S. N.	1917	.....do.....	DD115.
DENT.....(116)	Capt. J. H. Dent, U. S. N.	1917	.....do.....	DD116.
DORSEY.....(117)	Midshipman John Dorsey, U. S. N.	1917	.....do.....	DD117.
LEA.....(118)	Lieut. Commander Edw. Lea, U. S. N.	1917	.....do.....	DD118.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

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<i>Destroyers—Continued.</i>				
LAMBERTON.....(119)	Rear Admiral B. P. Lambertson, U. S. N.	1917	Newport News S. B. Co.	DD119.
RADFORD.....(120)	Rear Admiral Wm. Radford, U. S. N.	1917	.....do.....	DD120.
MONTGOMERY.....(121)	Rear Admiral J. B. Montgomery, U. S. N.	1917	.....do.....	DD121.
BREESE.....(122)	Capt. K. R. Breese, U. S. N.	1917	.....do.....	DD122.
GAMBLE.....(123)	Bvt. Lieut. Col. J. M. Gamble, U. S. M. C.; Lieut. Peter Gamble, U. S. N.	1917	.....do.....	DD123.
RAMSAY.....(124)	Rear Admiral F. M. Ramsay, U. S. N.	1917	.....do.....	DD124.
TATTNALL.....(125)	Capt. Josiah Tattnall, U. S. N.	1917	New York S. B. Co.	DD125.
BADGER.....(126)	Commodore O. C. Badger, U. S. N.	1917	.....do.....	DD126.
TWIGGS.....(127)	Maj. Levi Twiggs, U. S. M. C.	1917	.....do.....	DD127.
BABBITT.....(128)	Lieut. F. H. Babbitt, U. S. N.	1917	.....do.....	DD128.
DE LONG.....(129)	Lieut. Commander G. W. De Long, U. S. N.	1917	.....do.....	DD129.
JACOB JONES.....(130)	Capt. Jacob Jones, U. S. N.	1917	.....do.....	DD130.
BUCHANAN.....(131)	Capt. F. Buchanan, U. S. N.	1917	Bath Iron Works..	DD131.
AARON WARD.....(132)	Rear Admiral Aaron Ward, U. S. N.	1917	.....do.....	DD132.
HALE.....(133)	Hon. Eugene Hale, U. S. Senator.	1917	.....do.....	DD133.
CROWNINSHIELD.....(134)	Hon. Benj. W. Crowninshield, Secretary of Navy.	1917	.....do.....	DD134.
TILLMAN.....(135)	Hon. B. R. Tillman, U. S. Senator.	1917	Navy yard, Charleston.	DD135.
BOGGS.....(136)	Rear Admiral C. S. Boggs, U. S. N.	1917	Navy yard, Mare Island.	DD136.
KILTY.....(137)	Rear Admiral A. H. Kilty, U. S. N.	1917	.....do.....	DD137.
KENNISON.....(138)	Act. Vol. Lieut. W. H. Kennison, U. S. N.	1917	.....do.....	DD138.
WARD.....(139)	Commander J. H. Ward, U. S. N.	1917	.....do.....	DD139.
CLAXTON.....(140)	Midshipman Thos. Claxton, U. S. N.	1917	.....do.....	DD140.
HAMILTON.....(141)	Lieut. A. Hamilton, U. S. N.	1917	.....do.....	DD141.
TARBELL.....(142)	Capt. Joseph Tarbell, U. S. N.	1917	Wm. Cramp & Sons.	DD142.
YARNALL.....(143)	Lieut. J. J. Yarnall, U. S. N.	1917	.....do.....	DD143.
UPSHUR.....(144)	Rear Admiral J. H. Upshur, U. S. N.	1917	.....do.....	DD144.
GREER.....(145)	Rear Admiral J. A. Greer, U. S. N.	1917	.....do.....	DD145.
ELLIOT.....(146)	Lieut. Commander R. McC. Elliot, U. S. N.	1917	.....do.....	DD146.
ROPER.....(147)	Lieut. Commander J. M. Roper, U. S. N.	1917	.....do.....	DD147.
BRECKINRIDGE.....(148)	Ensign J. C. Breckinridge, U. S. N.	1917	.....do.....	DD148.
BARNEY.....(149)	Commodore Joshua Barney, U. S. N.	1917	.....do.....	DD149.
BLAKELEY.....(150)	Capt. Johnston Blakeley, U. S. N.	1917	.....do.....	DD150.
BIDDLE.....(151)	Capt. Nicholas Biddle, U. S. N.	1917	.....do.....	DD151.
DU PONT.....(152)	Rear Admiral S. F. Du Pont, U. S. N.	1917	.....do.....	DD152.
BERNADOU.....(153)	Commander J. B. Bernadou, U. S. N.	1917	.....do.....	DD153.
ELLIS.....(154)	G. H. Ellis, C. P. O., U. S. N.	1917	.....do.....	DD154.
COLE.....(155)	Maj. E. B. Cole, U. S. M. C.	1917	.....do.....	DD155.
J. FRED TALBOTT.....(156)	Hon. J. F. C. Talbott, M. C.	1917	.....do.....	DD156.
DICKERSON.....(157)	Hon. Mahlon Dickerson, Secretary of the Navy.	1917	New York S. B. Co.	DD157.
LEARY.....(158)	Lieut. C. F. Leary, U. S. N. R. F.	1917	.....do.....	DD158.
SCHENCK.....(159)	Rear Admiral J. F. Schenck, U. S. N.	1917	.....do.....	DD159.
HERBERT.....(160)	Hon. H. A. Herbert, Secretary of the Navy.	1917	.....do.....	DD160.
PALMER.....(161)	Rear Admiral J. S. Palmer, U. S. N.	1917	Fore River S. B. Co.	DD161.
THATCHER.....(162)	Rear Admiral H. K. Thatcher, U. S. N.	1917	.....do.....	DD162.
WALKER.....(163)	Rear Admiral J. G. Walker, U. S. N.	1917	.....do.....	DD163.



## LIST OF VESSELS BUILT FOR U. S. NAVY.

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<i>Destroyers—Continued.</i>				
CROSBY.....(164)	Rear Admiral P. Crosby, U. S. N.	1917	Fore River S. B. Co.	DD164.
MEREDITH.....(165)	Sergt. J. Meredith, U. S. M. C.	1917	.....do.....	DD165.
BUSH.....(166)	Lieut. W. S. Bush, U. S. M. C.	1917	.....do.....	DD166.
COWELL.....(167)	Master J. G. Cowell, U. S. N.	1917	.....do.....	DD167.
MADDOX.....(168)	Capt. W. A. T. Maddox, U. S. N.	1917	.....do.....	DD168.
FOOTE.....(169)	Rear Admiral A. H. Foote, U. S. N.	1917	.....do.....	DD169.
Rodgers (ex).....(170)				
KALK (Dec. 23, 1920).	Lieut. S. F. Kalk, U. S. N.	1917	.....do.....	DD170.
BURNS.....(171)	Capt. Otway Burns, U. S. N.	1917	Union Iron Works.	DM11.
ANTHONY.....(172)	Serjt. Maj. Wm. Anthony, U. S. M. C.	1917	.....do.....	DM12.
SPROSTON.....(173)	Lieut. J. G. Sproston, U. S. N.	1917	.....do.....	DM13.
RIZAL.....(174)	Jose Rizal, Philippine patriot.	1917	.....do.....	DM14.
MACKENZIE.....(175)	Lieut. Commander A. S. Mackenzie, U. S. N.	1917	.....do.....	DD175.
RENSHAW.....(176)	Commander W. B. Ren- shaw, U. S. N.	1917	.....do.....	DD176.
O'BANNON.....(177)	Lieut. P. N. O'Bannon, U. S. M. C.	1917	.....do.....	DD177.
HOGAN.....(178)	Daniel Hogan, ordinary sea- man, U. S. N.	1917	.....do.....	DD178.
HOWARD.....(179)	Ensign C. W. Howard, U. S. N.	1917	.....do.....	DD179.
STANSBURY.....(180)	Lieut. John Stansbury, U. S. N.	1917	.....do.....	DD180.
HOPEWELL.....(181)	Midshipman Pollard Hope- well, U. S. N.	1917	Newport News S. B. Co.	DD181.
THOMAS.....(182)	Lieut. C. C. Thomas, U. S. N.	1917	.....do.....	DD182.
HARADEN.....(183)	Capt. Jonathan Haraden, U. S. N.	1917	.....do.....	DD183.
ABBOT.....(184)	Commodore Joel Abbot, U. S. N.	1917	.....do.....	DD184.
BAGLEY.....(185)	Ensign Worth Bagley, U. S. N.	1917	.....do.....	DD185.
CLEMSON.....(186)	Midshipman H. A. Clemson, U. S. N.	1917	.....do.....	DD186.
DAHLGREN.....(187)	Rear Admiral J. A. Fahl- gren, U. S. N.	1917	.....do.....	DD187.
GOLDSBOROUGH.....(188)	Rear Admiral L. M. Golds- borough, U. S. N.	1917	.....do.....	DD188.
SEMMES.....(189)	Commander R. Semmes, U. S. N.	1917	.....do.....	DD189.
SATTERLEE.....(190)	Capt. Chas. Satterlee, U. S. N.	1917	.....do.....	DD190.
MASON.....(191)	Hon. J. Y. Mason, Secretary of the Navy.	1917	.....do.....	DD191.
GRAHAM.....(192)	Hon. W. A. Graham, Secre- tary of the Navy.	1917	.....do.....	DD192.
ABEL P. UPSHUR.....(193)	Hon. A. P. Upshur, Secre- tary of the Navy.	1917	.....do.....	DD193.
HUNT.....(194)	Hon. W. H. Hunt, Secretary of the Navy.	1917	.....do.....	DD194.
WELBORN C. WOOD.....(195)	Cadet W. C. Wood, U. S. N.	1917	.....do.....	DD195.
GEORGE E. BADGER.....(196)	Hon. G. E. Badger, Secre- tary of the Navy.	1917	.....do.....	DD196.
BRANCH.....(197)	Hon. John Branch, Secretary of the Navy.	1917	.....do.....	DD197.
HERNDON.....(198)	Commander W. L. Herndon, U. S. N.	1917	.....do.....	DD198.
DALLAS.....(199)	Capt. A. J. Dallas, U. S. N.	1917	.....do.....	DD199.
.....(200)		1917	.....do.....	Contract canceled.
.....(201)		1917	.....do.....	Do.
.....(202)		1917	.....do.....	Do.
.....(203)		1917	.....do.....	Do.
.....(204)		1917	.....do.....	Do.
.....(205)		1917	.....do.....	Do.
CHANDLER.....(206)	Hon. W. E. Chandler, Secre- tary of the Navy.	1917	Wm. Cramp & Sons S. & E. B. Co.	DD206.
SOUTHARD.....(207)	Hon. S. L. Southard, Secre- tary of the Navy.	1917	.....do.....	DD207.
HOVEY.....(208)	Ensign C. E. Hovey, U. S. N.	1917	.....do.....	DD208.
LONG.....(209)	Hon. J. D. Long, Secretary of the Navy.	1917	.....do.....	DD209.
BROOME.....(210)	Lieut. Col. J. L. Broome, U. S. M. C.	1917	.....do.....	DD210.
ALDEN.....(211)	Rear Admiral J. Alden, U. S. N.	1917	.....do.....	DD211.

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<i>Destroyers—Continued.</i>				
SMITH THOMPSON... (212)	Hon. Smith Thompson, Secretary of the Navy.	1917	Wm. Cramp & Sons S. & E. B. Co.	DD212.
BARKER..... (213)	Rear Admiral A. S. Barker, U. S. N.	1917	.....do.....	DD213.
TRACEY..... (214)	Hon. B. F. Tracey, Secretary of the Navy.	1917	.....do.....	DD213.
BORIE..... (215)	Hon. A. E. Borie, Secretary of the Navy.	1917	.....do.....	DD215.
JOHN D. EDWARDS. (216)	Lieut. J. D. Edwards, U. S. N.	1917	.....do.....	DD216.
WHIPPLE..... (217)	Capt. A. Whipple, U. S. N.	1917	.....do.....	DD217.
PARROTT..... (218)	Lieut. G. F. Parrott, jr., U. S. N.	1917	.....do.....	DD218.
EDSALL..... (219)	Seaman N. E. Edsall, U. S. N.	1917	.....do.....	DD219.
MACLEISH..... (220)	Lieut. K. Macleish, U. S. N.	1917	.....do.....	DD220.
SIMPSON..... (221)	Rear Admiral Edw. Simpson, U. S. N.	1917	.....do.....	DD221.
BULMER..... (222)	Capt. R. C. Bulmer, U. S. N.	1917	.....do.....	DD222.
MCCORMICK..... (223)	Lieut. A. A. McCormick, U. S. N. R. F.	1917	.....do.....	DD223.
STEWART..... (224)	Rear Admiral Chas. Stewart, U. S. N.	1917	.....do.....	DD224.
POPE..... (225)	Commodore John Pope, U. S. N.	1917	.....do.....	DD225.
PEARY..... (226)	Rear Admiral R. E. Peary, U. S. N.	1917	.....do.....	DD226.
PILLSBURY..... (227)	Rear Admiral J. E. Pillsbury, U. S. N.	1917	.....do.....	DD227.
FORD..... (228)	Rear Admiral J. D. Ford, U. S. N.	1917	.....do.....	DD228.
TRUXTUN..... (229)	Commodore Thos. Truxtun, U. S. N.	1917	.....do.....	DD229.
PAUL JONES..... (230)	Commodore John Paul Jones, U. S. N.	1917	.....do.....	DD230.
HATFIELD..... (231)	Midshipman J. Hatfield, U. S. N.	1917	New York Ship-building Co.	DD231.
BROOKS..... (232)	Lieut. J. Brooks, jr., U. S. N.	1917	.....do.....	DD232.
GILMER..... (233)	Hon. T. W. Gilmer, Secretary of the Navy.	1917	.....do.....	DD233.
FOX..... (234)	Hon. G. V. Fox, Assistant Secretary of the Navy.	1917	.....do.....	DD234.
KANE..... (235)	Surg. E. K. Kane, U. S. N.	1917	.....do.....	DD235.
HUMPHREYS..... (236)	Nav. Const. Joshua Humphreys, U. S. N.	1917	.....do.....	DD236.
McFARLAND..... (237)	Seaman J. McFarland, U. S. N.	1917	.....do.....	DD237.
JAMES K. PAULDING (238)	Hon. J. K. Paulding, Secretary of the Navy.	1917	.....do.....	DD238.
OVERTON..... (239)	Capt. M. C. Overton, U. S. M. C.	1917	.....do.....	DD239.
STURTEVANT..... (240)	Ensign A. D. Sturtevant, U. S. N.	1917	.....do.....	DD240.
CHILDS..... (241)	Lieut. E. W. F. Childs, U. S. N.	1917	.....do.....	DD241.
KING..... (242)	Commander F. R. King, U. S. N.	1917	.....do.....	DD242.
SANDS..... (243)	Rear Admiral B. F. Sands, U. S. N.; Rear Admiral J. H. Sands, U. S. N.	1917	.....do.....	DD243.
WILLIAMSON..... (244)	Lieut. Commander W. P. Williamson, U. S. N.	1917	.....do.....	DD244.
REUBEN JAMES... (245)	Reuben James, C. P. O., U. S. N.	1917	.....do.....	DD245.
BAINBRIDGE..... (246)	Commodore Wm. Bainbridge, U. S. N.	1917	.....do.....	DD246.
GOFF..... (247)	Hon. Nathan Goff, Secretary of the Navy.	1917	.....do.....	DD247.
BARRY..... (248)	Commodore John Barry, U. S. N.	1917	.....do.....	DD248.
HOPKINS..... (249)	Commodore Esek Hopkins, U. S. N.	1917	.....do.....	DD249.
LAWRENCE..... (250)	Capt. James Lawrence, U. S. N.	1917	.....do.....	DD250.
BELKNAP..... (251)	Rear Admiral G. E. Belknap, U. S. N.	1917	Bethlehem S. B. Corp., Quincy.	DD251.
MCCOOK..... (252)	Commander R. S. McCook, U. S. N.	1917	.....do.....	DD252.
MCCALLA..... (253)	Rear Admiral B. H. McCalla, U. S. N.	1917	.....do.....	DD253.
Rodgers (ex)..... (254)	Commodore John Rodgers, U. S. N.	1917	.....do.....	DD254.
OSMOND INGRAM... (255)	O. K. Ingram, C. P. O., U. S. N.	1917	.....do.....	DD255.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Named in memory of—	Authorized.	Builder.	Latest designation or status.
<i>Destroyers—Continued.</i>				
BANCROFT.....(256)	Hon. George Bancroft, Secretary of the Navy.	1917	Bethlehem S. B. Corp., Quincy.	DD256.
WELLES.....(257)	Hon. Gideon Welles, Secretary of the Navy.	1917	.....do.....	DD357.
AULICK.....(258)	Commodore J. H. Aulick, U. S. N.	1917	.....do.....	DD258.
TURNER.....(259)	Capt. D. Turner, U. S. N.	1917	.....do.....	DD259.
GILLIS.....(260)	Commodore J. P. Gillis, U. S. N.; Rear Admiral J. H. Gillis, U. S. N.	1917	.....do.....	DD260.
DELPHY.....(261)	Midshipman R. Delphy, U. S. N.	1917	.....do.....	DD261.
MCDERMUT.....(262)	Lieut. Commander D. A. McDermut, U. S. N.	1917	.....do.....	DD262.
LAUB.....(263)	Midshipman Henry Laub, U. S. N.	1917	.....do.....	DD263.
MCLANAHAN.....(264)	Midshipman T. McLanahan, U. S. N.	1917	.....do.....	DD264.
EDWARDS.....(265)	Midshipman W. W. Edwards, U. S. N.	1917	.....do.....	DD265.
GREENE.....(266)	Commander S. D. Greene, U. S. N.	1917	.....do.....	DD266.
BALLARD.....(267)	Midshipman E. J. Ballard, U. S. N.	1917	.....do.....	DD267.
SHUBRICK.....(268)	Rear Admiral W. B. Shubrick, U. S. N.	1917	.....do.....	DD268.
BAILEY.....(269)	Rear Admiral Theodorus Bailey, U. S. N.	1917	.....do.....	DD269.
THORNTON.....(270)	Capt. J. S. Thornton, U. S. N.	1917	.....do.....	DD270.
MORRIS.....(271)	Commodore Chas. Morris, U. S. N.	1917	.....do.....	DD271.
TINGEY.....(272)	Commodore Thos. Tingey, U. S. N.	1917	.....do.....	DD272.
SWASEY.....(273)	Lieut. Chas. Swasey, U. S. N.	1917	.....do.....	DD273.
MEADE.....(274)	Rear Admiral R. W. Meade, U. S. N.; Brig. Gen. R. L. Meade, U. S. M. C.	1917	.....do.....	DD274.
SINCLAIR.....(275)	Capt. Arthur Sinclair, U. S. N.	1917	.....do.....	DD275.
MCCAWLEY.....(276)	Col. C. G. McCawley, U. S. M. C.	1917	.....do.....	DD276.
MOODY.....(277)	Hon. W. H. Moody, Secretary of the Navy.	1917	.....do.....	DD277.
HENSHAW.....(278)	Hon. David Henshaw, Secretary of the Navy.	1917	.....do.....	DD278.
MEYER.....(279)	Hon. G. V. L. Meyer, Secretary of the Navy.	1917	.....do.....	DD279.
DOYEN.....(280)	Brig. Gen. C. A. Doyen, U. S. M. C.	1917	.....do.....	DD280.
SHARKEY.....(281)	Junior Lieut. W. J. Sharkey, U. S. N.	1917	.....do.....	DD281.
TOUCEY.....(282)	Hon. Isaac Toucey, Secretary of the Navy.	1917	.....do.....	DD282.
BRECK.....(283)	Act. Vol. Lieut. Comdr. J. B. Breck, U. S. N.	1917	.....do.....	DD283.
ISHERWOOD.....(284)	Rear Admiral B. F. Isherwood, U. S. N.	1917	.....do.....	DD284.
CASE.....(285)	Rear Admiral A. L. Case, U. S. N.	1917	.....do.....	DD285.
LARDNER.....(286)	Rear Admiral J. L. Lardner, U. S. N.	1917	.....do.....	DD286.
PUTNAM.....(287)	Master C. F. Putnam, U. S. N.	1917	.....do.....	DD287.
WORDEN.....(288)	Rear Admiral J. L. Worden, U. S. N.	1917	.....do.....	DD288.
FLUSSER.....(289)	Lieut. Commander C. W. Flusser, U. S. N.	1917	.....do.....	DD289.
DALE.....(290)	Capt. Richard Dale, U. S. N.	1917	.....do.....	DD290.
CONVERSE.....(291)	Rear Admiral G. A. Converse, U. S. N.	1917	.....do.....	DD291.
REID.....(292)	Capt. S. C. Reid, U. S. N.	1917	.....do.....	DD292.
BILLINGSLEY.....(293)	Ensign W. D. Billingsley, U. S. N.	1917	.....do.....	DD293.
CHARLES AUSBURN.....(294)	Charles L. Ausburn, C. P. O., U. S. N.	1917	.....do.....	DD294.
OSBORNE.....(295)	W. E. Osborne, D. S., U. S. N.	1917	.....do.....	DD295.
CHAUNCEY.....(296)	Capt. Isaac Chauncey, U. S. N.	1917	Bethlehem S. B. Corp., San Francisco, Calif.	DD296.
FULLER.....(297)	Capt. E. C. Fuller, U. S. M. C.	1917	.....do.....	DD297.
PERCIVAL.....(298)	Capt. John Percival, U. S. N.	1917	.....do.....	DD298.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Named in memory of—	Authorized.	Builder.	Latest designation or status.
<i>Destroyers—Continued.</i>				
<i>Swasey</i> (ex).....(299) JOHN FRANCIS BURNES, (Oct. 18, 1918).	Capt. I. F. Burnes, U. S. M. C.	1917	Bethlehem S. B. Corp., San Francisco, Calif.	DD299.
FARRAGUT.....(300)	Admiral D. G. Farragut, U. S. N.	1917	do.	DD300.
SOMERS.....(301)	Lieut. R. Somers, U. S. N.	1917	do.	DD301.
STODDERT.....(302)	Hon. Benj. Stoddert, Secretary of the Navy.	1917	do.	DD302.
RENO.....(303)	Lieut. Commander W. E. Reno, U. S. N.	1917	do.	DD303.
FARQUHAR.....(304)	Rear Admiral N. H. Farquhar, U. S. N.	1917	do.	DD304.
THOMPSON.....(305)	Hon. R. W. Thompson, Secretary of the Navy.	1917	do.	DD305.
KENNEDY.....(306)	Hon. J. F. Kennedy, Secretary of the Navy.	1917	do.	DD306.
<i>Hamilton</i> (ex).....(307) PAUL HAMILTON (Apr. 1, 1917).	Hon. Paul Hamilton, Secretary of the Navy.	1917	do.	DD307.
WILLIAM JONES.....(308)	Hon. Wm. Jones, Secretary of the Navy.	1917	do.	DD308.
WOODBURY.....(309)	Hon. Levi Woodbury, Secretary of the Navy.	1917	do.	DD309.
S. P. LEE.....(310)	Rear Admiral S. P. Lee, U. S. N.	1917	do.	DD310.
NICHOLAS.....(311)	Maj. Samuel Nicholas, U. S. M. C.	1917	do.	DD311.
YOUNG.....(312)	Capt. John Young, U. S. N.	1917	do.	DD312.
ZEILIN.....(313)	Brig. Gen. Jacob Zeilin, U. S. M. C.	1917	do.	DD313.
YARBOROUGH.....(314)	Lieut. G. H. Yarborough, U. S. M. C.	1917	do.	DD314.
LAVALLETT.....(315)	Rear Admiral E. A. F. Lavallette, U. S. N.	1917	do.	DD315.
SLOAT.....(316)	Rear Admiral J. B. Sloat, U. S. N.	1917	do.	DD316.
WOOD.....(317)	Med. Director W. M. Wood, U. S. N.	1917	do.	DD317.
SHIRK.....(318)	Commander J. W. Shirk, U. S. N.	1917	do.	DD318.
KIDDER.....(319)	Lieut. H. P. Kidder, U. S. M. C.	1917	do.	DD319.
SELFRIDGE.....(320)	Rear Admiral T. O. Selfridge, U. S. N.	1917	do.	DD320.
MARCUS.....(321)	Lieut. A. Marcus, U. S. N.	1917	do.	DD321.
MERVINE.....(322)	Rear Admiral Wm. Mervine, U. S. N.	1917	do.	DD322.
CHASE.....(323)	Midshipman Reuben Chase, U. S. N.	1917	do.	DD323.
ROBERT SMITH.....(324)	Hon. Robt. Smith, Secretary of the Navy.	1917	do.	DD324.
MULLANY.....(325)	Rear Admiral J. R. M. Mullany, U. S. N.	1917	do.	DD325.
COGHLAN.....(326)	Rear Admiral J. B. Coghlan, U. S. N.	1917	do.	DD326.
PRESTON.....(327)	Lieut. S. W. Preston, U. S. N.	1917	do.	DD327.
LAMSON.....(328)	Lieut. R. H. Lamson, U. S. N.	1917	do.	DD328.
BRUCE.....(329)	Lieut. Frank Bruce, U. S. N.	1917	do.	DD329.
HULL.....(330)	Commodore Isaac Hull, U. S. N.	1917	do.	DD330.
MACDONOUGH.....(331)	Commodore Thos. MacDonough, U. S. N.	1917	do.	DD331.
.....(332)		1917	do.	DD332.
SUMNER.....(333)	Capt. A. M. Sumner, U. S. M. C.	1917	do.	DD333.
.....(334)		1917	do.	DD334.
.....(335)		1917	do.	DD335.
LITCHFIELD.....(336)	J. R. Litchfield, C. P. O., U. S. N.	1917	Navy yard, Mare Island, Calif.	DD336.
ZANE.....(337)	Maj. R. T. Zane, U. S. M. C.	1917	do.	DD337.
WASMUTH.....(338)	Henry Wasmuth, U. S. M. C.	1917	do.	DD338.
TREVER.....(339)	Lieut. Commander G. A. Trever, U. S. N.	1917	do.	DD339.
PERRY.....(340)	Commander O. H. Perry, U. S. N.; Capt. M. C. Perry, U. S. N.	1917	do.	DD340.
DECATUR.....(341)	Commodore Stephen Decatur, U. S. N.	1917	Navy yard, Norfolk.	DD341.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Named in memory of—	Authorized.	Builder.	Latest designation or status.
<i>Destroyers—Continued.</i>				
HULBERT.....(342)	Lieut. H. L. Hulbert, U. S. M. C.	1917	Navy yard, Norfolk.	DD342.
NOA.....(343)	Midshipman Loveman Noa, U. S. N.	1917	.....do.....	DD343.
WILLIAM B. PRESTON.....(344)	Hon. Wm. B. Preston, Secretary of the Navy.	1917	.....do.....	DD344.
PREBLE.....(345)	Commodore Edw. Preble, U. S. N.	1916-18	Bath Iron Works..	DD345.
SICARD.....(346)	Rear Admiral Montgomery Sicard, U. S. N.	1916-18	.....do.....	DD346.
FRUITT.....(347)	Corpl. J. H. Fruitt, U. S. M. C.	1916-18	.....do.....	DD347.
.....(348)	.....	1916-18	Not yet ordered..	
.....(349)	.....	1916-18	.....do.....	
.....(350)	.....	1916-18	.....do.....	
.....(351)	.....	1916-18	.....do.....	
.....(351)	.....	1916-18	.....do.....	
.....(353)	.....	1916-18	.....do.....	
.....(354)	.....	1916-18	.....do.....	
.....(355)	.....	1916-18	.....do.....	
.....(356)	.....	1916-18	.....do.....	
.....(357)	.....	1916-18	.....do.....	
.....(358)	.....	1916-18	.....do.....	
.....(359)	.....	1916-18	.....do.....	
<i>Submarine tender.</i>				
Niagara (ex).....(1)	Robert Fulton (inventor)...	1911	New London Ship & Engine Co.	AS1.
FULTON (Feb. 18, 1913).			Seattle Construction & D. D. Co.	AS2.
BUSHNELL.....(2)	David Bushnell (inventor)...	1912	Navy yard, Puget Sound.	AS3.
HOLLAND.....(3)	J. P. Holland (inventor)....	1916		
<i>Destroyer tender.</i>				
*MELVILLE.....(2)	Rear Admiral G. W. Melville, U. S. N.	1912	New York S. B. Co.	AD2.
DOBBIN.....(3)	Hon. J. C. Dobbin, Secretary of the Navy.	1916-17	Navy yard, Philadelphia.	AD3.
WHITNEY.....(4)	Hon. W. C. Whitney, Secretary of the Navy.	1916-18	Navy yard, Boston	AD4.
<i>Transports.</i>				
HENDERSON.....(1)	Brlg. Gen. Commandant A. Henderson, U. S. M. C.	1913	Navy yard, Philadelphia.	AP1.
HEYWOOD.....(2)	Maj. Gen. Commandant Chas. Heywood, U. S. M. C.	1916-18	Not yet under construction.	AP2
<i>Supply ship.</i>				
BRIDGE.....(1)	Horatio Bridge, Chief of Bureau of Provisions and Clothing.	1913	Navy yard, Boston	AF1

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Submarines.</i>			
*HOLLAND.....(1)	1896-99	Crescent Shipyard, Elizabethport, N. J. (for J. P. Holland T. B. Co.).	Stricken Nov. 21, 1910; sold.
*PLUNGER (ex).....(2)	1896-99	.....do.....	Stricken Feb. 24, 1913; used as target.
A-1 (Nov. 17, 1911).			
ADDER (ex).....(3)	1896-99	.....do.....	Stricken May 26, 1920; designated as a target Sept. 24, 1920.
A-2 (Nov. 17, 1911).			
GRAMPUS (ex).....(4)	1896-99	Union Iron Works (for J. P. Holland T. B. Co.).	SS4.
A-3 (Nov. 17, 1911).			
MOCCASIN (ex).....(5)	1896-99	Crescent Shipyard (for J. P. Holland T. B. Co.).	Stricken May 26, 1920; designated as a target Sept. 24, 1920.
A-4 (Nov. 17, 1911).			
PIKE (ex).....(6)	1896-99	Union Iron Works, San Francisco (for J. P. Holland T. B. Co.).	SS6.
A-5 (Nov. 17, 1911).			

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Submarines—Continued.</i>			
PORPOISE (ex).....(7)	1896-99	Crescent Shipyard (for J. P. Holland T. B. Co.)	Stricken May 26, 1920; designated as target Sept. 24, 1920.
A-6 (Nov. 17, 1911).		.....do.....	Do.
SHARK (ex).....(8)	1896-99	.....do.....	Do.
A-7 (Nov. 17, 1911).		.....do.....	Do.
OCTOPUS (ex).....(9)	1896-99	Fore River S. B. Co. (for Electric Boat Co.)	Stricken; sold Apr. 12, 1920.
C-1 (Nov. 17, 1911).		.....do.....	SS10.
VIPER (ex).....(10)	1904	.....do.....	SS10.
B-1 (Nov. 17, 1911).		.....do.....	Stricken May 26, 1920; designated as target Sept. 24, 1920.
CUTTLEFISH (ex).....(11)	1904	.....do.....	SS12.
B-2 (Nov. 17, 1911.)		.....do.....	SS12.
TARANTULA (ex).....(12)	1904	.....do.....	Stricken; sold Apr. 12, 1920.
B-3 (Nov. 17, 1911).		.....do.....	Do.
STINGRAY (ex).....(13)	1906	.....do.....	Do.
C-2 (Nov. 17, 1911).		.....do.....	Do.
TARPON (ex).....(14)	1906	.....do.....	Do.
C-3 (Nov. 17, 1911).		.....do.....	Do.
BONITA (ex).....(14)	1906	.....do.....	Do.
C-4 (Nov. 17, 1911).		.....do.....	Do.
SNAPPER (ex).....(16)	1906	.....do.....	Do.
C-5 (Nov. 17, 1911).		.....do.....	SS17.
NARWHAL (ex).....(17)	1906	.....do.....	SS18.
D-1 (Nov. 17, 1911).		.....do.....	SS19.
GRAYLING (ex).....(18)	1906	.....do.....	SS20.
D-2 (Nov. 17, 1911).		.....do.....	SS20.
SALMON (ex).....(19)	1906	.....do.....	Sunk Dec. 17, 1917; stricken
D-3 (Nov. 17, 1911).		.....do.....	SS21.
SEAL (ex).....(19½)	1906-07	Lake Torpedo Boat Co.....	SS21.
G-1 (Nov. 17, 1911).		.....do.....	SS22.
CARP (ex).....(20)	1908	Union Iron Works (for Electric Boat Co.)	Sunk Mar. 25, 1915; stricken
F-1 (Nov. 17, 1911).		.....do.....	SS24.
BARRACUDA (ex).....(21)	1908	.....do.....	SS25.
F-2 (Nov. 17, 1911).		.....do.....	Stricken; sold Apr. 16, 1920.
PICKEREL (ex).....(22)	1908	The Moran Co. (for Electric Boat Co.)	Stricken; sold Apr. 16, 1920.
F-3 (Nov. 17, 1911).		.....do.....	Sunk July 30, 1919; stricken
SKATE (ex).....(23)	1908	.....do.....	Sept. 11, 1919.
F-4 (Nov. 17, 1911).		.....do.....	Sunk July 30, 1919; stricken
SKIPJACK (ex).....(24)	1908	Fore River S. B. Co. (for Electric Boat Co.)	Sept. 11, 1919; sold.
E-1 (Nov. 17, 1911).		.....do.....	SS29.
STURGEON (ex).....(25)	1908	.....do.....	SS30.
E-2 (Nov. 17, 1911).		.....do.....	SS31.
THRASHER (ex).....(26)	1908	Wm. Cramp & Sons (for American Laurenti Co.)	SS32.
TUNA (ex).....(27)	1908	Lake Torpedo Boat Co.....	SS33.
G-2 (Nov. 17, 1911).		.....do.....	SS34.
SEAWOLF (ex).....(28)	1909	Union Iron Works (for Electric Boat Co.)	SS35.
H-1 (Nov. 17, 1911).		.....do.....	SS36.
NAUTILUS (ex).....(29)	1909	.....do.....	SS37.
H-2 (Nov. 17, 1911).		.....do.....	SS38.
GARFISH (ex).....(30)	1909	The Moran Co. (for Electric Boat Co.)	SS39.
H-3 (Nov. 17, 1919).		.....do.....	SS40.
TURBOT (ex).....(31)	1909	Lake Torpedo Boat Co.....	SS41.
G-3 (Nov. 17, 1911).		.....do.....	SS42.
HADDOCK (ex).....(32)	1909	Fore River S. B. Co. (for Electric Boat Co.)	SS43.
K-1 (Nov. 17, 1911).		.....do.....	SS44.
CACHALOT (ex).....(33)	1909	.....do.....	SS45.
K-2 (Nov. 17, 1911).		.....do.....	SS46.
ORCA (ex).....(34)	1909	Union Iron Works (for Electric Boat Co.)	SS47.
K-3 (Nov. 17, 1911).		.....do.....	SS48.
WALRUS (ex).....(35)	1909	The Moran Co. (for Electric Boat Co.)	SS49.
K-4 (Nov. 17, 1911).		.....do.....	SS50.
K-5.....(36)	1911	Fore River S. B. Co. (for Electric Boat Co.)	SS51.
K-6.....(37)	1911	.....do.....	SS52.
K-7.....(38)	1911	Union Iron Works (for Electric Boat Co.)	SS53.
K-8.....(39)	1911	.....do.....	SS54.
L-1.....(40)	1912	Fore River S. B. Co. (for Electric Boat Co.)	SS55.
L-2.....(41)	1912	.....do.....	SS56.
L-3.....(42)	1912	.....do.....	SS57.
L-4.....(43)	1912	.....do.....	SS58.
L-5.....(44)	1912	Lake Torpedo Boat Co.....	SS59.
L-6.....(45)	1912	Craig S. B. Co. (for Lake T. B. Co.)	SS60.
L-7.....(46)	1912	.....do.....	SS61.
M-1.....(47)	1912	Fore River S. B. Co. (for Electric Boat Co.)	SS62.
L-8.....(48)	1913	Navy yard, Portsmouth.....	SS63.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Author- ized.	Builder.	Latest designation or status.
<i>Submarines—Continued.</i>			
L-9.....(49)	1913	Fore River S. B. Co. (for Electric Boat Co.).	SS49.
L-10.....(50)	1913	.....do.....	SS50.
L-11.....(51)	1913	.....do.....	SS51.
Schley (ex).....(52)	1914	.....do.....	SF1.
AA-1 (ex) (Aug. 23, 1917).			
T-1 (Sept. 22, 1920).			
N-1.....(53)	1914	Seattle Construction & D. D. Co. (for Electric Boat Co.).	SS53.
N-2.....(54)	1914	.....do.....	SS54.
N-3.....(55)	1914	.....do.....	SS55.
N-4.....(56)	1914	Lake Torpedo Boat Co.....	SS56.
N-5.....(57)	1914	.....do.....	SS57.
N-6.....(58)	1914	.....do.....	SS58.
N-7.....(59)	1914	.....do.....	SS59.
AA-2 (ex).....(60)	1915	Fore River S. B. Co. (for Electric Boat Co.).	SF2.
T-2 (Sept. 22, 1920).			
AA-3 (ex).....(61)	1915	.....do.....	SF3.
T.3 (Sept. 22, 1920).			
O-1.....(62)	1915	Navy yard, Portsmouth.....	SS62.
O-2.....(63)	1915	.....do.....	SS63.
O-3.....(64)	1915	Fore River S. B. Co. (for Electric Boat Co.).	SS64.
O-4.....(65)	1915	.....do.....	SS65.
O-5.....(66)	1915	.....do.....	SS66.
O-6.....(67)	1915	.....do.....	SS67.
O-7.....(68)	1915	.....do.....	SS68.
O-8.....(69)	1915	.....do.....	SS69.
O-9.....(70)	1915	.....do.....	SS70.
O-10.....(71)	1915	.....do.....	SS71.
O-11.....(72)	1915	Lake Torpedo Boat Co.....	SS72.
O-12.....(73)	1915	.....do.....	SS73.
O-13.....(74)	1915	.....do.....	SS74.
O-14.....(75)	1915	California Shipbuilding Co.....	SS75.
O-15.....(76)	1915	.....do.....	SS76.
O-16.....(77)	1915	.....do.....	SS77.
R-1.....(78)	1916	Fore River S. B. Co. (for Electric Boat Co.).	SS78.
R-2.....(79)	1916	.....do.....	SS79.
R-3.....(80)	1916	.....do.....	SS80.
R-4.....(81)	1916	.....do.....	SS81.
R-5.....(82)	1916	.....do.....	SS82.
R-6.....(83)	1916	.....do.....	SS83.
R-7.....(84)	1916	.....do.....	SS84.
R-8.....(85)	1916	.....do.....	SS85.
R-9.....(86)	1916	.....do.....	SS86.
R-10.....(87)	1916	.....do.....	SS87.
R-11.....(88)	1916	.....do.....	SS88.
R-12.....(89)	1916	.....do.....	SS89.
R-13.....(90)	1916	.....do.....	SS90.
R-14.....(91)	1916	.....do.....	SS91.
R-15.....(92)	1916	Union Iron Works (for Electric Boat Co.).	SS92.
R-16.....(93)	1916	.....do.....	SS93.
R-17.....(94)	1916	.....do.....	SS94.
R-18.....(95)	1916	.....do.....	SS95.
R-19.....(96)	1916	.....do.....	SS96.
R-20.....(97)	1916	.....do.....	SS97.
R-21.....(98)	1916	Lake Torpedo Boat Co.....	SS98.
R-22.....(99)	1916	.....do.....	SS99.
R-23.....(100)	1916	.....do.....	SS100.
R-24.....(101)	1916	.....do.....	SS101.
R-25.....(102)	1916	.....do.....	SS102.
R-26.....(103)	1916	.....do.....	SS103.
R-27.....(104)	1916	.....do.....	SS104.
S-1.....(105)	1916	Fore River S. B. Co. (for Electric Boat Co.).	SS105.
S-2.....(106)	1916	Lake Torpedo Boat Co.....	SS106.
S-3.....(107)	1916	Navy yard, Portsmouth.....	SS107.
(*).....(108)	1916	Not built.....	
S-4.....(109)	1916-17	Navy yard, Portsmouth.....	SS109.
S-5.....(110)	1916-17	.....do.....	SS110.
S-6.....(111)	1916-17	.....do.....	SS111.
S-7.....(112)	1916-17	.....do.....	SS112.
S-8.....(113)	1916-17	.....do.....	SS113.
S-9.....(114)	1916-17	.....do.....	SS114.
S-10.....(115)	1916-17	.....do.....	SS115.
S-11.....(116)	1916-17	.....do.....	SS116.
S-12.....(117)	1916-17	.....do.....	SS117.
S-13.....(118)	1916-17	.....do.....	SS118.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Submarines—Continued.</i>			
S-14.....(119)	1916-17	Lake Torpedo Boat Co.....	SS119.
S-15.....(120)	1916-17	.....do.....	SS120.
S-16.....(121)	1916-17	.....do.....	SS121.
S-17.....(122)	1916-17	.....do.....	SS122.
S-18.....(123)	1916-17	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	SS123.
S-19.....(124)	1916-17	.....do.....	SS124.
S-20.....(125)	1916-17	.....do.....	SS125.
S-21.....(126)	1916-17	.....do.....	SS126.
S-22.....(127)	1917	.....do.....	SS127.
S-23.....(128)	1917	.....do.....	SS128.
S-24.....(129)	1917	.....do.....	SS129.
S-25.....(130)	1917	.....do.....	SS130.
S-26.....(131)	1917	.....do.....	SS131.
S-27.....(132)	1917	.....do.....	SS132.
S-28.....(133)	1917	.....do.....	SS133.
S-29.....(134)	1917	.....do.....	SS134.
S-30.....(135)	1917	Bethlehem S. B. Corp., San Francisco (for Electric Boat Co.).	SS135.
S-31.....(136)	1917	.....do.....	SS136.
S-32.....(137)	1917	.....do.....	SS137.
S-33.....(138)	1917	.....do.....	SS138.
S-34.....(139)	1917	.....do.....	SS139.
S-35.....(140)	1917	.....do.....	SS140.
S-36.....(141)	1917	.....do.....	SS141.
S-37.....(142)	1917	.....do.....	SS142.
S-38.....(143)	1917	.....do.....	SS143.
S-39.....(144)	1917	.....do.....	SS144.
S-40.....(145)	1917	.....do.....	SS145.
S-41.....(146)	1917	.....do.....	SS146.
*H-4.....(147)	1917	Electric Boat Co. and navy yard, Puget Sound.	SS147.
*H-5.....(148)	1917	.....do.....	SS148.
*H-6.....(149)	1917	.....do.....	SS149.
*H-7.....(150)	1917	.....do.....	SS150.
*H-8.....(151)	1917	.....do.....	SS151.
*H-9.....(152)	1917	.....do.....	SS152.
S-42.....(153)	1916-18	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	SS153.
S-43.....(154)	1916-18	.....do.....	SS154.
S-44.....(155)	1916-18	.....do.....	SS155.
S-45.....(156)	1916-18	.....do.....	SS156.
S-46.....(157)	1916-18	.....do.....	SS157.
S-47.....(158)	1916-18	.....do.....	SS158.
S-48.....(159)	1916-18	Lake Torpedo Boat Co.....	SS159.
S-49.....(160)	1916-18	.....do.....	SS160.
S-50.....(161)	1916-18	.....do.....	SS161.
S-51.....(162)	1916-18	.....do.....	SS162.
<i>Fleet submarines.</i>			
V-1.....(163)	1916-18	Navy yard, Portsmouth.....	SF4.
V-2.....(164)	1916-18	.....do.....	SF5.
V-3.....(165)	1916-18	.....do.....	SF6.
V-4.....(166)	1916-18	Not yet placed.	SF7.
V-5.....(167)	1916-18	.....do.....	SF8.
V-6.....(168)	1916-18	.....do.....	SF9.
V-7.....(169)	1916-18	.....do.....	SF10.
V-8.....(170)	1916-18	.....do.....	SF11.
V-9.....(171)	1916-18	.....do.....	SF12.
<i>Dispatch boat.</i>			
DOLPHIN.....	1883	John Roach & Sons.....	PG24.
<i>Dynamite cruiser.</i>			
VESUVIUS.....	1886	Wm. Cramp & Sons.....	Unclassified service.
<i>Practice vessel (Naval Academy).</i>			
BANCROFT.....	1888	Moore & Sons, Elizabethport, N. J.	Stricken June 30, 1906; trans- ferred to Coast Guard June 30, 1906 (renamed ITASCA).



## LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Ram.</i>			
KATAHDIN.....	1889	Bath Iron Works.....	Stricken July 9, 1909; used as target.
<i>Training vessel (Naval Academy).</i>			
CHESAPEAKE (ex)..... SEVERN (June 15, 1905).	1897	Bath Iron Works.....	Stricken Oct. 12, 1916.
<i>Steel training ships (sail).</i>			
CUMBERLAND.....	1903	Navy yard, Boston.....	Unclassified service.
INTREPID.....	1903	Navy yard, Mare Island.....	Do.
<i>Wooden brig.</i>			
BOXER.....	1903	Navy yard, Portsmouth.....	Loaned to Interior Department May 7, 1920.
<i>Fleet colliers.</i>			
VESTAL.....(1)	1904-06	Navy yard, New York.....	AR4.
PROMETHEUS.....(2)	1904	Navy yard, Mare Island.....	AF3.
JUPIITER (ex).....(3)	1903-11	do.....	CV1.
*LANGLEY (April, 1920).			
CYCLOPS.....(4)	1908	Wm. Cramp & Sons.....	Missing since Mar. 3, 1918.
<i>Colliers.</i>			
VULCAN.....(5)	1908	Maryland Steel Co., Sparrows Point, Md.	AC5.
MARS.....(6)	1908	do.....	AC6.
HECTOR.....(7)	1908	do.....	Lost July 14, 1916; stricken—
<i>Fleet colliers.</i>			
NEPTUNE.....(8)	1909	Maryland Steel Co., Sparrows Point, Md.	AC8.
PROTEUS.....(9)	1910	Newport News S. B. Co.....	AC9.
NEREUS.....(10)	1910	do.....	AC10.
ORION.....(11)	1911	Maryland Steel Co., Sparrows Point, Md.	AC11.
JASON.....(12)	1911	do.....	AC12.
<i>Fuel ships.</i>			
KANAWHA.....(13)	1912	Navy yard, Mare Island.....	AO1.
MAUMEE.....(14)	1912	do.....	AO2.
CUYAMA.....(15)	1915	do.....	AO3.
BRAZOS.....(16)	1916	Navy yard, Boston.....	AO4.
NECHES.....(17)	1916-18	do.....	AO5.
PECOS.....(18)	1916-18	do.....	AO6.
<i>Ammunition ships.</i>			
PYRO.....(1)	1916	Navy yard, Puget Sound.....	AE1.
NITRO.....(2)	1916-18	do.....	AE2.
<i>Repair ship.</i>			
MEDUSA.....(1)	1916-18	Navy yard, Puget Sound.....	AR1.
<i>Hospital ship.</i>			
RELIEF.....(1)	1916	Navy yard, Philadelphia.....	AH1.
<i>Steam tugs.</i>			
*TRITON.....	1889	Dialogue & Sons.....	YT10.
WAHNETA.....(1)	1889	City Point Iron Works.....	YT1.
IWANO.....(2)	1889	do.....	YT2.
NARKEETA.....(3)	1889	do.....	YT3.
UNADILLA.....(4)	1894	Navy yard, Mare Island.....	YT4.
SAMOSET.....(5)	1895	Navy yard, Norfolk.....	YT5.
PENACOOK.....(6)	1896	Navy yard, New York.....	YT6.
PAWTUCKET.....(7)	1896	Navy yard, Mare Island.....	YT7.
<i>Steel tugs.</i>			
PENTUCKET.....(8)	1902	Navy yard, Boston.....	YT8.
SOTOYOMO.....(9)	1902	Navy yard, Mare Island.....	YT9.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Seagoing tugs.</i>			
PATAPSCO.....(10)	1904	Navy yard, Portsmouth.....	AT10.
PATUXENT.....(11)	1904	Navy yard, Norfolk.....	AT11.
SONOMA.....(12)	1911	New York S. B. Co.....	AT12.
ONTARIO.....(13)	1911	do.....	AT13.
*ARAPAHOE.....(14)	(*)	Seattle Const. & D. D. Co.....	AT14.
*MOHAVE.....(15)	(*)	do.....	AT15.
*TILLAMOOK.....(16)	(*)	do.....	AT16.
*WANDO.....(17)	(*)	Navy yard, Charleston.....	AT17.
*POCAHONTAS (ex).....(18)	(*)	Navy yard, Norfolk.....	AT18.
CHEMUNG (Sept. 1, 1917).			
Huron (ex).....(19)	1917	American S. B. Co., Buffalo, N. Y.....	AT19.
ALLEGHENY (Sept. 1, 1917).			
SAGAMORE.....(20)	1917	do.....	AT20.
BAGADUCE.....(21)	1917	Ferguson Steel & Iron Co., Buffalo, N. Y.....	AT21.
TADOUSAC.....(22)	1917	do.....	AT22.
KALMIA.....(23)	1917	do.....	AT23.
KEWAYDIN.....(24)	1917	do.....	AT24.
UMPUQA.....(25)	1917	do.....	AT25.
WANDANK.....(26)	1917	do.....	AT26.
TATNUK.....(27)	1917	Navy yard, Puget Sound.....	AT27.
STENNADIN.....(28)	1917	do.....	AT28.
MAHOPAC.....(29)	1917	do.....	AT29.
SCIOTA.....(30)	1917	do.....	AT30.
KOKA.....(31)	1917	do.....	AT31.
NAPA.....(32)	1917	do.....	AT32.
PINOLA.....(33)	1917	do.....	AT33.
ALGORMA.....(34)	1917	Staten Island S. B. Co.....	AT34.
CARRABASSET.....(35)	1917	do.....	AT35.
CONTOCOOK.....(36)	1917	do.....	AT36.
IUKA.....(37)	1917	do.....	AT37.
KEOSANQUA.....(38)	1917	do.....	AT38.
Kineo (ex).....(39)	1917	do.....	AT39.
MONTCALM (Feb. 24, 1919).			
.....(40)	1917	do.....	Contract canceled.
.....(41)	1917	do.....	Do.
.....(42)	1917	do.....	Do.
.....(43)	1917	do.....	Do.
.....(44)	1917	do.....	Do.
.....(45)	1917	do.....	Do.
<i>Mine sweepers.</i>			
LAPWING.....(1)	1917	Todd Shipyard Corp.....	AM1.
OWL.....(2)	1917	do.....	AM2.
ROBIN.....(3)	1917	do.....	AM3.
SWALLOW.....(4)	1917	do.....	AM4.
TANAGER.....(5)	1917	Staten Island S. B. Co.....	AM5.
CARDINAL.....(6)	1917	do.....	AM6.
ORIOLE.....(7)	1917	do.....	AM7.
CURLEW.....(8)	1917	do.....	AM8.
FINCH.....(9)	1917	Standard S. B. Corp.....	AM9.
HERON.....(10)	1917	do.....	AM10.
CONDOR.....(11)	1917	Pennsylvania S. B. Co.....	Contract canceled.
.....(12)	1917	do.....	Do.
TURKEY.....(13)	1917	Chester S. B. Co.....	AM13.
WOODCOCK.....(14)	1917	do.....	AM14.
QUAIL.....(15)	1917	do.....	AM15.
PARTRIDGE.....(16)	1917	do.....	AM16.
EIDER.....(17)	1917	Pusey & Jones Co.....	AM17.
THRUSH.....(18)	1917	do.....	AM18.
AVOCET.....(19)	1917	Baltimore D. D. & S. B. Co.....	AM19.
BOBOLINK.....(20)	1917	do.....	AM20.
LARK.....(21)	1917	do.....	AM21.
WIDGEON.....(22)	1917	Sun S. B. Co.....	AM22.
TEAL.....(23)	1917	do.....	AM23.
BRANT.....(24)	1917	do.....	AM24.
KINGFISHER.....(25)	1917	Navy yard, Puget Sound.....	AM25.
RAIL.....(26)	1917	do.....	AM26.
PELICAN.....(27)	1917	Gas, E. & P. Co.....	AM27.
FALCON.....(28)	1917	do.....	AM28.
OSPREY.....(29)	1917	do.....	AM29.
SEAGULL.....(30)	1917	do.....	AM30.
TERN.....(31)	1917	do.....	AM31.
FLAMINGO.....(32)	1917	New Jersey D. D. & Trans. Co.....	AM32.
PENGUIN.....(33)	1917	do.....	AM33.

## LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Mine sweepers—Continued.</i>			
SWAN.....(34)	1917	Alabama D. D. & S. B. Co....	AM34.
WHIPPOORWILL.....(35)	1917	.....do.....	AM35.
BITTERN.....(36)	1917	.....do.....	AM36.
SANDERLING.....(37)	1917	Todd Shipyard Corp.....	AM37.
AUK.....(38)	1917	.....do.....	AM38.
CHEWINK.....(39)	1917	.....do.....	AM39.
CORMORANT.....(40)	1917	.....do.....	AM40.
GANNET.....(41)	1917	.....do.....	AM41.
GOSHAWK.....(42)	1917	.....do.....	Contract canceled.
GREEBE.....(43)	1917	Staten Island S. B. Co.....	AM43.
MALLARD.....(44)	1917	.....do.....	AM44.
ORTOLAN.....(45)	1917	.....do.....	AM45.
PEACOCK.....(46)	1917	.....do.....	AM46. Loaned to Shipping Board.
PIGEON.....(47)	1917	Baltimore D. D. & S. B. Co....	AM47.
REDWING.....(48)	1917	.....do.....	AM48.
RAVEN.....(49)	1917	.....do.....	Contract canceled.
SHRIKE.....(50)	1917	.....do.....	Do.
SANDPIPER.....(51)	1917	Navy yard, Philadelphia.....	AM51.
VIREO.....(52)	1917	.....do.....	AM52.
WARBLER.....(53)	1917	.....do.....	AM53. Loaned to Shipping Board.
WILLET.....(54)	1917	.....do.....	AM54. Loaned to Shipping Board.

NOTES.—The naval acts from 1883 to 1887 provided funds toward the completion of 5 old monitors, the rebuilding of which had been undertaken previous thereto. The AMPHITRITE and TERROR were originally the TONAWANDA and AGAMENTICUS.

The old MAINE and TEXAS were described in the act of Aug. 3, 1886, as "armored vessels." The TEXAS was designed as a second-class battleship, with 12-inch guns, and the MAINE as an armored cruiser with 10-inch guns, the latter being reclassified as a battleship when commissioned.

The STILETTO was acquired by purchase as authorized in the act of Mar. 3, 1887.

The MANLEY and SOMERS were purchased abroad during the War with Spain and are included in this list only on account of their having been assigned serial numbers in the official list.

The original PLUNGER, contracted for with the Holland Torpedo Boat Co. Mar. 13, 1895, under the act of Mar. 3, 1893, was never completed. The contract was canceled in April, 1900, and payments thereunder were applied to contract of Nov. 19, 1900, for the HOLLAND and the new PLUNGER under the acts of June 10, 1896, and Mar. 3, 1899. Serial No. 108 was assigned to submarine to be equipped with Neff system of propulsion authorized in the act of Aug. 29, 1916, under special conditions which were never met by the designer. Submarines H-4 to H-9, inclusive, originally designed for a foreign government, were purchased in knockdown condition and assembled at the navy yard, Puget Sound, under emergency funds.

The tug TRITON, one of four tugs authorized in the act of Mar. 2, 1889, was acquired by purchase, and no serial number assigned. The tugs ARAPAHO, MOHAVE, and TILLAMOOK were not specifically authorized, but were built by contract placed in 1913, under current appropriations, serial numbers having been assigned. Similar conditions apply to the tugs WANDO and CHEMUNG (ex-POCAHONTAS) ordered built in 1914.

The DIXIE, purchased during the War with Spain, was converted in 1911 for service as a destroyer tender, and the MELVILLE, the first destroyer tender specifically authorized by act of Congress, was assigned serial No. 2.

The LANGLEY, converted from collier JUPITER into an aircraft carrier, is named in memory of Prof. Samuel Pierpont Langley.

Vessels "authorized" as of 1916, 1916-17, and 1916-1918 comprise the 3-year program provided in the act of Aug. 29, 1916. Destroyers, submarines, mine sweepers, tugs, and other small craft "authorized" as of 1917 were built from special or emergency funds provided by the acts of Mar. 4 and Oct. 6, 1917, supplemented by the act of July 1, 1918. Orders for small craft included 112 "Eagle" patrol vessels, 448 submarine chasers, 40 steam harbor tugs, and 16 motor tugs not listed above. These vessels were identified by serial numbers only, and a record of same appears under appropriate sections in this volume and in the two editions immediately preceding.

Twelve fuel ships (oilers) were built by the Navy, on contracts, for the Emergency Fleet Corporation during the World War, 7 of them being turned over to the Shipping Board upon completion, and the following 5 listed as naval vessels: ALAMEDA, PATOKA, RAMAPO, SAPELO, TRINITY.

One Shipping Board transport, built at Hog Island by the Emergency Fleet Corporation, was transferred to the Navy for conversion to an aircraft tender, and is so listed under naval vessels, having been named the WRIGHT in memory of Wilbur Wright (inventor).

Biographical sketches of individuals for whom destroyers and other vessels are named appear in the next section.

## LIST OF VESSELS NAMED AFTER INDIVIDUALS.

The biographical sketches which follow are copied principally from general orders as issued by the Navy Department in assigning names. Future editions are intended to include such information only for vessels named during the 12 months preceding date of issue.

### TORPEDO BOATS.

Torpedo Boat No. 1—CUSHING. See Destroyer No. 55.  
Torpedo Boat No. 2—ERICSSON. See Destroyer No. 56.  
Torpedo Boat No. 3—FOOTE. See Destroyer No. 169.  
Torpedo Boat No. 4—RODGERS. See Destroyer No. 254.  
Torpedo Boat No. 5—WINSLOW. See Destroyer No. 53.  
Torpedo Boat No. 6—PORTER. See Destroyer No. 59.  
Torpedo Boat No. 7—DUPONT. See Destroyer No. 152.  
Torpedo Boat No. 8—ROWAN. See Destroyer No. 64.  
Torpedo Boat No. 9—DAHLGREN. See Destroyer No. 187.  
Torpedo Boat No. 10—CRAVEN. See Destroyer No. 70.  
Torpedo Boat No. 11—FARRAGUT. See Destroyer No. 300.  
Torpedo Boat No. 12—DAVIS. See Destroyer No. 65.  
Torpedo Boat No. 13—FOX. See Destroyer No. 234.  
Torpedo Boat No. 14—MORRIS. See Destroyer No. 271.  
Torpedo Boat No. 15—TALBOT. See Destroyer No. 114.  
Torpedo Boat No. 16—GWIN. See Destroyer No. 71.  
Torpedo Boat No. 17—MACKENZIE. See Destroyer No. 175.  
Torpedo Boat No. 18—MCKEE. See Destroyer No. 87.  
Torpedo Boat No. 19—STRINGHAM. See Destroyer No. 83.  
Torpedo Boat No. 20—GOLDSBOROUGH. See Destroyer No. 188.  
Torpedo Boat No. 21—BAILEY. See Destroyer No. 269.  
Torpedo Boat No. 22—SOMERS. See Destroyer No. 301.  
Torpedo Boat No. 23—MANLY. See Destroyer No. 74.  
Torpedo Boat No. 24—BAGLEY. See Destroyer No. 185.  
Torpedo Boat No. 25—BARNEY. See Destroyer No. 149.  
Torpedo Boat No. 26—BIDDLE. See Destroyer No. 151.  
Torpedo Boat No. 27—BLAKELEY. See Destroyer No. 150.  
Torpedo Boat No. 28—DELONG. See Destroyer No. 129.  
Torpedo Boat No. 29—NICHOLSON. See Destroyer No. 52.  
Torpedo Boat No. 30—O'BRIEN. See Destroyer No. 51.  
Torpedo Boat No. 31—SHUBRICK. See Destroyer No. 268.  
Torpedo Boat No. 32—STOCKTON. See Destroyer No. 73.  
Torpedo Boat No. 33—THORNTON. See Destroyer No. 270.  
Torpedo Boat No. 34—TINGEY. See Destroyer No. 272.  
Torpedo Boat No. 35—WILKES. See Destroyer No. 67.

### DESTROYERS.

Destroyer No. 1—BAINBRIDGE. See Destroyer No. 245.  
Destroyer No. 2—BARRY. See Destroyer No. 248.  
Destroyer No. 3—CHAUNCEY. See Destroyer No. 296.  
Destroyer No. 4—DALE. See Destroyer No. 290.  
Destroyer No. 5—DECATUR. See Destroyer No. 341.  
Destroyer No. 6—HOPKINS. See Destroyer No. 249.  
Destroyer No. 7—HULL. See Destroyer No. 330.  
Destroyer No. 8—LAWRENCE. See Destroyer No. 250.  
Destroyer No. 9—MACDONOUGH. See Destroyer No. 331.  
Destroyer No. 10—PAUL JONES. See Destroyer No. 230.  
Destroyer No. 11—PERRY. See Destroyer No. 340.  
Destroyer No. 12—PREBLE. See Destroyer No. 345.  
Destroyer No. 13—STEWART. See Destroyer No. 224.  
Destroyer No. 14—TRUXTON. See Destroyer No. 229.  
Destroyer No. 15—WHIPPLE. See Destroyer No. 217.  
Destroyer No. 16—WORDEN. See Destroyer No. 288.  
Destroyer No. 17—SMITH—named in memory of Lieut. Joseph Bryant Smith, U. S. Navy. He was born in Maine in 1826; entered the Navy in 1841; commanded the *Congress* in the absence of the captain when she was sunk by the Confederate ram *Merrimac* at Hampton Roads, March 8, 1862; he was killed in the engagement. Lieut. Smith's father was at that time Chief of the Bureau of Yards and Docks at the Navy Department; while at church the morning after the battle he was called out by the Secretary of the Navy, Gideon Welles, and told that the *Cumberland* had been sunk and that the *Congress* had surrendered to the enemy. The father's reply was: "If that be so, then Joe is dead—he would never have struck his flag."

- Destroyer No. 18—LAMSON. See Destroyer No. 328.
- Destroyer No. 19—FRESTON. See Destroyer No. 327.
- Destroyer No. 20—FLUSSER. See Destroyer No. 289.
- Destroyer No. 21—BEID. See Destroyer No. 292.
- Destroyer No. 22—FAULDING—named in memory of Rear Admiral Hiram Paulding, U. S. Navy. He was born in New York in 1797. Appointed midshipman in 1811. In the war of 1812, in the *President* and *Ticonderoga*, he took part in the actions with the British fleet on Lake Champlain. In 1815 he served in the *Constellation* in war with Algiers and took part in capture of Algerian cruisers. He held many important commands. In 1861 he was appointed by President Lincoln to assist the Navy Department in putting the Navy afloat and other important operations, which he performed with ability and zealous devotion to duty.
- Destroyer No. 23—DRAYTON—named in memory of Commodore Percival Drayton, U. S. Navy. He was born in Charleston, S. C., in 1810, and died while Chief of the Bureau of Navigation, 1865. He commanded the *Pawnee* at the Battle of Port Royal, S. C., in 1861; was with Dupont at Fort Sumter; commanded the *Harford* at the Battle of Mobile Bay on August 5, 1864; was Farragut's fleet captain and chief of staff, at which time he rendered gallant service.
- Destroyer No. 24—ROE—named in memory of Rear Admiral Francis A. Roe, U. S. Navy. He was born in Elmira, N. Y., October 4, 1823. He graduated from the Naval Academy in 1848. In the *Porpoise*, in 1854, he engaged 13 heavily armored Chinese junks, destroyed 6 and scattered the fleet. In the *Pensacola*, 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip and was commended for gallantry. In the *Sassacus*, May 5, 1864, in Albermarle Sound, engaged the Confederate ram *Abermarle* and gunboat *Bombshell*. He was commended by the Navy Department for gallant and meritorious conduct. He received thanks of the Cabinet for a special mission to Mexico in 1867. He took Santa Anna prisoner from an American ship and sent him out of Mexico. He received the surrender of Vera Cruz and established a provisional government.
- Destroyer No. 25—TERRY—named in memory of Commander Edward Terry, U. S. Navy. He was born in Connecticut; was appointed acting midshipman in 1853; was attached to the *Richmond* in her engagement with the Confederate ram *Manassas* and steamers in the Mississippi River, and at Fort McRea, 1861. He was at the bombardments and passage of Forts Jackson and St. Philip in 1862, and at the capture of New Orleans; was in the engagements at Vicksburg, Port Hudson, 1863, and the battle of Mobile Bay, 1864.
- Destroyer No. 26—PERKINS—named in memory of Commodore George Hamilton Perkins, U. S. Navy, who was born at Hopkinton, N. H., October 20, 1835; died in Boston, Mass., October 28, 1899. He entered the Navy as midshipman in 1851 and served his country with honor 48 years. His intrepid conduct at the passage of the forts below New Orleans in 1862—his heroism in the surrender of that city—his skill and daring on notable occasions on the Mississippi River and in the Gulf of Mexico—and his achievements in Battle of Mobile Bay August 5, 1864, when as commander of the *Chickasaw* he compelled the surrender of the *Tennessee*—won from the Navy unqualified admiration and from Farragut these words: "The bravest man that ever trod the deck of a ship." He participated in the actions at Forts Jackson and St. Philip, April 24, 1862; capture of the *Governor Moore* and three ships of the Montgomery Flotilla, and the surrender of New Orleans April 25, 1862; skirmishes on the Mississippi River, July, 1862; Port Hudson and Whitehall's River, July, 1862; capture of the *Mary Sorley* and capture of the *Tennessee*, August 5, 1864; Battle of Mobile Bay, August 5, 1864; Fort Powell, Fort Gaines, and Fort Morgan, August, 1864.
- Destroyer No. 27—STERETT—named in memory of Lieut. Andrew Sterett, U. S. Navy, who was appointed a lieutenant in 1798. He commanded the *Enterprise* and captured a Tripolitan cruiser in 1801, after four hours' fight, for which he received the thanks of Congress.
- Destroyer No. 28—MCCALL—named in memory of Lieut. Edward R. McCall, U. S. Navy, who was born in Charleston, S. C., in 1790; appointed midshipman in 1808. In September, 1813, he was on the *Enterprise* in her engagement with the *Boxer*. Lieut. McCall took command after her captain had been killed and gained a victory, for which he received a gold medal from Congress.
- Destroyer No. 29—BURROWS—named in memory of Lieut. William Burrows, U. S. Navy, who was a midshipman in 1799. He distinguished himself at Tripoli. He died on the American brig *Enterprise* during the fight with the British brig *Boxer* September 13, 1813. He encouraged his men by calling to them, "Stand fast, and the day will soon be ours."
- Destroyer No. 30—WARRINGTON—named in memory of Commodore Lewis Warrington, U. S. Navy, who was born in Williamsburg, Va., November 3, 1782; died October 12, 1851. He served in the War with Tripoli as junior officer. He commanded the U. S. corvette *Peacock* in the fight with H. M. S. *Epevier*, on April 29, 1814; the *Epevier* was captured in an action lasting 42 minutes. For his brilliant achievement Congress passed a vote of thanks to Capt. Warrington, his officers and men, and presented him a gold medal, and his native State, Virginia, presented him a gold-hilted sword. The Secretary of the Navy in announcing his death in general orders, said: "Commodore Warrington stood conspicuous among the distinguished men who have done honor to our country; his devoted patriotism, his great skill and indomitable courage, have won for him its lasting gratitude."
- Destroyer No. 31—MAYBRANT—named in memory of Capt. John Maybrant, U. S. Navy, who, while a midshipman, led the boarders in the fight between the *Bon Homme Richard* and the *Serapis*, September 23, 1779. Commodore Paul Jones said of him: "It was my good fortune to command many brave men, but I never knew a man so exactly after my own heart, or so near the kind of man I would create, if I could, as John Maybrant."
- Destroyer No. 32—MONAGHAN—named in memory of Ensign John R. Monaghan, U. S. Navy, who was appointed a naval cadet in 1891. He distinguished himself in an engagement with the natives of Samoa in 1899. He was killed April 11, 1899, while endeavoring to remove to the rear Lieut. Lansdale, who had been wounded. Capt. Edwin White said in his report: "He stood steadfast by his wounded superior and friend—one brave man against a score of savages. He died in a heroic performance of duty."
- Destroyer No. 33—TRIPPE—named in memory of Lieut. John Trippe, U. S. Navy, who was appointed a midshipman in 1798. He received thanks of Congress and a sword for distinguished services performed with Preble's squadron in engagements before Tripoli in 1804.
- Destroyer No. 34—WALKE—named in memory of Rear Admiral Henry Walke, U. S. Navy, who was born in Virginia in 1808. Appointed midshipman in 1827. In the Civil War, in command of the *Carondelet*, he took part in Battles of Belmont, Fort Henry, Fort Donelson, Island No. 10, Fort Pillow, Memphis, and the engagement with the Confederate ram *Arkansas*. For his distinguished services he received the thanks of Congress and the Secretary of the Navy, and the commendation of Admiral Foote.
- Destroyer No. 35—AMMEN—named in memory of Rear Admiral Daniel Ammen, U. S. Navy, who was born in Ohio in 1820. Appointed midshipman in 1836. In the Civil War he performed conspicuous blockading service as executive officer of the *Roonoke*, and in command of the *Seneca*. He commanded the *Seneca* at the Battle of Port Royal, November 7, 1861. He commanded the *Pataasco* in the attack on Fort McAlister and Fort Sumter, 1863. He commanded the *Mohican* in bombardment of Fort Fisher, 1864 and 1865.
- Destroyer No. 36—PATTERSON—named in memory of Commodore Daniel Todd Patterson, U. S. Navy. He entered the Navy in 1800; was captured on U. S. frigate *Philaedelpia* by Tripolitans; was a prisoner of war for three years; commanded naval forces at New Orleans, 1813; cooperated with Maj. Gen. Jackson

at Battle of New Orleans, and for his splendid services there he received the approval of the United States Congress and thanks of the Legislature of the State of New York. He was one of the naval commissioners during President Jackson's administration. He twice commanded the Mediterranean Fleet, flagships, *United States* and *Delaware*.

Destroyer No. 37—**FANNING**—named in memory of Lieut. Nathaniel Fanning, U. S. Navy, who served in the engagement between the *Bon Homme Richard* and *Serapis*, September 23, 1779. When most of his men had been killed he took a fresh gang into the top and succeeded in clearing the tops of the *Serapis* of her men; he passed with his men, when the yards of the ships were locked, from the *Bon Homme Richard* to the *Serapis*, and, directing the fire of his men with hand grenades and other missiles, drove the British seamen from their stations. Paul Jones says: "He was one cause among the prominent in obtaining the victory," when recommending Fanning for promotion.

Destroyer No. 38—**JARVIS**—named in memory of Midshipman James C. Jarvis, U. S. Navy, who, during the fight between *Constellation* and *Vengeance*, February 2, 1800, was sent aloft in command of the topmen to endeavor to secure the mast, and when warned of his danger, as it was about to fall, refused to leave his post and went over the side with the falling rigging. Only 13 years old when killed. Capt. Truxtun commended his devotion to duty in his report to Congress, and his heroism was approved by "A solemn resolution" of that body and his loss mentioned as a "subject of national regret."

Destroyer No. 39—**HENLEY**—named in memory of Capt. Robert Henley, U. S. Navy, who, in 1812, commanded one of the divisions of gunboats manned from the crew of the *Constellation* in the boat attacks on the British frigates lying in Hampton Roads. September 11, 1814, as master commandant of the *Eagle*, flagship of Capt. Macdonough, in the Battle of Lake Champlain, he led the American line. He received the thanks of Congress and a gold medal.

Destroyer No. 40—**BEALE**—named in memory of Lieut. Edward Fitzgerald Beale, U. S. Navy, afterwards Gen. Beale, U. S. Army, whose father and grandfather served in the United States Navy and were awarded medals of honor by Congress. He was graduated from the Naval Academy in 1842. During the war with Mexico he distinguished himself by carrying dispatches through the enemy's lines, and was presented with a sword by his fellow officers for his gallant services. He was commended for conspicuous bravery by Commodore Stockton. After this war he resigned to become Superintendent of Indian Affairs. He was given rank of major general and detailed to terminate the Indian war in California. He became minister to Austria under President Grant.

Destroyer No. 41—**JOUETT**—named in memory of Rear Admiral James E. Jouett, U. S. Navy, who was born in Kentucky in 1828. He was appointed a midshipman in 1841. Served in Mexican War. In 1861 Lieut. Jouett, with marines from the *Santee*, boarded and destroyed the Confederate steamer *Royal Yacht* in Galveston Bay, where he had a hand-to-hand conflict with the commander of the vessel. He received severe wounds from a pike in the right arm, side, and lungs. For gallant conduct he received the thanks of the Navy Department. In 1854 he commanded the *Metacombet* at Battle of Mobile Bay. After the battle he pursued and engaged the gunboats *Gaines*, *Morgan* and *Selma*. The *Gaines* was crippled and the *Selma* surrendered. Lieut. Commander Jouett received an advancement of 30 numbers for heroic conduct.

Destroyer No. 42—**JENKINS**—named in memory of Rear Admiral Thornton A. Jenkins, U. S. Navy, who was born at Orange Court House, Va., in 1811. In the fall of 1832 commanded the *Oneda*, blockading off Mobile. He was next appointed fleet captain and chief of staff of Farragut's fleet and was present at the passage of Port Hudson and fight with Grand Gulf batteries, Warren and Grand Gulf, in March, 1863. On the *Monongahela* he was wounded while in command of three armed vessels on convoy duty. He was in command of the *Richmond*, and senior officer in command of the naval forces below, at the surrender of Port Hudson, July 9, 1863. He was in command of a division on the Mobile blockade from December, 1863, to the Battle of Mobile Bay, August 5, 1864, in which and all the subsequent operations he took part.

Destroyer No. 43—**CASSIN**—named in memory of Capt. Stephen Cassin, who was born in Philadelphia in 1783. He entered the Navy as midshipman in 1800. He served with distinction in Tripoli. In the War of 1812 commanded *Ticonderoga* in Battle of Lake Champlain, and was rewarded by Congress with a gold medal for bravery in that action. Four of the enemy's gunboats united in an attack upon the *Ticonderoga*, again and again coming almost within grappling distance, but were as often repulsed.

Destroyer No. 44—**CUMMINGS**—named in memory of Lieut. Commander Andrew Boyd Cummings, U. S. Navy, who was born June 22, 1830, Philadelphia, Pa.; died March 18, 1863, New Orleans, La. He was appointed midshipman April 7, 1848; lieutenant commander July 16, 1862; showed conspicuous gallantry at passage of Port Hudson, La., March 14-15, 1863, Civil War; died New Orleans, La., from wounds received in action at Port Hudson, La.

Destroyer No. 45—**DOWNES**—named in memory of Capt. John Downes, U. S. Navy, who was born 1786, at Canton, Mass.; died August 11, 1854, Charlestown, Mass.; appointed midshipman June 1, 1802; appointed captain March 5, 1817; rendered distinguished service in the war with Tripoli, 1804; was a lieutenant on U. S. S. *Essex* in the action with British vessels March 28, 1814; commanded U. S. S. *Epervier* in the attack on the Algerians, June 17, 1815.

Destroyer No. 46—**DUNCAN**—named in memory of Commander Silas Duncan, U. S. Navy, who was born in New Jersey. He was appointed midshipman in 1809. As third lieutenant of the *Saratoga* in the Battle of Lake Champlain, he was sent in a gig to order the gunboats to retire. He received the concentrated fire of the enemy but succeeded in delivering the orders to the commander of the *Allen*. He was severely wounded and lost his right arm. He received the thanks of Congress for his gallant conduct. From 1818-1824, he saw active service in the *Independence*, *Hornet*, *Guerriere*, *Cyane* and *Ferret*.

Destroyer No. 47—**AYLWIN**—named in memory of Lieut. John Cushing Aylwin, U. S. Navy, who was born in Quebec, Canada. At the commencement of the War of 1812 he was asked by Capt. Isaac Hull to go with him on the *Constitution*, and April 24, 1812, he was appointed sailing master in the United States Navy. He took prominent part in the engagement, August 19, 1812, between the *Constitution* and the *Guerriere*. He was highly commended by Capt. Hull for skill in handling and maneuvering the *Constitution* during the fight. He was wounded in the shoulder. He commanded the forecastle division in action between the *Constitution* and the *Java*, December 29, 1812, and was commended for bravery and coolness in action. He was severely wounded and died from effects of the wound January 28, 1813.

Destroyer No. 48—**PARKER**—named in memory of Rear Admiral Foxhall Alexander Parker, U. S. Navy, who was born in New York in 1821; appointed midshipman in 1837. In the Civil War he cooperated with the Army of the Potomac; protected Alexandria, Va., after the Battle of Bull Run; was in active service off Charleston, S. C.; commanded naval battery at the bombardment of Fort Sumter; commanded the Potomac Flotilla. He was commissioned as captain for good service in Civil War. In 1872 he drew up a code of signals for steam tactics. He was the author of *Fleet Tactics Under Steam*, *The Naval Howitzer Afloat*, and other valuable works. He was one of the founders of the U. S. Naval Institute.

Destroyer No. 49—**BENHAM**—named in memory of Rear Admiral Andrew Elliot Kennedy Benham, U. S. Navy. He was born on Staten Island, N. Y., April 10, 1832; appointed midshipman in 1847; served on the brig *Dolphin* in the East India Squadron, 1847-1850; was wounded during the capture of a piratical Chinese junk near Macao, China; was in the Brazil squadron and Paraguay expeditions 1858-59; was in the South Atlantic Blockading Squadron in 1861-62; took part in the battle of Fort Royal; was in the West Gulf Blockading Squadron 1863-1865, when his ship was at sea for 13 months without going into port; was in command of North Atlantic Station 1892-93; was ordered to Brazil in 1893, in chief command during the

rebellion. On January 29, 1894, he took action to prevent the insurgent Brazilian Navy from interfering with United States merchant vessels in innocent and regular operations of loading and unloading at the wharves of Rio Janeiro, that city being in the hands of the regular Government. For this action, which set a new precedent in international law, he received the commendation of the United States Government and the approval of his countrymen. He retired in 1894 and died at Lake Mahopac, N. Y., on August 11, 1905.

Destroyer No. 50—**BALCH**—named in memory of Rear Admiral George Beall Balch, U. S. Navy, who was born in Shelbyville, Tenn., in 1821; was appointed acting midshipman in 1837; was in the Mexican War from May, 1846, to its close. He was in the attack on Alvarado under Commodore Conner and the joint bombardment with the Army at Vera Cruz, the surrender of that city, and San Juan d'Ulloa, March, 1847, and at the capture of Tampico. He was executive officer of the *Plymouth*, 1851-1855, with Commodore Perry in the Japan expedition. He was in command of the advance post at Shanghai, and was wounded in a fight between rebels and Imperialists. In the Civil War he performed many heroic services. In command of the *Paawanee* in 1863, he saved Gen. Terry's command when attacked by Confederate batteries. He was engaged in the joint operations of Rear Admiral Dahlgren's Navy forces and Gen. Foster's Army forces in Stono River, S. C., in 1864, and in bombardment of Battery Pringle. In 1865, among other operations, he successfully engaged Confederate batteries at North Edisto, S. C. In recognition of his efficient services, Commander Balch was advanced one grade, to the rank of captain, in 1866; was appointed commodore 1872, and rear admiral 1878.

Destroyer No. 51 and Torpedo Boat No. 30—**O'BRIEN**—named in memory of Capt. Jeremiah O'Brien, U. S. Navy, and for his four brothers. The five O'Brien brothers were residents of Machias, Me., when the battle of Lexington, April, 1775, was fought. When the news reached Machias the patriotic citizens erected a liberty pole. A British sloop-of-war, the *Margaretta*, arrived in Machias Harbor under the command of Lieut. Moore, and the latter declared that unless the pole were cut down he would destroy the town. During the parley that followed, a lumber sloop left Machias and lazily drifted toward the sea as if about to pass near the warship. The sloop, apparently badly handled, fouled the warship, and instantly scores of Yankees boarded the foreign craft armed with pitchforks, axes and muskets. A battle followed, in which the Americans were victorious after losing 6 men and killing 10 of the enemy, including Lieut. Moore. This was the *first naval engagement of the Revolution*. The lumber sloop was under the command of Jeremiah O'Brien and four of his brothers were in the crew. Joseph O'Brien, the youngest brother, was only 16 years old and his request to form one of the party was refused. He smuggled himself aboard the craft and during the fight proved to be very much of a man. Lieut. Moore's sword was given to Joseph O'Brien, the baby of the crew.

Destroyer No. 52 and Torpedo Boat No. 29—**NICHOLSON**—named in memory of Capt. Samuel Nicholson, U. S. Navy, who was a lieutenant on the *Bon Homme Richard*. He was appointed captain in 1794. He commanded the frigate *Deane* and captured three sloops-of-war. He was the first commander of the frigate *Constitution*. His two brothers, Capt. John Nicholson, U. S. Navy, and Capt. James Nicholson, U. S. Navy, also served with distinction in the Revolutionary War. Commodore William C. Nicholson, U. S. Navy (son of John), was midshipman under Decatur in the *President*, War of 1812; served also in Civil War. Commodore James W. A. Nicholson, U. S. Navy (grandson of Capt. Samuel), was with Perry in the expedition to Japan, 1853-1855.

Destroyer No. 53 and Torpedo Boat No. 5—**WINSLOW**—named in memory of Rear Admiral John A. Winslow, U. S. Navy, who was born in North Carolina in 1811. Appointed midshipman in 1827, he served gallantly in Mexican War. For gallantry at Tobasco he was commended by Commodore Perry. In the Civil War he was in command of the Mississippi Flotilla, 1861-62. He commanded the *Kearsarge* when she sank the *Alabama*, June 19, 1864, in the famous fight off Cherbourg. For this action Capt. Winslow was promoted to the rank of commodore.

Destroyer No. 54—**MCDOWGAT**—named in memory of Rear Admiral David McDougal, U. S. Navy, who was born September 27, 1808, Ohio; died August 7, 1882, San Francisco, Calif. Served on the U. S. S. *Mississippi* at Vera Cruz in the Mexican War, and commanded the U. S. S. *Wyoming* at the battle of Shimoseki Straits, Japan, July 16, 1863.

Destroyer No. 55 and Torpedo Boat No. 1—**CUSHING**—named in memory of Commander William Barker Cushing, U. S. Navy, who was born in Delaware, Wis., in 1842. His career was filled with daring planning and clever execution. He was especially distinguished for the destruction of the Confederate ram *Albatross*. He undertook the attack with a steam launch carrying a spar torpedo and towing an armed cutter. When near the *Albatross* he was detected, but pushed forward under a shower of bullets and fire of howitzers. He had time to drive the steam launch over the balks and to explode the torpedo against the *Albatross*, sinking her, before his launch was destroyed. Cushing and one other escaped, the rest were captured. For destroying the *Albatross* he received the thanks of Congress and promotion to lieutenant commander.

Destroyer No. 56 and Torpedo Boat No. 2—**ERICSSON**—named in memory of John Ericsson, inventor, who was born July 31, 1803, Wernmland, Sweden; died March 8, 1890, New York, N. Y. Invented and put in use the screw propeller, the calorific engine, the solar engine, and devised and built the U. S. S. *Monitor*, the first vessel of her type. He was the most prolific inventor of his time in regard to naval and marine mechanisms. His body was transported to Sweden and interred in his birthplace, where a huge monument was erected for him.

Destroyer No. 57—**TUCKER**—named in memory of Commodore Samuel Tucker, U. S. Navy, who was born November 1, 1747, Marblehead, Mass.; died March 10, 1833, Bremen, Me. Commanded the U. S. S. *Franklyn*, *Boston*, *Beane*, and *Thorn*, privateers in the Revolutionary War; was captured in the *Thorn*, but made his escape in an open boat; while commanding the *Boston*, with John Adams, envoy, on board, in August, 1778, he engaged British vessels of war. He was commissioned captain by Gen. Washington January 20, 1776.

Destroyer No. 58—**CONYNGHAM**—named in memory of Capt. Gustavus Conyngham, U. S. Navy, who was born in 1747, Donegal, Ireland; died November 27, 1819, Philadelphia, Pa. Commanded the U. S. S. *Charming Peggy*, privateer, 1775; was commissioned captain in the Continental Navy, March 1, 1777; commanded U. S. S. *Surprise* 1777, U. S. S. *Revenge* 1777, U. S. S. *Experiment* 1779; made many captures of the enemy's vessels in English waters and elsewhere and was twice captured; commanded *Maria* (privateer) in naval war with France.

Destroyer No. 59 and Torpedo Boat No. 6—**PORTER**—named in memory of Commodore David Porter, U. S. Navy, and his son Admiral David Dixon Porter, U. S. Navy.

Commodore David Porter was born in Boston, Mass., in 1780; appointed midshipman in 1798. In 1799 he took part in the fight between the *Constellation* and *L'Insurgente*. In 1803 he was captured in the *Philadelphia* at Tripoli. In 1812, in command of the frigate *Essex*, he had a most adventurous career, making many captures of British packets and crippling British commerce. In 1813 he cruised in the Pacific and captured many vessels. In 1814, at Valparaiso, he surrendered the *Essex* to a superior force of British frigates, *Phoebe* and *Cherub*, only when his own ship was too disabled to offer resistance any longer, the contest having been unequal in every way.

Admiral David Dixon Porter, son of Commodore Porter, was born in 1813; appointed midshipman in the U. S. Navy in 1829. He served with distinction on the *Spitfire* in the Mexican War. He engaged in every action on the coast. In the Civil War he rose from lieutenant to admiral in two years. In 1862 Commander Porter commanded the mortar boat flotilla under Farragut at the passage of Forts Jackson

and St. Philip. He bombarded forts at Vicksburg; commanded the Mississippi Squadron as acting rear admiral. In 1863 he cooperated with Gen. Sherman in the capture of Arkansas Post, for which he received a vote of thanks from Congress. He cooperated with Gen. Grant in the capture of Vicksburg, received the thanks of Congress, and was promoted to rear admiral. In command of the North Atlantic Blockading Squadron, he bombarded forts at Cape Fear River. He commanded the naval forces at Fort Fisher, and for his brilliant work received the thanks of Congress for the fourth time. In 1866 he was made vice admiral, and in 1870 Admiral of the Navy.

Destroyer No. 60—WADSWORTH—named in memory of Commodore Alexander Scammel Wadsworth, U. S. Navy, who was born 1780 at Portland, Me.; died April 5, 1851, Washington, D. C. Appointed midshipman April 2, 1804; promoted to lieutenant April 21, 1810; was second lieutenant of the frigate *Constitution* during her escape from the British fleet, and took part in the engagement with the *Guerriere*, August 19, 1812, for which he received a silver medal and the thanks of Congress; was first lieutenant of the corvette *Adams* in 1814; April 27, 1816, he was promoted to master-commandant (commander) for gallant service; commanded the *Prometheus* in the Mediterranean 1816-17; on duty at Washington Navy Yard and inspector of ordnance 1823-1829; promoted to captain in 1825; commanded the frigate *Constellation*, Mediterranean Squadron, 1829-1832; commanded the Pacific Squadron 1834-1836; was Navy commissioner 1837-1840 and inspector of ordnance 1841-1850.

Destroyer No. 61—JACOB JONES. See Destroyer No. 130.

Destroyer No. 62—WAINWRIGHT—named in memory of Master Jonathan Wainwright, U. S. Navy, who was born January 29, 1849, New York, N. Y. Graduated from the U. S. Naval Academy in 1867; promoted to master March 21, 1870; attached to the U. S. S. *Mohican*, Pacific Squadron; wounded while in command of a boat expedition against the piratical steamer *Forward*, lying in a lagoon at San Blas, Mexico; died on the *Mohican* from effects of wounds, June 19, 1870.

Destroyer No. 63—SAMPSON—named in memory of Rear Admiral William T. Sampson, U. S. Navy, who was born Palmyra, N. Y., February 9, 1840; died Washington, D. C., May 6, 1902. Appointed to the Naval Academy September 24, 1857; graduated midshipman June 1, 1861; commissioned rear admiral March 3, 1899; was commander in chief, naval forces in West Indies, during War with Spain, which destroyed Spanish fleet at Battle of Santiago in 1898.

Destroyer No. 64 and Torpedo Boat No. 8—ROWAN—named in memory of Vice Admiral Stephen C. Rowan, U. S. Navy, who was born in Ireland in 1805. Was appointed midshipman in the U. S. Navy in 1826; took active part in the War with Mexico and in the acquisition of California. In 1861 he was in command of the *Paunee*; took part in the capture of forts at Hatteras Inlet. In 1862 he performed conspicuous service in command of a flotilla in the sounds of North Carolina, and in the attack of the Army and the Navy on Roanoke Island. For his brilliant achievement he was promoted to the rank of commodore. He commanded naval forces at the fall of Newbern and participated at Forts Wagner, Gregg, and Moultrie. He commanded *New Ironsides* off Charleston. In 1870 he was made vice admiral of the Navy in recognition of his distinguished service.

Destroyer No. 65 and Torpedo Boat No. 12—DAVIS—named in memory of Rear Admiral Charles H. Davis, U. S. Navy, who was born in Boston, Mass., in 1807. Was appointed midshipman in 1823. He did valuable coast survey work and wrote valuable works on tides and currents of the ocean; also translated many valuable works. In the Civil War he was fleet captain in Dupont's expedition against Port Royal, S. C. He was flag officer at naval engagements at Fort Pillow, and at Memphis in 1862, which effected the destruction of the Confederate ironclad fleet. He was with Farragut at Vicksburg and successfully cooperated with Gen. Curtis in the Yazoo in 1862.

Destroyer No. 66—ALLEN—named in memory of Lieut. William Henry Allen and Lieut. William Howard Allen, U. S. Navy. Lieut. William Henry Allen was born in Providence, R. I., October 21, 1784; died Plymouth, England, August 18, 1813; buried St. Andrews Churchyard, Plymouth, England. He was on the *United States* in the engagement with the *Macedonian*, and was placed in command of the captured frigate. He received wounds which brought death in the engagement with the British ship *Pelican* while in command of the *Argus*.

Lieut. William Howard Allen was born Hudson, N. Y., July 8, 1790; died in action in West Indies, November 9, 1822; buried at Matanzas, but his remains were later removed to Hudson Cemetery, Hudson, N. Y. Appointed midshipman January 1, 1808. Served on the *Argus* during the engagement with the *Pelican*, and assumed command when William Henry Allen was wounded. He was killed while boarding a pirate vessel.

Destroyer No. 67 and Torpedo Boat No. 35—WILKES—named in memory of Rear Admiral Charles Wilkes, U. S. Navy, who was born in New York in 1801. Appointed midshipman in 1818. In 1838-1842 he commanded the wonderfully successful exploring expedition that went around the world. He was author of *Meteorology, Western America, and Theory of the Winds*. In 1861 he was in command of the *San Jacinto*, and took from the English passenger steamer *Trent* the Confederate commissioners to England, Mason and Slidell. He was complimented by the Secretary of the Navy, although the prisoners had to be given up. In 1862 he commanded the James River Flotilla. In 1863 he commanded a special blockade Squadron in the West Indies.

Destroyer No. 68—SHAW—named in memory of Capt. John Shaw, U. S. Navy, who was born in Ireland in 1773; died Philadelphia, Pa., September 17, 1823. Was commissioned lieutenant August 3, 1798, and captain August 27, 1807. He distinguished himself while in command of the *Enterprise* during the war with France, 1798-1800. He served through the War of 1812.

Destroyer No. 69—CALDWELL—named in memory of Lieut. James R. Caldwell. He was appointed midshipman May 22, 1798, and commissioned lieutenant November 1, 1800. He was killed in action August 7, 1804, during the war with Tripoli.

Destroyer No. 70 and Torpedo Boat No. 10—CRAVEN—named in memory of Commander Tunis A. M. Craven, who was born at Portsmouth, N. H., January 11, 1813; appointed midshipman February 2, 1829; commissioned commander April 24, 1861; served with distinction in Mexican War and Civil War; in command of *Tecumseh* when sunk by torpedo in Mobile Bay August 5, 1864, and went down with his ship.

Destroyer No. 71 and Torpedo Boat No. 16—GWIN—named in memory of Lieut. Commander William Gwin, who was born at Columbus, Ind., December 5, 1832; appointed midshipman April 7, 1847; commissioned lieutenant commander July 16, 1862; was mortally wounded in attack on Haines Bluff December 27, 1862, while in command of division of vessels, and died January 3, 1863; is buried at Columbus, Ind.; rendered distinguished service in western waters and in the Mississippi Squadron.

Destroyer No. 72—CONNER—named in memory of Commodore David Conner, who was born at Harrisburg, Pa., in 1792, and died at Philadelphia, Pa., March 20, 1856; buried at South Laurel Cemetery. He was appointed midshipman January 16, 1809; commissioned captain March 3, 1835; was Navy commissioner July 10, 1841, to September 1, 1842; served on *Hornet* in chase of British ship *Belvidere* and on *Hornet* in action with British ship *Peacock* February 24, 1813, and action with British ship *Penquin* March 23, 1815, being wounded during the latter action. Commander of Home Squadron during War with Mexico, 1846-47.

Destroyer No. 73 and Torpedo Boat No. 32—STOCKTON—named in memory of Commodore Robert Field Stockton, who was born in Princeton, N. J., August 20, 1795, and died there October 7, 1866. He was appointed midshipman September 1, 1811, and commissioned captain December 8, 1838. He took part in the defense of Alexandria, Va., and Baltimore, Md., during the War of 1812; served in War with Algiers in



1815; commanded Mexican Squadron 1846-47, Mexican War, and established provisional government of California; designed and superintended the building of the steam frigate *Princeton*, and was wounded by the bursting of one of the large guns of that vessel; resigned from the Navy May 28, 1850; was United States Senator from New Jersey 1851-52; introduced bill abolishing flogging in Navy; was engineer of Delaware & Raritan Canal.

Destroyer No. 74 and Torpedo Boat No. 23—**MANLEY**—named in memory of Capt. John Manley; was born in Torquay, England, in 1753, and died at Boston, Mass., February 12, 1793. He is buried in King's Chapel burying ground, Boston. He was appointed by Gen. Washington on October 24, 1775, captain of the *Lee*, the first continental ship to get to sea. On April 17, 1776, he was commissioned captain by the Continental Congress, in the Continental Navy; commanded the *Hancock* in 1776; was captured, imprisoned in Old Mill Prison, and escaped; commanded a number of privateers, and made many prizes and captured a number of British transports. In January, 1783, he received the surrender of the last transport captured during the Revolution.

Destroyer No. 75—**WICKES**—named in memory of Capt. Lambert Wickes, who was born in New England about 1735; lost at sea, off coast of Newfoundland, October, 1777. Appointed by Continental Congress December 22, 1775, and commissioned captain October 10, 1776; commanded *Reprisal* in 1776, taking Benjamin Franklin to France, capturing two brigs on the voyage; June to August, 1777, cruised around Ireland, capturing 15 vessels in five days; on return voyage to the United States the *Reprisal* foundered off the coast of Newfoundland.

Destroyer No. 76—**PHILIP**—named in memory of Rear Admiral John Woodward Philip, born in Kinderhook, Columbia County, N. Y., August 26, 1840; died in New York, June 30, 1900; buried in Naval Academy Cemetery, Annapolis, Md. Appointed midshipman September 20, 1856; commissioned rear admiral March 3, 1899; served in Civil War, where wounded in operations against Charleston, S. C.; 1865-67 distinguished in defense of Americans against attacks of Chinese and capture of the rebel Hon; in war with Spain, commanded *Texas* at Battle of Santiago, and advanced five numbers for distinguished service.

Destroyer No. 77—**WOOLSEY**—named in memory of Capt. Melancthon Taylor Woolsey; born in New York, 1782; died at Utica, N. Y., May 18, 1838. Appointed midshipman April 9, 1800; commissioned captain April 27, 1816; superintended construction of vessels on Great Lakes in 1808; laid keel of *Oneida*, first naval vessel built on the lakes; in 1809 made first display of American ensign in waters of Niagara River; served under Commodore Chauncey in War of 1812; July 19, 1812, landed part of his battery and repelled a British attack by five vessels; participated in attack on Kingston, November, 1813, and operations off False Rocks; captured, with assistance of Army, 3 gunboats, 2 barges, 1 gig, 6 guns, and 186 men.

Destroyer No. 78—**EVANS**—named in memory of Rear Admiral Robley Dunglison Evans; born in Floyd County, Va., August 18, 1846; died in Washington, D. C., January 3, 1912. Appointed midshipman September 20, 1860; commissioned rear admiral February 11, 1901; participated in Civil War and severely wounded twice in attack on Fort Fisher, January 13-15, 1865; in 1891-92 commanded the *Yorktown*, Pacific station, where he became known as "Fighting Bob" by his vigorous action in upholding the honor of the United States during strained relations with Chile; commanded *Iowa* during War with Spain, taking prominent part in battle of Santiago; commander in chief of Atlantic Fleet from east to west coast on trip around world in 1907-8.

Destroyer No. 79—**LITTLE**—named in memory of Capt. George Little; born in Marshfield, Mass., April 10, 1754; died at Weymouth, Mass., July 22, 1809. Appointed first lieutenant of the Massachusetts ship *Protector* in 1779; in 1781, after a running fight of several hours, escaped from the British ship *Thames*, but in a later engagement was captured by the same vessel; was made prisoner and escaped; returned to United States and was given command of Massachusetts ship *Windrop*, with which he captured two British privateers, the armed brig *Meriam*, and a number of other vessels; commissioned captain March 4, 1799, and given command of the United States frigate *Boston*; during the war with France captured the French ship *LeBerceau* and a number of other vessels.

Destroyer No. 80—**KIMBERLY**—named in memory of Rear Admiral Lewis Ashfield Kimberly; born in Troy, N. Y., April 22, 1830; died at West Newton, Mass., January 28, 1902; buried in Mount Auburn Cemetery, Boston. Appointed midshipman December 8, 1846; commissioned rear admiral July 26, 1887; 1847 to 1860 in the African, Pacific, and East India squadrons; Civil War, served on *Potomac* in west blockading squadrons; took part in operations in Mississippi River at Port Hudson, Grand Gulf, Vicksburg, and other places; executive officer of *Harford* at battle of Mobile Bay, and warmly commended for gallant and efficient service; 1866 to 1889 cruised in European, Atlantic, Pacific, and East India stations; commanded land forces in attack on Korean ports, June 10-11, 1871.

Destroyer No. 81—**SIGOURNEY**—named in memory of Midshipman James Butler Sigourney; born in Boston. Appointed midshipman January 16, 1809; served on *Wasp* under Capt. T. Robinson and Capt. James Lawrence; was sailing master of *Nautilus* and was captured in her shortly after commencement of War of 1812; after his exchange was placed in command of the *Asp*, a schooner fitted out for defense of Chesapeake Bay; July 14, 1813, was attacked by three British barges, but succeeded in driving them off; on a second attack the *Asp* was boarded and Sigourney was killed at his post on deck.

Destroyer No. 82—**GREGORY**—named in memory of Rear Admiral Francis Hoyt Gregory; born in Norwalk, Conn., October 9, 1789; died in Brooklyn, N. Y., October 4, 1866. Appointed midshipman January 16, 1808; commissioned rear admiral July 16, 1862; attached to bomb brig *Vesuvius* in 1810, and while in charge of one of the boats of that vessel captured a British slaver off Balize; 1811, in command of gunboat *No. 162*; in her, between August 7 and September 7, 1811, he captured five piratical vessels and put to flight a British privateer in the West Indies; served with distinction under Commodore Chauncey in the squadron on Lake Ontario.

Destroyer No. 83 and torpedo boat No. 19—**STRINGHAM**—named in memory of Rear Admiral Silas Horton Stringham, who was born in Middletown, Conn., November 7, 1798; died in Brooklyn, N. Y., February 7, 1876. Appointed midshipman November 15, 1831; commissioned rear admiral July 16, 1862; War of 1812; on U. S. S. *President* in engagements with H. B. M. S. *Little Belt* and *Belvidere*; war with Barbary States, attached to the *Spark*, and took part in operations against Algiers and capture of Algerian vessels; captured pirate schooner *Moscow* in the West Indies while attached to *Hornet*; commanded *Ohio* in Mexican War, and took part in attack on Vera Cruz; Civil War, in command of Atlantic squadron.

Destroyer No. 84—**DYER**—named in memory of Capt. N. Mayo Dyer; born in Massachusetts February 19, 1839; died Melrose, Mass., January 28, 1910. Entered volunteer Navy as master's mate; promoted to acting ensign and acting master for gallant service; served in U. S. S. *Metacombet* at battle of Mobile Bay; entered Regular Navy as lieutenant commander December 18, 1868; captain, commanding the *Baltimore* at battle of Manila Bay.

Destroyer No. 85—**COLHOUN**—named in memory of Rear Admiral Edmund R. Colhoun; born Chambersburg, Pa., May 6, 1821; died Washington, D. C., February 17, 1897. Appointed midshipman April 1, 1839; rear admiral, December 3, 1882; Mexican War, under Commodores Conner and Perry at Alvarado and Tabasco; Civil War, North Atlantic Blockading Squadron; took part in engagements at Roanoke Island, Blackwater River, 1862; commanded monitor *Weehawken*, South Atlantic Blockading Squadron; took part in bombardment and capture of Fort Fisher, N. C., December, 1864-January, 1865; commander in

chief of the South Pacific Station, 1874-75; commanded Mare Island Navy Yard 1877-1881, and inspector of vessel *California*; placed on retired list May 5, 1883.

Destroyer No. 86—STEVENS—named in memory of Capt. Thomas Holdup Stevens; born in Charleston, S. C., February, 1795; died Washington, D. C., January 22, 1841. Appointed midshipman January 16, 1809; at beginning of War of 1812 he volunteered for service on the Great Lakes, and was assigned to the Niagara frontier, where he rendered splendid service at the attack on Black Rock; commander of the *Trippe* in the battle of Lake Erie; 1823-24 commanded vessels in the West Indies in the suppression of piracy.

Destroyer No. 87 and torpedo boat No. 18—MCKEE—named in memory of Lieut. Hugh W. McKee; born in Lexington, Ky.; died on board the *Colorado*, Korea, June 11, 1871. Appointed midshipman September 25, 1861; commissioned lieutenant March 21, 1870; was mortally wounded while leading the attack on the Korean forts on Kango-Hoa Island, June 11, 1871.

Destroyer No. 88—ROBINSON—named in memory of Capt. Isaiah Robinson; commissioned captain by Continental Congress October 10, 1776; in command of the *Andra Doria* in December, 1776; captured off Porto Rico the British ship *Race Horse* and one smaller vessel; November, 1777, took part in the defense of the Delaware River; burned his ship to prevent capture by the British.

Destroyer No. 89—RINGGOLD—named in memory of rear Admiral Caldwell Ringgold; born in Washington County, Md., August 20, 1802; died at New York April 29, 1867. Appointed midshipman March 4, 1819; commissioned rear admiral July 25, 1866; commanded Ringgold expedition in the Pacific; received the thanks of Congress for daring and skill displayed by him while in command of the sailing ship *Sabine* in the rescue of a battalion of marines at sea, in a steamer on the lee shore, and the search for and rescue of the line-of-battle ship *Vermont*.

Destroyer No. 90—MCKEAN—named in memory of Commodore William Wister McKean; born in Huntington County, Pa., September 19, 1800; died Binghamton, N. Y., April 22, 1865. Appointed midshipman November 30, 1814; appointed commodore 1862; rendered valuable service with Commodore David Porter's squadron in the West Indies in suppressing piracy; lieutenant on *Dale* during Mexican War; at the time of his death member of naval board.

Destroyer No. 91—HARDING—named in memory of Capt. Seth Harding, of Norwich, Conn.; appointed to command the Connecticut brigantine *Defence*, February 3, 1776; captured a number of British vessels while in command of this ship; September 25, 1778, commissioned captain by Continental Congress, and given command of frigate *Confedery*; 1779 convoyed the returning minister, M. Gerard, to France, and took Hon. John Jay, United States minister, to Spain.

Destroyer No. 92—GRIDLEY—named in memory of Capt. Charles Vernon Gridley; born in Iopansport, Ind., November 24, 1844; died at Kobe, Japan, June 5, 1898; buried at Erie, Pa. Appointed midshipman September 26, 1860; captain March 14, 1897; participated in the battle of Mobile Bay August 6, 1864; selected to command the U. S. S. *Olympia*, flagship of the Asiatic Squadron; took command July 28, 1897; though ill at the time, refused to be relieved from duty and directed in person the movements of this vessel in the battle of Manila Bay, May 1, 1898; greatly trusted by Admiral Dewey; recommended to be advanced six numbers; for eminent and conspicuous conduct in battle.

Destroyer No. 93—FAIRFAX—named in memory of Rear Admiral Donald McNeill Fairfax; born in Virginia March 10, 1821; died at Hagerstown, Md., January 10, 1894. Appointed midshipman from North Carolina August 12, 1837; rear admiral July 11, 1880; executive officer of the *San Jacinto* November 8, 1861, when the British steamer *Trent* was seized by Capt. Charles Wilkes; boarded that vessel and took off the Confederate commissioners; retired at own request September 30, 1881.

Destroyer No. 94—TAYLOR—named in memory of Rear Admiral Henry Clay Taylor; born in Washington, D. C., March 4, 1845; died July 26, 1904, at Ontario, Canada. Appointed midshipman from North Carolina September 28, 1860; rear admiral February 11, 1901; advanced five numbers for eminent and conspicuous conduct in battle during the War with Spain; served in the North Atlantic Blockading Squadron (Civil War) 1863-1865; president Naval War College 1893-1896; commanded battleship *Indiana*, Spanish-American War; chief of Bureau of Navigation from April 29, 1902, until his death, July 26, 1904.

Destroyer No. 95—BELL—named in memory of Rear Admiral Henry H. Bell; born in North Carolina about 1808; drowned at Osaka River, Japan, January 11, 1868; buried at Hiojo, Japan. Appointed midshipman from North Carolina August 4, 1823; rear admiral July 25, 1866; commanded a division in the West Gulf Blockading Squadron at the surrender of New Orleans and Forts Jackson and St. Philip, April, 1862 (Civil War). He was drowned by the capsizing of his barge while crossing the bar at the entrance to Osaka River, January 11, 1868; his body was recovered and buried with full military honors at Hiojo, Japan.

Destroyer No. 96—STRIBLING—named in memory of Rear Admiral Cornelius Kinchloe Stribling; born in Pendleton, S. C., September 22, 1795; died in Winchester, Va., January 17, 1880; buried in Oak Hill Cemetery, Georgetown, D. C. Appointed midshipman January 18, 1812; rear admiral July 25, 1866; served in War of 1812 on U. S. S. *Mohawk*, squadron on Lake Ontario; 1848 commanding ship of the line *Ohio* during Mexican War; superintendent Naval Academy 1851-1853; special examining board 1861; Lighthouse Board 1862; commanded Philadelphia Navy Yard 1863-64; commanding East Gulf Blockading Squadron 1865 (Civil War); Lighthouse Board 1866-1872.

Destroyer No. 97—MURRAY—named in memory of Capt. Alexander Murray and Rear Admiral Alexander Murray. Capt. Alexander Murray was born in Chestertown, Md., July 12, 1755; commanded *Constellation* 1800-1802 in operations against the Barbary Powers; 1805 commanded the *John Adams*. Last duty was in command of the Philadelphia Navy Yard.

Rear Admiral Alexander Murray was born in Pittsburgh, Pa., January 2, 1816; died in Washington, D. C., November 10, 1884; buried at Pittsburgh, Pa. Served with distinction in the Mexican War; prominently engaged in the North Atlantic Blockading Squadron 1861-1863; included in thanks of Congress for gallantry at Roanoke Island, 1862; special service to Russia 1866-67; member of Lighthouse Board 1873-1876.

Destroyer No. 98—ISRAEL—named in memory of Midshipman Joseph Israel. Appointed midshipman January 15, 1891; blown up by explosion on the ketch *Intrepid*, September 4, 1894, having volunteered his services for expedition against Tripolitan ships in the harbor of Tripoli.

Destroyer No. 99—LUCE—named in memory of Rear Admiral Stephen B. Luce; born in New York March 25, 1827; died at Newport, R. I., July 28, 1917; buried in St. Mary's Churchyard, Portsmouth, R. I. Appointed midshipman October 19, 1841; commissioned rear admiral October 5, 1885. During the Civil War he took part in the engagements at Hatteras Inlet and Port Royal Ferry 1861; in command of the monitor *Nanuet* he engaged the batteries in Charleston Harbor in 1863; 1864 in command of the *Canandaigua*, North Atlantic Blockading Squadron; 1865 in command of the *Pontiac*; he cooperated with the Army in the Savannah River; 1865-1868 commandant of midshipmen at the Naval Academy; 1868-1869 cruising in the Pacific and Mediterranean Squadrons; 1878-1881 in command of the United States naval training ship *Minnesota*; 1881-1884 in command of the training squadron; 1884-1885 president of the Naval War College; and from 1886-1889 he was in command of the naval forces of the North Atlantic Squadron. He was the founder of the Naval War College at Newport, R. I., and was on special duty in connection with it from 1901 to 1910.

Destroyer No. 100—**MAURY**—named in memory of Commander Matthew F. Maury; born in Spotsylvania County, Va., January 14, 1806; died in Lexington, Va., February 1, 1873. Appointed midshipman February 1, 1825; commander September 14, 1855. Cruised on the *Brandywine* in European waters 1825-1826, and on the *Vincennes* 1826. He was promoted to passed midshipman June 4, 1831. Cruised in the Pacific 1831-1834. Promoted to lieutenant June 10, 1836. He was appointed superintendent of the department of charts and instruments in 1842, and upon the organization of the Naval Observatory in 1844 he was appointed its superintendent and held that position until his resignation, April, 1861. He published some of the best known scientific works, and his "Wind and Current Charts," "Sailing Directions," and "Physical Geography of the Sea" are the standard works on those subjects for nearly all nations.

Destroyer No. 101—**LANSDALE**—named in memory of Lieut. Phillip Van Horne Lansdale; born in Washington, D. C., February 15, 1858; killed at Apia, Samoan Islands, April 1, 1899; buried in Cypress Lawn Cemetery, San Francisco, Calif. Appointed cadet midshipman June 6, 1873; lieutenant May 15, 1893. Served on the Asiatic, Mediterranean, North Atlantic, and Pacific stations, and held important positions on shore from 1878 to 1898, and on June 29, 1898, was ordered to the *Philadelphia*, flagship of the Pacific station. He commanded the American detachment of Joint American and British Expedition against hostile Samoans, and was killed in action with them at Apia April 1, 1899.

Destroyer No. 102—**MAHAN**—named in memory of Rear Admiral Alfred T. Mahan; born September 27, 1840, at West Point, N. Y.; died at Washington, D. C., December 1, 1914. Appointed midshipman September 30, 1856; rear admiral June 29, 1906; Civil War, participated in the operations of the South Atlantic and West Gulf blockading squadrons; president of the Naval War College, 1886-1889; delegate to The Hague Convention 1909. His treatises on naval matters are standard the world over and are translated into many foreign languages.

Destroyer No. 103—**SCHLEY**—named in memory of Rear Admiral Winfield Scott Schley, U. S. Navy, who was born at Richfields, Frederick, Md., October 9, 1839; died in New York City October 2, 1911. Appointed midshipman, September 20, 1856; commissioned rear admiral March 3, 1899; served 1860-61, *Niagara*, East India Squadron; Civil War, 1861-62, West Gulf Squadron, took part in engagements of Admiral Farragut's Squadron on the Mississippi River, particularly at Fort Hudson and its capture; 1864-1866, Pacific Squadron; took part in quelling insurrection in the Chincha Islands; in 1865 in the North Atlantic Squadron, with those who landed from United States vessels to protect American interests at La Union, San Salvador; 1869-1872, attached to the Asiatic Squadron; took part in the capture of Korean forts on the Salee River; 1876-1879, Brazil station; 1884 commanded expedition sent to relief of Lieut. Greely; rescued him and his surviving companions near Cape Sabine, Grinnell Land, and brought them to the United States; during this expedition passed through 1,400 miles of ice; personally thanked by President Arthur upon his return and given position of Chief of Bureau of Equipment, 1884-1886; during the Spanish War, with the *Brooklyn* as flagship, commanded the flying squadron until June 21, 1898, and from that date the second squadron of the North Atlantic Fleet, which took a prominent part in the destruction of Cervera's fleet, on July 3, 1898; commanded the South Atlantic fleet 1899-1901, completing his active service.

Destroyer No. 104—**CHAMPLIN**—named in memory of Capt. Stephen Champlin; born in Kingston, R. I., November 17, 1789; died in Buffalo, N. Y., February 20, 1870. Appointed sailing master May 22, 1812; captain April 4, 1867. In command of the *Scorpion* he fired the first shot on the American side of the battle of Lake Erie, and in capturing the *Little Belt* fired the last shot of the battle. He was placed in command of the captured vessels *Queen Charlotte* and *Detroit*. In the spring of 1814 he commanded the *Tigress*, and, with Capt. Turner on the *Scorpion*, blockaded Mackinac. These vessels cruised on Lake Huron for several months and cut off the supplies of the British garrison. Surprised by a superior force sent out from Mackinac on the night of September 3, 1814, he was dangerously wounded and taken prisoner and held at Mackinac for 58 days, all the time suffering intensely. He was finally paroled and sent to Erie and later to his home in Connecticut.

Destroyer No. 105—**MUGFORD**—named in memory of Capt. James Mugford. Commanding the continental schooner *Franklin*, he captured the British ship *Ilope* with a large cargo of military stores and powder, and took his prize into Boston, running past the British fleet lying in the harbor. The *Franklin* was attacked at night, however, by a greatly superior force, in which action Capt. Mugford was killed.

Destroyer No. 106—**CHEW**—named in memory of Capt. Samuel Chew, of Philadelphia. Appointed by the marine committee July 17, 1777, to command the Continental brigantine *Resistance*. The *Resistance*, carrying 10 four-pounders, on March 14, 1778, fell in with a British letter of marque of 20 guns, and in a hand-to-hand fight which ensued Capt. Chew fell gallantly fighting.

Destroyer No. 107—**HAZELWOOD**—named in memory of Commodore John Hazelwood; born in England about 1726; died at Philadelphia, Pa., March 1, 1800. Appointed by the Pennsylvania Committee of Safety to superintend the building of fire rafts for the protection of Philadelphia; 1777, placed by the Continental Congress in command of the Continental vessels in the Delaware River, in conjunction with the vessels already under his command. He forced the British fleet below the American defenses in that river to retire, and drove H. B. M. S. *Augusta* and *Merlin* ashore, where they were burned. Congress voted him a handsome sword in recognition of his services in the Delaware River.

Destroyer No. 108—**WILLIAMS**—named in memory of Capt. John Foster Williams; born in Boston, Mass., October 12, 1743, died there June 24, 1814. Appointed a captain in the Massachusetts State Navy, commanding the *Hazard* in 1779 he captured the *Active*; 1780, commanding the *Protector*, he fought the letter of marque *Admiral Duff*, which blew up after a spirited engagement of an hour and a half.

Destroyer No. 109—**CRANE**—named in memory of Capt. William M. Crane; born in Elizabethtown, N. J., February 1, 1776; died at Washington, D. C., March 18, 1846; buried in Congressional Cemetery. Appointed midshipman May 23, 1799; captain November 22, 1814. As a lieutenant on the *Congress*, he participated in the operations and attacks on Tripoli, 1804, and was included in the thanks of Congress for his gallantry, and awarded a sword. July 16, 1812, commanding the *Nautilus*, he was captured by H. B. M. S. *Southampton* off New York. In 1827 he commanded the Mediterranean squadron and acted as one of the commissioners in the negotiations with the Ottoman Empire. 1842-1846, he was the first chief of the Bureau of Ordnance and Hydrography of the Navy Department.

Destroyer No. 110—**HART**—named in memory of Capt. Ezekiel B. Hart and Lieut. Commander John E. Hart. Captain Ezekiel B. Hart entered the Navy as a midshipman April 30, 1814, and was killed in the action of Commodore Chauncey's squadron on Lake Ontario, August 26, 1814.

Lieut. Commander John E. Hart was appointed a midshipman February 23, 1841; lieutenant commander July 16, 1862; distinguished himself in the engagements of the West Gulf blockading squadron, and died of fever contracted on duty in the Mississippi River while in command of the *Albatross*, June 11, 1863.

Destroyer No. 111—**INGRAHAM**—named in memory of Capt. Duncan N. Ingraham; born in Charlestown, S. C., December 6, 1802; died there October 16, 1891. Appointed midshipman June, 1812; commissioned captain September 14, 1855. While in command of the sloop of war *St. Louis* in the Mediterranean in July, 1853, he interfered at Smyrna with the detention by the Austrian consul of Martin Koszta, a Hungarian, who had declared in New York his intention of becoming an American citizen, and who had been seized and confined on board the Austrian ship *Hussar*. For his conduct in the matter, he was voted thanks and a medal by Congress. Chief of the Bureau of Ordnance and Hydrography of the Navy Department from 1856 to 1860.

Destroyer No. 112—LUDLOW—named in memory of Lieut. Augustus C. Ludlow; born in Newburgh, N. Y., 1792. Appointed a midshipman April 2, 1804; lieutenant June 3, 1810; died of wounds received while directing the fighting in the engagement of the *Chesapeake* and the *Shannon*.

Destroyer No. 113—RATHBURN—named in memory of Capt. John P. Rathburne. Appointed captain in the Continental Navy; January 27, 1778, commanding the *Providence*, landed on the island of New Providence, West Indies, took possession of Fort Nassau, spiked the guns, removed a quantity of ammunition and small arms, beat off the British sloop of war *Gratton* and five other vessels, two of which he burned, and on the 29th of January sailed away with the remainder of his prizes and 20 released American prisoners; July 15, 1779, in company with two other Continental ships, captured 11 large merchant ships with valuable cargoes.

Destroyer No. 114 and torpedo boat No. 15—TALBOT—named in memory of Capt. Silas Talbot; born in Dighton, Mass., 1751; died in New York City June 30, 1813. Commissioned captain by the State of Rhode Island, in 1776, assigned to duty in charge of the boats in the Hudson River, and for gallantry in an attempt to destroy vessels of the British fleet in New York Harbor was promoted by the Continental Congress to major October 10, 1776, and received its thanks. September 17, 1779, he was appointed a captain in the Continental Navy and ordered to command an armed naval force for the protection of the coast of Long Island Sound. Later he was twice made prisoner.

Destroyer No. 115—WATERS—named in memory of Capt. Daniel Waters. Appointed January, 1776, to command the schooner *Lee*, and while in command of that vessel captured several valuable transports. In 1778, commanding the privateer *Thorn* he engaged the British ship *Governor Tryon* and the *Sir William Erskine*, and after an engagement of two hours captured both, and a few days later captured the *Spartan*. He was appointed by Congress a captain of the Navy March 15, 1777, upon the recommendation of Gen. Washington, by whom he had been employed, and who wrote of him in terms of high approbation.

Destroyer No. 116—DENT—named in memory of Capt. John H. Dent; born in Maryland in 1782; died in St. Bartholomews parish, Maryland, July 31, 1823. Appointed midshipman March 16, 1798; captain December 29, 1811. Served on board the *Constellation* when she captured the French frigate *Insurgente* February 1, 1799; commanded the schooners *Nautilus* and *Scourge* in Preble's squadron during the Tripolitan War, and took part in the attacks on the city of Tripoli in 1804.

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

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

Destroyer No. 119—LAMBERTON—named in memory of Rear Admiral Benjamin P. Lamberton; born in Pennsylvania February 25, 1814; died at Washington, D. C., June 9, 1912. Appointed a midshipman September 21, 1861; commissioned rear admiral September 11, 1903. Served, 1865-1898, on the Brazil, South Atlantic, Pacific and North Atlantic stations, and held important positions on shore. In 1898 he commanded the U. S. S. *Boston*, Asiatic Station, and served as chief of staff to Admiral Dewey at the battle of Manila Bay, May 1, 1898. Went ashore and took possession of the Cavite Arsenal. Later commanded the *Olympia*. He was advanced seven numbers for his conspicuous gallantry during the Battle of Manila Bay.

Destroyer No. 120—RADFORD—named in memory of Rear Admiral William Radford; born in Fincastle, Botetourt County, Va., March 1, 1808; died at Washington, D. C., January 8, 1890; buried in Oak Hill Cemetery. Appointed midshipman March 1, 1825; commissioned rear admiral July 25, 1866. During the Mexican War he commanded the party from the U. S. S. *Warren* that cut out and captured the Mexican man-of-war *Malek Adhel* at Mazatlan, and took part in the operations at Mazatlan and other places in Lower California, 1846-47. Commanded the U. S. S. *Cumberland* at the time she was sunk by the C. S. S. *Merrimac* in Hampton Roads, but was ashore and unable to get on board before the attack, March 8, 1862. Commanded the *New Ironsides* in attacks on Fort Fisher December 24-25, 1864, and January 13-15, 1865, and was highly praised for the high order of ability displayed on that occasion. He was included in the thanks of Congress to Admiral Porter, his officers, and men for their gallant conduct on those occasions. Commanded the European Squadron 1869-70.

Destroyer No. 121—MONTGOMERY—named in memory of Rear Admiral John Berrien Montgomery; born in Allentown, N. J., November 17, 1794; died at Carlisle, Pa., March 25, 1873. Appointed midshipman June 4, 1812; commissioned rear admiral July 25, 1866. Participated in the attack on Little York, Canada, April 28, 1813, and Fort George May 28, 1813. Volunteered for service with Commodore O. H. Perry and one of the midshipmen of the *Niagara* in the battle of Lake Erie, September 10, 1813. He received the thanks of Congress and a sword for gallantry on that occasion. Took part in the blockade and attack upon Mackinaw, August, 1814. Served with Commodore Stephen Decatur in operations against Algiers, 1815. Commanded the sloop-of-war *Portsmouth* 1845-1847 on the Pacific, and took prominent part in operations against the Mexicans on that side of the coast. Captured many vessels and aided the Army in taking possession of prominent Mexican towns. In 1857 sent to Aspinwall in command of the *Roanoke* to bring home 250 survivors of Walker's filibustering expedition.

Destroyer No. 122—BREESE—named in memory of Capt. Kidder Randolph Brees; born in Philadelphia, Pa., April 14, 1831; died September 13, 1881. Appointed midshipman November 6, 1846; commissioned captain August 9, 1874. Commanded the second division in the operations before Vicksburg in the summer of 1862. Commanded the flagship *Black Hawk*, Mississippi Squadron, at Arkansas Post, 1862, and at the siege of Vicksburg, 1863; in charge of mortars a short time during the siege. Commanded the naval forces at feigned attacks on Haines Bluff in cooperation with Gen. Sherman, 1863; Red River Expedition, 1864; fleet captain of North Atlantic Squadron in both attacks on Fort Fisher; commanded the naval forces in assault on Fort Fisher, and was present at subsequent operations on Cape Fear River. Repeatedly received the thanks of Admiral Porter for his efficiency and zeal in the discharge of his important and responsible duties.

Destroyer No. 123—GAMBLE—named in memory of Bvt. Lieut. Col. John M. Gamble, United States Marine Corps, and Lieut. Peter Gamble, United States Navy. Bvt. Lieut. Col. John M. Gamble was appointed a second lieutenant in the Marine Corps January 16, 1809, was promoted first lieutenant March 5, 1811, captain June 18, 1814, and major July 1, 1834. He was promoted major, by brevet, April 19, 1816, and lieutenant colonel, by brevet, March 3, 1827. He died September 11, 1836. He served during the War of 1812, and while in command of the marine guard of the *Essex* he was temporarily placed in command of three prize vessels, the *Seringapatam*, *Sir Andrew Hammond*, and the *Greenwich*, also a fort at Noocheevah, during the absence of the *Essex*. Despairing of the return of the *Essex* he rigged up the prize vessels with the intention of quitting the Marquesas. During a fight with mutineers of his command, who took the *Seringapatam*, Lieut. Gamble was badly wounded in the foot, and later in an engagement with the natives, 1 officer, and 3 men of his command were killed, and 1 other severely wounded. With but 4 men on board the *Sir Andrew Hammond* fit for duty Lieut. Gamble put to sea, and, without a chart, made his way to the Sandwich Islands in 17 days, only to fall into the hands of the enemy, being later released.

Lieut. Peter Gamble, United States Navy, was appointed midshipman January 16, 1809; commissioned lieutenant March 17, 1814. On duty at Providence, R. I., until October 9, 1831, when transferred to the U. S. S. *Enterprise*. Ordered to Lake Champlain May 4, 1814, and killed in action September 11, 1814.

Destroyer No. 124—RAMSAY—named in memory of Rear Admiral Francis M. Ramsay; born in District of Columbia, April 5, 1835; died there July 19, 1914. Appointed midshipman October 5, 1850; commissioned rear admiral, April 11, 1894; served on *Preble*, *St. Lawrence*, *Falmouth*, *Merrimac*, and on ordnance duty at Washington Navy Yard, 1850-1860. Sloop *Saratoga*, African Squadron, 1860-1862; commanded the ironclad *Chocoma*, Mississippi Squadron, 1863-64; engagements at Haines Bluff, Yazoo River, April 30 and May 1, 1863; expedition up the Yazoo River to Yazoo City, destroying the Confederate navy yard and vessels, May, 1863; engagement at Liverpool Landing, Yazoo River, May, 1863; engagement at Millkens Bend, Mississippi River, June 7, 1863; siege of Vicksburg, May, June, and July, 1863; commanded a battery of three heavy guns, mounted on scows, in front of Vicksburg, from June 19 to July 4, 1863; commanded the third division, Mississippi Squadron, July, 1863, to September, 1864; several engagements with field batteries and guerrillas, 1863-64; commanded the expedition up the Black and Ouachita Rivers, March, 1864; engagement at Trinity, La., March, 1864; engagement at Harrisonburg, La., Ouachita River, 1864; Red River Expedition, March, April, May, 1864; expedition up the Black and Ouachita Rivers, April, 1864; several engagements with guerrillas at Fort De Russy, La., May, 1864; commanded the third and fourth divisions, Mississippi Squadron, May to September, 1864; commanded the expeditions into the Atchafalaya River, June, 1864; commanded the gunboat *Unadilla*, North Atlantic Squadron, 1864-65; engagements with Fort Fisher, N. C., December 24 and 25, 1864; engagement with Fort Fisher, January, 1865; several engagements with Fort Anderson and with other forts on the Cape Fear River, January, February, 1865.

Destroyer No. 125—TATTNALL—named in memory of Capt. Josiah Tattnall; born at Bonaventura, near Savannah, Ga., June 14, 1795; died at Savannah, Ga., June 14, 1871; buried in Bonaventura Cemetery. Appointed a midshipman January 1, 1812; commissioned a captain February 5, 1850. August 1, 1812, ordered to the *Constellation*; served in the seamen's battery on Craney Island which drove off the boats of the British squadron and captured several barges attempting to land June 22, 1813; took part in the sinking of the barge *Centipede*; commanded a force of the employees of the Washington Navy Yard and took part in the Battle of Bladensburg, August 24, 1814; October 10, 1814, ordered to the *Epervier*, fitting out for the Mediterranean Squadron, and took part in the operations against the Algerines; 1822-1824 attached to the Mosquito Fleet, under Commodore David Porter, in the West Indies for the suppression of piracy; 1831 commanded the *Grampus*, West India Squadron; captured the Mexican war schooner *Montezuma*, which had illegally boarded and robbed an American schooner on the high seas, and took his 67 prisoners into Pensacola, Fla.; took prominent part in the attacks on Vera Cruz, San Juan d'Ulloa, Tuxpan, and other Mexican fortresses; covered with his boats the landing of Gen. Scott's army; was presented with a sword by the State of Georgia for gallantry at Vera Cruz; was wounded in the arm at Tuxpan while leading in a division of boats.

Destroyer No. 126—BADGER—named in memory of Commodore Oscar C. Badger. Born in Connecticut; died at Concord, Mass., June 20, 1899; buried in Arlington National Cemetery. Appointed midshipman September 9, 1841; commissioned commodore November 15, 1881; retired August 12, 1885; cruised on the coast of Africa in the *Saratoga*, 1843-44, and took part in the destruction of the Barbary villages. He was on the steam frigate *Mississippi*, Gulf Squadron, Mexican War, and at first attack on Alvarado; subsequently attached to the *Brazil*, Pacific Squadron, until 1856. While attached to the *John Adams*, 1856, he commanded a party sent to attack and destroy the village of Vutia, Fiji Islands, and was engaged with these islanders on other occasions. 1858-1860 he was on the *Macedonian*, Mediterranean Squadron. Civil War: 1861-62 commanded the *Anacostia* and other vessels of the Potomac Flotilla in attacks off Cockpit Point battery and other points on the Potomac River, for which he was mentioned in dispatches from the commanding officer of the flotilla; took part also in the siege of Yorktown and defenses of Gloucester Point, Va., 1862-63; ordnance officer in charge of arming gunboats of the western rivers; 1863-64, attached to the South Atlantic Blockading Squadron, commanded the ironclad *Patuxco* in attacks on forts in Charleston Harbor; commanded the ironclad *Montauk* in a night attack on Fort Sumter, August 22, 1863; flag captain South Atlantic Blockading Squadron and was on the flagship *Weehawken*, in attack of Fort Sumter, night of September 1, 1863, and was severely wounded in the right leg; favorably mentioned by Rear Admiral Dahlgren in dispatches to the department for services during these operations; commanded the *Peoria*, North Atlantic Squadron, 1866-67, and received the thanks of the legislative bodies of Antigua and St. Kitts, West Indies, for services rendered to the sufferers by the great fire that destroyed Basse-Terre July 4, 1867. His last sea service was performed in the *Ticonderoga* in the South Pacific Squadron in 1873. Later service was at various shore stations until his retirement, August, 1885, at the age of 62.

Destroyer No. 127—TWIGGS—named in memory of Maj. Levi Twiggs, United States Marine Corps. Maj. Levi Twiggs was appointed a second lieutenant in the Marine Corps November 10, 1813, was promoted first lieutenant June 18, 1814; captain February 23, 1830; and major November 15, 1840. He was promoted captain, by brevet, March 3, 1825, and was killed in battle September 13, 1847, at the storming of the castle of Chapultepec. He served during the War of 1812, and commanded the Marines on the *President* during the engagement between that vessel and the British ships *Majestic*, *Endymion*, *Pomona*, and *Tenedos*, in January, 1815, and in Commodore Decatur's official report of the battle, he stated that "Lieut. Twiggs displayed great zeal, his men were well supplied, and their fire was incomparable." He served with the marines, cooperating with the Army in the arduous campaigns against the Indians in Georgia and Florida in 1836 and 1837. During the war with Mexico Maj. Twiggs was attached to the battalion of marines dispatched from New York in June, 1847, to join the Army under Gen. Scott. The battalion disembarked at Vera Cruz and joined the main Army at Pueblo August 6, 1847. On the 13th of September the Volunteer division, under command of Maj. Levi Twiggs of the marines, accompanied by a Pioneer party of 70 men, under Capt. J. G. Reynolds, also of the marines, bearing ladders, crow's, and pickaxes, were placed at the head of the column of attack upon the fortress of Chapultepec. These storming parties were supported by the battalion of marines under command of Lieut. Col. Watson. The brave and lamented Maj. Twiggs was killed while leading the assault. Immediately after the capture of the fortress the whole column, under Gen. Quitman, moved directly on the City of Mexico by the Tacubaya Causeway, leading through the Garita Belen into the city. Soiled with dust and smoke and begrimed with blood, the field officers on foot with the men, they moved on to the charge with banners furled, and no music but the roar of cannon and the rattling roll of small arms. The Garita was taken in a charge at full run at 20 minutes past 1 o'clock p. m. At break of day of the 14th, a white flag announced the surrender of the enemy's stronghold, the citadel. The division of Gen. Quitman, therefore, was the first to enter the city. The honor of first entering the palace, also, and of hoisting upon it the national flag was accorded to this division, with which the battalion of marines was connected, thus explaining and justifying the motto afterwards inscribed upon the colors of the corps: "From Tripoli to the halls of the Montezumas."

Destroyer No. 128—BABBITT—named in memory of Lieut. Fitz Henry Babbitt. Appointed a midshipman April 2, 1804; promoted to lieutenant June 5, 1810; served on the *Nautilus* from February 19, 1812, to November 29, 1812; on the *Adams* from November 30, 1812, to April 6, 1813; killed in action between the British ships of war *Endymion* and *Pomona* and the *President* January 15, 1815.

Destroyer No. 129 and Torpedo Boat No. 28—**DE LONG**—named in memory of Lieut. Commander George W. De Long, United States Navy; born in New York City August 22, 1844; died in Siberia October 30, 1881. Appointed midshipman October 1, 1861; selected to command the Arctic exploration fitted out by James Gordon Bennett; sailed from San Francisco on the *Jeanette* on July 8, 1879, for the discovery of the North Pole. The *Jeanette* became embedded in an ice pack, from which she never escaped, and on March 23, 1882, a rescuing party discovered the bodies of De Long and his party and brought them back to the United States. A court of inquiry held in Washington, in its finding says: "Special commendation is due Lieut. Commander De Long for the high qualities displayed by him in the conduct of the expedition."

Destroyer No. 130 and Destroyer No. 61—**JACOB JONES**—named in memory of Capt. Jacob Jones, United States Navy; born near Smyrna, Del., March, 1768; died at Philadelphia, Pa., August 3, 1850; buried in Brandywine Cemetery, Wilmington, Del. Appointed a midshipman April 10, 1799; commissioned captain March 3, 1813. His first cruise was with Capt. John Barry in the *United States*, carrying Commissioners Ellsworth and Davies to France; 1803 assigned to the *Philadelphia*, commanded by Capt. William Beirbridge. This frigate struck on a rock in the harbor of Tripoli, could not get off, and was taken possession of by the Tripolitans, who held her officers prisoners for 20 months. Upon his release, Jones returned to the United States and was ordered to the *Adams*, 1805-6; then to the New Orleans station, and later to the *Arctics* to cruise on the southern coast. June 4, 1810, he was ordered to command the *Wasp*, and was in command of her when the war with England broke out. His first prize in this war was the brig *Dolphin*. October 13, 1812, the *Wasp* sailed from the capes of Delaware, and October 18, 1812, encountered the British ship of war *Frolic*; a severe engagement followed, lasting 43 minutes, when the *Frolic* surrendered. Both vessels were much cut up and were obliged to lay to for repairs sufficient to get into port. In command of the *Macedonian* he was blockaded by the British squadron off New London and obliged to run his ship into the inner harbor to prevent capture. He was ordered to leave his ship and to proceed to Sackett's Harbor to assist Commodore Chauncey on Lake Ontario, where he rendered valuable service until the close of the war. Upon the establishment of peace he again commanded the *Macedonian*, and joined the squadron under Commodore Decatur in the Mediterranean, operating against the Algerines. He captured an Algerine brig and took part in securing the permanent peace with the Barbary powers. In 1821-1824 he commanded the Mediterranean Squadron; 1824-1826 was one of the Board of Navy Commissioners; 1826-1830 he commanded the Pacific station, and at the time of his death was commandant of the Naval Asylum at Philadelphia.

Destroyer No. 131—**BUCHANAN**—named in memory of Capt. Franklin Buchanan; born in Baltimore, Md., September 17, 1800; died at his residence, "The Rest," in Talbot County, Md., May 11, 1874. Entered the Navy as midshipman January 28, 1815; commissioned lieutenant January 13, 1825; commander September 8, 1841; captain September 14, 1855; commanded the squadron in the waters of Virginia on board the *Merrimac* in the action in Hampton Roads, Va., March 8, 1862, during which he was severely wounded. After the war he was president of the Maryland Agricultural College. He was the organizer and first superintendent of the United States Naval Academy (1845-1847). He cooperated in the landing of the troops at Vera Cruz under Gen. Scott, and was one of the leading spirits of the Navy there at the capture of San Juan d'Ulloa; was the first officer to step on the soil of Japan in the expedition of Commodore Perry.

Destroyer No. 132—**AARON WARD**—named in memory of Rear Admiral Aaron Ward; born in Philadelphia, Pa., October 10, 1851; died July 5, 1918. Entered the Navy as midshipman in 1867; ordered to the Pacific station, serving on the *California* from 1871 to 1873. He then served on the *Brooklyn* in the West Indies until 1874 and on the *Franklin* on the European station from 1875 to 1876. Then followed a tour of duty at the Naval Academy from 1876 to 1879; service on the *Constitution*, training squadron, from 1879 to 1882; and, from 1882 to 1888, professional duty of various kinds at the torpedo station at Newport and the New York Navy Yard. From 1885 to 1888 he served on the *Hartford* and *Monongahela* on the Pacific station. In 1889-1892, attaché at Paris, Berlin, and St. Petersburg; 1893-94 he served on the *New York* in the West Indies and Brazil; and in 1894-1896 on the *San Francisco* in the Mediterranean. During the Spanish-American War he commanded the *Wasp*, and as a result of his gallantry he was recommended for and received promotion for "eminent and conspicuous conduct in battle." Retired 1913.

Destroyer No. 133—**HALE**—named in memory of the Hon. Eugene Hale, Member of the United States Senate, 1881-1911, who was born in Turner, Me., June 6, 1836; died in Washington, D. C., October 28, 1918. He studied law at Portland, Me., and was admitted to the bar in 1857. Began practice at Ellsworth, Me. For nine successive years he was attorney for Hancock County. In 1867, 1868, and 1880 he was member of the State (Maine) Legislature, and was elected to Congress from that State in 1869, and served until 1879; elected to the United States Senate March 4, 1881, and served in that body until March, 1911 (longer service than any other Member then in Congress). He declined the position of Postmaster General offered him by President Grant and also declined the portfolio of Secretary of the Navy offered him by President Hayes. He was greatly interested in naval affairs and served for a number of years on the Naval Committee; for some time as its chairman.

Destroyer No. 134—**CROWNSHIELD**—named in memory of the Hon. Benjamin Williams Crownshield, Secretary of the Navy, 1814-1818, who was born in Boston, Mass., December 27, 1772; died there February 3, 1851. He was State senator in 1811, and on December 17, 1814, was appointed Secretary of the Navy by President Madison. He held the same office in the Monroe Cabinet and resigned in November, 1818. He was presidential elector in 1820; was again State senator in 1822-23 and a Member of Congress from 1823 to 1831.

Destroyer No. 135—**TILLMAN**—named in memory of the late Senator Benjamin Ryan Tillman, United States Senate; born in Edgefield County, S. C., August 11, 1847; died July 3, 1918. Received an academic education under the instruction of George Galpin, at Bethany, in the same county; quit school in July, 1864, to join the Confederate Army, but was stricken with a severe illness, which caused the loss of his left eye and rendered him an invalid for two years; followed farming as a pursuit and took no active part in politics till he began the agitation in 1886 for industrial and technical education, which culminated in the establishment of the Clemson Agricultural and Mechanical College at Calhoun's old home, Fort Hill; the demand for educational reform broadened into a demand for other changes in State affairs, and he was put forward by the farmers as a candidate for governor in 1890; he was reelected in 1892, and United States Senator for four terms—1895-1919. From 1913-1918 he was chairman of the Senate Naval Committee, and was one of the most ardent "big Navy" advocates, being among the first to urge extension of submarine construction and Government manufacture of armor plate. Under his leadership the three-year building program was enacted before America entered the World War.

Destroyer No. 136—**BOGGS**—named in memory of Rear Admiral Charles S. Boggs; born in New Jersey January 28, 1811; died April 22, 1888. Appointed midshipman November 1, 1826; commissioned rear admiral July 1, 1870; took part in the Mexican War, 1846-47; present at the siege of Vera Cruz; commanded a boat expedition against the Mexicans and retook the brig *Tuxtlam*, which had been captured by the Mexicans. Civil War, 1861-1865, commanded the sloop-of-war *Varuna*, of Admiral Farragut's squadron, at the passage of Forts Jackson and St. Philip, April 24, 1862; she was attacked by two Confederate rams and badly damaged; was obliged to run into the bank, and ably fought to the last; 1863 commanded the *Juniata*, and special duty New York 1864-1866; 1867-1868 commanded the *De Soto* of the North Atlantic Squadron.

Destroyer No. 137—**KILTY**—named in memory of Rear Admiral Augustus H. Kilty; born in Maryland; died at Baltimore, Md., November 10, 1879. Appointed midshipman July 4, 1821; commissioned rear

admiral July 13, 1870; served on the Pacific, Asiatic, Mediterranean, and African Stations; took part in operations of the squadron under Commodore George Reid against Quallah Battoo, February, 1832, in defense of American merchantmen. During the Civil War was conspicuous for his activity and bravery on the western waters, at Island No. 10, and Fort Pillow; commanded an expedition to White River, Ark., and during an action of June 17, 1862, was severely wounded, causing the loss of his left arm.

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

Destroyer No. 139—WARD—named in memory of Commander James Harman Ward; born 1806 in Hartford, Conn.; killed in action June 27, 1861, the first officer of the United States Navy during the Civil War. Appointed midshipman March 4, 1823; commander September 9, 1853; cruised on the *Constitution*, Mediterranean Squadron, 1824-1828, and from 1830 to 1845 served in the Mediterranean, Pacific, and West India Squadrons. From 1845-1847 he was an instructor in the Naval Academy, Annapolis. In 1849-50 he commanded the *Vixen*, Home Squadron; 1856-57 commanded the *Jamestown*, African Squadron. On April 22, 1861, he proposed to the Navy Department the creation of a "flying flotilla" to operate in the opening of the Potomac River. He was appointed to fit out this flotilla and command it. On May 20, 1861, with the converted steamboat *Thomas Preborn* and three other improvised gunboats, he attacked and silenced the Confederate batteries at Aquia Creek, Va., the first naval engagement of the Civil War. This engagement was followed by several others which cleared the bank of the river at that time. On June 27, 1861, he planned a landing expedition against Matthias Point, Va., and was killed during the bombardment while in the act of sighting one of the guns.

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

Destroyer No. 141—HAMILTON—named in memory of Lieut. Archibald Hamilton. Appointed a midshipman May 18, 1809; acting lieutenant December 21, 1812; lieutenant July 24, 1813. He was attached to the *United States* October 25, 1812, and served gallantly in the engagement and capture of H. B. M. S. *Macedonian* by that vessel. Was chosen to bear the flags captured on that occasion to the Navy Department. Killed, January 15, 1815, on board the *President*, in the action between that vessel and the British ships of war *Endymion* and *Pomona*.

Destroyer No. 142—TARBELL—named in memory of Capt. Joseph Tarbell; born about 1780, and died at Norfolk, Va., November 24, 1815. He was appointed a midshipman December 5, 1798; captain July 24, 1813; served on the *Constitution* and other vessels of the Mediterranean Squadron 1800-1804, in the operations against Tripoli; June 19-23, 1813, commanded boat expedition against ships of the British squadrons off Craney Island and in the James River; commanded a flotilla of 15 boats, which after an action of an hour and a half drove off the enemy, sunk three of his boats, and took 43 prisoners. In these engagements 90 of the British were killed or wounded. The barge *Centipede*, belonging to Admiral Warren's flagship, was captured. Capt. Tarbell was highly commended by Commodore Cassin and the officers of the Army commanding forces ashore for his gallantry and assistance in the defense of Craney Island. He was included in the thanks of Congress to the officers and men of Commodore Preble's Squadron before Tripoli, 1804, and presented with a sword in recognition of his services.

Destroyer No. 143—YARNALL—named in memory of Lieut. John Joliffe Yarnall, born in Wheeling, W. Va., in 1788. Appointed midshipman January 11, 1809; lieutenant July 24, 1813; cruised in the *Chesapeake* and *Revenge* 1809-1812. He was first lieutenant of the *Lawrence* in the engagement on Lake Erie, September 10, 1813; was wounded several times, but refused to leave the deck. Left in command of the *Lawrence* when Perry went on board the *Niagara*; after the victory he was ordered to take the *Lawrence* with the wounded of Perry's Squadron to Erie; commended by Commodore Perry for his ability and bravery, he was included in the thanks of Congress and awarded a medal for his gallantry at the Battle of Lake Erie. He was on the *Guerriere* with Commodore Stephen Decatur in operations before Algiers and took part in the capture of the Algerine cruiser *Mahouda* June 17, 1815, being wounded during the engagement. He was transferred from the *Guerriere* to the *Epervier* for return to the United States, being the bearer of dispatches. The *Epervier* was lost with all on board, being last heard of in July, 1815.

Destroyer No. 144—UPSHUR—named in memory of Rear Admiral John Henry Upshur, U. S. Navy; born in Northampton County, Va., December 5, 1823; died at Washington, D. C., May 30, 1917; buried in Arlington Cemetery. Appointed a midshipman November 4, 1841; commissioned a rear admiral October 1, 1884. His first service was on the *Congress* in the Mediterranean Squadron. From 1842 to 1847 he was on the *St. Mary's* in the Gulf of Mexico and took part in the expedition against Tampico, and was with the naval battery at the bombardment of Vera Cruz March 10-25, 1847, War with Mexico. He was actively employed in the Mediterranean, East India, and African Squadrons; on ordnance duty Washington Navy Yard and U. S. Naval Academy from 1848 to 1851; was passed midshipman on the *Supply* with Commodore Perry's expedition to Japan, 1853-1856; during the Civil War took part in the capture of the forts at Hatteras Inlet and operations in the Sounds of North Carolina, 1861; served as executive officer of the frigate *Wabash* at the capture of Port Royal, S. C.; served in the South Atlantic blockading squadron and took part in operations against Charleston, S. C., 1862-63; participated in engagements of December, 1864, and January, 1865, resulting in the capture of Fort Fisher, N. C.; commanded the Pacific Squadron 1882-1884 and actively employed until retired in 1885.

Destroyer No. 145—GREER—named in memory of Rear Admiral James A. Greer, U. S. Navy; born in Ohio February 28, 1833; died at Washington, D. C., June 17, 1904. Appointed midshipman January 10, 1848; commissioned rear admiral April 3, 1892; 1848-1860 cruised on the home, Pacific, Paraguay expedition and African Squadron; Civil War, 1861-1865, on the *San Jacinto* when the Confederate commissioners were taken off the English steamer *Trent* by direction of Capt. Wilkes; special service on the *St. Louis* 1862-63; 1863-1865 attached to the Mississippi Squadron; commanded the ironclads *Cerradolet* and *Benton* and a division of the squadron at the passage of Vicksburg April 16, 1863; fought the batteries at Grand Gulf for five hours April 29, 1863, in which 22 persons were wounded on the *Benton* by one of the enemy's shot; took part in the Red River expedition May, 1863; engaged in the combined attack on Vicksburg May 19, 1863, and almost constantly under fire during the 45 days' siege of Vicksburg; Red River expedition of March and April, 1864; commanded naval station at Mound City October and November, 1864; commanded the flagship *Black Hawk* until February, 1865; had charge of convoying Army transports up the Tennessee River February, 1865; 1866-67 commanded the *Mohongo*, North Pacific station; commanded by State Department for course pursued in defending American interests in Mexico; 1873 commanded *Tyress* on *Polaris* relief expedition; 1874-1877 cruised on the Pacific station; 1878 special service on the *Constitution* to Paris Exposition; 1887-1889 commanding European station; held important shore stations until retired, February 28, 1895.

Destroyer No. 146—ELLIOT—named in memory of Lieut. Commander Richard McCall Elliot, U. S. Navy, who was killed on board the *Minley* March 20, 1918. The *Minley*, while performing escort duty

in the war zone, came in contact with one of the convoy. An explosion of depth charges located on the after end of the vessel occurred, causing serious damage and loss of life. Lieut. Commander Elliot, who was on the bridge, immediately started aft to take charge of the situation. He was killed by flying pieces of wreckage as he gained the deck.

Destroyer No. 147—**ROPER**—named in memory of Lieut. Commander Jesse Mims Roper, U. S. Navy; born in Glasgow, Mo., October 29, 1851; died at Cavite, P. I., March 31, 1901. Appointed a midshipman June 23, 1868; commissioned a lieutenant commander March 3, 1899; saw such sea service from 1872 to 1900, and in 1901, while on the *Petrel*, was the first man to descend into the hold of the vessel when a fire was discovered, and while endeavoring to rescue seaman Patrick Tower he was overcome by suffocation and lost his life.

Destroyer No. 148—**BRECKINRIDGE**—named in memory of Ensign Joseph Cabell Breckinridge, U. S. Navy; born in Fort Monroe, Va., March 6, 1872. Appointed a midshipman September 28, 1887; ensign July 1, 1897; made his first cruise, after graduation, on the battleship *Texas*, where, on several occasions, he displayed remarkable coolness and ability in time of peril, in storms, and in controlling the turret machinery at the peril of his life, especially on the occasion when the ammunition hoist gave way and the shot was falling into the powder he sprang to the rescue and by his presence of mind saved the ship from probable instant destruction. His rescues of persons from drowning were many; and while serving on the *Cushing* he was washed overboard.

Destroyer No. 149, and Torpedo Boat No. 25—**BARNEY**—named in memory of Commodore Joshua Barney, U. S. Navy; born in Baltimore, Md., July 6, 1759; died in Pittsburgh, Pa., December 1, 1818. At an early age he went to sea in the merchant service, and at the commencement of the Revolutionary War served as a volunteer on the *Hornet*; was transferred to the *Wasp*, where he saw his first sea fight, and for gallantry on that occasion was promoted to lieutenant; awarded a medal by Congress. Owing to disagreement as to precedence, he declined a commission in the United States Navy in 1794; served in the French Navy 1797-1800. At the outbreak of the war of 1812 he again entered the United States Navy and had command of a fleet of gunboats built for the defense of Chesapeake Bay.

Destroyer No. 150, and Torpedo Boat No. 27—**BLAKELEY**—named in memory of Capt. Johnston Blakeley, U. S. Navy; born in October, 1781, in County Down, Ireland; lost at sea in 1814. Appointed midshipman February 5, 1800; served during the war of 1812, and captured many vessels, among them the *Reindeer*, for which action he received the thanks of Congress and a gold medal. The *Wasp*, the ship which he commanded, was lost at sea in 1814.

Destroyer No. 151, and Torpedo Boat No. 26—**BIDDLE**—named in memory of Capt. Nicholas Biddle, U. S. Navy; born in Philadelphia in 1750. In command of the *Andrea Doria* in 1775. He captured so many prizes that he had but five of his original crew when he returned to the Delaware River. In an engagement with the *Yarmouth* in March, 1778, his ship, the *Randolph*, blew up and Capt. Biddle and 300 men perished.

Destroyer No. 152, and Torpedo Boat No. 7—**DU PONT**—named in memory of Rear Admiral Samuel Francis Du Pont; born at Bergen Point, N. J., September 27, 1803; died in Philadelphia June 23, 1865. Appointed midshipman December 19, 1815; rear admiral July 16, 1862; commanded U. S. S. *Cyane* 1846-1848, and rendered conspicuously gallant service at San Diego, Mazatlan, San Jose, and other ports, and was included in the thanks of Congress to officers for service in the War with Mexico.

Destroyer No. 153—**BERNADOU**—named in memory of the late Commander John Baptiste Bernadou, U. S. Navy, who was born in Philadelphia, Pa., November 14, 1858; died at the naval hospital at New York October 2, 1908. Appointed a cadet midshipman 1876 and graduated from the Naval Academy in 1880; commissioned a commander December 11, 1906; 1884-85 he was attached to the Asiatic Station and rendered most efficient service during the first uprising in Seoul, Korea, taking charge of the Japanese refugees and bringing them safely to the coast. For this service he received the thanks of the Japanese Government. He was promoted 10 numbers for his gallantry in action off Cardenas, Cuba, in 1898; in command of the torpedo boat *Winslow*, he ran in under the guns of Cardenas in one of the first engagements of the Spanish-American War. During this engagement the *Winslow's* steering gear was damaged by the enemy's fire. The boat became unmanageable and five of her crew, including Ensign Worth Bagley, were killed. Bernadou, then lieutenant, was himself severely wounded. The torpedo boat was under the raking fire of the Spanish guns for an hour, and was finally rescued by the revenue cutter *Hudson*. Bernadou was an expert ordnance officer, especially in regard to explosives, and the discovery of the principles of smokeless powder is credited to him. He was also an accomplished linguist. His last sea duty was as executive officer of the *Kearsarge* and his last shore duty naval attaché at Rome and Vienna.

Destroyer No. 154—**ELLIS**—named in memory of Chief Yeoman George Henry Ellis, U. S. Navy, who was killed in the Battle of Santiago July 3, while serving on board the flagship of Commodore Schley, the U. S. S. *Brooklyn*. He was born in Peoria, Ill., October 26, 1875, and enlisted in the Navy as an apprentice seaman February 26, 1892. He served on the *Minnesota*, *Richmond*, *Monongahela*, *Chicago*, *Vermont*, *Dolphin*, *Columbia*, and *Brooklyn*. During the battle he was stationed to give the ranges shown by the stadimeter to the captain, who communicated them from time to time to the different divisions. Ellis went toward the side a second time to verify the range. He had advanced only a few feet when he was struck in the face by a large shell and killed. He was buried with honors at Camp McCalla, Guantanamo, and his remains were laid to rest in Evergreen Cemetery, Brooklyn, N. Y., November 28, 1898.

Destroyer No. 155—**COLE**—named in memory of Maj. Edward B. Cole, U. S. Marine Corps; born in Boston, Mass., September 23, 1879, and died June 18, 1918, from wounds received in action. Appointed from civil life, where he was regarded as one of the leading machine-gun experts in the country. Maj. Cole was in the first contingent of marines to go to France during the present war. In the Bois de Belleau, on June 10, 1918, he displayed such extraordinary heroism in organizing positions, rallying his men, and disposing of his guns that he was awarded the distinguished-service cross. During this battle he suffered the loss of his right hand and received wounds in the upper arm and both thighs, from which he died on June 18.

Destroyer No. 156—**J. FRED TALBOTT**—named in memory of the late Representative J. Fred C. Talbott; born near Lutherville, Baltimore County, Md., July 29, 1843. Was educated in the public schools, and began the study of law when he was 19 years of age, and admitted to the bar September 6, 1866. In 1871 he was made prosecuting attorney for Baltimore County. In 1877 was first elected to Congress, and served in the Forty-sixth, Forty-seventh, Forty-eighth, Fifty-third, Fifty-fourth, Fifty-ninth, Sixtieth, Sixty-first, Sixty-second, Sixty-third, and Sixty-fourth Congresses. He served 25 years on the Naval Affairs Committee, and worked untiringly in his efforts to secure a greater number of ships and increase in personnel.

Destroyer No. 157—**DICKERSON**—named in memory of former Secretary of the Navy, Mahlon Dickerson; born in Hanover, N. J., April 17, 1770; died in Suckasunny, N. J., October 5, 1853. He was graduated at Princeton in 1789, studied law, was admitted to the bar in 1793, and practiced with success in Philadelphia. In 1805-1808 he was quartermaster general of Pennsylvania, and in 1808-1810 recorder of the city court of Philadelphia. He returned to New Jersey, became judge of the supreme court and chancellor, and was elected a member of the legislature, 1811-1813. In 1815 he was elected governor of New Jersey, and at the close of his term was sent to the United States Senate. He was repeatedly reelected, serving from December 1, 1817, till March 2, 1833. President Jackson appointed him Secretary of the Navy June



30, 1834, in which post he was continued by President Van Buren, serving till June 30, 1838, when he was succeeded by James K. Paulding. He subsequently served for a few months on the bench of the United States district court for the district of New Jersey, and was a delegate to the State constitutional convention in 1844. In 1846-1848 he was president of the American Institute.

Destroyer No. 158—LEARY—named in memory of Lieut. Clarence F. Leary, U. S. N. R. F.; born in Fowey, England, January 11, 1894; died on the *Charlton Hall* July 20, 1918. Commissioned lieutenant in the Naval Reserve June 12, 1918, and ordered to the U. S. S. *Charlton Hall* as executive officer. On July 20, when that vessel caught fire, he entered the hold in an effort to save the vessel and crew and died as a result of smoke inhalation.

Destroyer No. 159—SCHENCK—named in memory of Rear Admiral James Findley Schenck, U. S. Navy; born in Franklin, Warren County, Ohio, June 11, 1807. Commissioned a midshipman March 1, 1825; rear admiral September 21, 1868. He was highly commended for service during the Mexican War, under Commodore Stockton, at Santa Barbara, San Pedro, Los Angeles, Guaymas, and Mazatlan. In 1846, with his own hands, he hoisted at Santa Barbara the first American flag in California. He took command on the *Saginaw* July, 1859, and saw service in Cochin China, silencing the forts at Quim-hon Bay, June, 1861. At the outbreak of the rebellion, being still in command of the *Saginaw*, which had been pronounced too unseaworthy to proceed home, Commander Schenck called all the officers to take the oath of allegiance to the United States, anticipating some disturbance in case there should be any officers not wishing to remain in the United States Navy. The first lieutenant refused to take the oath of allegiance and was sent home under arrest. He then proceeded to Washington without waiting for orders and reported to the Navy Department for duty in order to obtain active service. He was at once given command of the *St. Lawrence*, May 3, 1862, joining the West Gulf Blockading Squadron. He took a prominent part in the two attacks on Fort Fisher, and was mentioned for gallantry in action in the report of Rear Admiral Porter, then commanding the North Atlantic Blockading Squadron. He died at Dayton, Ohio, December 21, 1892.

Destroyer No. 160—HERBERT—named in memory of former Secretary of the Navy the honorable Hilary Abner Herbert; born in Laurensville, S. C., March 12, 1834. Educated at the universities of Alabama and Virginia; studied law and was admitted to the bar, and practiced in Greenville, Ala. Was elected to Congress in 1877 and reelected seven times. He was chairman of the Naval Committee in three Congresses. Appointed Secretary of the Navy on March 9, 1893, and held that office until 1897. Died March 9, 1919.

Destroyer No. 161—PALMER—named in memory of Rear Admiral James Shedden Palmer; born in New Jersey, 1810; died of yellow fever at St. Thomas, West Indies, December 7, 1867. Appointed a midshipman January 1, 1825; commissioned a rear admiral July 25, 1866; cruised on the various stations; took part in the attack on Quallah Battoo and Mushie, island of Sumatra, and commanded the *Firth* in the blockade of the Mexican ports during the War with Mexico; 1861 commanded the U. S. S. *Troquois* during her search for Confederate cruisers; May, 1862, joined the West Gulf Blockading Squadron and took prominent part in the engagements against Baton Rouge, Grand Gulf, Natchez, passage of Vicksburg batteries, June 28, 1862; took part in the attack on the ram *Arkansas*; became Farragut's commander on the *Hartford* when he ran the batteries at Fort Hudson March, 1863; 1864 commanded the naval station at New Orleans, from which he was ordered to command the West Gulf Squadron, after the battle of Mobile Bay, until February 21, 1865, when relieved by Admiral Thatcher; 1866 appointed to command the West India Squadron. He was highly commended by Admiral Farragut.

Destroyer No. 162—THATCHER—named in memory of Rear Admiral Henry Knox Thatcher; born in Thomaston, Me., May 26, 1806; died at Boston, Mass., April 5, 1880. Appointed a midshipman March 4, 1823; commissioned a rear admiral July 25, 1866; 1823-1862 cruised on the Pacific, Mediterranean, African, and Pacific stations, and held important positions at various shore stations; 1862-63 commanded the U. S. S. *Constellation* in the Mediterranean, watching for Confederate cruisers; 1864-65 commanded the U. S. S. *Colorado* and a division of the North Atlantic Blockading Squadron in the attacks on Fort Fisher, December 21-25, 1864, and January 13-15, 1865. After the fall of Fort Fisher he was appointed to command the West Gulf Squadron and immediately began active operations in cooperation with the Army against Mobile, which surrendered with the forts and batteries on the 12th of April, 1865. On May 10, 1865, the rebel naval forces in the waters of Alabama surrendered to Admiral Thatcher; the only remaining fortified points on the Gulf coast, Sabine Pass and Galveston, capitulated on the 25th of May and 2d of June, 1865. Admiral Thatcher was relieved of the command of the West Gulf Squadron and ordered north in the early part of 1866. His last duty was that of port admiral, Portsmouth, N. H., 1869-70. He was placed on the retired list May 26, 1868.

Destroyer No. 163—WALKER—named in memory of Rear Admiral John Grimes Walker; born in Hillsborough, N. H., March 20, 1835; died at Ogunquit, Me., September 15, 1907; buried at Arlington Cemetery. Appointed acting midshipman October 5, 1850; commissioned rear admiral January 23, 1894. During the Civil War he served with distinction on board the U. S. S. *Connecticut*, *Winona*, *Baron De Kalb*, and *Saco*, which vessels were engaged in operations on the Mississippi River and along the Atlantic coast. During the summer of 1862 he was present at engagements with Forts Jackson and St. Philip and Chalmette batteries at the capture of New Orleans, and took part in the operations against Vicksburg, including the passage of the batteries both ways. During the winter of 1862-63 participated in the operations against Haines Bluff, Arkansas Post; took part in the Yazoo Pass expedition, the attack on Fort Pemberton, and the capture of Yazoo City. During the siege of Vicksburg was in command of naval battery with Fifteenth Army Corps.

Destroyer No. 164—CROSBY—named in memory of Rear Admiral Peirce Crosby; born in Delaware County, Pa. Appointed midshipman June 5, 1838; commissioned rear admiral March 10, 1872; attached to line of battleship *Ohio* from 1838 until summer of 1841; attached to receiving vessel *Experiment* at Philadelphia; in 1842 was attached to the frigate *Congress* and sailed with her from Portsmouth, N. H., to the Mediterranean; served in her six months; was then transferred to the sloop *Prairie*, and returned to the United States in the fall of 1843, and was then attached to the naval school at Philadelphia; served on the sloop *Decatur* six months in the Gulf of Mexico during the Mexican War; participated in the attack and capture of Tuxpam and Tobasco; was then transferred to the gunboat *Petrel* and served in her one year, until peace was declared in the summer of 1848. Civil War, 1861, served in the Chesapeake Bay, keeping open communication between Annapolis and Havre de Grace, capturing and destroying rebel vessels in the bay, and cutting off rebel supplies and communications. In the summer of 1861 he received orders and was attached to the frigate *Cumberland*; was detailed for duty on shore at Fortress Monroe; transported the troops across Hampton Creek on the night prior to the Battle of Big Bethel, also transported them on their return after their unsuccessful attempt to take that place; volunteered and took the steamer *Fannie* (a canal boat), secured her boilers temporarily down to the deck with chains, and proceeded with her, in company with the squadron, to the attack on Forts Miffler and Clarke, in order to have a light-draft vessel to operate in landing troops at that place; superintended the landing of troops until the heavy surf swamped and broke up the boats and dashed them on the beach, when Lieut. Crosby took a ship's heavy launch and landed two more boatloads of troops, until the sea became so heavy that it threw the launch upon the beach, dashing all the crew out of her onto the shore. After thus having landed 300 men and officers, the squadron and transports, on account of the bad weather, stood off seaward, leaving the

troops landed on the shore until the following day, when the squadron returned, opened fire, and captured the forts, which were garrisoned by over 700 men, who had been led to believe, by the display made by the troops landed, that their force was over 2,000 strong, as Lieut. Crosby succeeded in getting a reconnoissance or ascertaining the condition of and actual force of the Union troops, when the squadron returned on the following day and relieved them from their critical condition. In this way the Confederates were deceived, and our troops were saved from attack and probable capture, as nearly all the ammunition was wet, and the volunteer troops, being in a disorganized state, could not, in all probability, have successfully opposed double their number. In 1863, in command of the *Florida*, he destroyed two blockade runners at Masonboro Inlet while attempting to run the blockade, just at the break of day, and in so doing drew the sharp fire of flying batteries on shore; 1864 in command of the *Keystone State*, captured five more blockade runners and caused many others to throw overboard their cargoes in order to escape; 1864-65 commanded the *Metacomb* and in the attack on Mobile he planned and directed the construction of torpedo nets, and spread them from shore to shore of the Blakely River, which caught all the floating torpedoes sent down to destroy the vessel; also planned torpedo dragnets, superintended the removal of 140 torpedoes, and successfully cleared the track so as to allow the squadron to pass up safely to the city of Mobile. He retired on his own application October, 1883.

Destroyer No. 165—**MEREDITH**—named in memory of Sergt. Jonathan Meredith, U. S. Marine Corps. Enlisted in the Marine Corps June 6, 1803; promoted to rank of sergeant August 1, 1803. On August 3, 1804, during an engagement in the harbor before Tripoli, he saved the life of Lieut. John Trippe, of the *Vixen*. In close combat with a Tripolitan ship, Lieut. Trippe and nine men boarded a vessel, and before the rest of the crew could follow the wash of the ship separated the two boats and Trippe and his men found themselves face to face with five times their number of the enemy. Instant offense was their only safety. Without a moment's hesitation the Americans dashed at their antagonists and a conflict of the fiercest description ensued. Trippe singled out the Tripolitan commander and engaged him in a hand-to-hand fight. The Mohammedan was a gigantic man and accustomed to this method of fighting. In the battle that ensued he wounded Trippe no less than 11 times, finally breaking his sword and beating him to his knees. While in that position and before he could be cut down by the man the gallant American, who was a small, slender man, seized a hand pike from the deck and by a desperate upward thrust impaled his huge antagonist, just as Sergt. Meredith, by a vicious bayonet thrust, pinned to the mast another corsair, who was about to finish him. Three days after this Sergt. Meredith was blown up in a gunboat.

Destroyer No. 166—**BUSH**—named in memory of First Lieut. William S. Bush, U. S. Marine Corps. Appointed a second lieutenant in the United States Marine Corps, July 3, 1809; promoted to first lieutenant March 4, 1811. He served during the War of 1812, and lost his life August 19, 1812, while aboard the *Constitution* during its engagement with the British frigate *Guerriere*. The vessels, after an engagement lasting for some time, were brought together, and Lieut. Bush fell mortally wounded while attempting to board the British vessel. Capt. Hull, who commanded the *Constitution*, said of him in his report to the Secretary of the Navy: "In him our country has lost a valuable and brave officer."

Destroyer 167—**COWELL**—named in memory of Master John G. Cowell, who was appointed a master in the U. S. Navy January 21, 1809, and died of wounds, April 18, 1814, received near Valparaiso in the action between the U. S. frigate *Essex* and His British Majesty's frigate *Phoebe* and the sloop-of-war *Cherub* April 18, 1814. The conduct of this brave and heroic officer, who lost a leg during the action, excited the admiration of every man on the ship. After being wounded he would not consent to be taken below until loss of blood rendered him insensible. He was at the time of the action an acting lieutenant.

Destroyer No. 168—**MADDOX**—named in memory of Capt. William A. T. Maddox, U. S. Marine Corps; born in Maryland, and appointed from that State a second lieutenant in the Marine Corps October 14, 1837. The previous year he had served in the war with the Creeks and Seminole Indians as first lieutenant, commanding a company of volunteers under Gen. Jessup; 1845-1847, while serving on the sloop *Cyane*, Pacific Squadron, he landed at Monterey July 7, 1846, when the American flag was hoisted, thereby assisting in taking possession of the country, and hoisted the American flag at San Diego July 29, 1846; August 15, 1846, was appointed by Commodore Stockton to take command of two companies of mounted riflemen to proceed against Gen. Alvarado; on this march of 500 miles, near the mission of San Luis Obispo, after a sharp skirmish, made prisoners of a number of men and 15 officers; on September 18, 1846, was appointed, for services rendered, military commandant of the middle district of California, headquarters at Monterey; in the spring of 1847 he landed with a party of men to intercept a Mexican force expected near Rio Colorado, arriving May 15 at Monterey; attached to the frigate *Columbus* June 4, 1847, to March 2, 1848; at headquarters, Washington, 1848-1850; brevetted captain, to take rank from January 3, 1847, for gallant and meritorious conduct at the battle of Santa Clara on that date and in suppressing an insurrection at Monterey during the time he was commandant of the middle district of California; commanded the second company of marine battalion who fired on the mob in June, 1857, at Washington, thereby assisting in the capturing the cannon used by the "Plug-Ugly" rioters and suppressing the riot; retired in 1880; died at Washington, D. C., January 1, 1889.

Destroyer No. 169 and torpedo boat No. 3—**FOOTE**—named in memory of Rear Admiral Andrew Hull Foote, U. S. Navy; born at New Haven, Conn., September 12, 1806; died in New York June 28, 1863. Distinguished himself in engagements with barrier forts, Canton River, China, finally carrying them by storm; Chief of Bureau of Equipment and Recruiting; received thanks of Congress for gallant service during the Civil War; appointed to command the South Atlantic Blockading Squadron in 1863, but died en route.

Destroyer No. 170—**KALK**—named in memory of Lieut. Stanton F. Kalk; born in Alabama, October 14, 1804. Appointed a midshipman June 13, 1912; graduated June 2, 1916, and assigned to the battleship *Florida* as junior lieutenant; died December 6, 1917, when the destroyer *Jacob Jones* was torpedoed by a German submarine, from exposure while endeavoring to save the lives of others. He was praised in the official report of the disaster to the *Jacob Jones* for his promptness in measures taken to avoid the enemy's weapon of destruction and for his general ability as an officer.

Destroyer No. 171—**BURNS**—named in memory of Capt. Otway Burns, U. S. Navy; born in Queens Creek, N. C., 1775; died at Portsmouth, N. C., August 25, 1850. During the War of 1812 he commanded the letter of marque *Snap Dragon*, and had several encounters with British men-of-war, taking 15 prizes, 1 of which had a cargo valued at \$350,000; from 1821 to 1834 he served in the General Assembly of North Carolina; in 1835 was appointed by President Jackson as keeper of Brant Island Shoal light, and held the position until his death.

Destroyer No. 172—**ANTHONY**—named in memory of Sergt. Maj. William Anthony, U. S. Marine Corps; born in Albany, N. Y. Enlisted in the Marine Corps February 1, 1875, and with short intervals between reenlistments served almost continuously therein until June 26, 1899. Capt. C. D. Sigsbee, in a letter of April 8, 1898, called the attention of the Secretary of the Navy to the "soldierly conduct of Prvt. William Anthony on the occasion of the explosion of the *Maine*," and stated as follows: "At the time of the explosion I was in the captain's cabin of the *Maine*. The lights of the vessel were instantly obscured and the apartments were filled with smoke; there was immediate and intense darkness. On leaving my cabin through the usual passage forward, feeling my way along, I was met near the outer door of the superstructure by Prvt. Anthony, who was coming into the cabin to fulfill, on that dangerous occasion, the precise

duties of his position by notifying me of the explosion. He ran against me in the darkness, apologized hastily, and reported to me that the ship had been blown up and was sinking. The splendid feature in the case of this service performed by Prvt. Anthony is that on an occasion when a man's instinct would lead him to seek safety outside the ship, he started into the superstructure and toward the cabin, irrespective of the danger. The action was a noble one, and I feel it an honor to call his conduct to the attention of the Navy Department with the recommendation that he be made a sergeant."

Destroyer No. 173—SPROSTON—named in memory of Lieut. John G. Sproston, U. S. Navy, who was born in Maryland and was killed in action June 8, 1862. Appointed midshipman July 15, 1846; was on the Pacific station during War with Mexico. On November 1, 1861, at the Battle of Port Royal, S. C., he fired nearly all the 11-inch shells with his own hand. He took active part in operations of the South Atlantic Blockading Squadron on the coast and up the rivers of South Carolina, Georgia, and Florida; was killed while on a boat expedition in St. Johns River, Fla.; was commended in a letter from Rear Admiral S. F. Du Pont as "an able, brave, and devoted officer from the State of Maryland \* \* \* distinguished for gallantry while in command of one of the boats which destroyed the rebel privateer under the guns of Pensacola Navy Yard in September, 1861, and his whole conduct during this war has been gallant and meritorious."

Destroyer No. 174—RIZAL—named in memory of Jose Rizal; born June 19, 1861, at Calamba, southeast shore of the bay, in Luzon, P. I.; executed December 30, 1896, and buried in cemetery in Manila, P. I., Filipino doctor of medicine, author, patriot; imprisoned by Spanish Government for "carrying on an antireligious and antipatriotic campaign of education" in the Philippines; tried before a military court, denied the right of counsel, found guilty, and ordered to be shot as "the principal organizer and the soul of the insurrection in the Philippines; a founder of societies, newspapers, and books devoted to favoring and making public rebellious and seditious ideas among the people, and the chief of filibusterism in the country."

Destroyer No. 175 and Torpedo Boat No. 17—MACKENZIE—named in memory of Lieut. Commander Alexander Slidell Mackenzie, U. S. Navy. Appointed midshipman in 1855; was killed in Formosa, June 13, 1867, while leading a party against the savages who had murdered the whole crew of the American bark *Rover* sometime before.

Destroyer No. 176—RENSHAW—named in memory of Commander William B. Renshaw, U. S. Navy; born in Brooklyn, N. Y., October 11, 1816; killed in battle January 1, 1863. Appointed midshipman November, 1831; commander April 26, 1861; saw much sea duty; 1847-48 in the *Warren*, Pacific Squadron. Took part in operations on the Pacific side in the War with Mexico. Civil War, commended by Admiral Farragut for "the handsome manner in which he managed his vessel," the *Westfield*, in operations with the Mortar Fleet below New Orleans and on the Mississippi River, 1862-63. Refused to surrender to the Confederate forces, Galveston Harbor, January 1, 1863, setting fire to his vessel to prevent her falling into their hands, and was killed in the explosion of the vessel which followed.

Destroyer No. 177—O'BANNON—named in memory of First Lieut. Presley N. O'Bannon, U. S. Marine Corps. Appointed second lieutenant in the Marine Corps January 18, 1801. He was promoted first lieutenant October 15, 1802, and resigned March 6, 1807. During the war with Tripoli an expedition was started out from Alexandria, Egypt, to Derne. The force consisted of mercenaries, together with Lieut. O'Bannon, one sergeant, and six privates of the Marine Corps. A march of 600 miles was made, and the force, which had been augmented by additional marines, arrived before Derne April 26, 1805. The works were shelled by the *Hornet*, *Nautilus*, and *Argus* on April 27, and in the afternoon the principal work was stormed by Lieut. O'Bannon and Midshipman Mann. The Tripolitan ensign was hauled down, and for the first time in the history of the country the flag of the Republic was hoisted on a fortress of the Old World. The enemy was driven out of the work with so much precipitation that he left his guns loaded and even primed. The guns were immediately turned upon the town. Gen. Fatou was wounded and Lieut. O'Bannon, with a detachment under his command, took possession of the battery, planted the American flag upon its ramparts, and turned its guns upon the enemy. The attack was made by about 1,200 men, while the place was supposed to be defended by 3,000 or 4,000 men.

Destroyer No. 178—HOGAN—named in memory of Ordinary Seaman Daniel Hogan, U. S. Navy, who entered the United States Navy from Boston, Mass., 1811, on the U. S. schooner *Revenge*, commanded by Lieut. O. H. Perry. January 9, 1811, the *Revenge* was wrecked in Newport Harbor during a heavy fog. Transferred to the U. S. S. *Constitution* February 18, 1811. On the *Constitution* during the engagement with the British frigate *Guerrriere*, and when the flag was shot away from the foretop-gallant masthead he climbed up and lashed it in place in the face of the firing. Remained on the *Constitution* and, in the fight between that ship and the *Java*, January 3, 1813, was severely wounded, losing the fingers of both hands. He died September 1, 1818. His address was given as New York City and it is supposed that he died there.

Destroyer No. 179—HOWARD—named in memory of Acting Ensign Charles W. Howard; appointed acting master's mate October 7, 1862; acting ensign May 1, 1863; and acting master October 6, 1863; died October 6, 1863, of wounds received in action at Charleston, S. C. Served on the ironclad *New Ironsides*, South Atlantic Blockading Squadron, and took part in operations against defenses of Charleston Harbor; dangerously wounded by rifle shot from the *David* that attacked the *New Ironsides*, and attempted to blow her up in Charleston Harbor on the night of October 5, 1863; promoted October 6, 1863, for his conspicuously brave conduct while in charge of the deck when the *Ironsides* was attacked; department was asked to confirm this appointment by the captain of the *Ironsides*, which was done October 16, 1863, after his death.

Destroyer No. 180—STANSBURY—named in memory of Lieut. John Stansbury; born in Baltimore, Md.; killed in action September 11, 1814. Midshipman with Decatur in the capture of the *Macedonian* by the *United States* October 25, 1812; lieutenant on the *Ticonderoga* at the battle of Lake Champlain, during which battle he was killed.

Destroyer No. 181—HOPEWELL—named in memory of Midshipman Pollard Hopewell. Appointed a midshipman June 4, 1812; served on the *Chesapeake* from August 21, 1812, until killed in action between that vessel and the British frigate *Shannon*, June 1, 1813.

Destroyer No. 182—THOMAS—named in memory of Lieut. C. C. Thomas, U. S. Navy, who was born at Grass Valley, Cal., December 26, 1836; died at sea April 28, 1917. Appointed midshipman in 1904; commissioned lieutenant August 29, 1916; lost his life while in command of the armed guard crew of the steamship *Vacuum* when that vessel was torpedoed by a German submarine on April 28, 1917; was the first United States naval officer to lose his life in the War with Germany.

Destroyer No. 183—HARADEN—named in memory of Capt. Jonathan Haraden, U. S. Navy; born in Gloucester, Mass., 1745; died in Salem, Mass., November 26, 1803. Was in command of the U. S. S. *General Pickering* in 1780, when he met and defeated the English privateer *Achilles*, in an engagement lasting three hours. Farragut said of his fight with the *Achilles*: "I would rather have fought that fight than any ever fought on the ocean." Captured 1,000 guns during the War of 1812.

Destroyer No. 184—ABBOT—named in memory of Commodore Joel Abbot, U. S. Navy, who was born in Westford, Mass., January 18, 1793, and died of malarial fever in Hongkong, China, December 14, 1855. Was appointed midshipman November 2, 1812; his first cruise was under Commodore Rodgers on the frigate *President*, who recommended him to Commodore Maconough, then in command of the naval forces on Lake Champlain; he was given a mission to penetrate the British lines and destroy a quantity of masts and

spars; this he accomplished, having assumed the disguise of a British officer, for which service he was promoted lieutenant and voted a sword by Congress. From 1839 to 1842 was executive at the Boston Navy Yard; he was commissioned captain in 1848; in 1852 he commanded the frigate *Macedonian* on the Japan expedition, succeeding Commodore Perry as flag officer of the squadron. During this critical period of our relations with China he was often called on to perform delicate diplomatic duties and discharged them to the complete satisfaction of the Government. He shortened his life by devotion to the interests of commerce in personally supervising the placing of buoys and a lightsip in the Yangtze Kiang, which for the first time then had its channels and sailing courses properly defined.

Destroyer No. 185 and torpedo boat No. 24—**BAGLEY**—named in memory of Ensign Worth Bagley, born in Raleigh, N. C., April 6, 1874; appointed naval cadet in September, 1891; was the first naval officer killed in action during the Spanish-American War; served on the U. S. torpedo boat *Winslow*, and lost his life in its attack on batteries at Cardenas, Cuba, May 11, 1898.

Destroyer No. 186—**CLEMONS**—named in memory of Passed Midshipman Henry A. Clemons, U. S. Navy; born in New Jersey. Appointed midshipman June 9, 1836; passed midshipman July 1, 1846; ordered to the *St. Marys*, Home Squadron; transferred to the brig *Somers*, which capsized in a squall in the Gulf of Mexico, off Vera Cruz. Midshipman Clemons insisted that the men should take the only available boat, and he clung to a spar, which he abandoned when he found it inadequate to support all who were hanging on it.

Destroyer No. 187 and torpedo boat No. 9—**DAHLGREN**—named in memory of Rear Admiral John Adolphus Dahlgren, U. S. Navy; born in Philadelphia, November 19, 1809; died at the navy yard, Washington, July 12, 1870. Appointed midshipman, February 1, 1826; rear admiral, February 7, 1863; was twice Chief of Bureau of Ordnance; perfected invention of the famous Dahlgren gun, and introduced howitzers ashore and afloat.

Destroyer No. 188 and torpedo boat No. 20—**GOLDSBOROUGH**—named in memory of Rear Admiral Louis Malherbe Goldsborough, U. S. Navy; born in Washington, D. C., February 18, 1805; died in Washington, February 20, 1877. Warranted midshipman when only a little more than 7 years of age, June 18, 1812; was commissioned rear admiral July 16, 1869. In September, 1827, while conveying a fleet of merchant vessels, one of the convoy, an English vessel named *Comet*, was attacked and carried off by Greek pirates. After a fierce fight, in which 90 of the pirates were killed, the *Comet* was rescued, and he received the thanks of the British Government. He was appointed flag officer at the outbreak of the Civil War, and September, 1861, planned and took part in the joint Army and Navy expedition to the sounds of North Carolina, and participated in the capture of Roanoke Island February 5, 1862.

Destroyer No. 189—**SEMMESE**—named in memory of Commander Raphael Semmes, U. S. Navy; born in Charles County, Md., September 27, 1809; died in Mobile, Ala., August 30, 1877. Appointed a midshipman April 1, 1826; commissioned commander September 14, 1855. At the beginning of the War with Mexico he was made flag lieutenant under Commodore David Conner, commanding the squadron in the Gulf, and in the siege of Vera Cruz was in charge of a naval battery on shore. April 28, 1847, he was ordered into the interior of Mexico on a special mission, and went to the City of Mexico with the Army as aid to Gen. Worth. He served for several years as inspector of lighthouses on the Gulf coast, and in 1858 became secretary of the Lighthouse Board at Washington.

Destroyer No. 190—**SATTERLEE**—named in memory of Capt. Charles Satterlee, U. S. Coast Guard; born in Essex, Conn., September 14, 1875. Appointed a cadet in the Revenue Service November 19, 1895; promoted to the grade of captain in the Coast Guard September 1, 1915. In 1908 he was assigned as supervisor of anchorages at Sault Ste. Marie, Mich., which duty included the command of the cutter *MacKinnac*. In 1909 he was ordered to the *Tahoma*, then fitting out at Baltimore, Md., for a cruise to the Pacific. From 1910 to 1913 he was assistant inspector of life-saving stations. On September 26, 1918, while in command of the *Tampa*, which was escorting a convoy of vessels in Bristol Channel, England, she was sunk by an enemy torpedo and all hands were lost.

Destroyer No. 191—**MASON**—named in memory of the Hon. John Young Mason, Secretary of the Navy, 1844-45, 1846-1849; born in Greene County, Va., April 18, 1799; died in Paris, France, October 3, 1859. Graduated from the University of North Carolina in 1816; studied law at Litchfield, Conn.; was admitted to the bar in 1819, and practiced with great success in Southampton County, Va.; he was successively a member of the Legislature of Virginia and of the State constitutional convention of 1829; a Member of Congress from 1831 to 1837 and chairman of Committee on Foreign Affairs, and judge of the United States district court and of the circuit court of Virginia. In 1844 he was appointed Secretary of the Navy by President Tyler, and in 1845 President Polk made him Attorney General of the United States, but in the next year he was again placed at the head of the Navy Department. In 1849 he removed to Richmond, Va., and resumed the practice of law. He was president of the Virginia constitutional convention of 1850. In 1853 he was appointed United States minister to France, and was reappointed by President Buchanan, remaining in that post until his death. He was buried at Hollywood, Richmond, Va.

Destroyer No. 192—**GRAHAM**—named in memory of the Hon. William A. Graham, Secretary of the Navy 1850-1852; born in Lincoln County, N. C., September 5, 1804; died at Saratoga Springs, N. Y., August 11, 1875. He was graduated from the University of North Carolina in 1824, was admitted to the bar in 1826, and entered practice at Hillsboro. From 1833 he was repeatedly elected to the House of Commons, of which in 1839-40 he was speaker. In 1840-1843 he was in the United States Senate, in 1844 and 1846 he was elected Whig governor of North Carolina, and declined a third term, and from 1850-1852 was Secretary of the Navy, in which capacity he organized Perry's expedition to Japan.

Destroyer No. 193—**ABEL P. UPSHUR**—named in memory of the former Secretary of the Navy Abel P. Upshur; born in Northampton County, Va., June 17, 1790; killed on the U. S. S. *Princeton* near Alexandria, Va., February 28, 1844. He studied law and was admitted to the bar in 1810; elected to the State Legislature of Virginia in 1826; judge of the general court in 1829. On September 13, 1841, he was appointed Secretary of the Navy and held that position until July 23, 1843, when he became Secretary of State. On February 28, 1844, he accompanied a party of distinguished persons down the Potomac on the U. S. S. *Princeton* to witness some experiments in firing a new iron gun of unusual size. On the return trip the gun was fired a third time and burst, killing six and wounding a number of those on board.

Destroyer No. 194—**HUNT**—named in memory of former Secretary of the Navy William Henry Hunt; born in Charleston, S. C., in 1824; died in St. Petersburg, Russia, February 27, 1884. Was educated at Yale College and removed to New Orleans, where he was admitted to the bar. In March, 1876, he was appointed attorney general of the State of Louisiana, 1878 judge of the Court of Claims, 1881 Secretary of the Navy; he subsequently served as minister to Russia, where he died.

Destroyer No. 195—**WELBORN C. WOOD**—named in memory of Cadet Welborn Cicero Wood, U. S. Navy; born in Georgia, January 15, 1876; killed in action September 17, 1899, at Orani, Philippine Islands. Appointed naval cadet from Georgia September 6, 1895; graduated from the United States Naval Academy, Annapolis, Md., in January, 1899. Ordered to duty in the Asiatic Station. On September 17, 1899, while commanding the gunboat *Urdaneta*, engaged in patrolling the Orani River, Manila Bay, for the purpose of preventing the introduction of supplies of food and materials of war to the insurgent Filipinos, the vessel went aground in the mud and was attacked by a band of insurgents. In the engagement which followed Cadet Wood was killed and all under his command were either killed or captured.

Destroyer No. 196—**GEORGE E. BADGER**—named in memory of former Secretary of the Navy George Edmund Badger; born in Newbern, N. C., April 31, 1795; died in Raleigh, N. C., May 11, 1866. He was

graduated from Yale University in 1813 and studied law in Raleigh. In 1816 he was elected to the State legislature; 1820-1825 judge of the North Carolina superior court at Raleigh. He was appointed Secretary of the Navy in 1841 and subsequently served in the Senate for two terms. He was a vigorous speaker and a man of profound research.

Destroyer No. 197—BRANCH—named in memory of former Secretary of the Navy the honorable John Branch; born in Halifax, N. C., November 4, 1782. After graduation at the University of North Carolina in 1801 he studied law, became judge of the superior court, and was a State senator from 1811 to 1817, in 1822, and again in 1834. He was elected governor of his State in 1817, and from 1823 to 1829 was United States Senator, resigning in the latter year when he was appointed Secretary of the Navy, which office he held until 1831; 1844-45 was governor of the Territory of Florida. Died in Enfield, N. C., January 4, 1863.

Destroyer No. 198—HERNDON—named in memory of Commander William Lewis Herndon, U. S. Navy; born in Fredericksburg, Va., October 15, 1813. Appointed midshipman 1828; in 1847-48 commanded the *Iris* and was actively employed in the Gulf of Mexico during the War with Mexico. In 1849-50 attached to the *Vandalia*, Pacific squadron. In 1855 he was granted leave by the Navy Department to take command of the Pacific Mail steamer *George Law*, afterwards the *Central America*, running between New York and Aspinwall. This line of steamers at the time was required to be commanded by officers of the Navy. On September 7, 1857, on a return voyage from Aspinwall, when off Cape Hatteras, a heavy gale was encountered, which increased to a violent storm lasting almost a week. The steamer sprung a leak, which extinguished the fires and left the vessel at the mercy of the waves. On September 12, the brig *Marine*, of Boston, was sighted; boats were lowered and Capt. Herndon remained on board directing the rescue work until the vessel went down. The last order of this gallant officer was to an approaching boat to "keep off," to have gone nearer would have swamped her.

Destroyer No. 199—DALLAS—named in memory of Capt. Alexander J. Dallas, U. S. Navy; born in Philadelphia, Pa., May 15, 1791; died at Callao, Peru, June 3, 1844. Appointed midshipman November 22, 1805; captain April 24, 1828; fired the first shot of the War of 1812 in the engagement between the *President* and the *Belvédere*, June 23, 1812; commanded the *Spiffire* in operations against Algiers, 1815; commanded the *John Adams*, operating against pirates in the West Indies, 1824; from 1832-1834 was employed in laying out the Pensacola Navy Yard, and was commended for the good work accomplished; in 1835-1837 commanded the West Indian Squadron and cooperated with Gen. Scott in suppressing the Seminole Indians. In recognition of his service, Fort Dallas was named for him. In 1843 he was in command of the Pacific Squadron, and died on the *Vandalia* in the harbor of Callao, Peru.

Destroyer No. 200—CHANDLER—named in memory of Hon. William Eaton Chandler, Secretary of the Navy, 1882-1886; born in Concord, N. H., December 28, 1835; died December 1, 1917. He was graduated from the Harvard law school in 1855 and for several years after his admission to the bar practiced in Concord, and in 1859 was appointed reporter of the New Hampshire Supreme Court, and published five volumes of its reports. In 1862 he was elected to the New Hampshire House of Representatives, of which he was speaker for two successive terms in 1863-64. On June 17, 1865, he became First Assistant Secretary of the Treasury. On April 7, 1862, he was appointed Secretary of the Navy. Among the important measures carried out by him were the simplification and reduction of the unwieldy navy-yard establishment; the limitation of the number of annual appointments to the actual wants of the naval service; the discontinuance of the extravagant policy of repairing worthless vessels; and the beginning of a modern Navy in the construction of the four new cruisers recommended by the advisory board. The organization and successful voyage of the Greely relief expedition in 1884 was largely due to his personal efforts.

Destroyer No. 207—SOUTHARD—named in memory of the Hon. Samuel Lewis Southard, Secretary of the Navy, 1823-1829; born in Basking Ridge, N. J., June 9, 1787; died in Fredericksburg, Va., June 26, 1842. He was graduated at Princeton in 1804, taught in his native State, and then went to Virginia as tutor in the family of John Talliferro. After studying law and being admitted to the bar in that State he returned to New Jersey and settled at Flemington. He was appointed law reporter by the legislature in 1814, became associate justice of the State supreme court in 1815, was a presidential elector in 1820, and was chosen to the United States Senate as a Whig in place of James J. Wilson, who had resigned, serving from February 16, 1821, until March 3, 1823. In 1821 he met his father on a joint committee, and they voted together on the Missouri compromise. In September, 1823, he became Secretary of the Navy and he served until March 3, 1829, acting also as Secretary of the Treasury from March 7 until July 1, 1825, and taking charge of the portfolio of war for a time. On his retirement from the Secretaryship of the Navy, in 1829, he became attorney general of New Jersey, and in 1832 he was elected governor of the State. He was chosen United States Senator again in 1833, and served until his resignation on May 3, 1842. In 1841, on the death of President Harrison and the consequent accession of John Tyler, he became President of the Senate.

Destroyer No. 208—HOVEY—named in memory of Ensign Charles Emerson Hovey, U. S. Navy; born in Portsmouth, N. H., January 10, 1885; died in the Philippine Islands September 24, 1911, graduated from the United States Naval Academy in 1907. A detachment of men from the U. S. S. *Pampanga*, of which Ensign Hovey was in charge, September 11, 1911, was attacked by hostile natives on the island of Basilan, Philippine Islands, and he was shot by one of the natives.

Destroyer No. 209—LONG—named in memory of the late Secretary of the Navy, John Davis Long; born in Buckfield, Oxford County, Me., October 27, 1838; died August 28, 1915. Graduated from Harvard in 1857 and admitted to the bar in 1861. He was governor of Massachusetts in 1880-1882. In 1897 he became Secretary of the Navy. He ably administered the affairs of the Navy from 1897 to 1907, which included the period of the Spanish-American War.

Destroyer No. 210—BROOME—named in memory of Lieut. Col. John Lloyd Broome, U. S. Marine Corps; born in New York; died in Binghamton, N. Y., April 12, 1898. Commissioned second lieutenant, United States Marine Corps, January 12, 1848; was made brevet lieutenant colonel for gallant and meritorious services in operations against Vicksburg; promoted lieutenant colonel March 16, 1879; served in the Mexican War and was commended for gallantry; cruised on various stations and was placed in charge of the filibustering steamer *New Orleans* and brought her to New York; 1861 took part in the relief of Fort Pickens; 1862 ordered as fleet marine officer of Admiral Farragut's squadron; brevetted major for gallant service at the capture of New Orleans; took part in all prominent engagements on the Mississippi River of Farragut's squadron from 1862 to May, 1863; held important posts on shore stations until March 8, 1868, when he was retired.

Destroyer No. 211—ALDEN—named in memory of Rear Admiral James Alden, U. S. Navy; born in Portland, Me., March 31, 1810; died at San Francisco, Calif., February 6, 1877. Appointed midshipman April 1, 1828; rear admiral June 19, 1871. He made first cruise in the Mediterranean Squadron. During the Mexican War, 1847-48, he was attached to the home squadron and participated in the capture of Vera Cruz; Civil War, 1861, commanded the U. S. S. *South Carolina*, which reinforced Fort Pickens; April, 1862, was actively engaged in operations on the Mississippi River and at Mobile Bay with Admiral Farragut; 1869-1871, Chief of Bureau of Navigation. He retired in 1871.

Destroyer No. 212—SMITH THOMPSON—named in memory of former Secretary of the Navy Smith Thompson; born in Stanford, Dutchess County, N. Y., January 17, 1768; died in Poughkeepsie, N. Y., December 18, 1843. Was graduated from Princeton College in 1788; associate justice of the Supreme Court of the State of New York 1802-1814; chief justice 1814-1818, when he was made Secretary of the Navy. He

was later appointed Associate Justice of the Supreme Court of the United States, which position he held at the time of his death.

Destroyer No. 213—**BARKER**—named in memory of Rear Admiral Albert S. Barker, U. S. Navy; born in Hanson, Mass., March 31, 1845; died at Washington, D. C., January 30, 1916. Appointed midshipman October 25, 1859; commissioned rear admiral October 10, 1899. After graduating from the Naval Academy, in 1862, he was ordered to the U. S. S. *Mississippi* and took part in the bombardment and passage of forts below New Orleans and the capture of that city; was on the *Mississippi* when she got ashore and was set on fire to prevent her capture; transferred to the *Monongahela* and took part in operations of the West Gulf Blockading Squadron until August 9, 1863, when ordered to the *Niagara* for special service. After the close of the Civil War he held various prominent positions ashore. During the Spanish-American War he commanded the *Newark* and participated in the bombardment of Santiago July 1, 1898; commanded the *Oregon* August 2, 1898, to May 29, 1899, on special service in the Pacific. His last duty afloat was commander in chief of the Atlantic Fleet, 1903-1905.

Destroyer No. 214—**TRACY**—named in memory of the Hon. Benjamin Franklin Tracy, Secretary of the Navy, 1889-1893; born in Oswego, N. Y., April 26, 1830; died in 1915. He was educated at Oswego Academy, and was admitted to the bar in 1851. In 1861 he was a member of the State assembly; 1862 he recruited the 109th and 137th New York Volunteers and became colonel of the former. For his gallantry in the Battle of the Wilderness he received the congressional medal of honor in 1895. At the close of hostilities he was brevetted brigadier general of volunteers. From 1866 to 1873 he was United States district attorney of New York, and from 1881 to 1883 was associate judge of the State court of appeals. As Secretary of the Navy, 1889-1893, he did such important work in increasing the number of battleships and raising the standard of the service to a high level that he has been called the "Father of the Navy."

Destroyer No. 215—**BORIE**—named in memory of former Secretary of the Navy Adolph Edward Borie; born in Philadelphia, November 25, 1809; died there February 5, 1880. In 1826 he was graduated from the University of Pennsylvania and went to Paris to complete his education. After spending several years abroad he returned to the United States and entered into mercantile pursuits. He gave large sums toward the enlistment and care of soldiers during the Civil War. On March 5, 1869, he became Secretary of the Navy.

Destroyer No. 216—**JOHN D. EDWARDS**—named in memory of Lieut. John Davis Edwards, U. S. Navy, born in Isle of Wight County, Va., August 2, 1885; died at sea, October 9, 1918. Appointed warrant machinist, December 31, 1903; ensign, July 30, 1914; lieutenant, October 15, 1917; attached to U. S. S. *Shaw*, cruising in British waters; killed when the *Shaw* was rammed in collision with the British troopship *Aqui amia*.

Destroyer No. 217, and Destroyer No. 15—**WHIPPLE**—named in memory of Capt. Abraham Whipple, U. S. Navy; born in Providence, R. I., September 16, 1733; died in Marietta, Ohio, May 29, 1819. He early in life commanded vessels in the West India trade. Toward the close of the French War, 1759-60, he won distinction while in command of the *Gamecock*; captured while on her 23 prizes. June 18, 1772, he commanded the party of volunteers who captured and burned the British revenue schooner *Gaspée*, which ran ashore while in chase of the Providence packet *Hannah*. This was considered the first overt act of resistance against Great Britain by the Colonies. June, 1775, Rhode Island sent out two vessels under Whipple, who captured and brought in the *Rose*. December 22, 1775, Congress appointed Capt. Whipple third on the list of captains in the Continental Navy and gave him command of the *Columbus*. August of this same year, off the northeast coast of America, Capt. Whipple captured the *Royal Exchange*, with valuable cargoes. The *Columbus* was chased ashore on Point Judith and burned April 1, 1778. Upon the rearrangement of the officers of the Continental Navy, October 10, 1776, Whipple was placed No. 12 on the list and the *Providence* assigned to him. In her he made many prizes and was captured on her at Charleston, S. C., May 12, 1780, and kept a prisoner until the close of the war.

Destroyer No. 218—**PARROTT**—named in memory of Lieut. George Fountain Parrott, jr., U. S. Navy; born in North Carolina, December 23, 1887; died at sea, October 9, 1918. Appointed midshipman July 3, 1906; lieutenant (junior grade) March 7, 1915; attached to the U. S. S. *Shaw*. Lieut. Parrott died in the performance of duty.

Destroyer No. 219—**EDSALL**—named in memory of N. E. Edsall, seaman, U. S. Navy; born in Columbus, Ky., June 3, 1873; killed by hostile natives near Apia, Samoa, April 1, 1899, while attached to the U. S. S. *Philadelphia*. Enlisted in the United States Navy as seaman June 27, 1898. On April 1, 1899, while attached to the U. S. S. *Philadelphia*, he went ashore with a party under command of Lieut. Lansdale, United States Navy, to suppress the hostile natives near Apia, Samoa. The thicket was so dense that when the order to retreat was sounded it was not possible for the different parts of the expedition to render each other mutual support. Lieut. Lansdale was wounded below the knee and was incapable of marching. Edsall was mortally wounded while assisting Lieut. Lansdale to a place of safety, showing a spirit of bravery and self-sacrifice in keeping with the standards of the Navy.

Destroyer No. 220—**MACLEISH**—named in memory of Lieut. Kenneth MacLeish, U. S. Navy Reserve Force; born in Glencoe, Ill., September 19, 1894. After serving in the United States Naval Reserve Force as an enlisted man since March 24, 1917, he was appointed ensign in the Naval Reserve Flying Corps August 31, 1917. On October 13, 1917, he was ordered to aviation duty in France; commissioned lieutenant (junior grade) March 23, 1918; commissioned lieutenant July 1, 1918. Detached from duty at Clermond Ferrand July 2, 1918, and ordered to Dunkerque on August 18, 1918; ordered to duty with Northern Bombing Group, Paris, France, where he took part in many air raids over the enemy's lines. While on a raid with the R. A. F. Squadron No. 213 the squadron was attacked by a large number of enemy planes. In the engagement which ensued MacLeish's plane was shot down and he was instantly killed. He was considered one of the best pilots of this group. Reported battle casualty No. 1224 by the Fifth Corps R. A. F. on October 15, 1918.

Destroyer No. 221—**SIMPSON**—named in memory of Rear Admiral Edward Simpson, U. S. Navy; born in New York City, March 3, 1824; died in Washington, D. C., December 1, 1888. Appointed midshipman February 11, 1840; rear admiral February 9, 1884; 1840-1843 attached to line of battleship *Independence*; 1845 Congress, Brazil Station. War with Mexico—1845 attached to the *Viren* and took part in the attack on forts of Alvarado, Tobasco, and Tuxpan; the *Viren* covered the landing of our Army at the siege of Vera Cruz and took part with the mosquito fleet in the bombardment of that city. 1856-57 lieutenant on the *Portsmouth*, East India Station; took part in the bombardment of the Barrier Forts in Canton River, China. Civil War—commanded monitor *Poseaic* 1867-64 in attacks on Forts Wagner, Sumter, Moultrie, and Battery Bee in Charleston Harbor; 1864 commanded *Isonomia*, Fast Gulf Blockading Squadron; 1865 fleet captain West Gulf Blockading Squadron and engaged in operations against Mobile from March 27 to April 12, 1865, when the city capitulated; 1867-68 commanded the *Mohican*, North Pacific Squadron. He was sent on a special mission to Europe, and was later in charge of the Torpedo Station, Newport, R. I., and commandant at the Naval Station, New London. He was considered an authority on naval ordnance and wrote several books on the subject. He was president of the Naval Academy Graduates Association from its organization until his death.

Destroyer No. 222—**BULMER**—named in memory of Capt. Roscoe C. Bulmer, U. S. Navy; born in Virginia City, Nev., November 4, 1874; died August 5, 1919, at Kirkwall, Scotland, from injuries received in an automobile accident. Appointed naval cadet September 26, 1890; ensign July 1, 1896; lieutenant (junior grade) July 1, 1899; lieutenant February 9, 1902; lieutenant commander January 3, 1908; commander July 1, 1913; captain (T) July 1, 1918; in command of the U. S. S. *Block Hawk*, December 18, 1917; was United

States naval representative at a conference at the British Admiralty in London, October 31, 1918, which met to consider clearing the seas of mines after the war. Assumed command of mining operations with title of commander, Mine Sweeping Detachment, on January 5, 1919. His zeal and courage, combined with a sound knowledge of his profession, contributed greatly to the success of the mine force.

Destroyer No. 223—McCORMICK—named in memory of Lieut. (Junior Grade) Alexander A. McCormick, U. S. Naval Reserve Force; born in Chicago, Ill., December 15, 1897. Enrolled in the United States Naval Reserve Force as ensign, November 2, 1917; detached from duty at the Naval Air Station, Pensacola, Fla., May 28, 1918, to duty with aviation forces in France; died September 24, 1918, at Calais, France, General Hospital No. 30, from injuries received in battle when acting as an aerial gunner on Handley Page plane with a British squadron; he had been detailed to that squadron for training over the lines. Buried in Military Cemetery, Calais, France. Posthumously awarded the Navy Cross.

Destroyer No. 224 and destroyer No. 13—STEWART—named in memory of Rear Admiral Charles Stewart, U. S. Navy; born in Philadelphia, Pa., July 28, 1778; died Bordentown, N. J., November 6, 1869; buried Woodlawn Cemetery, Philadelphia. Lieutenant, March 9, 1798; senior flag officer, active list, April 20, 1859; rear admiral, retired list, July 16, 1862; distinguished in Naval War with France, 1798-1801; took part in operations against Tripoli, 1802-1805; commanded the U. S. S. *Constitution* 1813-1815, War 1812; captured *Pictou* and merchant vessels; February 20, 1815, captured H. B. M. S. *Cyane* and *Levant*, after spirited engagement; 1820-1824 commanded Pacific Squadron; successfully vindicated rights of American commerce; 1830-1832 Navy commissioner, included in thanks of Congress for gallant conduct in war with Tripoli and awarded sword. Thanks of Congress and gold medal for service in War of 1812. By special act of Congress, in recognition of his distinguished service, he was commissioned senior flag officer of the United States Navy. He received the soubriquet of "Old Ironsides."

Destroyer No. 225—POPE—named in memory of Commodore John Pope, U. S. Navy; born in Sandwich, Mass., December 17, 1798; died in Dorchester, Mass., January 14, 1876. Appointed midshipman, United States Navy, from Maine, May 30, 1818; commodore (retired) July 16, 1862; served in the Mediterranean, West Indian, Brazil, African, and East India Squadrons; Civil War—commanded the U. S. S. *Richmond*, Gulf Squadron, from July 1, 1861, to October 24, 1861, when relieved at his own request on account of ill health; took part in the search for the U. S. S. *Sumter* in the West Indies while on the way to join the Gulf Blockading Squadron; assisted in the blockade of the Passes of the Mississippi; took part in the engagement with Confederate States vessels at the Head of the Passes, October 12, 1861; held position of prize commissioner, Boston, Mass., 1864-65, and Lighthouse inspector 1866; detached from this duty in May, 1869, which terminated his active service at the age of 71, and, in the service of his country, 53 years. As an executive officer he had few equals and no superiors. Faithful in every duty, he was known among his associates as "Honest John Pope."

Destroyer No. 226—PEARY—named in memory of Rear Admiral Robert Edwin Peary, U. S. N.; born in Cresson, Pa., May 6, 1856; died in Washington, D. C., February 20, 1920. Graduate of Bowdoin, Edinburgh, and Tufts Colleges; promoted to Rear Admiral and given the thanks of Congress by special act of March 30, 1911; assistant engineer of Nicaragua Ship Canal Co. under Government orders 1884-85; in charge of Nicaragua Canal survey 1887-88; invented rolling lock gates for the canal. His first Arctic expedition was in 1886; chief of the Arctic expedition sent by the Academy of Science, Philadelphia, Pa., 1891; commanded Arctic expedition, 1898-1902; named the most northerly land in the world Cape Morris Jessup; July, 1905, sailed on the S. S. *Roosevelt* for the Arctic regions; returned in October, 1906, having reached "highest north." July, 1908, sailed on eighth Arctic expedition. In April, 1909, made his final dash of 130 miles to the North Pole in five days, reaching it April 6, 1909. He received honors from the scientific societies of Europe and America for his distinguished services in Arctic explorations and discoveries; was the author of numerous books on the North Pole and polar travel.

No. 227—PILLSBURY—named in memory of Rear Admiral John E. Pillsbury, U. S. Navy; born in Lowell, Mass., December 15, 1846; died in Washington, D. C., December 30, 1919; buried at Arlington National Cemetery. Appointed midshipman September 22, 1862; ensign December 18, 1868; master March 21, 1870; lieutenant January 1, 1872; lieutenant commander July 14, 1892; commander August 10, 1898; captain November 21, 1902; rear admiral July 4, 1908, retired in 1909; served on various stations afloat and ashore. From 1884 to 1891 he commanded the coast steamer *Blake* and did excellent scientific work, using in some of his researches instruments of his own invention. In the Spanish-American War he commanded the dynamite cruiser *Vesuvius*, operating around the island of Cuba and in the vicinity of Morro Castle. In 1905 he served as chief of staff of the North Atlantic Fleet; 1908-9 was chief of the Bureau of Navigation. Although Admiral Pillsbury's attainments as a sailor and fighting man were noteworthy, he was perhaps best known as being one of the foremost geographers of the world. He was actively identified with the National Geographic Society for many years, and was president of this society at the time of his death. His best known work was in connection with the investigation of the Gulf Stream, and his writings on that subject are accepted as the most authoritative in the world.

Destroyer No. 228—FORD—named in memory of Rear Admiral John Donaldson Ford, U. S. Navy; born in Baltimore, Md., May 19, 1840; died in Baltimore, April 8, 1918. Appointed third assistant engineer July 3, 1863; promoted to first assistant engineer June 6, 1868; passed assistant engineer February 27, 1874; chief engineer December 27, 1890; commander March 3, 1899; captain March 5, 1902; rear admiral May 19, 1902; served during the Civil War 1862-1865; attached to the West Gulf Blockading Squadron 1863-1865; took part in operations at the recapture of Baton Rouge, passage of Port Hudson, and engagements at other points on the Mississippi River; second assistant engineer of the U. S. S. *Richmond* at the Battle of Mobile Bay, August 5, 1864; attached to the *Sacramento* when she was wrecked off the coast of India in June, 1867; cruised on various stations and held important posts on shore; 1894-1895 attached to the *Bfooklyn*; 1898 fleet engineer of the Pacific Station, on the *Baltimore*, which vessel was later transferred to the Asiatic Station. As fleet engineer he took part in the Battle of Manila Bay, May, 1898, and operations at Cavite, Sangley Point, capture of forts at Corregidor and Manila. He was advanced three numbers for "eminent and conspicuous service in battle." He was retired in May, 1902, but retained on active duty as inspector of machinery and ordnance at Sparrows Point and Baltimore, Md., until December 25, 1908.

Destroyer No. 229 and destroyer No. 14—TRUXTON—named in memory of Commodore Thomas Truxton, U. S. Navy; born on Long Island, February 17, 1755; died in Philadelphia, Pa., May 3, 1822; buried in Christ Churchyard, Philadelphia. Entered the merchant service at the age of 12; impressed on an English frigate; offered a midshipman's appointment but declined it; returned to America; commanded several privateers during the War of the Revolution; was successful in making prizes; June 4, 1794, commissioned captain in the United States Navy; ordered to the *Constellation*; cruised in her in the West Indies in the War with France, 1798-1800; engaged and captured the French frigate *L'Insurgente*, of 50 guns, February 9, 1799, and captured two other vessels. February 2, 1800, he fought to a surrender the French frigate *La Vengeance*, also of 50 guns, but she escaped in the darkness during a heavy squall. The mainmast of the *Constellation* having fallen overboard she could not pursue her prize. For his distinguished service he was awarded a gold medal and received the thanks of Congress.

Destroyer No. 230 and destroyer No. 10—PAUL JONES—named in memory of Commodore John Paul Jones, U. S. Navy; born in Scotland in 1747, appointed first lieutenant of the *Alfred*, the first American flagship, in 1775. He hoisted the first Continental flag afloat, the yellow flag with rattlesnake and pine tree. In the year 1776 and while in command of the *Alfred* and the *Providence*, he captured many prizes. In command of

the *Ranger* at Quiberon Bay, February 14, 1778, he received from the French fleet the first salute to the Stars and Stripes. In the *Ranger* he captured the British sloop of war *Drake*. He was the terror of British shipping and seaport towns. While in command of the *Bonhomme Richard*, in 1778, he whipped the *Scraps* after his own ship was practically a wreck. He moved his men to the *Scraps* just before his own ship went down, saying, "I have not yet begun to fight." Commodore Jones was knighted by France and presented with a sword by the King. Congress gave him a vote of thanks and command of the *America*, then building.

Destroyer No. 231—HATFIELD—named in memory of Midshipman John Hatfield. Appointed a midshipman June 18, 1812; volunteered for duty on Lake Ontario under Commodore Isaac Chauncey; killed in the attack on York, Canada. He was in the detachment of officers and men from the U. S. S. *Lady of the Lake*.

Destroyer No. 232—BROOKS—named in memory of First Lieut. John Brooks, jr., U. S. Marine Corps. Appointed a second lieutenant October 1, 1807; promoted first lieutenant January 30, 1809. He served at various stations of the Marine Corps and was commanding officer of the marine guard aboard the vessel *Lawrence* during the War of 1812 and was killed in the engagement between the American and British fleets on Lake Erie, September 10, 1813.

Destroyer No. 233—GILMER—named in memory of former Secretary of the Navy Thomas Walker Gilmer; born in Virginia; died near Washington, D. C., February 28, 1844. Served for many years in the Virginia State Legislature and for two sessions as speaker. In 1840-41 he was governor of Virginia. On February 15, 1844, he was appointed Secretary of the Navy, and 10 days later he was killed by the bursting of a gun on board the U. S. S. *Princeton*.

Destroyer No. 234 and torpedo boat No. 13—FOX—named in memory of Hon. Gustavus Vasa Fox, Assistant Secretary of the Navy; born in Sauaus, Mass., June 13, 1821; died at Lowell, Mass., October 27, 1883; buried in Rock Creek Cemetery, Washington, D. C. Appointed midshipman, United States Navy, January 12, 1838; was given the rank of lieutenant and resigned July 10, 1852. During the Mexican War he served on the brig *Washington* and took active part in the second expedition against Tobasco, in which the town was captured. At the commencement of the Civil War he volunteered for service and was given a temporary appointment in the Navy. August 1, 1861, he was appointed Assistant Secretary of the Navy by President Lincoln; held the position until the close of the war. In 1866 he was sent on a special mission to Russia on board the monitor *Miantonomoh*, which was the first vessel of this class to cross the Atlantic.

Destroyer No. 235—KANE—named in memory of Surg. Elisha Kent Kane, U. S. Navy; born in Philadelphia, Pa., February 20, 1820; died in Habana, Cuba, February 16, 1857; buried in Philadelphia. Appointed assistant surgeon September 14, 1843; served in the East India Squadron, African and Home Squadrons; saw active service with the marines in the Mexican War and was wounded. On May 22, 1850, on the *Advance*, he went on Arctic expedition in search of Sir John Franklin and companions. In 1853 he sailed on the second Grinnell expedition to the Arctic regions; attained the highest latitude up to that period and made valuable discoveries; was highly honored by many scientific associations. The United States presented him with Arctic medals and the English Government gave him the Queen's medal.

Destroyer No. 236—HUMPHREYS—named in memory of Naval Constructor Joshua Humphreys; born in Haverford, Pa., June 17, 1761; died at Reading, Pa., January 12, 1832. In the Revolutionary War he was commissioned by the Pennsylvania Committee of Safety to build a "galley," which is said to have been the first armed vessel built during that war. When the Navy was reorganized by act of Congress, March 27, 1794, he was appointed to prepare plans for six ships to be built for the Government. Was commissioned naval constructor June 28, 1794.

Destroyer No. 237—MCFARLAND—named in memory of Seaman John McFarland, U. S. Navy. Entered the Navy as seaman December 24, 1861; was attached to the West Gulf Blockading Squadron, on board the U. S. S. *Hartford*; was rated captain of the forecastle; had the station at the wheel in every engagement in which the *Hartford* participated; displayed great coolness and intelligence and was commended by his commanding officers; was awarded the medal of honor for his gallant and meritorious service.

Destroyer No. 238—JAMES K. PAULDING—named in memory of former Secretary of the Navy James Kirke Paulding; born in Nine Partners, Dutchess County, N. Y., August 27, 1778; died at Hyde Park in the same county, April 5, 1860. From 1815 to 1823 he was secretary of the first Board of Navy Commissioners. After having filled the office of Navy agent at the port of New York for 12 years, he resigned to become Secretary of the Navy July 1, 1838.

Destroyer No. 239—OVERTON—named in memory of Capt. Macon C. Overton, U. S. Marine Corps; born in Union Point, Ga., August 18, 1890; died in France November 1, 1918. On June 13, 1918, he was recommended for reward by his regimental commander for successfully carrying out an assault on a supposedly impregnable machine-gun nest in the Bois de Belleau. This assault was made under heavy fire of machine guns and grenades, and its success against tremendous odds gave the enemy the severest single blow that it suffered throughout the operations in the Bois de Belleau; awarded *croix de guerre* with palm for remarkable bravery and tenacity in an engagement, July 19, 1918, near Verzy; awarded *croix de guerre* with silver star and palm for brilliantly leading his men on a machine-gun nest; awarded distinguished-service cross for extraordinary heroism in action near Mount Blanc, October 2-10, 1918, where his gallantry was an inspiration to his men; awarded oak-leaf cluster for displaying remarkable courage at St. George, November 1, 1918, where he was fatally wounded when guiding a tank forward against an enemy machine-gun position. He was an officer of distinguished ability, great tenacity, and fearless courage.

Destroyer No. 240—STURTEVANT—named in memory of Ensign Albert D. Sturtevant, U. S. Naval Reserve Force; born in Washington, D. C., May 2, 1894. Commissioned ensign in the United States Naval Reserve Force, March 26, 1917; naval aviator May 1, 1917; detailed to duty in London, England, November 26, 1917; shot down by an enemy airplane February 20, 1918.

Destroyer No. 241—CHILDS—named in memory of Lieut. Earle W. F. Childs, U. S. Navy; born in Philadelphia, Pa., August 1, 1893. Appointed midshipman July 10, 1911; ensign September 6, 1915; lieutenant (junior grade) July 1, 1917; lieutenant October 15, 1917. While attached to the U. S. S. *AL-2* he was selected from her officers for instructional patrol on board the H. M. S. *H-5*, which vessel was sunk in collision with the S. S. *Rutherglen* and all on board were lost March 7, 1918.

Destroyer No. 242—KING—named in memory of Commander Frank R. King, U. S. Navy; born at Montevallo, Ala., October 15, 1884; died at sea July 12, 1919, when the United States trawler *Richard Buckley* was sunk by an exploding mine. Appointed midshipman from Alabama in 1903; ensign, February 12, 1909; commissioned lieutenant (junior grade) February 12, 1912; commissioned lieutenant August 1, 1915; lieutenant commander August 31, 1917; commander September 21, 1918; placed in command of the trawler *Richard Buckley* July 7, 1919; lost at sea July 12, 1919, when that vessel struck a mine which exploded near the stern, sinking the ship in seven minutes. Commander King exerted himself to see that all were saved, and remained on the bridge until the last, going down with the ship.

Destroyer No. 243—SANDS—named in memory of Rear Admiral Benjamin F. Sands, U. S. Navy, and Rear Admiral James H. Sands, U. S. Navy. Rear Admiral Benjamin F. Sands was born in Baltimore, February 11, 1811; died in Washington, D. C., June 30, 1883. Appointed midshipman April 1, 1828; rear admiral April 27, 1891; 1830-1846 cruised in the Brazil, West India, and Mediterranean squadrons; 1847 attached to the home squadron, took part in the Mexican War at Tobasco and Tuspan; 1833 commanded the *Dacotah*, North Atlantic blockading squadron, and participated in the engagement with Fort Caswell; in command of the *Fort Jackson* 1864-65 and took part in attacks on Fort Fisher December 24-25 and January



13-15, 1865; commanded division on the blockade of Texas from February to June, 1865, and took formal possession of Galveston and hoisted the United States flag over that city; 1867-1873 superintendent of the Naval Observatory; retired 1874.

Rear Admiral James H. Sands was born in Washington, D. C., July 12, 1845; died there October 27, 1911. Appointed midshipman November 25, 1859; commissioned rear admiral April 11, 1902; cruised on European, Asiatic, and other stations. Civil War, served with North Atlantic blockading squadron on the U. S. S. *Tucarora* and the U. S. S. *Shenandoah*; took part in both attacks on Fort Fisher, December, 1864, and January, 1865, and was recommended for distinguished gallantry. 1865-1868 he was attached to the *Hartford*, East India Squadron; commended for gallantry in skirmishes with savages at Formosa; 1869-1870 European Station; 1871-72 commanded *California*, Pacific Station; 1898 commanded the U. S. ships *Columbia* and *Minneapolis*. Superintendent of the Naval Academy July 1, 1905, to July, 1907.

Destroyer No. 244—WILLIAMSON—named in memory of Lieut. Commander William Price Williamson, U. S. Navy; born in Norfolk, Va., August 10, 1884. Appointed midshipman, June 29, 1903; ensign, September 13, 1908; lieutenant (junior grade), September 13, 1910; lieutenant, July 1, 1914; lieutenant commander, August 31, 1917. Served, 1907-1909, battleship *Kansas*, Atlantic Fleet; 1910-11; duty in the Bureau of Ordnance (instruction); 1912-1914, battleship *Utah*, flagship, Atlantic Fleet; 1915-16, inspection duty, Bureau of Ordnance; 1916-17, ordnance duty, Olongapo, P. I.; 1918, April 4, ordered to duty in connection with the fitting out of the *Orizaba*, and when the vessel was commissioned became her executive officer. He was killed instantly by explosion of a depth charge on that vessel August 17, 1918.

Destroyer No. 245—REUBEN JAMES—named in memory of Reuben James, boatswain's mate, U. S. Navy, born in Delaware about 1776; entered the Navy as a boy; served under Commodore Truxton on the *Constellation*, 1779-1800, and took part in engagements with *L'Insurgente* and *La Vengeance*; saw active service in the operations against Tripoli, 1803-1805; volunteered and was one of the party that boarded the *Philadelphia* in the harbor of Tripoli and assisted in her destruction after capture; was wounded in the fierce fight; took part in the engagement of August 3, 1804, between the Tripolitan boats and the gunboats of the United States; saved the life of Capt. Decatur when, in a hand-to-hand fight, he was knocked down by a Tripolitan and the scimitar of another was about to fall upon him, James interposed his own body and received the blow intended for his commander. He recovered from this and other wounds and followed Capt. Decatur to other ships; took part in the battle with and capture of the *Macedonian*; was wounded on the *President* in her running fight of six hours with the British squadron, January 15, 1815; made prisoner until close of the war, then returned to the United States.

Destroyer No. 246 and Destroyer No. 1—BAINBRIDGE—named in honor of Commodore William Bainbridge, U. S. Navy; born in Princeton, N. J., May 7, 1774; died in Philadelphia, Pa., July 29, 1833; buried in Christ Churchyard, Philadelphia. Appointed lieutenant, United States Navy, August 3, 1798; promoted to captain May 20, 1800; distinguished service in War with France; March 7, 1803, ordered to command the frigate *Philadelphia*, served in the Tripolitan War; captured on the *Philadelphia* in the harbor of Tripoli December 29, 1803; held prisoner by the Tripolitans until June 3, 1805; War of 1812, commanded the U. S. S. *Constitution*, engaged and captured H. B. M. S. *Java* December 26, 1812; severely wounded in this engagement; awarded gold medal by Congress for gallantry, and received thanks of Congress; held position of navy commissioner 1824-1827.

Destroyer No. 247—GOFF—named in memory of the late ex-Senator Nathan Goff; born in Clarksburg, W. Va., October 9, 1843; died in Clarksburg, W. Va., April 23, 1920. Educated at the Northwestern Virginia Academy, Georgetown College, and the University of New York. In 1861 he enlisted in the National Army in the 3d Regiment of Virginia Volunteer Infantry; served as lieutenant and then adjutant of this regiment, and 1863 was promoted to major of the 4th Virginia Cavalry. In 1865 he was admitted to the bar and elected to the West Virginia Legislature. In 1868 he was appointed district attorney, which office he resigned in 1880 to accept the Secretaryship of the Navy under President Hayes to fill out the unexpired term of Richard W. Thompson, who had vacated it. In March, 1881, he was reappointed district attorney of West Virginia, which office he again resigned July 1, 1882. He was elected to Congress in 1884 and re-elected in 1886.

Destroyer No. 248 and Destroyer No. 2—BARRY—named in memory of Commodore John Barry, U. S. Navy; born in Ireland in 1747. Died September 13, 1803, at his country place, "Strawberry Hill," near Philadelphia, Pa. He received one of the first commissions in the Navy. In 1776, in command of the *Lexington*, he captured the British schooner *Edward*, the first Navy prize. In 1781, while returning from conveying to France our minister, Laurens, in the *Alliance*, he captured the *Atlanta* and *Trepassa*, although he was severely wounded. He held many important commands and was one of the bravest and most daring of officers. He was the third commander in chief of the Navy.

Destroyer No. 249 and Destroyer No. 6—HOPKINS—named in memory of Commodore Esek Hopkins, Continental Navy; born in Scituate, R. I., April 26, 1718; died in Providence, R. I., February 26, 1802; buried in Providence. Appointed commander in chief of the Continental Navy December 22, 1775, the only officer of the Navy to hold that rank; he successfully harassed the enemy; sailed with his feet for the West Indies; March 3, 1776, landed on the east end of the island of New Providence, captured the forts, secured a quantity of cannon and other supplies, captured the governor and lieutenant governor, and took them to the United States as prisoners. On his voyage home his squadron captured the brig *Bolton*, loaded with all sorts of military stores.

Destroyer No. 250 and Destroyer No. 8—LAWRENCE—named in memory of Capt. James Lawrence, U. S. Navy; born in New Jersey in 1787, appointed midshipman in 1798. In 1803, on the *Enterprise*, he distinguished himself in an attack on boats in Tripoli Harbor led by Admiral Porter. In 1804, while on the *Intrepid*, he engaged in the destruction of the *Philadelphia* in the harbor of Tripoli. While in command of the *Hornet* he captured the British ship *Peacock*, in 1813. For this service he was promoted to captain and awarded a medal and given the command of the frigate *Chesapeake*. He died on board the *Chesapeake* after her memorable fight with the *Shannon*, June 1, 1813. His dying words were: "Don't give up the ship."

Destroyer No. 251—BELKNAP—named in memory of Rear Admiral George Eugene Belknap; born in Newport, N. H., January 22, 1832; died at Key West, Fla., April 7, 1903; buried in Arlington National Cemetery. Appointed midshipman October 7, 1847, commissioned rear admiral February 12, 1889; 1856-57, East India squadron; took prominent part in engagements with the Barrier Forts, Canton River, China, November, 1856. Actively engaged in the Civil War, 1861-65; commanded a division of boats from the U. S. S. *St. Louis*, in reinforcement of Fort Pickens, Fla., April, 1861; participated in the operations in Charleston Harbor; commanded the ironclad *Canonius* in attacks on Fort Fisher, N. C., December 24-25, 1864, and January 13-15, 1865, resulting in their surrender; after this returned to Charleston, S. C., and fired the last gun against its defenses; in 1867-68 commanded the U. S. S. *Hartford*, Asiatic Station, and was in command of the expedition against Formosa. 1873-74 performed important duty, surveying, in the Pacific; held important positions at sea and ashore from 1875 until retired, January 22, 1894.

Destroyer No. 252—MCCOOK—named in memory of Commander Roderick S. McCook; born in New Lisbon, Ohio, March 10, 1839; died at Vineland, N. J., February 13, 1886. Appointed midshipman September 21, 1854; commander, September 25, 1873; cruised on the coast of Africa, 1859-1861; took part in the capture of slavers; Civil War—on the *Minnesota* at capture of forts at Hatteras Inlet; transferred to the *Stars and Stripes* at battle of Roanoke Island February 7-8, 1862; commanded the naval howitzer battery on shore at the battle of New Bern, N. C.; commanded the *Stars and Stripes* in sounds of North Carolina and Wil-

ington blockade; 1863 executive officer of the ironclad *Canonicus* in active operations in the James River, attacks on Howlett's, and other batteries; December 24-25, 1864, and January 13-15, 1865, executive officer of the *Canonicus* at attacks on and surrender of Fort Fisher, and mentioned in reports for gallant service; was at the surrender of Charleston, S. C., February, 1865; cruised, 1866-1878, as executive, and in command of vessels of war on the West India and Asiatic Stations. His last duty was as lighthouse inspector, Ohio River, 1880-1882. Included in the thanks of Congress to Capt. L. M. Goldsborough, his officers, and men, for victory at Roanoke Island, February 7, 8, 10, 1861; and thanks to Admiral Porter, officers, and men for victory at Fort Fisher, December 24, 25, and January 13, 15, 1865.

Destroyer No. 253—MCCALLA—named in memory of Rear Admiral Bowman H. McCalla; born in Camden, N. J., June 19, 1844. Appointed midshipman November 30, 1861; rear admiral, October 11, 1903; retired list, June 19, 1906; saw much sea duty from 1866 to 1881; assistant to Chief of Bureau of Navigation from January 12, 1882, until November 2, 1884, and from May 7, 1885, to September 27, 1887; in command of the U. S. S. *Enterprise* from October 3, 1887, to May 15, 1890; in command of the U. S. S. *Marblehead* from September 11, 1897, to September 16, 1898 (advanced six numbers from Aug. 10, 1898, under provisions of sec. 1506, Rev. Stat., for eminent and conspicuous conduct in battle; restored to original place on the Navy list); commanded the U. S. S. *Newark* from September 1, 1899, to July 5, 1901, and while in command was advanced three numbers for eminent and conspicuous conduct in battle, engaged in the relief column under Vice Admiral Seymour, with meritorious mention for service in Cuban waters during the War with Spain. On May 6, 1910, he died at Santa Barbara, Calif., and was buried at Arlington Cemetery.

Destroyer No. 254 and Torpedo Boat No. 4—RODGERS—named in memory of Commodore John Rodgers, United States Navy; born in Harford County, Md., July 11, 1771; died in Philadelphia August 1, 1838; entered Navy as a lieutenant March 9, 1798; during the War of 1812 commanded the *President* and captured 23 vessels.

Destroyer No. 255—OSMOND INGRAM—named in memory of Osmond Kelley Ingram, gunner's mate, first class; born in Pratt City, Ala., August 4, 1887; killed when the destroyer *Cassin* was torpedoed in European waters October 16, 1917. Ingram, who saw a torpedo coming from a German submarine toward the stern of the *Cassin*, and realized that, if the torpedo struck that part of the vessel where certain high explosives were placed, the vessel would be blown up, instead of saving himself, deliberately went aft to throw these charges overboard before the torpedo struck, and while doing this was blown overboard and his body was not recovered. He sacrificed his life to save his ship and the lives of the officers and men on board.

Destroyer No. 256—BANCROFT—named in memory of the Hon. George Bancroft, Secretary of the Navy, 1845-46; born at Worcester, Mass., October 3, 1800. In 1823 he published a volume of verse, and with Dr. Joseph G. Cogswell opened a school at North Hampton. In the next year he published a translation of his former teacher, Heeren's Politics of Ancient Greece; in 1826 an oration advocating universal suffrage as the foundation of true democracy; in 1834 the first volume of his great historical work, the History of the United States. In 1830 wrote a political address to the people of his State, at the request of the young men's Democratic convention, and giving up his school moved to Springfield, Mass., where he gave himself up wholly to historical studies until, in 1838, he was made collector of the port of Boston. In 1845 he was appointed Secretary of the Navy, and his management was marked by the establishment of the Naval Academy at Annapolis, which was devised and organized on his sole initiative by an ingenious straining of executive authority. He also fostered the work of the Washington Observatory and raised the standard of professional instruction. From 1846 to 1849 he was minister to Great Britain; 1867 minister to Prussia; to the North German Confederation in 1868, and to the new German Empire in 1871. From this post he was recalled at his own request in 1874. While minister at Berlin he assisted in the settlement of the Northwest boundary dispute between the United States and Great Britain.

Destroyer No. 257—WELLES—named in memory of the Hon. Gideon Welles, Secretary of the Navy, 1861 to 1869; born in Glastonbury, Conn., July 1, 1802; died in Hartford, Conn., February 11, 1878. 1827-1835 was a member of the State legislature; 1835, 1842, and 1843 was State comptroller, serving as postmaster of Hartford in the intervening years. From 1846 until 1849 he was chief of the Bureau of Provisions and Clothing in the Navy Department. In his first report as Secretary of the Navy he announced the increase of the effective naval force from 42 to 82 vessels; this and the subsequent increase in a few months to more than 500 vessels was largely due to his energy.

Destroyer No. 258—AULICK—named in memory of Commodore John H. Aulick, U. S. Navy; born in Winchester, Va., 1787; died in Washington, D. C., April 27, 1873. Appointed midshipman November 15, 1803, and was made commodore on the retired list April 4, 1867; served on the *Enterprise* in her victory over the *Boxer* September 4, 1813, and brought the *Boxer* into port after the engagement; received thanks and a silver medal from Congress; in 1851-1853 commanded the East India Squadron and prepared the way for the treaty with Japan made by Commodore Perry.

Destroyer No. 259—TURNER—named in memory of Capt. Daniel Turner, U. S. Navy; born in New York; died February 4, 1850, at Philadelphia, Pa. Appointed midshipman January 1, 1808; captain March 30, 1835; commanded the *Caledonia* in the battle of Lake Erie, September 10, 1813, and was commended for the good management of this vessel; in 1815 was with Commodore Perry in the Mediterranean; held various important positions ashore; was included in the thanks of Congress to Commodore Perry, and was awarded a silver medal for distinguished service on the Lakes.

Destroyer No. 260—GILLIS—named in memory of Commodore John P. Gillis, U. S. Navy, and Rear Admiral James H. Gillis, U. S. N. Commodore John P. Gillis was born in Wilmington, Del., September 6, 1803; died in Wilmington, Del., February 25, 1873. Appointed midshipman December 12, 1825; commodore, retired list, September 28, 1866; served with distinction during the Mexican War; in 1853-54 was on the Japan expedition under Commodore Perry; commanded the U. S. S. *Monticello* and the U. S. S. *Seminole* during the Civil War and took part in many attacks; held positions of importance on shore.

Rear Admiral Gillis was born at Ridgway, Pa., May 14, 1831; died at Melbourne Beach, Fla., December 6, 1910. Appointed midshipman October 12, 1848; rear admiral (acting) 1888-1890. While attached to the store ship *Supply*, lying in the harbor of Montevideo he rescued the crew of a foundered vessel and received the thanks of the Argentine minister and a valuable medal. He held a brilliant record during the Civil War. Served in the Pacific Squadron, 1866. He received thanks of the British subjects for services rendered at the time of the tidal wave at Arica. Subsequently he served on various stations ashore and afloat until retired in 1893.

Destroyer No. 261—DELPHY—named in memory of Midshipman Richard Delphy. Appointed a midshipman May 18, 1809; served with ability on the *United States* in the engagement with the *Macedonian* October 25, 1812; killed in the fight between the U. S. S. *Argus* and H. B. M. S. *Pelican*, August 14, 1813.

Destroyer No. 262—MCDERMUT—named in memory of Lieut. Commander David A. McDermut; born in New York. Appointed a midshipman November 8, 1841; passed midshipman August 10, 1847; master March 1, 1855; lieutenant September 14, 1855; lieutenant commander July 16, 1862. During the Civil War he served on the receiving ship at New York from January 18, 1861, until May 31, 1861, when he was detached; served on the U. S. S. *Potomac* until June 5, 1861; on the *Varian* until December 1, 1862; in command of the *Cuyuga* from December 2, 1862, until killed, April 18, 1863, in boat expedition in Sabine Pass, by the Confederates.

Destroyer No. 263—LAUB—named in memory of Midshipman Henry Laub; born in York, Pa. Appointed a midshipman October 1, 1839, under Commodore O. H. Perry; wounded in the early part of the battle of Lake Erie, September 10, 1813; carried below and struck by a round shot that crashed through the cockpit, killing him instantly. Congress expressed deep regret at his loss, commended his gallantry, and ordered that a sword be presented to his nearest male relative. His remains were buried on South Bass Island, Put in Bay.

Destroyer No. 254—MCLANAHAN—named in memory of Passed Midshipman Tenant McLanahan; born in Louisiana. Appointed a midshipman December 12, 1839; passed midshipman July 2, 1845; served on the sloop of war *Preble* in the Mediterranean Squadron; *Delaware*, *Brandywine*, and *Macedonian* in the Brazil, African, and East Indian Squadrons from 1840 to 1845; 1846-1848 attached to the Pacific Squadron; served on the *Cyane*, *Shark*, and *Portsmouth* in operations against Mexico; was attached to the *Cyane* and was of the party that was besieged with the gallant Lieut. Hefworth; was killed by a rifle shot in the neck. Mentioned in the report of Capt. Du Pont "as gallant, unflinching, and devoted."

Destroyer No. 265—EDWARDS—named in memory of Midshipman William W. Edwards; born in Petersburg, Va. Appointed a midshipman September 1, 1811; 1813 attached to the *Argus*, on which ship he was killed in action with the *Pelican* August 14, 1813.

Destroyer No. 266—GREENE—named in memory of Commander Samuel Dana Greene, U. S. Navy; born in Cumberland, Md., February 11, 1839; died at Portsmouth, N. H., December 11, 1884; buried in Bristol, R. I. Appointed acting midshipman September 21, 1855; midshipman June 9, 1859; commander December 12, 1872; served 1859-1861 on the *Hartford* in the East Indies; served as executive officer of the *Monitor* during her fight with the Confederate steamship *Merrimack* March 9, 1862; took command after her commander, Worden, was wounded; was executive officer of the *Monitor* in the engagements in the James River, Va., April-May, 1862, and when she foundered in a gale. Particularly commended by Commander Bankhead for his good conduct during the gale, and called to the attention of the admiral commanding the squadron and to the Secretary of the Navy.

Destroyer No. 267—BALLARD—named in memory of Midshipman Edward J. Ballard. Appointed a midshipman February 21, 1809; lieutenant June 2, 1813; ordered to the *Cheapeake* with Capt. James Lawrence; killed in the early part of the engagement between that ship and H. B. M. S. *Shannon*, June 1, 1813; commission as lieutenant was issued before news of the battle had been received by the Navy Department.

Destroyer No. 268 and torpedo boat No. 31—SHURBICK—named in memory of Rear Admiral William Branford Shurbrick, U. S. Navy; born in South Carolina October 31, 1790; died at Washington, D. C., May 27, 1874. Appointed midshipman June 20, 1806; rear admiral (retired) July 16, 1862; awarded medal for service in War of 1812; commanded Pacific Squadron in 1847 during the Mexican War.

Destroyer No. 269 and torpedo boat No. 21—BAILEY—named in memory of Rear Admiral Theodoros Bailey, U. S. Navy; born at Chateaugay, N. Y. April 12, 1805; died in Washington, D. C., February 10, 1877. Appointed midshipman January 1, 1818; rear admiral July 25, 1866; commended for energy, enterprise, and gallantry in fitting out and leading expeditions against the enemy in the War with Mexico, 1847-48; 1861-1865 second in command and led attack on the forts and the capture of New Orleans; was included in the thanks of Congress to officers for distinguished service and successful operations on the lower Mississippi River.

Destroyer No. 270 and torpedo boat No. 33—THORNTON—named in memory of Capt. James Shapard Thornton, U. S. Navy; born in Merrimac, N. H., February 25, 1826; died in Germantown, Pa., May 14, 1875. Appointed midshipman January 15, 1841; commissioned captain May 24, 1872; during the Civil War he served on the *Bainbridge*; was executive officer of the flagship *Hartford* at the passage of the forts and batteries below New Orleans and had charge of the steam gunboat *Winona* in engagements at Mobile, where a reconnaissance of Fort Gaines in sounding approaches under fire was made and several Confederate steamers were destroyed.

Destroyer No. 271 and torpedo boat No. 14—MORRIS—named in memory of Commodore Charles Morris, U. S. Navy; born in Woodstock, Conn., July 26, 1784; died in Washington, D. C., January 27, 1856. Appointed midshipman July 1, 1799; captain March 5, 1813; as one of the officers of the *Intrepid* he took part in the recapture and destruction of the *Philadelphia* in the harbor of Tripoli February 17, 1804; took prominent part in the engagement between the *Constitution* and *Guerriere*, being severely wounded while in the act of boarding the latter vessel; for his gallantry on this occasion he was advanced one grade by the President; in 1825 commanded the *Brandywine*, taking Gen. Lafayette back to France after his last visit to the United States; 1851-1856 was Chief of Bureau of Ordnance.

Destroyer No. 272 and torpedo boat No. 34—TINGEY—named in memory of Commodore Thomas Tingey, U. S. Navy; born in London, England, September 11, 1750; died in Washington, D. C., February 23, 1829. Upon the reorganization of the Navy in 1794 the President made him a captain, his commission being dated September 3, 1798, and was assigned to the command of the *Ganoe*, which, with three other ships, formed a squadron to cruise in the West Indies during the War with France, 1798-99; in 1800 he was called to Washington to establish the Washington Navy Yard, of which he became commandant, holding that position until his death.

Destroyer No. 273—SWASEY—named in memory of Lieut. Charles Swasey, U. S. Navy; born in Massachusetts. Appointed a midshipman September 28, 1854; commissioned lieutenant August 31, 1861; he served on the *Varuna* in the engagement with the steamer *Governor Moore* below New Orleans April 24, 1862, and as executive officer of the *Sciota*, West Gulf Blockading Squadron. He fell mortally wounded during an engagement with the Confederates near Donaldsville, La., October 4, 1862, and died the same day.

Destroyer No. 274—MEADE—named in memory of Rear Admiral Richard W. Meade, U. S. Navy, and Brig. Gen. Robert L. Meade, U. S. Marine Corps. Rear Admiral Richard W. Meade was born in New York City, October 9, 1837; died at Washington, D. C., May 4, 1897; buried at Arlington National Cemetery. Appointed midshipman October 2, 1850; rear admiral September 7, 1894; in 1851-1860 cruised in the Mediterranean, West Indian, Pacific, and African Squadrons; Civil War—1862, was commended by Admiral Porter in official dispatches for breaking up guerrilla warfare on the Mississippi River; 1863-64 commanded the *Marblehead* and cooperated with the Army in operations in Stono River and Johns Island; thanked in general orders by Admiral Dahlgren and recommended for promotion by him for "gallant conduct in face of the enemy;" January 22, 1865, destroyed the blockade runner *Delphina* in the face of a greatly superior force; was officially thanked by Commodore Palmer; from 1865 to 1868 on duty at the Naval Academy; held many important shore stations. Retired in 1895.

Brig. Gen. Robert L. Meade was born in the District of Columbia; died February 11, 1910, at Lexington, Mass. Appointed from Tennessee; commissioned second lieutenant June 14, 1862; brevetted first lieutenant for gallant and meritorious service September 7, 1863, during a night attack on Fort Sumter; commissioned first lieutenant April 2, 1864; commissioned captain 1876; fleet marine officer South Atlantic Station 1877-1879; took part in the expedition to Panama 1885; commanded marine barracks, navy yard, Washington, 1890-1892; commissioned major September 6, 1892; commissioned colonel March 3, 1899; retired December 26, 1903; brigadier general 1905.

Destroyer No. 275—SINCLAIR—Named in memory of Capt. Arthur Sinclair, U. S. Navy; born in Virginia; died at Norfolk, Va., February 7, 1831; buried at Norfolk in Cedar Grove Cemetery. Appointed midshipman 1798; served on the *Constellation* in 1799; commissioned lieutenant May 18, 1804; took part in many

brilliant engagements of the War of 1812; commanded the *Niagara* on Lake Huron in 1814 and captured a number of the enemy's vessels; during 1817-1819 on duty at Norfolk and Washington.

**Destroyer No. 276—McCawley**—named in memory of Col. Charles Grymes McCawley, U. S. Marine Corps; born in Philadelphia, Pa., January 29, 1827; died in Philadelphia, October 13, 1891. Appointed second lieutenant in the Marine Corps March 3, 1847; lieutenant colonel Decemr 5, 1867; served with the Army in Mexico and was brevetted first lieutenant September 13, 1847, for gallantry in action during the capture of the City of Mexico; in 1862 was sent to reoccupy the Norfolk Navy Yard with a force of 200 men, and hoisted the national flag in behalf of the Navy; in July, 1863, was brevetted major for bravery in an attack on Fort Sumter; in 1876 became colonel in command of the Marine Corps, with headquarters at Washington.

**Destroyer No. 277—Moody**—named in memory of the Hon. William Henry Moody, Secretary of the Navy 1902-1904; born in Newberry Essex County, Mass., December 23, 1853; died July 2, 1917. He was graduated from Phillips Academy, Andover, Mass., in 1872, and from Harvard University in 1876. In 1895 he was elected to the House of Representatives, and during his three terms there made a reputation by his knowledge of parliamentary procedure and by his perseverance in debate. In 1902 he became Secretary of the Navy and continued in that capacity until 1904, when he was made Attorney General. He subsequently was appointed Associate Justice of the Supreme Court.

**Destroyer No. 278—Henshaw**—named in memory of former Secretary of the Navy David Henshaw; born in Leicester, Mass., April 2, 1791; died there November 11, 1852. He acquired notes as a political writer and was elected to the State senate in 1826 and to the House of Representatives in 1839, after holding the post of collector of customs at Boston since 1830. He was very active in promoting the earlier railroad enterprises in Massachusetts. On July 24, 1843, he was appointed Secretary of the Navy.

**Destroyer No. 279—Meyer**—named in memory of former Secretary of the Navy George von Lengerke Meyer; born in Boston, June 24, 1858; died there March 8, 1918. He was graduated from Harvard University in 1879; served as member of the Massachusetts House of Representatives 1892-1897, being speaker during the last three years; in 1900-1905 was ambassador to Italy, and from 1905-1907 was ambassador to Russia; 1907 Postmaster General; 1909 Secretary of the Navy.

**Destroyer No. 280—Doyen**—named in memory of Brig. Gen. Charles A. Doyen, U. S. Marine Corps; born in New Hampshire, September 3, 1859. Awarded the distinguished-service medal posthumously for distinguished services rendered; commander of the 5th Regiment of Marines from the time of its organization in the United States throughout its period of training in France until the arrival there of the 6th Regiment of Marines, when he commanded the 4th Brigade, which consisted of the 5th and 6th Regiments and the 6th Machine Gun Battalion. By his ability and personal effort he brought this brigade to a very high state of efficiency, which enabled it to successfully resist the German Army and be victorious in Chateau-Thierry sector and Belleau Woods. The strong efforts on his part undermined his health and necessitated his being invalided to the United States before having the opportunity to command the brigade in action, but his work was shown by the excellent service rendered by the brigade during the entire campaign. He died October 6, 1918.

**Destroyer No. 281—Sharkey**—named in memory of Lieut. (junior grade) (T) William J. Sharkey, U. S. Navy; born in Auburn, N. Y., March 20, 1885. Appointed ensign (T) March 15, 1918; detailed to the U. S. S. *O-5*; appointed lieutenant (junior grade) (T) September 21, 1918; killed by an explosion on the U. S. S. *O-5* October 5, 1918. He was promoted from the ranks, and at the time of the explosion was assisting his commanding officer in averting the danger of an explosion, the imminence of which had been discovered.

**Destroyer No. 282—Toucey**—named in memory of former Secretary of the Navy Isaac Toucey; born in Newton, Fairfield County, Conn., November 5, 1796; died in Hartford, Conn., July 30, 1869. Studied law and was admitted to the bar in 1818 at Hartford, where he afterwards practiced; appointed Attorney General of the United States, serving from June 21, 1848, to March 3, 1849; was also for part of this time Acting Secretary of State. He was a member of the State senate in 1850 and of the State house of representatives in 1852; was elected United States Senator from Connecticut on May 14, 1852, serving until 1857; became Secretary of the Navy on March 6, 1857, and served until March 3, 1861.

**Destroyer No. 283—Breck**—named in memory of Acting Volunteer Lieut. Commander Joseph B. Breck, U. S. Navy; born in Maine in 1830; died in San Francisco, Calif., July 26, 1865. Appointed acting ensign February 27, 1863; promoted acting master August 8, 1863; acting lieutenant November 16, 1863; acting volunteer lieutenant commander November 25, 1864; ordered to the U. S. S. *Nippon* for duty in the North Atlantic Blockading Squadron and took part in the capture of six of the largest blockade runners off the New Inlet and Masonboro Inlet, N. C. He was considered an officer of pluck and resource and won a brilliant name for himself by his successes on the Wilmington blockade, although his health was much impaired by his devotion to duty. He died in 1865, a short time after his arrival in California, where he had been taken for his recovery.

**Destroyer No. 284—Isherwood**—named in memory of Rear Admiral Benjamin Franklin Isherwood, U. S. Navy; born October 6, 1822, New York; died in New York City June 19, 1915. He was appointed a first assistant engineer in the Navy, May 23, 1844; served during the Mexican War on the U. S. S. *Princeton*, and afterward as senior engineer of the *Spitfire*; later he served as chief engineer of the steam frigate *San Jacinto* during a cruise of over three years on the Asiatic station. Immediately after the outbreak of the Civil War Mr. Isherwood was appointed engineer in chief of the Navy, and so important were his services considered that the Bureau of Steam Engineering was created for him. In the production of fast cruisers Mr. Isherwood was a pioneer, producing this class against most violent opposition. After leaving the Bureau of Steam Engineering Mr. Isherwood became chief engineer of the Mare Island Navy Yard. Upon the completion of that duty he was sent abroad on a commission to examine the dockyards and vessels of western Europe. Upon his return he became president of the Experimental Board under the Bureau of Steam Engineering, which position he held up to the time of his retirement on October 6, 1884.

**Destroyer No. 285—Case**—named in memory of Rear Admiral Augustus Ludlow Case, U. S. Navy; born in Newburg, N. Y., February 3, 1813; died in Washington, D. C., February 17, 1893. Appointed midshipman April 1, 1828; rear admiral May 24, 1872; served cruising on the various stations from 1828 to 1837, when ordered to the South Sea Exploring Expedition and was with that expedition until 1842; 1846-1848, Mexican War, took part in captures of Vera Cruz, Alvarado, and Tabasco; after the capture of Laguna sent with 25 men to the Palisada River and held town of that name for two weeks against Mexican cavalry; on the Paraguay Expedition in 1859; Civil War, fleet captain of the North Atlantic Blockading Squadron at capture of Forts Clark and Hatteras, August 28, 29, 1861; specially mentioned by Flag Officers Stringham and Goldsborough for marked ability and efficient service; took part in operations of the North Atlantic Blockading Squadron until 1863, then ordered to command the *Iroquois* in search of the C. S. S. *Alabama*; 1863, in charge of the blockade of New Inlet, N. C., and took part in the cutting out of the steamer *Kate* from under the batteries of Fort Fisher and New Inlet; 1864-1865, special duty Washington, D. C., and New York Navy Yard; 1865-1866 fleet captain European Squadron; 1869-1873 Chief of Bureau of Ordnance; 1873-1875 commanded European Squadron and combined North and South Atlantic Fleets; 1875 placed on the retired list.

**Destroyer No. 286—Lardner**—named in memory of Rear Admiral James L. Lardner, U. S. Navy; born in Philadelphia, Pa., November 20, 1802; died in Philadelphia, Pa., April 21, 1881. Appointed mid-

shipman, May 10, 1820; rear admiral July 25, 1866; served, 1821-1824, Pacific Squadron; 1825-1826 Mediterranean Squadron; joined this squadron after escorting Gen. Lafayette in the *Brandywine* back to France after his last visit to the United States; cruised in the various squadrons and held important positions on shore until 1860; Civil War—September, 1861, ordered to command the frigate *Susquehanna*; took prominent part in the battle of Port Royal and capture of Forts Walker and Beauregard; commended for gallantry in action by Rear Admiral DuPont and his name sent to Congress for a vote of thanks by President Lincoln; May, 1862, assumed command of the East Gulf Blockading Squadron, with rank of acting rear admiral; May, 1863, to October, 1864, commanded the West India Squadron. After his retirement, on special duty in connection with various boards until 1869, when assigned to position as governor of the Naval Asylum, Philadelphia; held this until 1871.

Destroyer No. 287—PUTNAM—named in memory of Master Charles Flint Putnam, U. S. Navy; born in Illinois; died in the Arctic region January 1, 1883. Appointed cadet midshipman June 24, 1869; graduated midshipman May 31, 1873; master March 12, 1880; served, 1874-75, U. S. S. *Kearsarge*, Asiatic Squadron; 1876, stationed at San Francisco, Calif.; 1877-78 U. S. S. schoolship *Jamstown*; 1879-80 U. S. S. *Hasler*, Pacific coast; 1881-82 U. S. S. *Rodgers*, Behring Sea, in search of the *Jeanette*. While in command of a shore depot at Cape Serdze, Master C. F. Putnam learned of the burning of the *Rodgers*. He set out for the relief of her officers and men in St. Lawrence Bay. Returning to Cape Serdze, missed his way in a blinding snowstorm, January 10, 1882, and drifted out to sea on an ice floe. Careful search was made for him by parties from the *Rodgers*, officers and men, and at one time he was seen, but those trying to reach him were cut off by breaking ice. Natives reported that he had reached shore in safety, but in February the truth was learned, and on May 20, 1882, his body was seen by native hunters on a floating ice floe and reported the fact and the impossibility of reaching it to the officers of the U. S. revenue cutter *Covtin*.

Destroyer No. 288 and Destroyer No. 16—WORDEN—named in memory of Rear Admiral John Lorimer Worden, U. S. Navy; born March 12, 1818, Westchester County, N. Y.; died October 18, 1897, Washington, D. C. Appointed midshipman in the Navy January 10, 1834; promoted to lieutenant November 30, 1846, and served in Pacific, Mediterranean, and Home Squadrons; at the outbreak of the Civil War ordered to Washington, D. C., for special duty; January 16, 1862, ordered to command the U. S. S. *Monitor*, and on March 9, 1862, fought the battle with the Confederate ironclad *Merrimac* in Hampton Roads; promoted to the rank of rear admiral November 20, 1872, and received the thanks of Congress for his skill and gallantry.

Destroyer No. 289 and Destroyer No. 20—FLUSSER—named in memory of Lieut. Commander Charles W. Flusser, U. S. Navy; born Annapolis Md., September 27, 1832; died near Plymouth, N. C., April 19, 1864. Appointed midshipman July 19, 1847; lieutenant commander July 16, 1862; cruised on various stations; at the commencement of the Civil War was assigned to the command of the U. S. S. *Commodore Perry*, and took part in the attack on Roanoke Island, February 7, 1862, and other operations in North Carolina waters; served in the North Atlantic Blockading Squadron during 1862, 1863, and 1864. He commanded the U. S. S. *Miami*, operating in the sounds of North Carolina, and was killed in the battle with the Confederate States ironclad *Albatross*, Plymouth, N. C.

Destroyer No. 290 and Destroyer No. 4—DALE—named in memory of Capt. Richard Dale, U. S. Navy; born near Norfolk, Va., November 6, 1736; died in Philadelphia, Pa., February 26, 1826. Appointed midshipman 1776; captured on the U. S. S. *Lexington* 1777; imprisoned in Mill Prison, England; escaped to France; appointed master's mate under John Paul Jones, 1778; first lieutenant, *Bonhomme Richard*; engagement and capture of the *Serapis* September 23, 1779; 1781-1782 commanded *Queen of France*; made several captures; commissioned captain No. 4 on list June 4, 1794; commanded the Mediterranean Squadron in operations against Tripoli, 1801; resigned, December 17, 1802.

Destroyer No. 291—CONVERSE—named in memory of Rear Admiral George A. Converse, U. S. Navy; born in Norwich, Vt., May 13, 1844; died in Washington, D. C., March 29, 1909. Appointed midshipman November 29, 1861; commissioned rear admiral October 21, 1903. Rear Admiral Converse was one of the first officers connected with the introduction of electricity aboard men-of-war. He was probably the pioneer in the experimentation and introduction of smokeless powder in the Navy; was instrumental in obtaining the first torpedo boat, called *Lightning*, built for the United States Navy in 1876 by the Herreshoffs; was Chief of Bureaus of Equipment, Ordnance, and Navigation in turn. He was considered one of the ablest officers of the Navy of his time, and was well known as a naval expert on ordnance, especially in regard to torpedoes.

Destroyer No. 292 and Destroyer No. 21—REID—named in memory of Capt. Samuel Chester Reid, U. S. Navy; born in Norwich, Conn., August 25, 1783; the second son of Lieut. John Reid, of the British Navy, who, while a prisoner, resigned from the Navy and espoused the American cause. Samuel Chester Reid entered the United States Navy in 1794; served on the *Baltimore* with Commodore Truxtun and became master of the brig *Merchant* when 20 years of age; appointed master in the Navy in 1844 from New York and as a citizen of New York. He designed the United States flag in its present form.

Destroyer No. 293—BILLINGSLEY—named in memory of Ensign William D. Billingsley, U. S. Navy; born in Winona, Miss., April 24, 1887; killed in an aeroplane accident June 20, 1913, and buried in the Naval Academy Cemetery, Annapolis, Md., June 28, 1913. Appointed midshipman July 5, 1905; graduated in June, 1909; ensign June 5, 1911; cruised on the U. S. S. *Petrel* on special service 1911-12. On June 20, 1913, he started from the aviation station near Annapolis in a Wright biplane which had been converted into a hydroplane. When about 10 miles down the bay a gust of wind struck the hydroaeroplane and caused it to dive. Ensign Billingsley was thrown out and fell into the water. This was the first fatal accident to an aviator of the United States Navy. He was an officer of determination and fearless courage.

Destroyer No. 294—CHARLES AUSTURN—named in memory of Charles L. Austurn, electrician first class, U. S. Navy; born July 26, 1889, in New Orleans, La.; lost at sea October 17, 1917, when the U. S. S. *Antilles* was torpedoed; entered the United States Navy February 25, 1906, as apprentice seaman; reenlisted as seaman February 26, 1912; reenlisted as quartermaster third class March 1, 1916. On October 15, 1917, the U. S. S. *Antilles* left Quiberon Bay, bound for America. Just after daylight on the morning of October 17 she was struck by a torpedo and went down in four and a half minutes. Radio Electrician Austurn remained at his post in an effort to give warning, regardless of his personal safety, and went down with the ship.

Destroyer No. 295—OSBORNE—named in memory of Weedon E. Osborne, dental surgeon, U. S. Navy; born in Chicago, Ill., November 13, 1892; killed in action with the 6th Regiment Marines June 6, 1918, at Chateau Thierry, France. Appointed dental surgeon in the Navy with the rank of lieutenant (junior grade) May 8, 1917; detailed to duty with the 6th Regiment Marines March 26, 1918; posthumously awarded the distinguished-service cross and the Navy medal of honor for extraordinary heroism under fire during the advance on Bouches, France. The nature of his professional duties gave him every justification for remaining in the rear, but he threw himself into the general rescue work and performed heroic deeds in aiding the wounded. While carrying a wounded officer to a place of safety, he was struck by a shell and instantly killed. He was the first commissioned officer of the United States Navy to meet death during the land fighting overseas.

Destroyer No. 296 and Destroyer No. 3—CHAUNCEY—named in memory of Capt. Isaac Chauncey, U. S. Navy; born in Black Rock, Conn., February 20, 1772; died at Washington, D. C., January 27, 1840; buried in Congressional Cemetery, Washington, D. C. Commissioned a lieutenant September 17, 1798; captain April 24, 1806; served on the *Constellation*, War with France, 1798-1801; attacks on town and naval force of

Tripolitans 1804; commanded the naval forces on Lake Ontario; rendered distinguished service in cooperating with Army defense of the Lakes, War of 1812; served as Navy commissioner 1820-1824 and 1833-1840; was included in the thanks of Congress to officers for service in the war with Tripoli and awarded a sword for his gallantry.

Destroyer No. 297—FULLER—named in memory of the late Capt. Edward C. Fuller, U. S. Marine Corps, born in Hamilton, Va., September 4, 1893. Was graduated from the Naval Academy in 1916, and immediately requested overseas duty in the Marine Corps. He was awarded the distinguished-service cross posthumously for "While fearlessly exposing himself in an artillery barrage for the purpose of getting his men into a position of security in the attack on the Bois de Belleau, on June 12, he was killed, and thereby gave his life in an effort to protect his men."

Destroyer No. 298—PERCIVAL—named in memory of Capt. John Percival, U. S. Navy; born April 3, 1779, in Barnstable, Mass.; died September 17, 1862, in Dorchester, Mass. Appointed a master's mate in 1798 and a midshipman in 1800; discharged under the peace establishment act of 1801; entered the merchant service, and was impressed by a Portuguese press gang for the British service, and sent on H. B. M. S. *Victory*; the *Victory* was chased by a Spanish vessel, which was captured, and Percival was put in command of the prize and took her to Madeira, where he found the U. S. S. *Washington*, and managed to escape with other American impressed seamen to the *Washington*; in 1809 was appointed a sailing master and ordered to duty in the New York Flotilla under Capt. Jacob Lewis; July 4, 1813, he borrowed a fishing smack named the *Yankee*, and manning her with 36 volunteers, well armed, he concealed in the cabin all but 3 of the party, filled the deck with produce, and running toward the *Eagle*, tender for the 74-gun line of battleship *Poictiers*, at a given signal the concealed crew rose from their hiding, fired upon the *Eagle's* men, who were so taken by surprise that they took refuge below decks, not even waiting to haul down their colors; Percival took possession of the *Eagle* and carried her into New York, where he was received with great demonstrations of joy; April 29, 1814, he again distinguished himself in the action between the *Peacock* and the *Epervier*, and was promoted by President Madison to lieutenant upon the recommendation of Capt. Warrington, his commanding officer in that engagement, and was also awarded a sword by Congress for his gallantry.

Destroyer No. 299—JOHN FRANCIS BURNES—named in memory of the late Capt. John Francis Burnes, U. S. Marine Corps; born in Binghamton, N. Y., July 6, 1883. He enlisted in the Marine Corps in 1904, served four enlistments, and shortly before the war was appointed a machine gunner, and was commissioned in June, 1917. He was sent to France, and while there was awarded the distinguished-service cross posthumously for "In the attack on the Bois de Belleau, June 12, 1918, he was badly wounded, but completed the disposition of his platoon under violent fire. The injuries which he sustained in the performance of this self-sacrificing duty later caused his death."

Destroyer No. 300 and Torpedo Boat No. 11—FARRAGUT—named in memory of Admiral David Glasgow Farragut, U. S. Navy; born at Campbell Station, near Knoxville, Tenn., July 5, 1801; died navy yard, Portsmouth, N. H., August 14, 1870. Appointed midshipman December 17, 1810; vice admiral December 23, 1864; admiral July 25, 1866. Ordered to the *Eseex* in 1812, under the command of Capt. David Porter, and was with him in his memorable cruise in the Pacific. When but 12 years of age was given command of a prize and took her safely into Valparaiso. In January, 1862, he was given command of the West Gulf Blockading Squadron. On the flagship *Hartford* he opened up the Mississippi River by taking the forts below New Orleans and receiving the surrender of the city April 24-25, 1862. On August 5, 1864, he attacked and passed the defenses of Mobile Bay and received, after a gallant fight, the surrender of the Confederate fleet in those waters. He received the thanks of Congress. The grade of vice admiral was created for him by President Lincoln and that of Admiral by Congress.

Destroyer No. 301 and Torpedo Boat No. 22—SOMERS—named in memory of Lieut. Richard Somers, U. S. Navy; born at Somers Point, N. J., 1778; killed by an explosion on the *Intrepid* in the harbor of Tripoli, September 4, 1804. Appointed midshipman April 30, 1798. On September 4, 1804, he took the bomb vessel *Intrepid* into the harbor of Tripoli to destroy the enemy's fleet. The vessel had a quantity of powder on it and when fired upon it exploded, blowing it to atoms and killing all on board.

Destroyer No. 302—STODDERT—named in memory of the Hon. Benjamin Stoddert, Secretary of the Navy 1798-1801; born in Charles County, Md., 1751; died in Bladensburg, Md., December 18, 1813. In 1776, as captain of cavalry in the Continental Army, he was so severely wounded as to unfit him for active service. In May, 1798, he was appointed Secretary of the Navy, being the first to hold the post, and so remained till March 4, 1801. He was Acting Secretary of War after the resignation of James Henry; until his successor, Samuel Dexter, took charge. When the Navy Department was created in 1798 the frigates *Constitution*, *Constellation*, and *United States* constituted the bulk of the American Navy. By the latter act of 1799, 5 frigates and 23 sloops of war were in commission. Mr. Stoddert's experience in the mercantile marine, coupled with his tact, industry, and judgment, were valuable in the formation of this naval force.

Destroyer No. 303—RENO—named in memory of Lieut. Commander Walter E. Reno, U. S. Navy; born in Davis County, Iowa, October 3, 1881. Appointed midshipman July 1, 1902; commissioned lieutenant commander May 23, 1917; drowned while commanding the U. S. S. *Chauncey* on November 19, 1917. The *Chauncey* was rammed by the British merchant ship *Rose*, of Glasgow, while conveying a merchant fleet through the danger zone.

Destroyer No. 304—FARQUHAR—named in memory of Rear Admiral Norman H. Farquhar, U. S. Navy; born at Pottsville, Pa., April 11, 1840; died at Jamestown, N. Y., July 3, 1907. Appointed a midshipman June 9, 1859; commissioned rear admiral March 3, 1899. First cruise on the coast of Africa for the suppression of the slave trade, and brought to the United States (while still a midshipman) the captured slaver *Triton*. During the Civil War he served on the *Mahaska* and other vessels of the North Atlantic Blockading Squadron, and was executive officer of the *Santiago de Cuba* in both attacks on Fort Fisher, December, 1864, and January, 1865. He commanded the *Trenton*, Pacific station, and received commendation for the manner in which he handled his ship during the memorable hurricane at Apia, Samoa, 1889. Served as Chief of the Bureau of Yards and Docks from 1890 to 1894. He held various important shore stations and commanded the North Atlantic Squadron, 1899-1901. He was chairman of the Lighthouse Board, 1901, until he was retired April 11, 1902.

Destroyer No. 305—THOMPSON—named in memory of the Hon. Richard Wigginton Thompson, Secretary of the Navy, 1877-1881; born in Culpeper County, Va., June 9, 1809. He was admitted to the bar in 1834, began to practice in Bedford, Ind., and served in the lower house of the legislature in 1834-1836 and in the upper house 1836-1838. He was for a short time president pro tempore of the State senate, and acting lieutenant governor. He was a presidential elector on the Harrison ticket in 1840, zealously supporting Gen. Harrison in public speeches and by his pen; served in Congress from 1841-1843 and 1847-1849. In 1867-1869 he was judge of the eighteenth circuit court of the State. On March 12, 1877, he became Secretary of the Navy, resigning in 1881 to become chairman of the American committee of the Panama Canal Co.

Destroyer No. 306—KENNEDY—named in memory of the Hon. John Pendleton Kennedy, who was Secretary of the Navy 1852-1856; born in Baltimore, Md., October 25, 1795; died in Newport, R. I., August 18, 1870. He was graduated at Baltimore College (now the University of Maryland) in 1812. He studied law and was admitted to the bar in 1816. In 1820 and for two successive years he was elected to the Maryland House of Delegates. In 1838 he was elected to Congress and was a Member of that body during practically all of the succeeding years until he was appointed Secretary of the Navy in 1852. It was under his administration that Commander Perry's expedition visited Japan and that Dr. Kane's second Arctic voyage was made.

Destroyer No. 307—PAUL HAMILTON—named in memory of the Hon. Paul Hamilton, who was Secretary of the Navy during the years 1809-1813; born in St. Paul's Parish, S. C., October 16, 1762; died in Beaufort, S. C., June 30, 1816. He rendered important services during the revolution; was comptroller of South Carolina from 1799 to 1804, improving the financial system of the State; was governor of South Carolina 1804-1806; Secretary of the Navy 1809-1813.

Destroyer No. 308—WILLIAM JONES—named in memory of the Hon. William Jones, who was Secretary of the Navy during the years 1813-14; born in Philadelphia, Pa., in 1760; died in Bethlehem, Pa., September 5, 1831. He joined a volunteer company at the age of 16 and was present at the Battles of Trenton and Princeton. Afterwards he entered the Continental naval service and served gallantly under Commodore Truxton on the James River when that officer encountered and beat off a British ship. He then entered the merchant service, but in 1790-1793 lived in Charleston, S. C. He returned to Philadelphia in the latter year and was elected to Congress, serving one term in 1801-1803.

Destroyer No. 309—WOODBURY—named in memory of the Hon. Levi Woodbury, who was Secretary of the Navy 1831-1834; born in Francestown, N. H., December 22, 1789; died in Portsmouth, N. H., September 4, 1851. After graduation with the highest honors at Dartmouth in 1809, he entered the Litchfield, Conn., law school. He was admitted to the bar in 1812 and practiced in his native town until 1816, when he was chosen clerk of the State senate. In 1817 he was appointed a judge of the supreme court of the State and in 1819 removed to Portsmouth, where he practiced law, after serving as governor of New Hampshire in 1823-24. He was speaker of the State house of representatives in 1825 and was elected to the United States Senate as a Democrat, serving from December 5, 1825, until March 3, 1831, when he was appointed Secretary of the Navy and held that office until 1834, when he was made Secretary of the Treasury, serving until 1841.

Destroyer No. 310—S. P. LEE—named in memory of Rear Admiral Samuel Phillips Lee, U. S. Navy; born in Fairfax County, Va., February 13, 1812; died at Silver Springs, Md., near Washington, D. C., June 5, 1897. In the Civil War he commanded the *Owens* and took part in the passage of Forts Jackson and St. Philip, April 24, 1862; July 16, 1862, ordered to command the North Atlantic Squadron. He held various prominent positions ashore. He was retired February 13, 1873.

Destroyer No. 311—NICHOLAS—named in memory of Maj. Samuel Nicholas, U. S. Marine Corps. Appointed by the marine committee in 1775. June 6, 1776, appointed major by the Continental Congress and placed at the head of the marines; served with Commodore Esck Hopkins in the fleet that attacked New Providence, West Indies, March 3, 1776. He landed in command of 200 marines and about 50 sailors at Fort Nassau and captured 88 cannon and 15 mortars; the landing party captured the governor, lieutenant governor, and a number of other prominent persons and brought them to the United States. The officials were immediately returned. Maj. Nicholas remained in the service throughout the War of the Revolution.

Destroyer No. 312—YOUNG—named in memory of Capt. John Young; born in Philadelphia; lost at sea 1781. Commissioned captain October 19, 1776. May 13, 1777, he was ordered to cruise between the Chesapeake and Delaware Bays to warn American vessels. July 5, 1777, he was ordered to proceed to Nantes in the *Independence*. February 15, 1778, Capt. Young sailed the *Independence* through the French fleet (having on board John Paul Jones), saluted the French flag with 13 guns, receiving 9 guns in return. May 20, 1781, Capt. Young sailed in the *Saratoga* with French and American ships from Cape Francois. Soon separated from her consorts and was never seen again; supposed to have foundered at sea.

Destroyer No. 313—ZEILIN—named in memory of Brig. Gen. Jacob Zeilin, U. S. Marine Corps; born in Philadelphia, Pa., July 16, 1806; died in Washington, D. C., November 18, 1880. Commissioned second lieutenant October 1, 1831; promoted to first lieutenant September 12, 1836; was brevetted major for gallantry in action at crossing San Gabriel River January 9, 1847; was military commandant at San Diego in 1847; was marine officer in the flagship *Mississippi* in Commodore Perry's expedition to Japan in 1852; in 1864 took command of marine barracks at Portsmouth, N. H.; appointed colonel commandant of the Marine Corps in June, 1864; commissioned brigadier general commandant March 2, 1867; retired November 1, 1870.

Destroyer No. 314—YARBOROUGH—named in memory of First Lieut. George H. Yarborough, Jr., U. S. Marine Corps; born in Roxboro, N. C., October 14, 1895; died in France from wounds received in action June 23, 1918. Served in France with the 5th Regiment and was posthumously awarded the distinguished-service cross for extraordinary heroism in the Bois de Belleau, France. After being wounded by an exploding shell he refused aid until he saw that the wounded men with him had been treated and removed to shelter. He died later from his wounds.

Destroyer No. 315—LA VALLETTE—named in memory of Rear Admiral Elie A. F. LaVallette, U. S. Navy; born in Alexandria, Va., May 3, 1790; died in Philadelphia, Pa., November 18, 1882; buried in Laurel Hill Cemetery, Philadelphia. Appointed acting lieutenant May 20, 1814, and detailed to the *Saratoga*. While on that vessel he took a conspicuous part in the Battle of Lake Champlain; was awarded a silver medal, included in the thanks of Congress October 20, 1814, and promoted for his gallantry; 1821-22 commanded the *Peacock* and the *Flag* and rendered efficient service in the suppression of piracy in the West Indies; appointed commander March 3, 1831; captain February 23, 1840; rear admiral, retired list, July 16, 1862.

Destroyer No. 316—SLOAT—named in memory of Rear Admiral John Drake Sloat, U. S. Navy; born in Sloatbury, Rockland County, N. Y., July 26, 1781; died at New Brighton, Staten Island, N. Y., November 28, 1867; buried in Greenwood Cemetery, Brooklyn, N. Y. Appointed midshipman February 12, 1800; rear admiral on the retired list July 25, 1866; was sailing master of the *United States* under Commodore Decatur and was promoted to lieutenant for conspicuous gallantry in the engagement with H. B. M. S. *Macedonian* and her capture October 25, 1812; was wounded during the fight but remained on deck; was included in the thanks of Congress to officers who took part in the engagement and awarded a silver medal. Commanded the Pacific Squadron 1844-1846, and rendered efficient services on the coast of California in the early part of the Mexican War. Under his direction the American flag was hoisted July 7, 1846, in Monterey, Calif., and possession of that part of California was taken by the United States. He held many commands on shore and made the plans of Mare Island Navy Yard.

Destroyer No. 317—WOOD—named in memory of Medical Director William Maxwell Wood, U. S. Navy; born in Baltimore, Md., in 1809; died at Owings Mills, Baltimore County, Md., March 1, 1880. Appointed assistant surgeon May 16, 1829; medical director March 3, 1871; retired May 27, 1871; took active part in the Mexican War and received the commendation of Commodore Sloat for bringing him valuable information "at the risk of his life," which induced the commodore to take possession of California; was commended by the chairman of the Naval Committee of the Senate for services rendered on this occasion; Civil War, 1861-1865, served in the North Atlantic Blockading Squadron; held position of Chief of Bureau of Medicine and Surgery 1870-71.

Destroyer No. 318—SHIRK—named in memory of Commander James W. Shirk, U. S. Navy; born in Pennsylvania, July 16, 1832; died in Washington, D. C., February 10, 1873. Appointed midshipman March 26, 1849. During the Civil War he was especially distinguished for service in the Mississippi Squadron. At Shiloh, April 6, 1862, his vessel, the *Lexington*, in company with the *Tuler*, prevented the enemy from crossing and saved the army from defeat. He was later thanked by the Secretary of the Navy for this service. During the siege of Vicksburg, while in command of the *Tuscumbia*, he was constantly under

fire from May 19 to the time of surrender, July 4, 1863. He was appointed commander July 25, 1866; 1866-1872 cruised in the European Squadron on special duty for the Navy Department.

Destroyer No. 319—**KIDDER**—named in memory of First Lieut. Hugh P. Kidder, U. S. Marine Corps; born in Waukon, Iowa, December 13, 1897; awarded the croix de guerre with palm and star for courage and endurance displayed in carrying orders to advanced positions for a period of nine days under violent machine-gun and artillery fire; awarded distinguished-service cross for extraordinary heroism in action near Blanc Mont, France, October 2-3, 1918, when he led a small patrol into enemy trenches and captured two strong machine-gun positions; killed in action October 3, 1918, while attempting to better his position in the face of a heavy machine-gun and artillery fire.

Destroyer No. 320—**SELFRIDGE**—named in memory of Rear Admiral Thomas O. Selfridge, U. S. Navy; born in Boston, Mass., April 24, 1894; died in Waverly, Mass., October 15, 1902. Appointed midshipman January 1, 1818; rear admiral, retired, July 26, 1866; served on exploring expedition of 1829; commanded the U. S. S. *Columbus*, flagship of the East India Squadron. Early in 1847, the authorities of Mulle having refused to make an apology for an insult to the United States flag, he landed with a force of marines and seamen to enforce his demands. Finding a force of Mexicans hiding in the bushes, he opened fire upon them from the *Dale* and after landing put them to flight. In November, 1847, he landed with about 70 men from the *Dale* and put a force of about 100 Mexicans to flight. During the Civil War, 1861, in command of the *Mississippi*, was actively engaged in blockading off Mobile Bay and Passes of the Mississippi. Subsequently held important positions ashore.

Destroyer No. 321—**MARCUS**—named in memory of Lieut. (Junior Grade) Arnold Marcus, U. S. Navy; born in Atlantic City, N. J., June 26, 1892. Appointed midshipman May 22, 1909; ensign August 13, 1913; Lieutenant (junior grade) June 7, 1916; assumed command of U. S. S. *A-7* March 13, 1917; died July 27 from the effects of an explosion on the U. S. S. *A-7* while that vessel was engaged in patrol duty in Manila Bay, P. I. Lieut. Marcus upheld the best traditions of the Navy in that he was the last man to come up out of the boat and did everything in his power to save his crew and his ship.

Destroyer No. 322—**MERVINE**—named in memory of Rear Admiral William Mervine, U. S. Navy; born in Pennsylvania in 1790; died in Utica, N. Y., September 15, 1868. Appointed a midshipman January, 1809; captain September 8, 1841; rear admiral (retired) July 25, 1866; served during the War of 1812 on Lake Ontario; cruised 1819-1853 on the coast of Africa, West Indies, Mediterranean, Brazil, and Pacific Stations; Mexican War, 1846-47, commanded the *Savannah* in operations against Mexico; commanded a detachment of 250 sailors and marines, landed at Monterey July 7, 1847, took possession of that place, hoisted the American flag and erected a block house for its defense, which was named in his honor Fort Mervine; Civil War, May 6, 1861, commanded the Gulf Squadron until obliged to give up the command on account of ill health. Held many important positions on shore between his sea cruises.

Destroyer No. 323—**CHASE**—named in memory of Reuben Chase, midshipman; born in Nantucket, Mass. Entered the Navy as seaman in 1777. Cruised on the *Ranger* in operations around the British Isles and the capture of H. B. M. S. *Drake* April 24, 1778; transferred to the *Bonhomme Richard* March 18, 1779, as midshipman. His name is listed among those entitled to receive prize money for captures made by the *Bonhomme Richard*, including the *Serapis*.

Destroyer No. 324—**ROBERT SMITH**—named in memory of former Secretary of the Navy, Robert Smith; born in Lancaster, Pa., November, 1757; died in Baltimore, Md., November 26, 1842. He was graduated from Princeton University in 1781; studied law, was admitted to the bar, and settled in Baltimore; 1793 became State senator from Maryland and was a member of the house of delegates from 1796-1800. On January 26, 1802, he became Secretary of the Navy and held that office until he was appointed Secretary of State in 1809.

Destroyer No. 325—**MULLANY**—named in memory of Rear Admiral J. R. Madison Mullany; born in New York City October 26, 1818; died at Bryn Mawr, Pa., September 17, 1887. Appointed midshipman January 7, 1832; rear admiral June 5, 1874; served on various stations; 1847-48 attached to the home squadron, and took part in the capture of Tobasco and other engagements of the Mexican War; April-May, 1861, commanded the *Wyandotte* at Pensacola; 1862-1864 attached to the *Bienville* in the North Atlantic and West Gulf Blockading Squadrons; volunteered for service in Mobile Bay; was assigned to the *Oneida*; exposed to the most destructive fire; displayed great heroism, and was wounded. He was obliged to have his arm amputated; received the thanks of Congress for his gallantry; 1874-75 commanded the North Atlantic station and protected American interests on the Isthmus of Panama.

Destroyer No. 326—**COGHIAN**—named in memory of Rear Admiral Joseph Bulloch Coghlan, U. S. Navy; born in Frankfort, Ky., December 9, 1844; died at New Rochelle, N. Y., December 5, 1908. Appointed midshipman September 27, 1860; rear admiral April 11, 1902; served during the Civil War, 1863-1865, on the U. S. S. *Sacramento*; 1865-1897 cruised on the Brazil, European, Pacific, North Atlantic, and Asiatic Stations; Spanish-American War, 1898, commanded U. S. S. *Raleigh*; took prominent part in the Battle of Manila Bay, May 1, 1898; commanded expedition for capture of batteries at Manila, May 2, 1898, and capture of Isla Grande, July 7, 1898, Subig Bay; recommended by Admiral Dewey for his gallantry and skill; included in thanks of Congress to Admiral Dewey, officers and men, for victory of May 1, 1898; advanced six numbers by act of Congress for eminent and conspicuous conduct in battle; commanded Caribbean Squadron of North Atlantic Fleet 1902; held many important posts on shore; retired December 5, 1906.

Destroyer No. 327 and destroyer No. 10—**PRESTON**—named in memory of Lieut. Samuel W. Preston, U. S. Navy; born in Canada and appointed midshipman from the State of Illinois, October 4, 1858; graduated first in his class May 9, 1861; from 1861 to 1865 served on various vessels of the South Atlantic Blockading Squadron. In an assault on Fort Sumter, September 8, 1863, he was made prisoner and sent to Libby Prison, where he was kept until exchanged in the fall of 1864. He took part in the attacks on Fort Fisher, December 24, 25, 1864, and January 15, 1865, when he was killed while leading his men.

Destroyer No. 328 and destroyer No. 18—**LAMSON**—named in memory of Lieut. Roswell Hawkes Lamson, U. S. Navy; born in Iowa. Appointed from Oregon to the Naval Academy September 20, 1858; graduated in 1862; Civil War, commanded the *Mount Washington* in joint Army and Navy operations in Nansmond River; took prominent part in capture of batteries at Hill's Point; while in command of the *Ottusburg* took prominent part in attack on Fort Fisher and gallantly piloted the powder boat *Louisiana* in under the fort; resigned from the Navy in 1866. In 1895, in recognition of his splendid services during the Civil War, he was reappointed lieutenant in the Navy and was placed on the retired list. He died in Portland, Oreg., August 14, 1903.

Destroyer No. 329—**BRUCE**—named in memory of Lieut. Frank Bruce, U. S. Navy; born August 20, 1879, in Grand Island, Nebr. Entered the Navy February 6, 1911, as boatswain; chief boatswain February 8, 1917; ensign (T) July 1, 1917; lieutenant (junior grade) (T) February 1, 1918; lieutenant (T) July 1, 1918, in command of the mine sweeper *Bobolink*; killed May 17, 1919, when a mine, which the *Bobolink* was heaving in, exploded.

Destroyer No. 330 and destroyer No. 7—**HULL**—named in memory of Commodore Isaac Hull, U. S. Navy; born in Connecticut in 1775. His father was an officer in the Revolutionary Army; was captured and died aboard a British prison ship. Young Hull's first service of note was when he sailed, in a small vessel named the *Sally*, into the harbor of Porte Platte, Haiti, in broad daylight, captured the fort, spiked the guns, and succeeded in getting away with a French letter of marque. He served under Commodore



Preble during the Tripolitan trouble. His most noted command was the *Constitution* in 1811. He displayed a brilliant seamanship when he escaped from the British squadron under Admiral Blake in 1812. Just one month after the time he escaped from Admiral Blake he met and destroyed the *Guerriere*.

Destroyer No. 331 and destroyer No. 9—MACDONOUGH—named in memory of Commodore Thomas Macdonough, U. S. Navy; born in Middletown, Del., December 31, 1783; died at sea November 10, 1825; buried in Riverside Cemetery, Middletown, Conn. Appointed midshipman February 5, 1800; commissioned captain September 11, 1814; first cruised on the *Ganges* in 1800 during the War with France; in 1803-4 actively engaged in operations before Tripoli; one of the midshipmen selected by Decatur to go on the *Intrepid* for the recapture and destruction of the U. S. S. *Philadelphia* in the harbor of Tripoli, February 16, 1804; during the War of 1812 commanded the United States squadron on Lake Champlain; September 11, 1814, gained a brilliant victory over the British squadron; received the thanks of Congress and a gold medal; during 1813-1820 cruised in the Mediterranean, and again in 1824, in the same squadron, commanding the *Constitution*. Severe illness obliged him to give up the command and return home in the merchant brig *Edward*. He died before reaching the United States.

Destroyer No. 333—SUMNER—named in memory of Capt. Allen M. Sumner, U. S. Marine Corps; born October 1, 1882, Suffolk County, Boston, Mass.; killed in action by enemy shell fire while commanding the 81st Company, Soissons sector, during advance on Tigny July 18 to 26, 1918; buried on field; casualty cablegram No. 203, received July 29, 1918, states he died July 19, 1918. Appointed a second lieutenant in the Marine Corps March 15, 1907; accepted appointment March 21, 1907, and served continuously as an officer of the Marine Corps until January 1, 1914, when his resignation was accepted; appointed a first lieutenant in the Marine Corps Reserve for a period of four years on March 17, 1917, from February 10, 1917; accepted appointment and executed oath of office March 22, 1917, at Washington, D. C.; under date of March 24, 1917, detailed for three months' active service for training, and ordered to proceed to Philadelphia, Pa., for duty with the 1st Regiment, Advanced Base Force, stationed at the marine barracks there; reported for duty April 2, 1917. On April 7, 1917, he was assigned to active service for the war; detached July 6, 1917, to marine barracks, Quantico, Va.; joined July 7, 1917; detached July 31, 1917, and assigned to duty with the Base Detachment, 5th Regiment Marines, for foreign shore service in France; embarked on *Henderson* July 31, 1917, at Philadelphia, Pa., and sailed August 5, 1917, attached to 20th Company; arrived in France August 20, and disembarked August 22, 1917; on detached duty with United States Army in France from August 22, 1917; on detached duty in office of chief of staff, American Expeditionary Forces, from September 26, 1917, to December 10, 1917; transferred February 9, 1918, to 81st Company, 6th Machine Gun Battalion; reappointed for duty with 81st Company February 11, 1918.

Destroyer No. 336—LITCHFIELD—named in memory of John R. Litchfield, pharmacist's mate third class, U. S. Navy, who gave his life while serving as a member of the Hospital Corps of the 6th Regiment, United States Marine Corps, in France; born in Flanagan, Ill., March 7, 1899; died September 15, 1918. He was awarded the distinguished-service cross posthumously for extraordinary heroism in action. He displayed exceptional bravery in giving first aid to the wounded under shell fire near Thiachout, France, and was killed while taking a wounded soldier out of a trench to the rear.

Destroyer No. 337—ZANE—named in memory of Maj. Randolph T. Zane, U. S. Marine Corps, born in Philadelphia, Pa., August 12, 1887; died from wounds he received in action with the 6th Regiment in France. He was awarded the distinguished-service cross for conspicuous bravery and coolness in holding the town of Boursches, June 7, 1918, where he successfully resisted a heavy attack by machine guns and infantry. He died later from wounds received in this engagement.

Destroyer 338—WASMUTH—named in memory of Henry Wasmuth, U. S. Marine Corps, who saved the life of "Fighting Bob" Evans at the attack on Fort Fisher at the risk of his own and was killed during the engagement.

Destroyer No. 339—TREVER—named in memory of Lieut. Commander (T) George A. Trever, U. S. Navy; born in Waupun, Wis., June 11, 1885. Appointed midshipman May 3, 1905; ensign June 5, 1911; lieutenant (junior grade) June 5, 1914; lieutenant June 5, 1917; lieutenant commander (T) July 1, 1918, in command of the U. S. S. *O-5*; died October 5, 1918, while engaged in preventive measures to avert an explosion.

Destroyer No. 340—and destroyer No. 11—PERRY—named in memory of Commodore Oliver H. Perry, U. S. Navy, and his brother, Capt. Matthew C. Perry, U. S. Navy, sons of Capt. Christopher R. Perry, U. S. Navy, a distinguished officer of the Revolutionary War. Commodore Oliver H. Perry was born in Rhode Island in 1785; appointed midshipman in 1799; served in the Tripolitan War and was promoted to acting lieutenant at the age of 17. His most conspicuous service was in the War of 1812. He led the ships in Commodore Chauncey's attack on Fort George in 1813. Later he commanded the forces on Lake Erie, and defeated the English squadron in the Battle of Lake Erie. For this victory he was awarded a gold medal.

Capt. Matthew C. Perry, U. S. Navy, was born in 1795; appointed midshipman in 1809; served in the War of 1812 and commanded the Gulf Fleet in the Mexican War; in 1853, in command of the East India Squadron, he went to Japan and effected a treaty which opened Japanese ports to American commerce.

Destroyer No. 341 and destroyer No. 5—DECATUR—named in memory of Commodore Stephen Decatur, U. S. Navy; born in Maryland in 1779; died in 1820. Entered the Navy as midshipman in 1798. In 1803 he was in command of the *Enterprise* in Commodore Preble's Mediterranean Squadron, and in 1804 led a daring expedition into the harbor of Tripoli for the purpose of burning the U. S. frigate *Philadelphiz*, which had fallen into Tripolitan hands. He succeeded in his purpose and made his escape under the fire of the batteries. This brilliant exploit earned him a captain's commission and a sword of honor from Congress. During the War of 1812, in the *United States*, he captured the *Macedonian*. In the *President* he fought a superior fleet until his own decks were covered with the dead and wounded.

Destroyer No. 342—HULBERT—named in memory of first Lieut. Henry L. Hulbert, U. S. Marine Corps; born January 12, 1837, in Kingstun upon Hull, Yorkshire, England; killed in action near Mount Blanc, October 5, 1918. Served over 20 years in the Marine Corps; held congressional medal of honor for bravery and distinguished service in Samoa in 1898; awarded the distinguished-service cross for extraordinary heroism displayed at Chateau-Thierry June 6, 1918, where he constantly exposed himself to the enemy's fire without regard for personal danger.

Destroyer No. 343—NOA—named in memory of Midshipman Loveman Noa; born in Chattanooga, Tenn., October 5, 1878; killed by natives on the Island of Samar, P. I., October 26, 1901. Appointed cadet September 5, 1896; graduated in June, 1900; sent to Asiatic Station on board the *Marineles*. On October 26, 1901, Midshipman Noa, with an armed crew of six men, put off in a small boat from the *Marineles* to watch for boats engaged in smuggling contraband of war from the Island of Leyte to Samar Island. The wind turning against them, they were obliged to land in a small cove on the Island of Samar, and while scouting the near-by woods Midshipman Noa was stabbed by Filipino insurgents and died before aid could reach him.

Destroyer No. 344—WILLIAM B. PRESTON—named in memory of former Secretary of the Navy William B. Preston; born in Smithfield, Montgomery County, Va., November 25, 1805; died there November 16, 1852. He was elected at the University of Virginia; adopted law as a profession and achieved signal success in its practice; served several times in the Virginia House of Delegates and Senate; appointed Secretary of the Navy in 1849; was subsequently sent by the Government on a mission to France, 1858-59, the object of which was to establish a line of steamers between that country and Virginia and a more extended commercial relation between the two countries.

Destroyer No. 345 and Destroyer No. 12—**PREBLE**—named in memory of Commodore Edward Preble, U. S. Navy; born in Falmouth, Me., near Portland, August 15, 1761. When about 16 years of age he shipped on a letter of marque and sailed for Europe. Upon his return to America in 1779 he received an appointment in the Provincial Marine of Massachusetts and was attached to the *Protector*. January 17, 1799, he was commissioned lieutenant in the United States Navy and ordered to the *Constitution*; commissioned captain May 15, 1799; ordered to the *Pickering* June 7, 1799. In command of the *Essex* he sailed for the East Indies to convoy to the United States a large fleet of merchantmen and had the honor of being the first naval officer to fly the American flag east of the Cape of Good Hope. Ordered to the *Constitution* in 1808 to command the squadron being fitted out to act against the Barbary powers. He established a treaty of peace with the Emperor of Morocco; had several engagements with the Tripolitan gunboats and forts and endeavored to secure a treaty for the establishment of a permanent peace upon honorable terms with the Bashaw.

Destroyer No. 346—**SICARD**—named in memory of Rear Admiral Montgomery Sicard, U. S. Navy; born in New York September 30, 1836; died in Westernville, near Rome, N. Y., September 14, 1900. Appointed midshipman October 1, 1857; rear admiral April 9, 1897; retired September 30, 1898; served in the Home and East India Squadrons, 1855-1861; Civil War, 1861-1865, in the West Gulf Blockading Squadron; commanded the *Oneda* 1863; 1864-65 commanded the *Ticonderoga*, South Atlantic Blockading Squadron; took part in attacks on Fort Fisher, December 24 and 25, 1864, and in the land and naval assault on Fort Fisher January 15, 1865; Chief of Bureau of Ordnance 1831-1890; 1897-98 in command of the North Atlantic Squadron; placed in charge of board of strategy, and while on this board took an important part in the conduct of the War with Spain. He was considered a distinguished ordnance expert.

Destroyer No. 347—**PRUITT**—named in memory of Corp. John H. Pruitt, U. S. Marine Corps; born in Fadeville, Ark., October 4, 1896; killed in action October 4, 1918. Posthumously awarded Navy medal of honor for conspicuous gallantry and courage above and beyond the call of duty in action with the enemy at Blanc Mont Ridge, France, October 3, 1918. Single handed he attacked 2 machine guns, capturing them and killing 2 of the enemy. He later captured 40 prisoners in a dugout near by. This gallant soldier was killed soon afterwards by shell fire while he was sniping at the enemy.

## TRANSPORTS.

Transport No. 1—**HENDERSON**—named in memory of Brig. Gen. Archibald Henderson, U. S. Marine Corps; born in Colchester, Fairfax County, Va., 1783; died in Washington, D. C., January 6, 1859; buried in the Congressional Cemetery, Washington, D. C. Appointed second lieutenant, United States Marine Corps, June 4, 1806; colonel commandant July 1, 1834; brevet brigadier general January 27, 1837; commandant of the Marine Corps from October 17, 1820, to January 6, 1859; served in the War of 1812 on the *Constitution* in the engagement of that vessel with the *Java* December 29, 1812, and with the *Cyane* and *Levant* February 20, 1815. Received a silver medal and included in thanks of Congress to officers and men of the *Constitution* for their gallant service. Commanded the marines in the Florida War, 1836-37, and promoted for services in checking Indian hostilities.

Transport No. 2—**HEYWOOD**—named in memory of Maj. Gen. Charles Heywood, U. S. Marine Corps. He was born in Maine on October 3, 1839, and appointed second lieutenant April 5, 1858. At the outbreak of the Civil War he was attached to the U. S. S. *Cumberland* and was commissioned major by brevet for his gallant services during the fight between the *Cumberland* and the *Merrimac*. At the battle of Mobile Bay, August 5, 1864, he commanded the marine guard of the *Hartford*, and for gallant service during the battle was commissioned lieutenant colonel by brevet. He also took part in the capture of Forts Morgan, Gaines, and Powell, the ram *Tennessee*, steamers *Gaines* and *Selma*, and the destruction of the steamer *Morgan*, and served on the U. S. S. *Sabine* and U. S. S. *Ticonderoga* during the Civil War. He was appointed colonel commandant of the Marine Corps January 30, 1891; brigadier general commandant March 3, 1899; and major general commandant July 1, 1902, being the first commandant to attain the rank of major general. He retired October 3, 1903, at the age of 64 years, and died February 26, 1915.

## DESTROYER TENDERS.

Destroyer tender No. 2—**MELVILLE**—named in memory of Rear Admiral George Wallace Melville, U. S. Navy; born in New York City January 10, 1841; died in Philadelphia, Pa., March 17, 1912. Appointed third assistant engineer July 19, 1861; commissioned chief engineer March 4, 1881; Chief of Bureau of Steam Engineering, with rank of rear admiral, 1887-1903; served throughout the Civil War, 1861-1865, in different squadrons and commended for his ability and zeal; cruised on various stations from 1866 to 1879, when he was selected as one of the officers to accompany the "Jeannette Arctic Expedition"; advanced 15 numbers for his heroism in endeavoring to rescue Lieut. Commander De Long and his party, who were lost in the ice in the *Lena Delta*, Siberia; commanded the party which finally discovered the remains of the unfortunate men; highly honored by scientific societies at home and abroad.

Destroyer tender No. 3—**DOBBS**—named in memory of the late Hon. James Cochrane Dobbin, who was Secretary of the Navy from 1853 to 1857. He was born in Fayetteville, N. C., in 1814. In 1832 he was graduated from the University of North Carolina, and after being admitted to the bar in 1835 he practiced in Fayetteville. He was a member of Congress from 1845 to 1847, and also of the North Carolina Legislature from 1848 to 1852. In 1853 he became Secretary of the Navy, and during his administration he set about reform in all its branches. He was a firm believer in a strong Navy, and regarded the increase of naval strength not as a war but as a peace measure, and during his administration there were built 18 of the finest ships of their class that there were in the world. He instituted the present apprentice system, the inauguration of a retired list for officers unable to perform active duty, the law for increased pay to seamen, and honorable discharges for good conduct. When he retired from office he left behind him six first-class steam frigates, authorized upon his suggestion and constructed under his direction, for he gave them his personal attention in every detail. Under his auspices the Pery Expedition was carried to a successful termination and the treaty with Japan made. He died at Fayetteville, August 4, 1857.

Destroyer tender No. 4—**WHITNEY**—named in memory of the late Hon. William Collins Whitney, who was Secretary of the Navy from 1885 to 1889. He was born in Conway, Mass., July 5, 1841; was educated at Yale and Harvard and settled in New York City, where he was admitted to the bar. As corporation counsel of the city of New York in 1875-1882 he so completely reorganized and simplified the work of this office that thousands of dollars were saved annually. In 1885 he became Secretary of the Navy, and was a powerful advocate of naval expansion. He desired that the warships of the United States should be equal to the best in the world, and under his administration great progress was made in building the "new Navy." Two battleships—the *Maine* and the *Texas*—were authorized; also one armored cruiser, four gunboats, one practice vessel, one ram, one torpedo boat, and one dynamite gun cruiser. Mr. Whitney changed the Washington Navy Yard to the "Naval Gun Factory," confining its duties to the manufacture of ordnance. He died in New York, February 2, 1904.

**SUBMARINE TENDERS.**

Submarine tender No. 1—**FULTON**—named in memory of Robert Fulton, American inventor; born in Little Britain, Lancaster County, Pa., 1765; died in New York City February 24, 1815. At the age of 13 he constructed paddle wheels, which he applied successfully to propel a fishing boat. Between the years 1797 and 1804 he invented submarine boats, one called the "torpedo," models of which were tried in France and a board appointed by the Emperor Napoleon I to decide upon their merits. The invention was not approved either in France or England. Fulton returned to America and in 1807 proved that steam could be applied to boats for propulsion. His first steamboat, the *Clermont*, launched in the spring of 1807, made her first trip to Albany from New York (150 miles in 33 hours) in August of the same year. Fulton built the first war steamer, *Fulton the First* or *Demologos*.

Submarine tender No. 2—**BUSHNELL**—named in memory of David Bushnell, American inventor; born in Saybrook, Conn., in 1742; died in Warrenton, Ga., 1824. Called the "Father of the submarine"; graduated from Yale in 1775; made a study of submarine warfare; constructed a diving boat, calling it the *American Turtle*; made a number of unsuccessful attempts to blow up the enemy's ships of war, one the *Eagle*, in New York Harbor, in 1776; another the *Cerebus*, anchored off New London, in 1777.

Submarine tender No. 3—**HOLLAND**—named in memory of John Philip Holland, inventor; born at Liscannon, County Clare, Ireland, in 1842; died August 12, 1914. Educated in Limerick, Ireland; taught school for 15 years, part of this period being after his arrival in America; laid his first plans for a submarine before the United States Navy Department in 1875; received the first contract from the United States for a submarine torpedo boat in 1895, but this vessel, the original *Plunger*, was never finished, and amounts paid toward its construction were credited to a new contract made in 1900, covering the purchase of two submarines built at the Crescent Shipyard, Elizabethport, N. J., and operated with success prior to acceptance. These vessels, known as the *Holland* and *Plunger*, were the first of the type on the Navy List.

**AIRCRAFT TENDERS.**

Aircraft tender No. 1—**WRIGHT**—named in memory of Wilbur Wright, American inventor; born in Millville, Ind., April 16, 1867; died in Dayton, Ohio, May 30, 1912. Educated in the high schools of Richmond, Ind., and Dayton, Ohio. From 1893, with his brother Orville, he devoted time to heavier-than-air flying machines, patented by the Wright Bros. in the leading countries of the world. He made numerous flights in the United States and abroad. He was awarded medal by French Academy of Sciences, 1909; also many others. He was member of the Aero Club of America.

**SUPPLY SHIPS.**

Supply ship No. 1—**BRIDGE**—named in memory of Horatio Bridge, who was Chief of the Bureau of Provisions and Clothing (now Supplies and Accounts) of the Navy Department from 1854 to 1869, which included the whole period of the Civil War. He was born April 8, 1806, and appointed paymaster in 1838. He first employed in the Navy the idea of comprehensive fleet supply, and under his direction the systematic supply of the vessels of the Navy on the Atlantic and Gulf coasts during the Civil War was established and carried out with conspicuous success.

**AIRCRAFT CARRIERS.**

Aircraft carrier No. 1—**LANGLEY**—named in memory of Prof. Samuel Pierpont Langley; born in Roxbury, near Boston, Mass., in August, 1834; died in Aiken, S. C., February 27, 1906. Distinguished American astronomer and physicist; received degrees from Oxford, Cambridge, England; Harvard, Princeton, Yale, and many other universities and colleges; 1865 assistant in Harvard Observatory; 1866 assistant professor of mathematics, United States Naval Academy; 1867 director Allegheny Observatory; founded the system of railway time service from observatories; devised the bolometer and other scientific apparatus; 1881 organized a successful scientific expedition to Mount Whitney, Calif.; made extended experiments on the problem of mechanical flight, which, though ineffective, made his name widely known. Congress appropriated \$5,000 for carrying out his ideas.

## VESSELS FITTED WITH FLAG OFFICER'S QUARTERS.

## Battleships.

Alabama.....	BB8	Minnesota.....	BB22	South Dakota (Division).....	BB49
Arkansas.....	BB33	Missouri.....	BB11	Texas.....	BB35
California (Fleet)...	BB44	Montana (Division)...	BB51	Utah.....	BB31
Connecticut.....	BB18	New Jersey.....	BB16	Vermont.....	BB20
Florida.....	BB30	New Mexico (Fleet)...	BB40	Virginia.....	BB13
Georgia.....	BB15	New York.....	BB34	West Virginia (Fleet).....	BB48
Indiana (Division)...	BB50	North Carolina (Division).....	BB52	Wisconsin.....	BB9
Iowa (Division)....	BB53	Ohio.....	BB12	Wyoming.....	BB32
Louisiana.....	BB19	Pennsylvania (Fleet).....	BB38		
Maryland.....	BB46	Rhode Island.....	BB17		
Massachusetts (Division).....	BB54				

## Battle Cruisers.

Constellation.....	CC2	Lexington.....	CC1	Saratoga.....	CC3
Constitution.....	CC5	Ranger.....	CC4	United States.....	CC6

## Cruisers, Second Line.

Brooklyn.....	CA3	Huntington.....	CA5	Pueblo.....	CA7
Charleston.....	CA22	Huron (Fleet).....	CA9	Rochester.....	CA2
Chicago.....	CA14	Minneapolis.....	CA17	Seattle.....	CA11
Columbia.....	CA16	Olympia.....	CA15		
Frederick.....	CA8	Pittsburgh.....	CA4		

## Light Cruisers.

Birmingham.....	CL2	Chester.....	CL1	Salem.....	CL3
No. 9.....	CL9	No. 10.....	CL10	No. 11.....	CL11
No. 12.....	CL12				

## Mine Layers.

Baltimore.....	CM1	San Francisco.....	CM2
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## Auxiliaries.

Black Hawk, destroyer tender...	AD9	Beaver, submarine tender.....	AS5
Dixie, destroyer tender.....	AD1	Bushnell, submarine tender.....	AS2
Dobbin, destroyer tender.....	AD3	Camden, submarine tender.....	AS6
Leonidas, destroyer tender.....	AD7	Fulton, submarine tender.....	AS1
Melville, destroyer tender.....	AD2	Holland, submarine tender.....	AS3
Panther, destroyer tender.....	AD6	Rainbow, submarine tender.....	AS7
Whitney, destroyer tender.....	AD4	Savannah, submarine tender.....	AS8
Bridgeport, repair ship.....	AR2	Vestal, repair ship.....	AR4

**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.
		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
First-class battleships..	16	198,250	22	292,146	25	334,146	25	334,146	29	406,146	29	406,146
Second-class battleships	1	6,315	1	6,315	1	6,315	1	6,315	1	6,315	.....	.....
Armored cruisers.....	4	54,720	6	83,720	9	125,580	10	140,080	10	140,080	10	140,080
First-class cruisers.....	3	27,065	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Armored ram.....	1	2,183	1	2,183	1	2,183	1	2,183	.....	.....	.....	.....
Single-turret monitors..	4	12,900	4	12,900	4	12,900	4	12,900	4	12,900	4	12,900
Double-turret monitors.	6	26,104	6	26,104	6	26,104	6	26,104	6	26,104	6	26,104
Protected cruisers.....	19	76,070	19	76,070	19	76,070	18	71,987	18	71,987	17	67,574
Unprotected cruisers....	3	6,216	3	6,216	3	6,216	3	6,216	3	6,216	2	4,144
Scout cruisers.....	.....	.....	.....	.....	2	7,500	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
Trainingship, 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	12	14,361	43	15,133	44	15,833
Auxiliary Cruisers.....	5	28,339	5	28,339	4	24,959	4	24,959	4	24,959	4	24,959
Converted yachts.....	23	11,881	23	11,872	22	11,750	21	11,453	19	10,421	18	10,106
Colliers.....	15	79,504	15	79,504	15	79,504	15	79,504	20	140,967	20	155,112
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	4,850	2	4,850	2	4,850	3	7,105	3	7,105	3	7,105
Total.....	276	692,592	285	835,465	292	923,483	292	941,753	308	1,075,407	311	1,090,826

\* Taken from the 1911 edition; classification changes in the 1912 edition.

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

**Under Construction.**

Type.	1906		1907		1908		1909		1910		1911	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
First-class battleships..	9	135,896	5	74,000	4	72,000	6	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

\* Taken from the 1911 edition; classification changes in the 1912 edition.

7314—20—27

**SUMMARY OF VESSELS, FIT FOR SERVICE AND UNDER CONSTRUCTION  
IN THE UNITED STATES NAVY, JULY 1, 1912 TO 1916.\***

**Fit for Service, Including Those Under Repair.**

Type.	1912		1913		1914		1915		1916	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Battleships, single caliber.....	6	115,650	8	167,650	10	221,650	10	221,650	13	308,050
Battleships, mixed caliber.....	25	334,146	25	334,146	25	334,146	23	308,146	23	308,146
Armored cruisers.....	10	140,080	10	140,080	10	140,080	10	140,080	10	140,080
Cruisers, first class.....	5	46,465	5	46,465	5	46,465	5	46,465	5	46,465
Cruisers, second class.....	6	33,561	4	25,065	4	25,065	4	25,065	4	25,065
Cruisers, third class.....	15	48,748	15	48,748	15	48,748	15	48,748	16	50,820
Monitors.....	10	39,004	9	32,944	9	32,944	9	32,944	7	24,964
Destroyers.....	23	16,856	26	19,082	34	27,300	37	30,472	47	41,403
Coast torpedo vessels.....	16	6,695	16	6,695	16	6,695	16	6,695	16	6,695
Torpedo boats.....	28	4,821	26	4,446	19	3,365	19	3,365	18	3,300
Submarines.....	22	5,229	24	6,421	30	9,322	36	12,338	38	13,580
Tenders to torpedo vessels.....	7	20,661	7	20,661	6	19,484	7	20,892	8	31,927
Gunboats.....	27	25,078	27	25,078	30	27,890	30	27,890	28	25,937
Transports.....	5	26,595	5	26,595	5	26,595	5	26,595	4	22,235
Supply ships.....	4	25,400	4	25,400	4	25,400	4	25,400	4	25,400
Hospital ships.....	2	9,000	2	9,000	2	9,000	2	9,000	1	5,700
Fuel ships.....	19	160,313	21	205,352	22	237,051	23	251,581	20	239,430
Converted yachts.....	17	9,634	17	9,634	16	9,476	16	9,476	14	8,957
Tugs.....	44	15,884	45	18,024	45	18,024	45	18,024	47	19,431
Special type.....	6	26,335	8	48,333	8	43,333	8	43,333	8	45,904
Unserviceable for war purposes	26	59,421	22	50,771	21	47,501	19	43,976	21	46,291
<b>Total.....</b>	<b>323</b>	<b>1,169,576</b>	<b>326</b>	<b>1,270,590</b>	<b>336</b>	<b>1,359,534</b>	<b>343</b>	<b>1,352,135</b>	<b>352</b>	<b>1,439,780</b>

**Under Construction.**

Battleships, first line.....	6	161,000	5	140,400	4	117,800	7	213,800	6	192,000
Destroyers.....	11	10,496	14	14,580	12	12,992	15	16,442	11	12,093
Submarines.....	17	8,268	22	11,555	20	10,673	22	11,839	35	20,311
Tenders to torpedo vessels.....	1	1,408	1	1,408	3	12,138	2	10,730	.....	.....
Transports.....	.....	.....	.....	.....	1	10,000	1	10,000	1	10,000
Supply ship.....	.....	.....	.....	.....	1	8,500	1	8,500	1	8,500
Gunboats.....	.....	.....	3	1,805	.....	.....	.....	.....	.....	.....
Fuel ships.....	5	95,624	4	67,000	2	29,000	2	29,000	2	29,000
Tugs.....	2	2,240	.....	.....	.....	.....	.....	.....	2	1,150
<b>Total.....</b>	<b>42</b>	<b>279,036</b>	<b>49</b>	<b>236,748</b>	<b>43</b>	<b>201,103</b>	<b>50</b>	<b>300,311</b>	<b>58</b>	<b>273,054</b>

\* Battleship and destroyer figures adjusted to conform with the 1916 classification.

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

Type.	Fit for service, including those under repair. <sup>1</sup>						Under construction.					
	July 1, 1917.		July 1, 1918.		July 1, 1919. <sup>2</sup>		July 1, 1917.		July 1, 1918.		July 1, 1919. <sup>3</sup>	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement. <sup>4</sup>
		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Battleships, single caliber..	14	339,450	16	403,450	17	435,450	9	291,000	7	227,000	10	367,800
Battleships, mixed caliber.	23	308,146	23	308,146	23	308,146						
Battle cruisers.....							5	176,500	5	176,500	6	261,000
Armored cruisers.....	9	125,580	9	125,580	8	111,900						
Monitors.....	7	24,964	7	24,964	7	24,964						
Cruisers, first class.....	5	46,465	4	36,765	4	36,765						
Subtotal, armored...	58	844,605	59	898,905	59	917,225	14	467,500	12	403,500	16	628,800
Cruisers, second class.....	4	25,065	4	25,065	4	25,065	1	7,100	4	28,400	10	71,000
Cruisers, third class.....	15	47,820	15	47,820	15	47,820						
Destroyers.....	52	46,886	65	61,528	159	172,986	62	73,128	263	316,086	166	201,600
Coast torpedo vessels.....	16	6,695	15	6,275	15	6,275						
Torpedo boats.....	17	3,146	17	3,146	12	2,041						
Submarines.....	44	13,602	57	19,231	93	40,554	71	42,041	91	61,340	65	52,476
Gunboats.....	37	34,410	37	34,410	37	34,410	1	1,575	2	3,150	2	3,150
Patrol vessels.....					15	7,500			100	50,000	45	22,500
Submarine chasers.....			304	23,408	321	24,717	305	23,485	42	3,234		
Subtotal, unarmored fighting ships.....	185	177,624	514	220,883	671	361,368	440	147,329	502	462,210	288	350,726
Tenders.....	6	24,717	16	93,990	17	99,960						
Mine sweepers.....			4	3,800	40	38,000	3	2,850	50	47,500	9	8,550
Converted yachts.....	14	8,957	12	8,711	10	8,711						
Transports <sup>1</sup> .....	5	57,295	5	57,295	3	19,615						
Supply ships.....	5	33,900	5	33,900	6	43,500						
Hospital ships.....	1	5,700	7	37,497	6	36,297	1	9,800	1	9,800	1	9,800
Fuel ships.....	22	268,349	21	248,989	21	248,989	1	14,800	1	14,800	15	236,650
Special service.....	8	45,904	13	83,891	6	29,611	1	10,600	1	10,600	3	31,200
Tugs.....	49	20,758	50	22,572	57	24,922	2	2,000	65	33,600	18	18,000
Unserviceable for war purposes.....	20	45,116	15	43,356	14	41,101						
Subtotal, nonfighting ships.....	130	510,696	148	634,001	180	590,706	8	40,050	118	116,300	46	304,200
Total.....	373	1,532,925	721	1,753,789	910	1,869,299	462	654,879	632	982,010	350	1,283,726

\* Taken from 1919 edition.

<sup>1</sup> Does not include vessels in temporary war service.

<sup>2</sup> Includes purchased vessels added to Navy List.

<sup>3</sup> Exclusive of 2 battleships, 12 destroyers, 9 fleet submarines, 1 transport, 1 destroyer tender, and 1 submarine tender in three-year program for which no contracts placed to date.

<sup>4</sup> Estimated.

<sup>5</sup> Design modified, with increased displacement.



## SUMMARY OF VESSELS IN THE UNITED STATES NAVY.\*

July 1, 1920.

Class and type.	Fit for service, including those under repair.		Under construction.		Authorized but not yet placed.		Totals.	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
<i>Battleships.</i>								
Battleships, first line.....	16	435,750	11	421,900			27	857,650
Battleships, second line.....	21	296,704					21	296,704
Monitors, second line.....	6	20,974					6	20,974
Subtotal.....	43	753,428	11	421,900			54	1,175,328
<i>Cruisers.</i>								
Battle cruisers, first line.....			6	261,000			6	261,000
Cruisers, second line.....	16	173,730					16	173,730
Light cruisers, first line.....			10	71,000			10	71,000
Light cruisers, second line.....	3	11,250					3	11,250
Aircraft carrier, second line.....			1	19,360			1	19,360
Mine layers, second line.....	4	16,096					4	16,096
Subtotal.....	23	201,076	17	351,360			40	552,436
<i>Destroyers.</i>								
Destroyers, first line.....	214	252,578	70	85,009	12	( <sup>2</sup> )	296	<sup>2</sup> 337,587
Destroyers, second line.....	21	15,582					21	15,582
Light mine layers.....	14	16,674					14	16,674
Subtotal.....	249	284,834	70	85,009	12	( <sup>2</sup> )	331	<sup>2</sup> 369,843
<i>Submarines.</i>								
Submarines, first line.....	49	<sup>2</sup> 22,961	45	( <sup>2</sup> )			94	<sup>2</sup> 22,961
Submarines, second line.....	48	17,202					48	17,202
Fleet submarines, first line.....	1	( <sup>2</sup> )	5	( <sup>2</sup> )	6	( <sup>2</sup> )	12	( <sup>2</sup> )
Subtotal.....	98	<sup>2</sup> 40,163	50	( <sup>2</sup> )	6	( <sup>2</sup> )	154	<sup>2</sup> 40,163
<i>Patrol vessels.</i>								
Eagles.....	55	27,500					55	27,500
Submarine chasers.....	112	8,624					112	8,624
Gunboats.....	28	44,183	2	3,150			30	47,333
Yachts.....	10	10,072					10	10,072
Subtotal.....	205	90,379	2	3,150			207	93,529
Totals fighting ships.....	618	<sup>2</sup> 1,369,880	150	<sup>2</sup> 861,419	18	( <sup>2</sup> )	786	<sup>2</sup> 2,231,299

\* Arranged in accordance with latest standard nomenclature.

<sup>1</sup> Langley, under conversion.<sup>2</sup> Displacements of 12 destroyers and 63 submarines for which complete data does not appear on preceding pages are not included here.

## SUMMARY OF VESSELS IN THE UNITED STATES NAVY.

July 1, 1920.

Class and type.	Fit for service, including those under repair.		Under construction.		Authorized but not yet placed.		Totals.	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
Totals fighting ships (forwarded).....	618	1,369,880	150	861,419	18	.....	786	2,231,299
<i>Auxiliaries.</i>								
Special types.....	46	304,445	18	87,040	21	10,000	55	401,485
Fuel ships.....	22	288,306	3	46,400	.....	.....	25	334,706
Tugs.....	40	33,580	4	4,000	.....	.....	44	37,580
Mine sweepers.....	46	43,700	.....	.....	.....	.....	46	43,700
Subtotal.....	154	670,031	15	137,440	1	10,000	170	817,471
Unclassified.....	23	71,546	.....	.....	.....	.....	23	71,546
Grand total <sup>3</sup> .....	795	<sup>3</sup> 2,111,457	165	<sup>3</sup> 998,859	19	<sup>3</sup> 10,000	979	<sup>3</sup> 3,120,316

<sup>1</sup> Includes aircraft carrier Wright.<sup>2</sup> Transport No. 2, Heywood.<sup>3</sup> See footnote <sup>2</sup> page 420.

NOTE.—This summary is exclusive of district vessels, vessels loaned to other departments, and vessels definitely scheduled for sale or other disposition. Progress of work on individual vessels under construction Oct. 1, 1920, will be found in following table.

## VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, OCT. 1, 1920.

Number and name.	Builder.	Per cent of completion, Oct. 1, 1920.	
		Total.	Ship.
<i>Battleships.</i>			
California.....(44)	Mare Island Navy Yard.....	94.2	92.6
Colorado.....(45)	New York S. B. Corporation.....	59.5	54.2
Maryland.....(46)	Newport News S. B. & D. D. Co.....	81.6	80.4
Washington.....(47)	New York S. B. Corporation.....	51.5	41.9
West Virginia.....(48)	Newport News S. B. & D. D. Co.....	33.5	19.5
South Dakota.....(49)	New York Navy Yard.....	15.4	7.6
Indiana.....(50)	.....do.....	12.1	4.3
Montana.....(51)	Mare Island Navy Yard.....	12.6	5.0
North Carolina.....(52)	Norfolk Navy Yard.....	15.4	9.4
Iowa.....(53)	Newport News S. B. & D. D. Co.....	7.7	4.6
Massachusetts.....(54)	Bethlehem S. B. Corporation (Fore River).....	.....	.....
<i>Battle cruisers.</i>			
Lexington.....(1)	Bethlehem S. B. Corporation (Fore River).....	2.1	.3
Constellation.....(2)	Newport News S. B. & D. D. Co.....	1.7	.3
Saratoga.....(3)	New York S. B. Corporation.....	4.2	1.1
Ranger.....(4)	Newport News S. B. & D. D. Co.....	.8	.2
Constitution.....(5)	Philadelphia Navy Yard.....	1.1	.4
United States.....(6)	.....do.....	1.1	.4

<sup>1</sup> See note on page 424 for vessels completed between July 1 and Sept. 30.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, OCT. 1,  
1920—Continued.

Number and name.	Builder.	Per cent of completion, Oct. 1, 1920.	
		Total.	Ship.
<i>Light cruisers.</i>			
No. 4..... (4)	Todd D. D. & Const. Corporation.....	70.1	61.4
No. 5..... (5)	.....do.....	61.4	52.6
No. 6..... (6)	.....do.....	40.6	19.6
No. 7..... (7)	Bethlehem S. B. Corporation (Fore River)....	18.2	8.7
No. 8..... (8)	.....do.....	17.0	7.5
No. 9..... (9)	Wm. Cramp & Sons Co.....	53.0	.....
No. 10..... (10)	.....do.....	52.0	.....
No. 11..... (11)	.....do.....	29.0	.....
No. 12..... (12)	.....do.....	29.0	.....
No. 13..... (13)	.....do.....	22.0	.....
<i>Gunboat.</i>			
No. 22..... (22)	Charleston Navy Yard.....	61.4	49.4
<i>Auxiliaries.</i>			
Fuel ship No. 17, Neches.....	Boston Navy Yard.....	98.5	98.5
Fuel ship No. 18, Pecos.....	.....do.....	39.0	34.5
Hospital ship No. 1, Relief.....	Philadelphia Navy Yard.....	98.5	98.0
Ammunition ship No. 2, Nitro.....	Puget Sound Navy Yard.....	99.2	97.6
Repair ship No. 1, Medusa.....	.....do.....	42.0	35.0
Destroyer tender No. 3, Dobbin.....	Philadelphia Navy Yard.....	31.5	31.0
Destroyer tender No. 4, Whitney.....	Boston Navy Yard.....	3.0	1.5
Submarine tender No. 3, Holland.....	Puget Sound Navy Yard.....	6.0	.....
<i>Fleet tugs.</i>			
Iuka..... (37)	Staten Island S. B. Co.....	98.0	.....
Keosanqua..... (38)	.....do.....	93.0	.....
Montcalm..... (39)	.....do.....	88.0	.....
<i>Destroyers.</i>			
Tillman..... (135)	Charleston Navy Yard.....	96.1	88.4
Edsall..... (219)	Wm. Cramp & Sons Co.....	85.0	.....
Simpson..... (221)	.....do.....	93.0	.....
Pope..... (225)	.....do.....	95.0	.....
Peary..... (226)	.....do.....	92.0	.....
Pillsbury..... (227)	.....do.....	82.0	.....
Ford..... (228)	.....do.....	75.0	.....
Truxtun..... (229)	.....do.....	71.0	.....
Paul Jones..... (230)	.....do.....	68.0	.....
James K. Paulding..... (238)	New York S. B. Corporation.....	94.0	.....
Childs..... (241)	.....do.....	96.5	.....
King..... (242)	.....do.....	92.0	.....
Sands..... (243)	.....do.....	95.0	.....
Williamson..... (244)	.....do.....	96.0	.....
Bainbridge..... (246)	.....do.....	83.0	.....
Goff..... (247)	.....do.....	85.2	.....
Barry..... (248)	.....do.....	86.5	.....
Hopkins..... (249)	.....do.....	80.0	.....
Lawrence..... (250)	.....do.....	77.5	.....
Woodbury..... (309)	Bethlehem S. B. Corporation (San Francisco)...	93.3	91.8
S. P. Lee..... (310)	.....do.....	88.1	85.1
Nicholas..... (311)	.....do.....	84.9	81.1

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, OCT. 1,  
1920—Continued.

Number and name.	Builder.	Per cent of completion, Oct. 1, 1920.	
		Total.	Ship.
<i>Destroyers—Continued.</i>			
Young.....(312)	Bethlehem S. B. Corporation (San Francisco)	83.7	79.5
Zeilin.....(313)	do	79.9	74.7
Yarborough.....(314)	do	73.5	66.1
La Vallette.....(315)	do	73.8	66.5
Sloat.....(316)	do	73.5	65.8
Wood.....(317)	do	72.0	64.1
Shirk.....(318)	do	73.8	66.5
Kidder.....(319)	do	73.8	66.5
Selfridge.....(320)	do	73.7	66.0
Marcus.....(321)	do	73.1	65.3
Mervine.....(322)	do	73.0	65.3
Chase.....(323)	do	72.9	65.2
Robert Smith.....(324)	do	75.9	68.4
Mullany.....(325)	do	76.7	70.6
Coghlan.....(326)	do	77.0	71.2
Preston.....(327)	do	75.7	69.3
Lamson.....(328)	do	75.9	69.6
Hull.....(330)	do	35.6	24.4
MacDonough.....(331)	do	49.9	41.3
No. 332.....(332)	do	37.2	26.3
Sumner.....(333)	do	62.0	54.5
No. 334.....(334)	do	35.4	24.2
No. 335.....(335)	do	35.4	24.2
Zane.....(337)	Mare Island Navy Yard	99.2	99.2
Wasmuth.....(338)	do	95.0	94.6
Trever.....(339)	do	91.4	91.0
Perry.....(340)	do	51.6	49.6
Decatur.....(341)	do	47.8	45.8
Hulbert.....(342)	Norfolk Navy Yard	99.8	99.8
Noa.....(343)	do	98.8	98.8
<i>Submarines.</i>			
T-2.....(60)	Electric Boat Co. (Quincy)	96.9	96.9
T-3.....(61)	do	99.0	99.0
S-8.....(113)	Portsmouth (N. H.) Navy Yard	95.4	95.3
S-9.....(114)	do	84.3	83.9
S-10.....(115)	do	69.6	69.0
S-11.....(116)	do	51.7	50.0
S-12.....(117)	do	44.0	42.0
S-13.....(118)	do	41.8	38.0
S-14.....(119)	Lake T. B. Co. (Bridgeport)	97.1	97.1
S-15.....(120)	do	96.3	96.3
S-16.....(121)	do	97.7	97.7
S-17.....(122)	do	91.6	91.6
S-18.....(123)	Electric Boat Co. (Quincy)	96.4	96.4
S-19.....(124)	do	96.4	95.4
S-20.....(125)	do	96.6	96.6
S-21.....(126)	do	94.0	94.0
S-22.....(127)	do	94.8	94.8
S-23.....(128)	do	93.2	93.2

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, OCT. 1,  
1920—Continued.

Number and name.	Builder.	Per cent of completion, Oct. 1, 1920.	
		Total.	Ship.
<i>Submarines—Continued.</i>			
S-24.....(129)	Electric Boat Co. (Quincy).....	91.5	90.5
S-25.....(130)	do.....	92.2	91.7
S-26.....(131)	do.....	90.8	89.3
S-27.....(132)	do.....	89.0	86.5
S-28.....(133)	do.....	90.0	88.0
S-29.....(134)	do.....	88.0	85.0
S-30.....(135)	Electric Boat Co. (San Francisco).....	98.9	98.7
S-31.....(136)	do.....	92.9	91.6
S-32.....(137)	do.....	91.0	89.2
S-33.....(138)	do.....	96.7	96.3
S-34.....(139)	do.....	83.4	79.9
S-35.....(140)	do.....	75.5	70.2
S-36.....(141)	do.....	73.3	66.6
S-37.....(142)	do.....	70.8	63.5
S-38.....(143)	do.....	71.1	63.9
S-39.....(144)	do.....	67.2	59.7
S-40.....(145)	do.....	57.0	48.9
S-41.....(146)	do.....	55.7	45.9
S-42.....(153)	Electric Boat Co. (Quincy).....	26.8	11.0
S-43.....(154)	do.....	26.8	11.0
S-44.....(155)	do.....	26.8	11.0
S-45.....(156)	do.....	26.8	11.0
S-46.....(157)	do.....	26.8	11.0
S-47.....(158)	do.....	26.8	11.0
S-48.....(159)	Lake T. B. Co. (Bridgeport).....	57.4	51.0
S-49.....(160)	do.....	49.2	42.9
S-50.....(161)	do.....	47.3	40.5
S-51.....(162)	do.....	48.5	41.9
V-1.....(163)	Portsmouth (N. H.) Navy Yard.....		
V-2.....(164)	do.....		
V-3.....(165)	do.....		

NOTES.—Completed and delivered between July 1 and Sept. 30, 1920:

Destroyers: George E. Badger (196), MacLeish (220), Bulmer (222), McCormick (223), Stewart (224), Hunphreys (236), McFarland (237), Sturtevant (240), Reuben James (245), Reno (303), Farquhar (304), Thompson (305), Kennedy (306), Paul Hamilton (307), William Jones (308), Bruce (329), William B. Preston (344), Pruitt (347).....	18
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Gunboat Asheville (21).....	1
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Ammunition ship Pyro (1).....	1
Fuel ship Trinity (E. F. C. tanker).....	1
Fleet tug Contocook (36).....	1

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Authorized, but not under construction or contract:

Transport No. 2, Heywood.

Destroyers Nos. 348 to 359, inclusive.

Fleet submarines Nos. 166 to 171, V-4 to V-9, inclusive.

Aircraft tender Wright will probably be delivered to the contractors for conversion Oct. 15, 1920.

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.....YT44			Badger.....DD126	Destroyer, 1st line..	80
Admiral (967).....	Yacht.....	360	Badger, George E....	do.....	80
Admiral Glass...YFB2	Ferryboat.....	331	.....DD196		
Advance (3057)...YT28	District tug.....	345	Bagaduce.....AT21	Fleet tug.....	266
Aeolus (3005).....	Ex-transport.....	360	Bagley.....DD185	Destroyer, 1st line..	80
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