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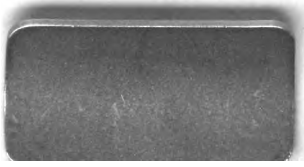
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NAVY DEPARTMENT

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SHIPS' DATA U. S. NAVAL VESSELS

JULY 1, 1921



WASHINGTON
GOVERNMENT PRINTING OFFICE
1921

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The SHIPS' DATA BOOK for 1921 is approved for issue to the Naval Service and to others concerned.

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)

THEODORE ROOSEVELT,
Acting Secretary of the Navy.

TABLE OF CONTENTS.

	Page.
Abbreviations and notes.....	6
Standard nomenclature	7
Naval vessels, list of.....	9
Naval vessels, tabulated data.....	24
Naval aircraft.....	275
District craft.....	283
Stricken and sale list.....	332
Historical data; vessels built for U. S. Navy since 1883.....	335
Historical data; names of vessels.....	355
Vessels fitted as flagships.....	391
Summaries of vessels.....	392
Index (subject).....	399
Index (ship data).....	403

ABBREVIATIONS AND NOTES.

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.

Cut.-Ham.=Cutler-Hammer Co.

H. P.=High pressure.

I. P.=Intermediate pressure.

L. P.=Low pressure.

I. H. P.=Indicated horsepower.

S. H. P.=Shaft horsepower.

When the engine and the dynamo of a generating set are made by different builders, the name of the engine builder is given first.

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.

Nicl.=Niclausse.

E. F. C.=Emergency Fleet Corporation (water tube).

Bu. Exp.=Bureau express.

Bu. Mod.=Bureau modified.

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, 1921, except for certain later information which it has been desirable and practicable to add by footnote or otherwise, to Oct. 1, 1921.

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.

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..... Minelayer, first line..... Minelayer, 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..... Minelaying 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)
HEAVIER - THAN - AIR AIR-CRAFT.	V	Fighting plane..... Observation plane..... Scouting plane..... Patrol plane..... Torpedo and bombing plane..... Fleet plane.....	VF VO VS VP VT VG	VF (number) VO (number) VS (number) VP (number) VT (number) VG (number)

STANDARD NOMENCLATURE—Concluded.

Type.	Type designation.	Class.	Class designation.	Identification 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.....	YPD	YPD (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 *italics* 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 *italics* in the same column with and directly under its new identification number.

Following are the limiting characteristics of the several classes of naval vessels as approved by the department for the 1921 edition:

Class of ship.	Main battery.	Displacement.	Speed.
Battleship, first line.....	12"+	20,000+	20+
Battleship, second line.....	12"	20,000-	20-15
Monitor, first line.....	14"+	6,000+	.....
Monitor, second line.....	12"	6,000-	.....
Battle cruiser, first line.....	13.5"+	16,000+	27+
Battle cruiser, second line.....	12"	16,000+	27-
Cruiser, first line.....	8"+	16,000-8,000	27+
Cruiser, second line.....	8"	16,000-8,000	27-
Light cruiser, first line.....	7"+	8,000-4,000	27+
Light cruiser, second line.....	7"-	8,000-3,000	27-
Aircraft carrier, first line ¹.....	.....	.....	27+
Aircraft carrier, second line ¹.....	.....	.....	27-
Minelayer, first line.....	7"-	3,000+	27+
Minelayer, second line.....	7"-	3,000+	27-
Destroyer, first line.....	4"+	1,500-800	27+
Destroyer, second line.....	4"-	800-500	25+
Destroyer leader.....	5'-6"	1,500+	30+
Light minelayer.....	5"-	3,000-	27+
Submarine, first line.....	4'-3"	1,000-500	13+
Submarine, second line.....	3'-	500-300	10+
Fleet submarine, first line.....	5'-3"	1,000+	20+
Fleet submarine, second line.....	3'-	1,000+	20-
Cruiser submarine.....	6'+	2,000+	16+
Minelaying submarine ².....	.....	.....	.....
Eagle.....	4'-3"	500-100	14+
Submarine chaser.....	3'-	100-	14-
Gunboat.....	6'-3"	3,000-500	.....

The limit of light cruisers and gunboats placed above at 3,000 tons was formerly 4,000 tons, which was the basis of 1920 classification.

¹ Equipped with flying-off deck.

² Equipped to lay anchored mines.

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, 1921, being included. For corrections in duty or station and home yards, see latest Navy Directory of Ships and Stations.

The characteristics of each vessel will be found in the tabulated data sections, on pages indicated, which are alphabetically arranged. On page 335 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. The ship index will be found to contain names of battleships, destroyers, etc., arranged both alphabetically and numerically, for convenient reference.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
BATTLESHIPS—FIRST LINE (BB).		
(Page 24.)		
DELAWARE..... BB28	Atlantic Fleet	Boston.
NORTH DAKOTA..... BB29	do.	Do.
FLORIDA..... BB30	do.	Do.
UTAH..... BB31	European waters	Do.
WYOMING..... BB32	Atlantic Fleet (ordered)	New York.
ARKANSAS..... BB33	do.	Do.
NEW YORK..... BB34	do.	Do.
TEXAS..... BB35	do.	Do.
NEVADA..... BB36	Pacific Fleet (ordered)	Puget Sound.
OKLAHOMA..... BB37	do.	Do.
PENNSYLVANIA..... BB38	Atlantic Fleet	New York.
ARIZONA..... BB39	Pacific Fleet (ordered)	Puget Sound.
NEW MEXICO..... BB40	Pacific Fleet	Do.
MISSISSIPPI..... BB41	do.	Do.
IDAHO..... BB42	do.	Do.
TENNESSEE..... BB43	do.	Do.
CALIFORNIA..... BB44	Pacific Fleet	Do.
COLORADO..... BB45	Building	
MARYLAND..... BB46	Pacific Fleet (ordered)	Puget Sound.
WASHINGTON..... BB47	Building	
WEST VIRGINIA..... BB48	do.	
SOUTH DAKOTA..... BB49	do.	
INDIANA..... BB50	do.	
MONTANA..... BB51	do.	
NORTH CAROLINA..... BB52	do.	
IOWA..... BB53	do.	
MASSACHUSETTS..... BB54	do.	
BATTLESHIPS—SECOND LINE (OBB).		
(Page 34.)		
KENTUCKY..... BB6	Out of commission	Philadelphia.
ILLINOIS..... BB7	do.	Do.
OHIO..... BB12	Detached service	Do.
VIRGINIA..... BB13	Out of commission	Boston.
NEBRASKA..... BB14	do.	Mare Island.
GEORGIA..... BB15	do.	Do.
NEW JERSEY..... BB16	do.	Boston.
RHODE ISLAND..... BB17	do.	Mare Island.
CONNECTICUT..... BB18	Atlantic Fleet	Philadelphia.
LOUISIANA..... BB19	Out of commission	Do.
VERMONT..... BB20	do.	Mare Island.
KANSAS..... BB21	Atlantic Fleet	Philadelphia.
MINNESOTA..... BB22	do.	Norfolk.
NEW HAMPSHIRE..... BB25	Out of commission	Philadelphia.
SOUTH CAROLINA..... BB26	Atlantic Fleet	Norfolk.
MICHIGAN..... BB27	do.	Do.
MONITORS—FIRST LINE (BM).		
(None.)		
MONITORS—SECOND LINE (OBM).		
(None.)		
BATTLE CRUISERS—FIRST LINE (CC).		
(Page 42.)		
LEXINGTON..... CC1	Building	
CONSTELLATION..... CC2	do.	
SARATOGA..... CC3	do.	
RANGER..... CC4	do.	
CONSTITUTION..... CC5	do.	
UNITED STATES..... CC6	do.	

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
BATTLE CRUISERS—SECOND LINE (OCC).		
(None.)		
CRUISERS—FIRST LINE (CA).		
(None.)		
CRUISERS—SECOND LINE (OCA).		
(Page 46.)		
ROCHESTER.....CA2	Atlantic Fleet.....	New York.
PITTSBURGH.....CA4	To be assigned.....	Portsmouth.
HUNTINGTON.....CA5	Out of commission.....	Do.
PUEBLO.....CA7	R. S., navy yard New York.....	
FREDERICK.....CA8	Pacific Fleet.....	Puget Sound.
HURON.....CA9	Asiatic Fleet.....	Do.
SEATTLE.....CA11	Out of commission.....	Do.
CHARLOTTE.....CA12	.....do.....	Do.
MISSOULA.....CA13	.....do.....	Do.
ST. LOUIS.....CA18	European waters.....	Philadelphia.
CHARLESTON.....CA19	Pacific Fleet.....	Puget Sound.
LIGHT CRUISERS—FIRST LINE (CL).		
(Page 54.)		
OMAHA.....CL4	Building.....	
MILWAUKEE.....CL5	.....do.....	
CINCINNATI.....CL6	.....do.....	
RALPHIGH.....CL7	.....do.....	
DETROIT.....CL8	.....do.....	
RICHMOND.....CL9	.....do.....	
CONCORD.....CL10	.....do.....	
TRENTON.....CL11	.....do.....	
MARBLEHEAD.....CL12	.....do.....	
MEMPHIS.....CL13	.....do.....	
LIGHT CRUISERS—SECOND LINE (OCL).		
(Page 60.)		
CHESTER.....CL1	Out of commission.....	Boston.
BIRMINGHAM.....CL2	Destroyer squadron, Pacific Fleet.....	Mare Island.
SALEM.....CL3	In reserve.....	Do.
OLYMPIA.....CL15	To be placed out of commission.....	Philadelphia.
DENVER.....CL16	Special Service.....	Mare Island.
DES MOINES.....CL17	Out of commission.....	Portsmouth.
CHATTANOOGA.....CL18	.....do.....	Boston.
GALVESTON.....CL19	Special Service.....	Do.
TACOMA.....CL20	.....do.....	Mare Island.
CLEVELAND.....CL21	.....do.....	Do.
NEW ORLEANS.....CL22	Asiatic Fleet.....	Cavite.
ALBANY.....CL23	.....do.....	Do.
AIRCRAFT CARRIERS—FIRST LINE (CV).		
(None.)		
AIRCRAFT CARRIERS—SECOND LINE (OCV).		
(Page 68.)		
LANGLEY.....CV1	Being converted.....	Norfolk.
MINELAYERS—FIRST LINE (CM).		
(None.)		
MINELAYERS—SECOND LINE (OCM).		
(Page 70.)		
BALTIMORE.....CM1	Pacific Fleet.....	Pearl Harbor.
SAN FRANCISCO.....CM2	Atlantic Fleet.....	Portsmouth.
AROOSTOOK.....CM3	Pacific Fleet.....	Mare Island.
SHAWMUT.....CM4	Atlantic Fleet.....	Philadelphia.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
DESTROYERS—FIRST LINE (DD).		
(Page 74.)		
CASSIN.....	DD43 Atlantic Fleet.....	Norfolk.
CUMMINGS.....	DD44 ..do.....	Charleston.
DOWNES.....	DD45 ..do.....	Norfolk.
DUNCAN.....	DD46 ..do.....	Do.
AYLWIN.....	DD47 Out of commission.	Do.
PARKER.....	DD48 Atlantic Fleet.....	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 Out of commission.	Do.
ERICSSON.....	DD56 Atlantic Fleet.....	Do.
TUCKER.....	DD57 Out of commission.	Do.
CONYNGHAM.....	DD58 Atlantic Fleet.....	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.
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.
RATHBURNE.....	DD113 Asiatic Fleet.....	Cavite.
TALBOT.....	DD114 ..do.....	Do.
WATERS.....	DD115 ..do.....	Do.
DENT.....	DD116 ..do.....	Do.
DORSEY.....	DD117 ..do.....	Do.
LEA.....	DD118 Pacific Fleet.....	Puget Sound.
LAMBERTON.....	DD119 ..do.....	Mare Island.
RADFORD.....	DD120 ..do.....	Do.
MONTGOMERY.....	DD121 ..do.....	Do.
BRESE.....	DD122 ..do.....	Do.
GAMBLE.....	DD123 ..do.....	Do.
RAMSAY.....	DD124 ..do.....	Do.
TATNALL.....	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.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
DESTROYERS—FIRST LINE (DD)— Continued.		
HALE.....	DD133 Atlantic Fleet.	Philadelphia.
CROWNINSHIELD.....	DD134 do.	Do.
TILLMAN.....	DD135 do.	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.
TARBELL.....	DD142 do.	Puget Sound.
YARNALL.....	DD143 do.	Do.
UPSHUR.....	DD144 do.	Do.
GREER.....	DD145 do.	Do.
ELLIOT.....	DD146 do.	Do.
ROPER.....	DD147 Asiatic Fleet.	Cavite.
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.
DAHLGREN.....	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.	Do.
HUNT.....	DD194 do.	Do.
WELBORN C. WOOD.....	DD195 do.	Do.
GEORGE E. BADGER.....	DD196 do.	Do.
BRANCH.....	DD197 do.	Do.
HERNDON.....	DD198 do.	Do.
DALLAS.....	DD199 do.	Do.
CHANDLER.....	DD206 Asiatic Fleet.	Cavite.
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.
FARROTT.....	DD218 Pacific Fleet.	Mare Island.
EPSALL.....	DD219 do.	Do.
MACLEISH.....	DD220 do.	Do.
SIMPSON.....	DD221 do.	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station July 1, 1921.	Home yard, July 1, 1921.
DESTROYERS—FIRST LINE (DD)— Continued.		
BULMER.....	DD222 Pacific fleet.....	Mare Island.
MCCORMICK.....	DD223 do.....	Do.
STEWART.....	DD224 Atlantic Fleet.....	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 European waters.....	Do.
GILMER.....	DD233 do.....	Do.
FOX.....	DD234 do.....	Do.
KANE.....	DD235 do.....	Do.
HUMPHREYS.....	DD236 do.....	Do.
McFARLAND.....	DD237 do.....	Do.
JAMES K. PAULDING.....	DD238 Atlantic Fleet.....	Do.
OVERTON.....	DD239 European waters.....	Do.
STURTEVANT.....	DD240 do.....	Do.
CHILDS.....	DD241 do.....	Do.
KING.....	DD242 Atlantic Fleet.....	Do.
SANDS.....	DD243 European waters.....	Do.
WILLIAMSON.....	DD244 do.....	Do.
REUBEN JAMES.....	DD245 do.....	Do.
BAINBRIDGE.....	DD246 Atlantic Fleet.....	Do.
GOFF.....	DD247 do.....	Do.
BARRY.....	DD248 do.....	Do.
HOPKINS.....	DD249 do.....	Philadelphia.
LA WRENCE.....	DD250 do.....	New York.
BELKNAP.....	DD251 do.....	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.
MEYER.....	DD279 do.....	Do.
DOYEN.....	DD280 do.....	Do.
SHARKEY.....	DD281 Atlantic Fleet.....	Boston.
TOUCEY.....	DD282 do.....	Do.
BRECK.....	DD283 do.....	Do.
ISHERWOOD.....	DD284 do.....	Do.
CASE.....	DD285 do.....	Do.
LARDNER.....	DD286 do.....	Do.
PUTNAM.....	DD287 do.....	Do.
WORDEN.....	DD288 do.....	Do.
FLUSSER.....	DD289 do.....	Do.
DALE.....	DD290 do.....	Do.
CONVERSE.....	DD291 do.....	Do.
REID.....	DD292 do.....	Do.
BILLINGSLEY.....	DD293 do.....	Do.
CHARLES AUSBURN.....	DD294 do.....	Do.
OSBORNE.....	DD295 do.....	Do.
CHAUNCEY.....	DD296 Pacific Fleet.....	Puget Sound.
FULLER.....	DD297 do.....	Do.
PERCIVAL.....	DD298 do.....	Do.
JOHN FRANCIS BURNES.....	DD299 do.....	Do.
FARRAGUT.....	DD300 do.....	Do.
SOMERS.....	DD301 do.....	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
DESTROYERS—FIRST LINE (DD)—		
Continued.		
STODDERT..... DD302	Pacific Fleet.....	Puget Sound.
RENO..... DD303	do.....	Do.
FARQUHAR..... DD304	do.....	Do.
THOMPSON..... DD305	do.....	Do.
KENNEDY..... DD306	do.....	Do.
PAUL HAMILTON..... DD307	do.....	Do.
WILLIAM JONES..... DD308	do.....	Do.
WOODBURY..... DD309	do.....	Do.
S. P. LEE..... DD310	do.....	Do.
NICHOLAS..... DD311	do.....	Do.
YOUNG..... DD312	do.....	Do.
ZEILIN..... DD313	do.....	Do.
YARBOROUGH..... DD314	do.....	Mare Island.
LA VALLETTE..... DD315	do.....	Do.
SLOAT..... DD316	do.....	Do.
WOOD..... DD317	do.....	Do.
SHIRK..... DD318	do.....	Do.
KIDDER..... DD319	do.....	Do.
SELFRIDGE..... DD320	do.....	Do.
MARCUS..... DD321	do.....	Do.
MERVINE..... DD322	do.....	Do.
CHASE..... DD323	do.....	Do.
ROBERT SMITH..... DD324	do.....	Do.
MULLANY..... DD325	do.....	Do.
COGHLAN..... DD326	do.....	Do.
PRESTON..... DD327	do.....	Do.
LAMSON..... DD328	do.....	Do.
BRUCE..... DD329	do.....	Do.
HULL..... DD330	do.....	Do.
MACDONOUGH..... DD331	do.....	Do.
FARENHOLT..... DD332	do.....	Do.
SUMNER..... DD333	do.....	Do.
CORRY..... DD334	do.....	Do.
MELVIN..... DD335	do.....	Do.
LITCHFIELD..... DD336	do.....	Do.
ZANE..... DD337	do.....	Do.
WASMUTH..... DD338	Pacific Fleet (building).....	Do.
TREVER..... DD339	do.....	Do.
PERRY..... DD340	do.....	Do.
DECATUR..... DD341	do.....	Do.
HULBERT..... DD342	Atlantic Fleet.....	Norfolk.
NOA..... DD343	do.....	Do.
WILLIAM B. PRESTON..... DD344	do.....	Do.
PREBLE..... DD345	do.....	New York
SICARD..... DD346	do.....	Do
PRUITT..... DD347	do.....	Do
DESTROYERS—SECOND LINE (ODD).		
(Page 140.)		
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.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1 1921.	Home yard, July 1, 1921.
DESTROYER LEADERS (DL).		
(None.)		
LIGHT MINELAYERS (DM).		
(Page 146.)		
STRIBLING.....	DM1 Atlantic Fleet.....	Boston.
MURRAY.....	DM2 do.....	Do.
ISRAEL.....	DM3 do.....	Do.
LUCÉ.....	DM4 do.....	Do.
MAURY.....	DM5 do.....	Do.
LANSDALE.....	DM6 do.....	Do.
MAHAN.....	DM7 do.....	Do.
HART.....	DM8 Asiatic Fleet.....	Cavite.
INGRAHAM.....	DM9 Pacific Fleet.....	Mare Island
LUDLOW.....	DM10 do.....	Pearl Harbor.
BURNS.....	DM11 do.....	Mare Island.
ANTHONY.....	DM12 do.....	Do
SPROSTON.....	DM13 do.....	Pearl Harbor.
RIZAL.....	DM14 Asiatic Fleet.....	Cavite.
SUBMARINES—FIRST LINE (SS).		
(Page 152.)		
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, Coco 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.....	Mare Island.
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 Exp. Div., New London.....	Portsmouth.
R-10.....	SS87 Division 9.....	Mare Island.
R-11.....	SS88 Division 14, Pearl Harbor.....	Pearl Harbor.
R-12.....	SS89 do.....	Do.
R-13.....	SS90 do.....	Do.
R-14.....	SS91 Division 14, Pearl Harbor.....	Do.
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 Exp. Div., New London.....	Portsmouth.
R-23.....	SS100 Division 1, Coco Solo.....	Philadelphia.
R-24.....	SS.01 do.....	Do
R-25.....	SS102 do.....	Do.
R-26.....	SS103 do.....	Do.
R-27.....	SS104 do.....	Do.
S-1.....	SS105 Exp., Div., New London.....	Portsmouth.
S-2.....	SS106 Division 18.....	Pearl Harbor.
S-3.....	SS107 Division 12.....	Do.
S-4.....	SS109 do.....	Do.
S-5.....	SS110 Being Salvaged.....	Portsmouth.
S-6.....	SS111 Division 12.....	Pearl Harbor.
S-7.....	SS112 do.....	Do.
S-8.....	SS113 do.....	Do.
S-9.....	SS114 do.....	Do.
S-10.....	SS115 Building.....	Portsmouth.
S-11.....	SS116 do.....	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
SUBMARINES—FIRST LINE (SS)—Con.		
G-12.....	SS117 Building	Portsmouth.
G-13.....	SS118 do	Do.
G-14.....	SS119 Division 18	Pearl Harbor.
G-15.....	SS120 do	Do.
G-16.....	SS121 do	Do.
G-17.....	SS122 do	Do.
G-18.....	SS123 Building	Boston.
G-19.....	SS124 do	Do.
G-20.....	SS125 do	Do.
G-21.....	SS126 do	Do.
G-22.....	SS127 do	Do.
G-23.....	SS128 do	Do.
G-24.....	SS129 do	Do.
G-25.....	SS130 do	Do.
G-26.....	SS131 do	Philadelphia.
G-27.....	SS132 do	Do.
G-28.....	SS133 do	Do.
G-29.....	SS134 do	Do.
G-30.....	SS135 Division 18	Mare Island.
G-31.....	SS136 Division 18 (building)	Do.
G-32.....	SS137 do	Do.
G-33.....	SS138 do	Do.
G-34.....	SS139 do	Do.
G-35.....	SS140 Building	Do.
G-36.....	SS141 do	Do.
G-37.....	SS142 do	Do.
G-38.....	SS143 do	Do.
G-39.....	SS144 do	Do.
G-40.....	SS145 do	Do.
G-41.....	SS146 do	Do.
G-42.....	SS153 do	Portsmouth.
G-43.....	SS154 do	Do.
G-44.....	SS155 do	Do.
G-45.....	SS156 do	Do.
G-46.....	SS157 do	Do.
G-47.....	SS158 do	Do.
G-48.....	SS159 do	Do.
G-49.....	SS160 do	Do.
G-50.....	SS161 do	Do.
G-51.....	SS162 do	Do.
SUBMARINES—SECOND LINE (OSS).		
(Page 168.)		
B-1.....	SS10 Division 4	Cavite.
D-1.....	SS17 Division 2, New London (ordinary)	Philadelphia.
D-2.....	SS18 do	Do.
D-3.....	SS19 do	Do.
F-2.....	SS21 Division 6, San Pedro (reserve)	Mare Island.
F-3.....	SS22 do	Do.
E-1.....	SS24 Division 5, Hampton Roads (ordinary)	Norfolk.
E-2.....	SS25 do	Do.
H-2.....	SS29 Division 6, San Pedro	Mare Island.
H-3.....	SS30 do	Do.
K-1.....	SS32 Division 5, Hampton Roads	Norfolk.
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 In ordinary	Philadelphia.
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 In ordinary	Philadelphia.
L-8.....	SS48 Division 6, San Pedro	Mare Island.
L-9.....	SS49 In ordinary	Philadelphia.
L-10.....	SS50 do	Do.
L-11.....	SS51 do	Do.
N-1.....	SS53 Division 2, New London (reserve)	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
SUBMARINES—SECOND LINE (OSS)—		
Continued.		
N-2.....SS54	Exp. Div., New London.....	Portsmouth.
N-3.....SS55	Division 2, New London (reserve).....	Philadelphia.
N-4.....SS56	.....do.....	Do.
N-5.....SS57	.....do.....	Do.
N-6.....SS58	Exp. Div., New London.....	Portsmouth.
N-7.....SS59	Division 2, New London (reserve).....	Philadelphia.
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 178.)		
T-1.....SF1	Submarine Base, Hampton Roads..	Norfolk.
T-2.....SF2	Building.....	Do.
T-3.....SF3	Submarine Base, Hampton Roads..	Do.
V-1.....SF4	Building.....	
V-2.....SF5	.....do.....	
V-3.....SF6	.....do.....	
V-4.....SF7	Not yet under construction.....	
V-5.....SF8	.....do.....	
V-6.....SF9	.....do.....	
V-7.....SF10	.....do.....	
V-8.....SF11	.....do.....	
V-9.....SF12	.....do.....	
FLEET SUBMARINES, SECOND LINE		
(OSF).		
(None.)		
CRUISER SUBMARINES (SC).		
(None.)		
MINELAYING SUBMARINES (SM).		
(None.)		
PATROL VESSELS—EAGLES (PE).		
(Page 178.)		
EAGLE 1.....PE1	In ordinary, Portsmouth.....	Portsmouth.
EAGLE 2.....PE2	.....do.....	Do.
EAGLE 3.....PE3	.....do.....	Do.
EAGLE 4.....PE4	Out of commission, 8th district.	New Orleans.
EAGLE 5.....PE5	In ordinary, Portsmouth.....	Portsmouth.
EAGLE 6.....PE6	Fourteenth district.....	Pearl Harbor.
EAGLE 7.....PE7	.....do.....	Do.
EAGLE 8.....PE8	.....do.....	Do.
EAGLE 9.....PE9	Fifth district (Tr. Res.).....	Portsmouth.
EAGLE 10.....PE10	Fourteenth district (out of com.)	Pearl Harbor.
EAGLE 11.....PE11	Submarine tender, San Pedro.....	Mare Island.
EAGLE 12.....PE12	Twelfth district (Tr. Res.).....	Do.
EAGLE 13.....PE13	Third district (Tr. Res.).....	Portsmouth.
EAGLE 14.....PE14	Submarine tender, Pearl Harbor..	Pearl Harbor.
EAGLE 15.....PE15	In ordinary, Portsmouth.....	Portsmouth.
EAGLE 17.....PE17	Submarine tender, Hampton Roads	Norfolk.
	(Res.).....	
EAGLE 18.....PE18	In ordinary, Portsmouth.....	Portsmouth.
EAGLE 19.....PE19	First district (Tr. Res.).....	Do.
EAGLE 23.....PE23	Navy yard, Washington.....	Norfolk.
EAGLE 24.....PE24	In ordinary, Portsmouth.....	Portsmouth.
EAGLE 26.....PE26	Third district (Tr. Res.).....	Do.
EAGLE 27.....PE27	.....do.....	Do.
EAGLE 28.....PE28	In ordinary, Portsmouth.....	Do.
EAGLE 29.....PE29	First district (Tr. Res.).....	Do.
EAGLE 31.....PE31	Submarine tender, Coco Solo.....	Philadelphia.
EAGLE 32.....PE32	Twelfth district.....	Mare Island.
EAGLE 33.....PE33	Submarine tender, New London..	Philadelphia.
EAGLE 34.....PE34	Twelfth district (Tr. Res.).....	Mare Island.
EAGLE 35.....PE35	.....do.....	Do.
EAGLE 36.....PE36	Eighth district (Tr. Res.).....	Portsmouth.
EAGLE 37.....PE37	Portsmouth.....	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
PATROL VESSELS—EAGLES (PE)—		
Continued.		
EAGLE 38.....	PE38 Thirteenth district (Tr. Res.).....	Puget Sound.
EAGLE 39.....	PE39 Seventh district (Tr. Res.).....	Key West.
EAGLE 40.....	PE40 Fourteenth district.....	Pearl Harbor.
EAGLE 41.....	PE41 In ordinary, Portsmouth.....	Portsmouth.
EAGLE 42.....	PE42 First district (Tr. Res.).....	Do.
EAGLE 43.....	PE43 Eighth district, out of com.....	New Orleans.
EAGLE 44.....	PE44 Third district (Tr. Res.).....	Portsmouth.
EAGLE 45.....	PE45 In ordinary, Portsmouth.....	Do.
EAGLE 46.....	PE46 Portsmouth.....	Do.
EAGLE 47.....	PE47 Twelfth district (Tr. Res.).....	Mare Island.
EAGLE 48.....	PE48 In ordinary, Portsmouth.....	Portsmouth.
EAGLE 49.....	PE49 Eleventh district (Tr. Res.).....	Mare Island.
EAGLE 50.....	PE50 In ordinary, Portsmouth.....	Portsmouth.
EAGLE 51.....	PE51 New York Naval Reserves.....	Do.
EAGLE 52.....	PE52 In ordinary, Portsmouth.....	Do.
EAGLE 53.....	PE53 Eighth district (out of com.).....	New Orleans.
EAGLE 54.....	PE54 New York Naval Reserves.....	Portsmouth.
EAGLE 55.....	PE55 In ordinary Portsmouth.....	Do.
EAGLE 56.....	PE56 ..do.....	Do.
EAGLE 57.....	PE57 Thirteenth district (Tr. Res.).....	Puget Sound.
EAGLE 58.....	PE58 Fourteenth district.....	Pearl Harbor.
EAGLE 59.....	PE59 Third district (Tr. Res.).....	Portsmouth.
EAGLE 60.....	PE60 Naval Academy.....	Norfolk.
PATROL VESSELS—SUBMARINE		
CHASERS (PC).		
(Page 182.)		
SC-57.....	PC57 Naval Academy.....	Norfolk.
SC-62.....	PC62 Virgin Islands.....	New Orleans.
SC-63.....	PC63 Ninth district, U. S. N. E. F.....	
SC-64.....	PC64 ..do.....	
SC-68.....	PC68 Seventh district, U. S. N. R. F.....	Key West.
SC-93.....	PC93 First district.....	Boston.
SC-102.....	PC102 Naval Academy.....	Norfolk.
SC-103.....	PC103 Third district, U. S. N. R. F.....	
SC-104.....	PC104 Seventh district, U. S. N. R. F.....	Key West.
SC-106.....	PC106 First district.....	Boston.
SC-143.....	PC143 Third district, U. S. N. R. F.....	
SC-144.....	PC144 Loaned to State of Florida.....	
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-177.....	PC177 First district.....	Boston.
SC-185.....	PC185 Indianhead.....	Washington.
SC-186.....	PC186 Fuel-oil station, Yorktown.....	
SC-188.....	PC188 Loaned U. S. M. C. (Quantic).....	
SC-190.....	PC190 Seventh district (out of com.).....	
SC-191.....	PC191 ..do.....	New Orleans
SC-192.....	PC192 Indianhead.....	Washington.
SC-195.....	PC195 First district.....	Boston.
SC-201.....	PC201 Sixth district.....	Charleston.
SC-204.....	PC204 Eighth district.....	New Orleans.
SC-210.....	PC210 Washington, U. S. N. R. F.....	
SC-214.....	PC214 Haiti.....	New Orleans.
SC-223.....	PC223 ..do.....	Do.
SC-224.....	PC224 Third district, U. S. N. R. F.....	
SC-229.....	PC229 Naval Academy.....	Norfolk.
SC-231.....	PC231 ..do.....	Do.
SC-232.....	PC232 Indianhead.....	Washington.
SC-237.....	PC237 Naval Academy.....	Norfolk.
SC-251.....	PC251 Indianhead.....	Washington.
SC-252.....	PC252 Naval Academy.....	Norfolk.
SC-253.....	PC253 Haiti.....	New Orleans.
SC-257.....	PC257 Loaned to U. S. Shipping Board.....	
SC-263.....	PC263 Loaned to city of Boston.....	
SC-264.....	PC264 Eighth district.....	New Orleans.
SC-270.....	PC270 Guantanamo.....	Guantanamo.
SC-271.....	PC271 Third district, U. S. N. R. F.....	
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-287.....	PC287 ..do.....	Do.
SC-295.....	PC295 Thirteenth district.....	Puget Sound.
SC-298.....	PC298 Twelfth district.....	Mare Island.
SC-299.....	PC299 ..do.....	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
PATROL VESSELS—SUBMARINE CHASERS (PC)—Continued.		
SC-301.....PC301	Thirteenth district.....	Puget Sound.
SC-303.....PC303	Twelfth district.....	Mare Island.
SC-305.....PC305	do.....	Do.
SC-306.....PC306	do.....	Do.
SC-308.....PC308	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-340.....PC340	do.....	Do.
SC-341.....PC341	do.....	Do.
SC-353.....PC353	do.....	Do.
SC-408.....PC408	First district.....	Boston.
SC-412.....PC412	Ninth district, U. S. N. R. F.....	
SC-419.....PC419	do.....	
SC-424.....PC424	Naval Academy.....	Norfolk.
SC-426.....PC426	Fifth district.....	Do.
SC-428.....PC428	Loaned to City of Baltimore.....	
SC-432.....PC432	Ninth district, U. S. N. R. F.....	
SC-439.....PC439	Naval Academy.....	Norfolk.
SC-440.....PC440	do.....	Do.
SC-441.....PC441	do.....	Do.
SC-443.....PC443	Santo Domingo.....	New Orleans.
SC-444.....PC444	do.....	Do.
PATROL VESSELS—GUNBOATS (PG).		
(Page 188.)		
WILMINGTON.....PG8	Asiatic Fleet.....	Cavite.
HELENA.....PG9	do.....	Do.
PALOS.....PG16	do.....	Do.
SACRAMENTO.....PG19	Special Service.....	Charleston.
MONOCACY.....PG20	Asiatic Fleet.....	Cavite.
ASHEVILLE.....PG21	Special Service.....	Charleston.
TULSA.....PG22	Building.....	Unassigned.
DOLPHIN.....PG24	Special Service.....	Portsmouth.
ELCANO.....PG38	Asiatic Fleet.....	Cavite.
PAMPANGA.....PG39	do.....	Do.
QUIROS.....PG40	do.....	Do.
VILLALOBOS.....PG42	do.....	Do.
PATROL VESSELS—YACHTS (PY).		
(Page 194.)		
MAYFLOWER.....PY1	Navy Department tender.....	Norfolk.
VIXEN.....PY4	Station ship, Virgin Islands.....	New Orleans.
SYLPH.....PY5	Navy yard, Washington.....	Norfolk.
NOKOMIS.....PY6	Santo Domingo, tender (ordered).....	New York.
ARAMIS.....PY7	Navy Department tender.....	Do.
DESPATCH.....PY8	Santo Domingo, tender.....	New Orleans.
NIAGARA.....PY9	Special Service.....	Charleston.
ISABEL.....PY10	Asiatic Fleet (ordered).....	Cavite.
AUXILIARIES—DESTROYER TENDERS (AD).		
(Page 198.)		
DIXIE.....AD1	Atlantic Fleet.....	Philadelphia.
MELVILLE.....AD2	Pacific Fleet.....	Mare Island.
DOBBIN.....AD3	Building.....	Philadelphia.
WHITNEY.....AD4	do.....	Boston.
PRAIRIE.....AD5	Pacific Fleet.....	Puget Sound.
PANTHER.....AD6	Asiatic Fleet.....	Cavite.
LEONIDAS.....AD7	Atlantic Fleet.....	Portsmouth.
BUFFALO.....AD8	Pacific Fleet.....	Mare Island.
BLACK HAWK.....AD9	Atlantic Fleet.....	New York.
BRIDGEPORT.....AD10	do.....	Boston.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
AUXILIARIES—SUBMARINE TENDERS (AS).		
(Page 202.)		
FULTON..... AS1	Divisions 2 and 8.....	Philadelphia.
BUSHNELL..... AS2	Division 15.....	Norfolk.
HOLLAND..... AS3	Building.....	Puget Sound.
ALERT..... AS4	Submarine base, San Pedro.....	Mare Island.
BEAVER..... AS5	Division 18.....	Do.
CAMDEN..... AS6	Division 9.....	Norfolk.
RAINBOW..... AS7	Division 12.....	Pearl Harbor.
SAVANNAH..... AS8	Unassigned.....	Boston.
AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDERS (AZ).		
(Page 206.)		
WRIGHT..... AZ1	Building.....	Philadelphia.
AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (AV).		
(None.)		
AUXILIARIES—REPAIR SHIPS (AR).		
(Page 208.)		
MEDUSA..... AR1	Building.....	Unassigned.
PROMETHEUS..... AR3	Atlantic train.....	Norfolk.
VESTAL..... AR4	Pacific train.....	Mare Island.
AUXILIARIES—STORESHIPS (AF).		
(Page 212.)		
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	Sixteenth district.....	Cavite.
RAPPAHANNOCK..... AF6	Pacific train.....	Mare Island.
AUXILIARIES—COLLIERS (AC).		
(Page 216.)		
VULCAN..... AC5	Detached Service.....	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	Out of commission.....	Do.
BRUTUS..... AC15	Pacific train.....	Mare Island.
CAESAR..... AC16	Naval Transportation Service.....	Norfolk.
NERO..... AC17	..... do.....	Mare Island.
AUXILIARIES—OILERS (AO).		
(Page 224.)		
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	Naval Transportation Service.....	Do.
PECOS..... AO6	Atlantic train (building).....	Do.
ARETHUSA..... AO7	Naval Transportation Service.....	New Orleans.
THOMPSON, SARA..... AO8	Asiatic Fleet.....	Cavite.
PATOKA..... AO9	Naval Transportation Service.....	Mare Island.
ALAMEDA..... AO10	..... do.....	Norfolk.
SAPELO..... AO11	..... do.....	Do.
RAMAPO..... AO12	..... do.....	Do.
TRINITY..... AO13	..... do.....	Do.
BARNES, ROBERT L..... AO14	Oil depot, Guam.....	Cavite.
AUXILIARIES—AMMUNITION SHIPS (AE).		
(Page 232.)		
PYRO..... AE1	Naval Transportation Service.....	Puget Sound.
NITRO..... AE2	..... do.....	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
AUXILIARIES—CARGO SHIPS (AK).		
(Page 234.)		
HOUSTON.....AK1	Naval Transportation Service.....	Puget Sound.
KITTERY.....AK2	do.....	Norfolk.
NEWPORT NEWS.....AK3	do.....	Mare Island.
BATH.....AK4	do.....	Puget Sound.
GULFPORT.....AK5	do.....	Norfolk.
BEAUFORT.....AK6	do.....	Portsmouth.
PENSACOLA.....AK7	do.....	Mare Island.
LONG BEACH.....AK9	Out of commission, Boston.....	Portsmouth.
QUINCY.....AK10	Naval Transportation Service.....	Norfolk.
AUXILIARIES—TRANSPORTS (AP).		
(Page 238.)		
HENDERSON.....AP1	Naval Transportation Service.....	Philadelphia.
HEYWOOD.....AP2	Not yet under construction.....	
HANCOCK.....AP3	Station Ship, Pearl Harbor.....	Pearl Harbor.
AUXILIARIES—HOSPITAL SHIPS (AH).		
(Page 240.)		
RELIEF.....AH1	Atlantic Fleet.....	Philadelphia.
SOLACE.....AH2	Out of commission.....	Do.
COMFORT.....AH3	In ordinary.....	Mare Island.
MERCY.....AH4	Pacific train.....	Do.
AUXILIARIES—FLEET TUGS (AT).		
(Page 242.)		
PATAPSCO.....AT10	First district.....	Portsmouth.
PATUXENT.....AT11	do.....	Do.
SONOMA.....AT12	Pacific train.....	Mare Island.
ONTARIO.....AT13	do.....	Do.
ARAPAHOE.....AT14	Fourth district.....	Philadelphia.
MOHAVE.....AT15	First district.....	Norfolk.
TILLAMOOK.....AT16	Twelfth district.....	Mare Island.
WANDO.....AT17	Sixth district.....	Charleston.
CHEMUNG.....AT18	Naval Academy.....	Norfolk.
ALLEGHENY.....AT19	Naval Air Station, Pensacola.....	New Orleans.
BAGAMORE.....AT20	Third district.....	New York.
BAGADUCE.....AT21	Third district (Iona Islands).....	Do.
TADOUSAC.....AT22	Virgin Islands.....	Charleston.
KALMA.....AT23	Fourth district.....	Philadelphia.
KEWAYDIN.....AT24	Hampton Roads, Naval Air Station.....	Norfolk.
UMPUA.....AT25	Sixth district.....	Charleston.
WANDANK.....AT26	Fifth district.....	Norfolk.
TATNUCK.....AT27	Thirteenth district.....	Puget Sound.
SUNNADIN.....AT28	Fourteenth district.....	Pearl Harbor.
MAHOPAC.....AT29	Thirteenth district.....	Puget Sound.
SCIOTA.....AT30	Fifteenth district.....	Canal Zone.
KOKA.....AT31	Eleventh district.....	Mare Island.
NAPA.....AT32	Guam.....	Cavite.
PINOLA.....AT33	Pacific Fleet.....	Mare Island.
ALGORMA.....AT34	Naval Air Station, Coco Solo.....	Norfolk.
CARRABASSET.....AT35	Atlantic Fleet.....	Norfolk.
CONTOCOOK.....AT36	do.....	Do.
IUKA.....AT37	do.....	Do.
KEOSANQUA.....AT38	Fourteenth district.....	Pearl Harbor.
MONTCALM.....AT39	Guantanamo.....	New Orleans.
IROQUOIS.....AT46	Thirteenth district.....	Puget Sound.
OSCEOLA.....AT47	Eighth naval district.....	New Orleans.
FISCATAQUA.....AT49	Sixteenth naval district.....	Cavite.
POTOMAC.....AT50	Santo Domingo.....	New Orleans.
NAVAGO.....AT52	Fourteenth district.....	Pearl Harbor.
GENESEE.....AT55	Sixteenth naval district.....	Cavite.
LYKENS.....AT56	Third district.....	New York.
SEA ROVER.....AT57	Out of commission, twelfth district.....	
UNDAUNTED.....AT58	Twelfth district.....	Mare Island.
CHALLENGE.....AT59	Thirteenth district.....	Puget Sound.
AUXILIARIES—MINE SWEEPERS (AM).		
(Page 254.)		
LAPWING.....AM1	Pacific Fleet.....	Pearl Harbor.
OWL.....AM2	Fifth district.....	New York.
ROBIN.....AM3	Atlantic Fleet.....	Charleston.
SWALLOW.....AM4	Thirteenth district.....	Pearl Harbor.
TANAGER.....AM5	Pacific Fleet.....	Mare Island.
CARDINAL.....AM6	do.....	Do.

LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1921.	Home yard, July 1, 1921.
AUXILIARIES—MINE SWEEPERS (AM)—Continued.		
ORIOLE..... AM7	Pacific Fleet	Pearl Harbor.
CURLEW..... AM8	Atlantic Fleet	Portsmouth.
FINCH..... AM9	Asiatic Fleet	Mare Island.
HERON..... AM10	do	Do.
TURKEY..... AM13	Pacific Fleet	Pearl Harbor.
WOODCOCK..... AM14	Atlantic Fleet	Portsmouth.
QUAIL..... AM15	do	Do.
PARTRIDGE..... AM16	Pacific Fleet	Mare Island.
EIDER..... AM17	do	Pearl Harbor.
THRUSH..... AM18	do	Do.
AVOCET..... AM19	Asiatic Fleet	Mare Island.
BOBOLINK..... AM20	Atlantic Fleet	Charleston.
LARK..... AM21	do	Portsmouth.
WIDGEON..... AM22	Twelfth naval district	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	Pearl Harbor.
FALCON..... AM28	Fifth naval district	Charleston.
OSPREY..... AM29	Atlantic Fleet	Portsmouth.
SEAGULL..... AM30	Pacific Fleet	Pearl Harbor.
TERN..... AM31	do	Mare Island.
FLAMINGO..... AM32	Atlantic Fleet	Portsmouth.
PENGUIN..... AM33	Pacific Fleet	Pearl Harbor.
SWAN..... AM34	Atlantic Fleet	Portsmouth.
WHIPPOORWILL..... AM35	Pacific Fleet	Pearl Harbor.
BITTERN..... AM36	Guam	Cavite.
SANDERLING..... AM37	Pacific Fleet	Pearl Harbor.
AUK..... AM38	Atlantic Fleet	Portsmouth.
CHEWINK..... AM39	do	Do.
CORMORANT..... AM40	Special service (Bu. Ordnance)	Norfolk.
GANNET..... AM41	Pacific Fleet	Mare Island.
GREBE..... AM43	Special service (Bu. Engineering)	Portsmouth.
MALLARD..... AM44	Atlantic Fleet	Do.
ORTOLAN..... AM45	Naval air station, San Diego	Mare Island.
PEACOCK..... AM46	Loaned to Shipping Board	
PIGEON..... AM47	Pacific Fleet	Pearl Harbor.
REDWING..... AM48	Fifth naval district	Charleston.
SANDPIPER..... AM51	Atlantic Fleet	Philadelphia.
VIREO..... AM52	do	Charleston.
WARBLER..... AM53	Loaned to Shipping Board	
WILLET..... AM54	do	
AUXILIARIES—MISCELLANEOUS (AG).		
(Page 266.)		
HANNIBAL..... AG1	Survey ship	Philadelphia.
LEBANON..... AG2	Atlantic Fleet	Norfolk.
NANSHAN..... AG3	Pacific Fleet	Mare Island.
SATURN..... AG4	Naval transportation service	Do.
GENERAL ALAVA..... AG5	Asiatic Fleet	Cavite.
DUBUQUE..... AG6	Out of commission	Portsmouth.
PADUCAH..... AG7	Survey ship	Do.
MAHANNA..... AG8	do	Do.
GREAT NORTHERN..... AG9	Atlantic Fleet (ordered)	New York.
UNCLASSIFIED.		
(Page 270)		
ANNAPOLIS..... Ex-PG10	State school ship, Pennsylvania	Philadelphia.
BOSTON.....	Twelfth naval district (rec. ship)	Mare Island.
CHEYENNE..... Ex-B M10	Baltimore, Md., U. S. N. R. F.	Norfolk.
CHICAGO..... Ex-CA14 Ex-CL14	S/m Division 14	Pearl Harbor.
COAST B. S. No. 4..... Ex-B B4	Target ship (radio cont.)	Philadelphia.
CUMBERLAND.....	Naval Academy (out of com.)	Norfolk.
ESSEX.....	Ninth naval district, U. S. N. R. F.	
GOPHER.....	do	
HARTFORD.....	Station ship Charleston	Charleston.
HAWK..... Ex-PY2	Ninth naval district, U. S. N. R. F.	
KEARSARGE..... Ex-B B5	Crane ship (under conversion)	
MONADNOCK..... Ex-B M3	Sixteenth Naval District	Cavite.
NANTUCKET..... Ex-PG23	State school ship Massachusetts	
NEWPORT..... Ex-PG12	State school ship New York	New York.
OLD CONSTELLATION.....	First naval district (station ship)	Newport.
OLD CONSTITUTION.....	First naval district (out of com.)	Boston.
OREGON..... Ex-B B3	Out of commission	Puget Sound.
PHILADELPHIA.....	Receiving ship, Puget Sound	Do.

LIST OF NAVAL VESSELS—Concluded.

Type, name, and identification number.	Port or station, July 1, 1921.	Home yard, July 1, 1921.
UNCLASSIFIED—Continued.		
REINA MERCEDES.....	Naval Academy (station ship)....	Norfolk.
SMITH.....	Out of com., Phila. (target).....	Philadelphia.
SOUTHERY.....	Receiving ship, Portsmouth.....	Portsmouth.
TALLAHASSEE.....	Sixth district, U. S. N. R. F.....	Charleston.
TOPEKA.....	Out of commission, Charleston.....	Do.
VESUVIUS.....	First naval district (out of com.)....	Newport.
VICKSBURG.....	State school ship, Washington.....	Puget Sound.
WHEELING.....	Eighth district, U. S. N. R. F.....	New Orleans.
WILMETTE.....	Ninth naval district U. S. N. R. F.....	
WOLVERINE.....	Fourth naval district, U. S. N. R. F.....	
YANTIC.....	Ninth naval district, U. S. N. R. F.....	

NOTE.—Changes from 1920 list include elimination of Coast Battleship No. 2; battleships Alabama, Wisconsin, Maine, and Missouri; monitors Monterey, Ozark, and Tonopah; cruisers Brooklyn, Columbia, and Minneapolis; destroyer Woolsey; submarines A-3, A-5, B-3, G-1, and G-3; Eagle Boat No. 25; gunboats Nashville, Marblehead, and Samar; yacht Scorpion; cargo ship Astoria; fleet tug Conestoga; together with a number of old vessels from the unclassified section. The disposition of these vessels is indicated in the Stricken and Sale List, on p. 332. The disposition of subchasers eliminated will be found on p. 183. The Oregon has been transferred from Battleships, second line, to Unclassified; the Cheyenne, Monadnock, and Tallahassee from Monitors to Unclassified; the Olympia from Cruisers, second line, to Light Cruisers, second line; the Chicago from Cruisers, second line, to Light Cruisers, second line, and thence to Unclassified; the Denver, Des Moines, Chattanooga, Galveston, Tacoma, Cleveland, New Orleans, and Albany from Gunboats to Light Cruisers, second line; the Annapolis, Vicksburg, Newport, Wheeling, Nantucket, and Topeka from Gunboats to Unclassified; the Hawk from Yachts to Unclassified; the Bridgeport from Repair Ships to Destroyer Tenders; the Robt. L. Barnes from Cargo Ships to Oilers; the Peoria, Uncas, and Delaware (S. P. 467) from Fleet Tugs to District Tugs; the Callao from Gunboats to District Craft (ferryboat); Coast Torpedo Boat No. 6 from Unclassified to District Craft (Unclassified). The Great Northern, acquired by transfer from the War Department, for service as an administrative fleet flagship, has been added to Auxiliaries, Miscellaneous.

Gunboats Elcano, Pampanga, Quiros, and Villalobos have been indicated for sale as soon as practicable to spare or replace them.

Since July 1 the following vessels listed above have been designated for sale: Gunboat Dolphin; collier Nero; cargo ship Long Beach; Subchasers 93, 106, 147, 177, 190, 191, and 195; old destroyer Smith (unclassified).

Certain changes in assignments occurring since July 1, have been listed as of that date. Further changes not listed include: Pennsylvania to Pacific (home yard Puget Sound); Connecticut to Pacific (home yard Mare Island); Olympia to special service before going out of commission; Cleveland, Denver, and Tacoma, home yard to be Boston; Orion, home yard to be Norfolk; Ramapo, home yard to be Mare Island; Teal, home yard to be Philadelphia. Vessels having home yard listed as New Orleans are changed to Charleston except Eagle No. 4, to Portsmouth; Arethusa, to Norfolk; and Despatch to New York. The Kansas, Minnesota, South Carolina, Michigan, Pittsburgh, and San Francisco have been ordered out of commission at Philadelphia; the Vulcan at Norfolk; the Mahanna and Paducah at Portsmouth; the Aramis at New York; the Salem, Nero, Brutus, and Comfort at Mare Island; the Frederick at Puget Sound; the Abavenda and Pompey at Cavite and Olongapo.

The Maryland, California, and Pecos have been completed and commissioned. Subchasers 431, 433, and 437 have been retransferred from the Coast Guard to the Navy and placed in commission in Ninth Naval District. Salvaging of the S-5 has been abandoned. The B-1 is scheduled for use as a target; the E-1 and E-2 to be scrapped; the Mahanna for return to Shipping Board.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal). ²	Tons per inch-increase.	Displacement.	Draft aft.	
									<i>Ft. in.</i>
1 ARIZONA ³.....BB39	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	1
2 ARKANSAS ³.....BB33	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	2
3 CALIFORNIA ⁴.....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	31 3½	4
5 DELAWARE.....BB28	518 9	510 0	85 2½	26 11	20,000	71.7	22,060	28 10	5
6 FLORIDA ³.....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 ³.....BB50	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	8
9 IOWA ⁷.....BB53	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	9
10 MARYLAND ⁸.....BB46	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	10
11 MASSACHUSETTS ³.....BB54	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	11
12 MISSISSIPPI.....BB41	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	12
13 MONTANA ⁸.....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 ⁴.....BB40	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	15
16 NEW YORK ³.....BB34	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	16
17 NORTH CAROLINA ³.....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	20,000	71.7	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 ⁴.....BB38	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	20
21 SOUTH DAKOTA ⁸.....BB49	684 0	660 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 ³.....BB35	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	23
24 UTAH ⁸.....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 ⁴.....BB48	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 3½	26
27 WYOMING ³.....BB32	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	27
Total normal displacement.....					857,650				

¹ Length on designed water line.² Two-thirds full supply of stores and fuel; full supply of ammunition.³ Fitted as flagship (division.)⁴ Fitted as flagship (fleet.)⁵ Two-thirds full supply of ammunition.⁶ Exclusive of 380 tons of oil fuel.⁷ Fitted as flagship (squadron.)

BATTLESHIPS—FIRST LINE (BB).

	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.	Knots.	Tons.	Tons.							
1	¹ 31,400	¹ 21.0	.....	2,322	¹ 694,830	1	2 cage...	ARIZONA.....	BB39	1
2	25,546	21.05	2,754	400	.....	2	2 cage...	ARKANSAS.....	BB33	2
3	¹ 32,300	¹ 21.0	.....	.....	.....	2	2 cage...	CALIFORNIA.....	BB44	3
4	¹ 32,600	¹ 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	¹ 2,560	400	.....	2	2 cage...	FLORIDA.....	BB30	6
7	32,819	21.29	.....	2,200	¹ 660,000	1	2 cage...	IDAHO.....	BB42	7
8	¹ 43,200	¹ 23.0	.....	.....	.....	¹ 1	2 cage...	INDIANA.....	BB50	8
9	¹ 43,200	¹ 23.0	.....	.....	.....	¹ 1	2 cage...	IOWA.....	BB53	9
10	¹ 32,600	¹ 21.0	.....	.....	.....	2	2 cage...	MARYLAND.....	BB46	10
11	¹ 43,200	¹ 23.0	.....	.....	.....	¹ 1	2 cage...	MASSACHUSETTS.....	BB54	11
12	32,650	21.09	.....	2,200	¹ 660,000	1	2 cage...	MISSISSIPPI.....	BB41	12
13	¹ 43,200	¹ 23.0	.....	.....	.....	¹ 1	2 cage...	MONTANA.....	BB51	13
14	² 27,135	² 20.53	.....	2,000	¹ 598,400	1	2 cage...	NEVADA.....	BB36	14
15	¹ 32,000	21.08	.....	2,200	¹ 660,000	1	2 cage...	NEW MEXICO.....	BB40	15
16	26,342	21.47	¹ 2,918	400	.....	2	2 cage...	NEW YORK.....	BB34	16
17	¹ 43,200	¹ 23.0	.....	.....	.....	¹ 1	2 cage...	NORTH CAROLINA.....	BB52	17
18	20,020	21.01	2,740	380	.....	2	2 cage...	NORTH DAKOTA.....	BB29	18
19	² 27,286	² 20.58	.....	2,000	¹ 598,400	1	2 cage...	OKLAHOMA.....	BB37	19
20	² 30,812	² 21.05	.....	2,322	¹ 694,830	1	2 cage...	PENNSYLVANIA.....	BB38	20
21	¹ 43,200	¹ 23.0	.....	.....	.....	² 1	2 cage...	SOUTH DAKOTA.....	BB49	21
22	¹ 32,300	¹ 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	¹ 32,600	¹ 21.0	.....	.....	.....	2	2 cage...	WASHINGTON.....	BB47	25
26	¹ 32,600	¹ 21.0	.....	.....	.....	2	2 cage...	WEST VIRGINIA.....	BB48	26
27	25,085	21.22	² 704	400	.....	2	2 cage...	WYOMING.....	BB32	27

¹ Estimated.² Quadruple.³ Full-speed, 12-hour trial.

BATTLESHIPS—FIRST LINE (BB).

	Name.	Number of propellers.	Engines.	Boilers.		Shaft horsepower on trial.		
			Type.	Number and type.	Total grate surface.	Heat ing surface.	Main engines.	Total maximum.
					Sq. ft.	Sq. ft.		
1	ARIZONA.....	4	Parsons turb. (geared cruising).	12 B. & W.....	(Oil)	55,332 ¹	34,000	1
2	ARKANSAS.....	4	Parsons turbine.....	12 B. & W.....	² 1,428	64,234	28,533	29,319
3	CALIFORNIA.....	4	G. E. turb., electric drive ³ .	8 Bu. Exp.....	(Oil)	50,984 ¹	28,500	3
4	COLORADO.....	4	Westgh. turb., elect. drive ³ .	8 B. & W.....	(Oil)	41,768 ¹ 4,168	28,900	4
5	DELAWARE.....	2	Vert. 3-exp. ⁵	14 B. & W.....	² 1,439	55,800 ¹ 6,320	28,578 ⁶	29,529
6	FLORIDA.....	4	Parsons turbine.....	12 B. & W.....	² 1,428	64,234	40,511	41,810
7	IDAHO.....	4	Parsons turb. (geared cruising).	9 B. & W.....	(Oil)	55,458	33,100	7
8	INDIANA.....	4	Westgh. turb., elect. drive ³ .	12 W. Forster.	(Oil)	82,800 ¹ 8,940	60,000	8
9	IOWA.....	4	G. E. turb., electric drive ³ .	12 W. Forster.	(Oil)	82,800 ¹ 8,940	60,000	9
10	MARYLAND.....	4	G. E. turb., electric drive ³ .	8 B. & W.....	(Oil)	41,768 ¹ 4,168	28,900	10
11	MASSACHUSETTS...	4	G. E. turb., electric drive ³ .	12 Yarrow.....	(Oil)	74,652 ¹ 7,476	60,000	11
12	MISSISSIPPI.....	4	Curtis turb. (geared cruising).	9 B. & W.....	(Oil)	55,458	31,804	12
13	MONTANA.....	4	Westgh. turb., electric drive ³ .	12 Bu. Exp.....	(Oil)	74,040 ¹ 12,192	60,000	13
14	NEVADA.....	2	Curtis turb. (geared cruising).	12 Yarrow.....	(Oil)	48,000	23,312	14
15	NEW MEXICO.....	4	G. E. turb., electric drive ³ .	9 B. & W ⁸	(Oil)	55,458 ¹ 4,476	31,197	15
16	NEW YORK.....	2	Vert. 3-exp. ⁷	14 B. & W.....	² 1,554	62,214 ¹ 3,267	29,687	16
17	NORTH CAROLINA..	4	Westgh. turb., electric drive ³ .	12 Bu. Exp.....	(Oil)	74,040 ¹ 12,192	60,000	17
18	NORTH DAKOTA...	2	Parsons turb., red. gear.....	14 B. & W.....	² 1,439	55,800 ¹ 6,320	31,300	32,307
19	OKLAHOMA.....	2	Vert. 3-exp. ⁹	12 B. & W.....	(Oil)	48,000	21,703	19
20	PENNSYLVANIA.....	4	Curtis turb. (geared cruising)	12 B. & W.....	(Oil)	55,332	29,366	20
21	SOUTH DAKOTA...	4	Westgh. turb., elect. drive ³ .	12 W. Forster.	(Oil)	82,800 ¹ 8,940	60,000	21
22	TENNESSEE.....	4	Westgh. turb., elect. drive ³ .	8 B. & W.....	(Oil)	41,768 ¹ 4,168	28,500	22

¹ Estimated.² Coal and oil burning.³ Two main generators, four propelling motors.⁴ Superheating surface.⁵ 384×57×76×76

48

⁶ Indicated horsepower⁷ 39×63×83×83

48

⁸ Eight with superheaters.⁹ 35×59×78×78

48

BATTLESHIPS—FIRST LINE (BB).

	Total weight of machinery (wet).	Electric turbo-generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.		Builders.	
	<i>Tons.</i>							
1	2,462	{ 2 300 2 300	120-240 1240	6-300- $\frac{4000}{5000}$ 6-300- $\frac{4000}{5000}$	Westinghouse De Laval-Crocker Wheeler.	ARIZONA..... BB39	1	
2	2,178	4	300	125	6-300-1500	General Electric.....	ARKANSAS..... BB33	2
3	1,805	6	300	120-240	6-300- $\frac{4000}{5000}$	.....do.....	CALIFORNIA..... BB44	3
4	2,002	6	300	120-240	6-300- $\frac{4000}{5000}$	Westinghouse.....	COLORADO..... BB45	4
5	2,036	4	300	125	6-300-1500	General Electric.....	DELAWARE..... BB28	5
6	2,152	4	300	125	6-300-1500	.....do.....	FLORIDA..... BB30	6
7	2,73	4	300	120-240	6-300- $\frac{4000}{5000}$	.....do.....	IDAHO..... BB42	7
8	2,778	8	500	1240	6-500- $\frac{4000}{5000}$	Westinghouse.....	INDIANA..... BB50	8
9	2,692	8	500	1240	6-500- $\frac{4000}{5000}$	General Electric.....	IOWA..... BB53	9
10	2,002	6	300	120-240	6-300- $\frac{4000}{5000}$	.....do.....	MARYLAND..... BB46	10
11	2,692	8	500	1240	6-500- $\frac{4000}{5000}$	.....do.....	MASSACHUSETTS..... BB54	11
12	2,298	4	300	120-240	6-300- $\frac{4000}{5000}$	.....do.....	MISSISSIPPI..... BB41	12
13	2,778	8	500	1240	6-500- $\frac{4000}{5000}$	Westinghouse.....	MONTANA..... BB51	13
14	1,860	4	300	125	6-300-1500	General Electric.....	NEVADA..... BB36	14
15	2,351	4	300	120-240	6-300- $\frac{4000}{5000}$	.....do.....	NEW MEXICO..... BB40	15
16	2,348	4	300	125	6-300-1500	.....do.....	NEW YORK..... BB34	16
17	2,778	8	500	1240	6-500- $\frac{4000}{5000}$	Westinghouse.....	NORTH CAROLINA..... BB52	17
18	2,047	4	300	125	6-300-1500	General Electric.....	NORTH DAKOTA..... BB29	18
19	1,933	4	300	125	6-300-1500	.....do.....	OKLAHOMA..... BB37	19
20	2,380	4	300	125	6-300-1500	.....do.....	PENNSYLVANIA..... BB38	20
21	2,778	8	500	1240	6-500- $\frac{4000}{5000}$	Westinghouse.....	SOUTH DAKOTA..... BB49	21
22	1,983	6	300	120-240	6-300- $\frac{4000}{5000}$	.....do.....	TENNESSEE..... BB43	22

¹ With 120-volt balancers.² Estimate.³ Four noncondensing, four condensing.

BATTLESHIPS—FIRST LINE (BB).

Name.	Number of propellers.	Engines.	Boilers.		Shaft horsepower on trial.		
		Type.	Number and type.	Total grate sur- face.	Total heating sur- face.	Main engines.	Total maximum.
23 TEXAS.....	2	Vert. 3-exp. ⁴	⁶ 14 B. & W.....	⁶ 1,554	⁶ 82,213	⁷ 28,373	23
24 UTAH.....	4	Parsons turbine.....	12 B. & W.....	⁶ 1,428	64,234	27,026	28,136
25 WASHINGTON.....	4	Westgh. turb., elect. drive ¹ ..	8 B. & W.....	(Oil)	41,768	³ 28,900	25
26 WEST VIRGINIA.....	4	G. E. turb., elect. drive ¹	8 B. & W.....	(Oil)	41,768	³ 28,900	26
27 WYOMING.....	4	Parsons turbine.....	12 B. & W.....	⁶ 1,428	64,234	31,437	34,956
Total horsepower.....						982,527	

¹ Two main generators, four propelling motors.² Estimated.³ Superheating surface.⁴ 39" × 63" × 83" × 83"

48"

⁵ Eight boilers with superheat.⁶ Coal and oil burning.⁷ Indicated horsepower.

BATTLESHIPS—FIRST LINE (BB).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.
		Number.	Kilowatts (each).	Volts.	Type.	Builders.	
<i>Tons.</i>							
23	2,271	4	300	125	6-300-1500	General Electric.....	TEXAS..... BB35 23
24	2,064	4	300	125	6-300-1500	.....do.....	UTAH..... BB31 24
25	¹ 2,002	6	300	120-240	6-300- $\frac{1200}{1000}$	Westinghouse.....	WASHINGTON..... BB47 25
26	¹ 2,002	6	300	120-240	6-300- $\frac{1200}{1000}$	General Electric.....	WEST VIRGINIA..... BB48 26
27	2,095	4	300	125	6-300-1500	.....do.....	WYOMING..... BB32 27

¹ Estimated.

BATTLESHIPS—FIRST LINE (BB).

Name.	Armament.					Torpedo tubes (Submerged).	
	Guns.						
	Turret.	Secondary.	Anti-Air- craft.	Salut- ing.			
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.....	18 16", 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.....	18 16", 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.....	18 16", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	25	
26 WEST VIRGINIA.....	18 16", 45 cal..	14 5", 51 cal..	4 3", 50 cal..	4 6-pdr.	2 21".....	26	
27 WYOMING.....	12 12", 56 cal..	16 5", 51 cal..	2 3", 50 cal..	4 6-pdr.	2 21".....	27	

¹ In four turrets.² In six turrets.³ In five turrets.⁴ In four turrets; two triple and two twin mounts.

BATTLESHIPS—FIRST LINE (BB).

	Messrs (complement).								Name and official number.		
	Ward-room officers.	Junior officers.	Warrant officers.	Additional for flag-ship.			Chief petty officers.	Men.			Marines.
				Officers.	Men.	Marines.					
1	27	28	12	.....	.....	.....	58	1,234	75	ARIZONA.....BB39	1
2	25	28	12	.....	.....	.....	59	1,290	75	ARKANSAS.....BB33	2
3	26	28	12	.....	.....	.....	60	1,268	75	CALIFORNIA.....BB44	3
4	26	28	12	.....	.....	.....	60	1,268	75	COLORADO.....BB45	4
5	24	28	12	.....	.....	.....	57	1,198	64	DELAWARE.....BB28	5
6	25	28	12	.....	.....	.....	50	900	64	FLORIDA.....BB30	6
7	27	28	12	.....	.....	.....	58	1,234	75	IDAHO.....BB42	7
8	24	30	13	.....	.....	.....	70	1,404	75	INDIANA.....BB50	8
9	24	30	13	.....	.....	.....	70	1,404	75	IOWA.....BB53	9
10	26	28	12	.....	.....	.....	60	1,268	75	MARYLAND.....BB46	10
11	24	30	13	.....	.....	.....	70	1,404	75	MASSACHUSETTS.....BB54	11
12	27	28	12	.....	.....	.....	58	1,234	75	MISSISSIPPI.....BB41	12
13	24	30	13	.....	.....	.....	70	1,404	.....	MONTANA.....BB51	13
14	24	28	12	.....	.....	.....	57	1,188	75	NEVADA.....BB36	14
15	27	28	12	.....	.....	.....	60	1,274	75	NEW MEXICO.....BB40	15
16	25	28	12	.....	.....	.....	58	1,309	75	NEW YORK.....BB34	16
17	24	30	13	.....	.....	.....	70	1,404	.....	NORTH CAROLINA.....BB52	17
18	24	28	12	.....	.....	.....	57	1,196	64	NORTH DAKOTA.....BB29	18
19	24	28	12	.....	.....	.....	57	1,188	75	OKLAHOMA.....BB37	19
20	27	28	12	.....	.....	.....	57	1,240	75	PENNSYLVANIA.....BB38	20
21	24	30	13	.....	.....	.....	70	1,404	75	SOUTH DAKOTA.....BB49	21
22	26	28	13	.....	.....	.....	60	1,268	75	TENNESSEE.....BB43	22
23	25	28	12	.....	.....	.....	58	1,309	75	TEXAS.....BB35	23
24	25	28	12	.....	.....	.....	50	900	64	UTAH.....BB31	24
25	26	28	12	.....	.....	.....	60	1,268	75	WASHINGTON.....BB47	25
26	26	28	12	.....	.....	.....	60	1,268	75	WEST VIRGINIA.....BB48	26
27	25	28	12	.....	.....	.....	59	1,290	75	WYOMING.....BB32	27

Including flag officer.

BATTLESHIPS—FIRST LINE (BB).

	Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ARIZONA.....BB39	Navy yard, New York.....	¹ 7,425,000	Mar. 4, 1913	² June 24, 1913	1
2	ARKANSAS.....BB33	New York S. B. Co., Camden.	4,675,000	Mar. 3, 1909	Sept. 25, 1909	2
3	CALIFORNIA.....BB44	Navy yard, Mare Island.....	¹ 12,750,000	Mar. 3, 1915	² Jan. 5, 1916	3
4	COLORADO.....BB45	New York S. B. Co., Camden.	Cost+fee.	Aug. 29, 1916	² Jan. 17, 1917	4
5	DELAWARE.....BB28	Newport News S. B. Co.....	3,987,000	June 29, 1906	Aug. 6, 1907	5
6	FLORIDA.....BB30	Navy yard, New York.....	¹ 6,400,000	May 13, 1908	⁴ Nov. 24, 1908	6
7	IDAHO.....BB42	New York S. B. Co., Camden.	7,250,000	June 30, 1914	Nov. 9, 1914	7
8	INDIANA.....BB50	Navy yard, New York.....	¹ 21,000,000	⁵ Mar. 4, 1917	² July 2, 1918	8
9	IOWA.....BB53	Newport News S. B. Co.....	Cost+fee.	⁵ July 1, 1918	Oct. 27, 1919	9
10	MARYLAND.....BB46	.....do.....	Cost+fee.	Aug. 29, 1916	⁶ Dec. 5, 1916	10
11	MASSACHUSETTS...BB54	Beth. S. B. Corp., Quincy....	Cost+fee.	⁵ July 1, 1918	Nov. 15, 1919	11
12	MISSISSIPPI.....BB41	Newport News S. B. Co.....	7,115,000	June 30, 1914	Nov. 23, 1914	12
13	MONTANA.....BB51	Navy yard, Mare Island.....	¹ 21,000,000	⁵ Mar. 4, 1917	² July 2, 1918	13
14	NEVADA.....BB36	Fore River S. B. Co., Quincy.	5,895,000	Mar. 4, 1911	Jan. 22, 1912	14
15	NEW MEXICO.....BB40	Navy yard, New York.....	¹ 7,800,000	June 30, 1914	³ Oct. 20, 1914	15
16	NEW YORK.....BB34	.....do.....	¹ 6,400,000	June 24, 1910	⁴ May 1, 1911	16
17	NORTH CAROLINA..BB52	Navy Yard, Norfolk.....	¹ 21,000,000	⁵ July 1, 1918	² July 2, 1918	17
18	NORTH DAKOTA..BB29	Fore River S. B. Co., Quincy.	4,377,000	Mar. 2, 1907	Aug. 6, 1907	18
19	OKLAHOMA.....BB37	New York S. B. Co., Camden.	5,926,000	Mar. 4, 1911	Jan. 22, 1912	19
20	PENNSYLVANIA...BB38	Newport News S. B. Co.....	7,260,000	Aug. 22, 1912	Feb. 28, 1913	20
21	SOUTH DAKOTA...BB49	Navy yard, New York.....	¹ 21,000,000	⁵ Mar. 4, 1917	² July 2, 1918	21
22	TENNESSEE.....BB43	.....do.....	¹ 12,750,000	Mar. 3, 1915	² Dec. 28, 1915	22
23	TEXAS.....BB35	Newport News S. B. Co.....	5,830,000	June 24, 1910	Dec. 17, 1910	23
24	UTAH.....BB31	New York S. B. Co., Camden.	3,946,000	May 13, 1908	Nov. 24, 1908	24
25	WASHINGTON.....BB47	.....do.....	Cost+fee.	Aug. 29, 1916	² Jan. 17, 1917	25
26	WEST VIRGINIA...BB48	Newport News S. B. Co.....	Cost+fee.	Aug. 29, 1916	⁶ Dec. 5, 1916	26
27	WYOMING.....BB32	Wm. Cramp & Sons, Phila..	4,450,000	Mar. 3, 1909	Oct. 14, 1909	27

¹ Limit of cost.² Date assigned to yard.³ Supplementary contract, July 17, 1917.⁴ Beginning of construction period.⁵ Together with act of Aug. 29, 1916.⁶ 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	.....	Aug. 10, 1921	CALIFORNIA.....	3
4	May 29, 1919	Mar. 22, 1921	.....	.....	.....	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	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	Nov. 1, 1920	.....	.....	.....	.....	INDIANA.....	8
9	May 17, 1920	.....	.....	.....	.....	IOWA.....	9
10	Apr. 24, 1917	Mar. 20, 1920	.....	July 20, 1921	July 21, 1921	MARYLAND.....	10
11	Apr. 4, 1921	.....	.....	.....	.....	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	June 1, 1918	.....	May 20, 1918	NEW MEXICO.....	15
16	Sept. 11, 1911	Oct. 30, 1912	May 1, 1914	.....	Apr. 15, 1914	NEW YORK.....	16
17	Jan. 12, 1920	.....	.....	.....	.....	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, 1909	Dec. 23, 1909	July 24, 1911	Aug. 30, 1911	Aug. 31, 1911	UTAH.....	24
25	June 30, 1919	Sept. 1, 1921	.....	.....	.....	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

¹ Expiration of construction period.

59404—21—3

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. ¹	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>
<i>Alabama</i> ² <i>ex-BB8</i>	.....	.....	.....	.....	.....	.....	.....	.....
<i>Coast B. S. No. 2</i> ³ <i>ex-BB2</i>	.....	.....	.....	.....	.....	.....	.....	.....
1 CONNECTICUT ⁴.....BB18	456 4	450 0	76 10	24 6	16,000	63.14	17,666	26 8
2 GEORGIA ⁴.....BB15	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
3 ILLINOIS.....BB7	375 4	368 0	72 2½	23 6	11,552	47.75	12,150	24 9
4 KANSAS.....BB21	456 4	450 0	76 10	24 6	16,000	63.14	17,650	26 8
5 KENTUCKY.....BB6	375 4	368 0	72 2½	23 6	⁵ 11,520	47.35	12,320	24 11
6 LOUISIANA ⁴.....BB19	456 4	450 0	76 10	24 6	16,000	63.14	17,666	26 8
<i>Maine</i> ² <i>ex-BB10</i>	.....	.....	.....	.....	.....	.....	.....	.....
7 MICHIGAN.....BB27	452 9	450 0	80 2½	24 6	⁶ 16,000	64.2	17,617	27 1
8 MINNESOTA ⁴.....BB22	456 4	450 0	76 10	24 6	16,000	63.14	17,650	26 8
<i>Missouri</i> ² <i>ex-BB11</i>	.....	.....	.....	.....	.....	.....	.....	.....
9 NEBRASKA.....BB14	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
10 NEW HAMPSHIRE.....BB25	456 4	450 0	76 10	24 6	16,000	63.14	17,784	27 0
11 NEW JERSEY ⁴.....BB16	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
12 OHIO ⁴.....BB12	393 10	388 0	72 2½	23 7	⁵ 12,500	51.25	13,500	25 4
<i>Oregon</i> ⁷ <i>ex-BB3</i>	.....	.....	.....	.....	.....	.....	.....	.....
13 RHODE ISLAND ⁴.....BB17	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
14 SOUTH CAROLINA.....BB26	452 9	450 0	80 2½	24 6	⁶ 16,000	64.2	17,617	27 1
15 VERMONT ⁴.....BB20	455 10	450 0	76 10	24 6	16,000	63.14	17,650	26 8
16 VIRGINIA ⁴.....BB13	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10
<i>Wisconsin</i> ² <i>ex-BB9</i>	.....	.....	.....	.....	.....	.....	.....	.....
Total normal displacement.	.....	.....	.....	.....	238,312	.....	.....	.....

¹ Length on designed water line.² Transferred to Stricken and Sale List, page 332.³ Coast B. S. No. 2, formerly the Massachusetts, transferred to Stricken and Sale List, page 332.⁴ Fitted as a flagship.⁵ Full supply of ammunition and stores; normal coal.⁶ Two-thirds full supply of ammunition.⁷ Transferred to Unclassified List, page 270.

BATTLESHIPS—SECOND LINE (OBB).

Trial.		Coal.	Rig.		Messes (complement).						Name and official number.	
Displacement.	Speed.	42 cubic feet per ton.	Number of funnels.	Masts.	Wardroom officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.		
Tons.	Knots.	Tons.										
1	16,220	18.78	2,510	3	2 cage...	21	22	12	40	1,103	CONNECTICUT.....BB18	1
2	14,963	19.26	2,014	3	2 cage...	28	22	12	40	972	GEORGIA.....BB15	2
3	11,540	17.45	1,522	2	2 cage...	21	22	10	33	732	ILLINOIS.....BB7	3
4	16,000	18.09	2,445	3	2 cage...	21	22	12	40	1,103	KANSAS.....BB21	4
5	11,550	16.9	1,658	2	2 cage...	18	20	10			KENTUCKY.....BB6	5
6	16,000	18.82	2,446	3	2 cage...	21	22	12	40	1,103	LOUISIANA.....BB19	6
7	16,064	18.79	2,437	2	2 cage...	19	16	12	44	988	MICHIGAN.....BB27	7
8	16,002	18.85	2,420	3	2 cage...	21	22	12	40	1,103	MINNESOTA.....BB22	8
9	14,865	19.06	1,969	3	2 cage...	28	22	12	40	972	NEBRASKA.....BB14	9
10	16,145	18.16	2,582	3	2 cage...	21	22	12	40	1,103	NEW HAMPSHIRE....BB25	10
11	14,930	19.18	1,993	3	2 cage...	28	22	12	40	972	NEW JERSEY.....BB16	11
12	12,500	17.82	2,331	3	2 cage...	21	22	11	35	929	OHIO.....BB12	12
13	14,920	19.01	2,031	3	2 cage...	28	22	12	40	972	RHODE ISLAND.....BB17	13
14	16,136	18.86	2,433	2	2 cage...	19	16	12	44	988	SOUTH CAROLINA....BB26	14
15	16,000	18.33	2,486	3	2 cage...	21	22	12	40	1,103	VERMONT.....BB20	15
16	14,980	19.01	1,970	3	2 cage...	28	22	12	40	972	VIRGINIA.....BB13	16

¹A breast.

BATTLESHIPS—SECOND LINE (OBB).

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.	Sq. ft.	Sq. ft.				
1 CONNECTICUT.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	19,333	20,525	1
2 GEORGIA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,356	58,086	24,597	25,463	2
3 ILLINOIS.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher...	692	30,000	12,647	12,899	3.
4 KANSAS.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,098	52,752	19,302	19,757	4
5 KENTUCKY.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher...	725	31,760	12,179	12,318	5
6 LOUISIANA.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	20,443	21,350	6
7 MICHIGAN.....	2	Vert., 3-exp...	32	52	1 72	48	12 B. & W..	1,050	{42,500 24,720}	16,016	16,517	7
8 MINNESOTA.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,100	52,752	19,896	20,572	8
9 NEBRASKA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,339	56,385	20,947	21,911	9
10 NEW HAMPSHIRE..	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,100	47,112	17,537	18,104	10
11 NEW JERSEY.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,342	56,184	22,805	23,570	11
12 OHIO.....	2	Vert., 3-exp...	35½	53	1 63	48	{12 Thornycroft.}	924	60,130	15,951	16,507	12
13 RHODE ISLAND...	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,342	56,184	19,890	20,627	13
14 SOUTH CAROLINA..	2	Vert., 3-exp...	32	52	1 72	48	12 B. & W..	1,050	{42,500 24,720}	17,651	18,357	14
15 VERMONT.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	17,824	18,249	15
16 VIRGINIA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,356	58,086	22,501	23,468	16
Total horsepower.....									299,519			

¹ Two low-pressure cylinders.

² Superheating surface.

BATTLESHIPS—SECOND LINE (OBB).

	Total weight of machinery (Wet).	Electric generating sets.					Name and official number.		
		Tons.	Number.	Kilowatts (each).	Volts.	Type.			Builders.
1	1,648	{ 2 4	{ 200 100	125	{ M. P. C. C. C.	Moore-G. E. Co. Terry-Diehl.	CONNECTICUT.....	BB18	1
2	1,769	{ 2 6	{ 100 50							125	10-100-350 8-50-400	General Electric.....	GEORGIA.....	BB15	2
3	1,279	8	32	80	6-32-400	do.....	ILLINOIS.....	BB7	3
4	1,562	8	100	125	10-100-350	do.....	KANSAS.....	BB21	4
5	1,211	7	50	80-160	6-50-310	do.....	KENTUCKY.....	BB6	5
6	1,596	8	100	125	10-100-350	do.....	LOUISIANA.....	BB19	6
7	1,555	4	200	125	14-200-1700	do.....	MICHIGAN.....	BB27	7
8	1,599	8	100	125	10-100-350	do.....	MINNESOTA.....	BB22	8
9	1,689	{ 2 6	{ 100 50	125	10-100-350 8-50-400	do.....	NEBRASKA.....	BB14	9
10	1,558	{ 4 2	{ 100 200							125	8-100-350 14-200-1700	do.....	NEW HAMPSHIRE.....	BB25	10
11	1,737	{ 2 6	{ 100 50	125	10-100-350 8-50-400	Sturtevant-G. E. Co.....	NEW JERSEY.....	BB16	11
12	1,371	{ 4 4	{ 50 32							80	6-50-350 4-32-400	Union Iron Works.....	OHIO.....	BB12	12
13	1,734	{ 2 6	{ 100 50	125	10-100-350 8-50-400	Sturtevant-G. E. Co.....	RHODE ISLAND.....	BB17	13
14	1,533	4	200							125	14-200-1700	General Electric.....	SOUTH CAROLINA.....	BB26	14
15	1,559	8	100	125	10-100-350	do.....	VERMONT.....	BB20	15
16	1,835	3	200	125	16-200- ⁴ / ₁₇ °	Moore-G. E. Co.	VIRGINIA.....	BB13	16

¹ Turbo generators.

BATTLESHIPS—SECOND LINE (OBB).

Name and official number.	Armament.					Torpedo tubes sub-merged.	
	Guns.				Saluting.		
	Turret.	Secondary.	Antiaircraft.	Saluting.			
1 CONNECTICUT.....BB18	{ 4 12", 45 cal... 8 8", 45 cal.... }	12 3", 50 cal...	2 3", 50 cal..	4 3-pdr.	4 21"	1	
2 GEORGIA.....BB15	{ 4 12", 40 cal... 8 8", 45 cal.... }	8 3", 50 cal....	2 3", 50 cal..	2 6-pdr.	4 21"	2	
3 ILLINOIS.....BB7	4 13", 35 cal... 8 6", 40 cal....	2 3", 50 cal..	2 6-pdr.	.....	3	3
4 KANSAS.....BB21	{ 4 12", 45 cal... 8 8", 45 cal.... }	12 3", 50 cal...	2 3", 50 cal..	2 6-pdr.	4 21"	4	
5 KENTUCKY.....BB6	{ 4 13", 35 cal... 8 5", 40 cal.... }	2 3", 50 cal..	2 6-pdr.	.....	5	5
6 LOUISIANA.....BB19	{ 4 12", 45 cal... 8 8", 45 cal.... }	12 3", 50 cal...	2 3", 50 cal..	2 6-pdr.	4 21"	6	
7 MICHIGAN.....BB27	8 12", 45 cal... 12 3", 50 cal...	2 3", 50 cal..	2 3-pdr.	2 21"	7	7	
8 MINNESOTA.....BB22	{ 4 12", 45 cal... 8 8", 45 cal.... }	12 3", 50 cal...	2 3", 50 cal..	4 6-pdr.	4 21"	8	
9 NEBRASKA.....BB14	{ 4 12", 40 cal... 8 8", 45 cal.... }	8 3", 50 cal....	2 3", 50 cal..	2 3-pdr.	4 21"	9	
10 NEW HAMPSHIRE.....BB25	{ 4 12", 45 cal... 8 8", 45 cal.... }	12 3", 50 cal...	2 3", 50 cal..	2 6-pdr.	4 21"	10	
11 NEW JERSEY.....BB16	{ 4 12", 40 cal... 8 8", 45 cal.... }	6 3", 50 cal....	2 3", 50 cal..	4 3-pdr.	4 21"	11	
12 OHIO.....BB12	4 12", 40 cal... 4 6", 50 cal....	2 3", 50 cal..	2 6-pdr.	2 18"	12	12	
13 RHODE ISLAND.....BB17	{ 4 12", 40 cal... 8 8", 45 cal.... }	6 3", 50 cal....	2 3", 50 cal..	2 6-pdr.	4 21"	13	
14 SOUTH CAROLINA.....BB26	8 12", 45 cal... 12 3", 50 cal...	2 3", 50 cal..	4 6-pdr.	2 21"	14	14	
15 VERMONT.....BB20	{ 4 12", 45 cal... 8 8", 45 cal.... }	12 3", 50 cal...	2 3", 50 cal..	4 6-pdr.	4 21"	15	
16 VIRGINIA.....BB13	{ 4 12", 40 cal... 8 8", 45 cal.... }	6 3", 50 cal....	2 3", 50 cal..	4 6-pdr.	4 21"	16	

¹ 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.				Amidships.	
Top.	Water line.	Bot-tom.		Tur-rets.	Bar-bettes.	For-ward.	Aft.				
<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>				
1	11	11	9	{ 12 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	CONNECTICUT.....	1
2	11	11	8	{ ¹¹ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	GEORGIA.....	2
3	16½	13½	9½	13	14	15-10	2½-3	2½-4	2½	ILLINOIS.....	3
4	9	9	9	{ 12 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	KANSAS.....	4
5	16½	13½	9½	{ ¹¹ 13-8 11-9	{ ¹⁷⁻¹⁵ 11-9	15-12½	2½-3	2½-5	2½	KENTUCKY.....	5
6	11	11	9	{ 12 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	LOUISIANA.....	6
7	11	10½	9	12	12-8	10-8	1½	3	1½	MICHIGAN.....	7
8	9	9	9	{ 12 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	MINNESOTA.....	8
9	11	11	8	{ 12-6 8	12-6 6½-6	10-7½ 6	3	3	1½-3	NEBRASKA.....	9
10	9	9	9	{ 12 8	12-8 6½-6	11-7½ 6-4	3	3	1½-3	NEW HAMPSHIRE.....	10
11	11	11	8	{ ¹¹ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	NEW JERSEY.....	11
12	11	11	7½	12	12-8	2½-2½	2½-4	2½	2½	OHIO.....	12
13	11	11	8	{ ¹¹ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	RHODE ISLAND.....	13
14	11	10½	9	12	12-8	10-8	1½	3	1½	SOUTH CAROLINA.....	14
15	9	9	9	{ 12 8	12-8 6½-6	10-7½ 6	3	3	1½-3	VERMONT.....	15
16	11	11	8	{ ¹¹ 12-8 8	12-8 6½-6	10-7½ 6	3	3	1½-3	VIRGINIA.....	16

¹ In superposed turrets.

BATTLESHIPS—SECOND LINE (OBB).

	Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	CONNECTICUT .....BB18	Navy yard, New York.....	¹ 4,600,000	July 1, 1902	² Oct. 15, 1902	1
2	GEORGIA .....BB15	Bath Iron Works, Bath, Me..	3,590,000	Mar. 3, 1899	Feb. 18, 1901	2
3	ILLINOIS .....BB7	Newport News S. B. Co.....	2,595,000	June 10, 1896	Sept. 26, 1896	3
4	KANSAS .....BB21	New York S. B. Co., Camden.	4,165,000	Mar. 3, 1903	June 16, 1903	4
5	KENTUCKY .....BB6	Newport News S. B. Co.....	2,250,000	Mar. 2, 1895	Jan. 2, 1896	5
6	LOUISIANA .....BB19	.....do.....	3,990,000	July 1, 1902	Oct. 15, 1902	6
7	MICHIGAN .....BB27	New York S. B. Co., Camden.	3,585,000	Mar. 3, 1905	July 20, 1906	7
8	MINNESOTA .....BB22	Newport News S. B. Co.....	4,110,000	Mar. 3, 1903	June 20, 1903	8
9	NEBRASKA .....BB14	Moran Bros., Seattle, Wash..	3,733,600	Mar. 3, 1899	Mar. 7, 1901	9
10	NEW HAMPSHIRE BB25	New York S. B. Co., Camden.	3,748,000	Apr. 27, 1904	Dec. 27, 1904	10
11	NEW JERSEY .....BB16	Fore River S. & E. Co.....	3,405,000	June 7, 1900	Feb. 15, 1901	11
12	OHIO .....BB12	Union Iron Works.....	2,899,000	May 4, 1898	Oct. 5, 1898	12
13	RHODE ISLAND...BB17	Fore River S. & E. Co.....	3,405,000	June 7, 1900	Feb. 15, 1901	13
14	SOUTH CAROLINA BB26	Wm. Cramp & Sons, Phila...	3,540,000	Mar. 3, 1905	July 21, 1906	14
15	VERMONT .....BB20	Fore River S. & E. Co.....	4,179,000	Mar. 3, 1903	June 20, 1903	15
16	VIRGINIA .....BB13	Newport News S. B. Co.....	3,590,000	Mar. 3, 1899	Feb. 15, 1901	16

¹ Limit of cost.² 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	Mar. 10, 1903	Sept. 29, 1904	Mar. 15, 1906	.....	Sept. 29, 1906 Oct. 3, 1916	CONNECTICUT.....	1
2	Aug. 31, 1901	Oct. 11, 1904	Feb. 18, 1904	Sept. 21, 1906	Sept. 24, 1906 July 15, 1920	GEORGIA.....	2
3	Feb. 10, 1897	Oct. 4, 1898	Sept. 26, 1899	Sept. 16, 1901	Sept. 16, 1901 May 15, 1920	ILLINOIS.....	3
4	Feb. 10, 1904	Aug. 12, 1905	Dec. 16, 1906	Apr. 5, 1907	Apr. 18, 1907 Apr. 5, 1917	KANSAS.....	4
5	June 30, 1896	Mar. 24, 1898	Jan. 2, 1899	Dec. 30, 1899	May 15, 1900 May 29, 1920	KENTUCKY.....	5
6	Feb. 7, 1903	Aug. 27, 1904	Mar. 15, 1906	May 21, 1906	June 2, 1906 Oct. 20, 1920	LOUISIANA.....	6
7	Dec. 17, 1906	May 26, 1908	Nov. 20, 1909	Aug. 31, 1909	Jan. 4, 1910 Apr. 5, 1917	MICHIGAN.....	7
8	Oct. 27, 1903	Apr. 8, 1905	Dec. 20, 1906	Mar. 4, 1907	Mar. 9, 1907 Apr. 5, 1917	MINNESOTA.....	8
9	July 4, 1902	Oct. 7, 1904	Mar. 7, 1904	May 31, 1907	July 1, 1907 July 2, 1920	NEBRASKA.....	9
10	May 1, 1905	June 30, 1906	Feb. 27, 1908	Mar. 14 [*] , 1908	Mar. 19, 1908 Apr. 5, 1917	NEW HAMPSHIRE.....	10
11	Apr. 2, 1902	Nov. 10, 1904	Feb. 15, 1904	May 12, 1906	May 12, 1906 Aug. 6, 1920	NEW JERSEY.....	11
12	Apr. 22, 1899	May 18, 1901	June 5, 1901	Sept. 10, 1904	Oct. 4, 1904 Apr. 24, 1917	OHIO.....	12
13	May 1, 1902	May 17, 1904	Feb. 15, 1904	Feb. 12, 1906	Feb. 19, 1906 June 30, 1920	RHODE ISLAND.....	13
14	Dec. 18, 1906	July 11, 1908	Dec. 21, 1909	Nov. 5, 1909	Mar. 1, 1910 July 1, 1911	SOUTH CAROLINA.....	14
15	May 21, 1904	Aug. 31, 1905	Dec. 20, 1906	Feb. 11, 1907	Mar. 4, 1907 June 30, 1920	VERMONT.....	15
16	May 21, 1902	Apr. 5, 1904	Feb. 15, 1904	May 5, 1906	May 7, 1906 Aug. 13, 1920	VIRGINIA.....	16

* 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. ¹	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>
<i>Cheyenne</i> ¹ <i>ex-B M10</i>								
<i>Monadnock</i> ¹ <i>ex-B M3</i>								
<i>Monterey</i> ² <i>ex-B M6</i>								
<i>Ozark</i> ² <i>ex-B M7</i>								
<i>Tallahassee</i> ¹ <i>ex-B M9</i>								
<i>Tonopah</i> ² <i>e.x-B M8</i>								

Transferred to Unclassified List, page 270.

Transferred to Stricken and Sale List, page 332.

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

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. ¹	Breadth on load water line. ²	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 <i>CONSTELLATION</i> ³ <i>CC2</i>	874 0	850 0	101 8½	31 0	43,500	133		1
2 <i>CONSTITUTION</i> ⁴ <i>CC5</i>	874 0	850 0	101 8½	31 0	43,500	133		2
3 <i>LEXINGTON</i> ³ <i>CC1</i>	874 0	850 0	101 8½	31 0	43,500	133		3
4 <i>RANGER</i> ³ <i>CC4</i>	874 0	850 0	101 8½	31 0	43,500	133		4
5 <i>SARATOGA</i> ³ <i>CC3</i>	874 0	850 0	101 8½	31 0	43,500	133		5
6 <i>UNITED STATES</i> ⁴ <i>CC6</i>	874 0	850 0	101 8½	31 0	43,500	133		6
Total normal displacement.....					261,000			

¹ Length on designed water line.

² Extreme breadth, 105 feet 5½ inches.

³Fitted as flagship (division).

⁴Fitted as flagship (squadron).

MONITORS—SECOND LINE (OBM).

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.			
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>				
.....	
.....	
.....	
.....	
.....	

BATTLE CRUISERS—FIRST LINE (CC).

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.				
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>					
¹ 43,500	133.25	.....	.....	.....	2	2 cage...	CONSTELLATION.....CC2	1
² 43,500	133.25	.....	.....	.....	2	2 cage...	CONSTITUTION.....CC5	2
³ 43,500.	133.25	.....	.....	.....	2	2 cage...	LEXINGTON.....CC1	3
⁴ 43,500	133.25	.....	.....	.....	2	2 cage...	RANGER.....CC4	4
⁵ 43,500	133.25	.....	.....	.....	2	2 cage...	SARATOGA.....CC3	5
⁶ 43,500	133.25	.....	.....	.....	2	2 cage...	UNITED STATES.....CC6	6

¹ Estimated.

BATTLE CRUISERS—FIRST LINE (CC).

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

Name.	Number of propellers.	Engines (type).	Boilers (oil burning).		Shaft horsepower on trial.			
			Number and type.	Total heating surface.	Main engines.	Total maximum.		
1 CONSTELLATION...	4	West. turb. elect. drive ¹	16 W. Forster.....	² 198,000	³ 180,000	.....	1
2 CONSTITUTION.....	4	G. E. turb. elect. drive ¹	16.....	² 198,000	³ 180,000	.....	2
3 LEXINGTON.....	4	G. E. turb. elect. drive ¹	16 Yarrow.....	² 198,000	³ 180,000	.....	3
4 RANGER.....	4	West. turb. elect. drive ¹	16 W. Forster.....	² 198,000	³ 180,000	.....	4
5 SARATOGA.....	4	G. E. turb. elect. drive ¹.....	.....do.....	² 198,000	³ 180,000	.....	5
6 UNITED STATES.....	4	G. E. turb. elect. drive ¹	16.....	² 198,000	³ 180,000	.....	6
Total shaft horsepower.....					1,080,000			

Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 CONSTELLATION....CC2	Newport News S. B. Co.....	Cost+Fee.	Aug. 29, 1916	May 24, 1917	1
2 CONSTITUTION....CC5	Navy yard, Philadelphia.....	⁴ \$23,000,000	⁵ Mar. 4, 1917	⁶ Mar. 19, 1917	2
3 LEXINGTON.....CC1	Fore River S. B. Corp., Quincy.	Cost+Fee.	Aug. 29, 1916	Apr. 26, 1917	3
4 RANGER.....CC4	Newport News S. B. Co.....	Cost+Fee.	Aug. 29, 1916	May 24, 1917	4
5 SARATOGA.....CC3	New York S. B. Corp., Camden, N. J.	Cost+Fee.	Aug. 29, 1916	May 5, 1917	5
6 UNITED STATES....CC6	Navy yard, Philadelphia.....	⁴ \$23,000,000	⁵ July 1, 1918	⁶ July 2, 1918	6

¹ Four main generators; eight propelling motors.² Also 18,000 square feet superheating surface.³ Estimated.⁴ Limit of cost.⁵ Together with act of Aug. 29, 1916.⁶ Date assigned to yard.

BATTLE CRUISERS—FIRST LINE (CC).

Messrs (complement). ¹									Name.		
Ward-room officers.	Junior officers.	Warrant officers.	Additional for flag-ship.			Chief petty officers.	Men.	Ma-rines.			
			Offi-cers.	Men.	Ma-rines.						
1	24	30	15	.....	.....	.....	79	1,306	75	CONSTELLATION.....	1
2	24	30	15	.....	.....	.....	79	1,306	75	CONSTITUTION.....	2
3	24	30	15	.....	.....	.....	79	1,306	75	LEXINGTON.....	3
4	24	30	15	.....	.....	.....	79	1,306	75	RANGER.....	4
5	24	30	15	.....	.....	.....	79	1,306	75	SARATOGA.....	5
6	24	30	15	.....	.....	.....	79	1,306	75	UNITED STATES.....	6

Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.		
	Number.	Kilowatts (each).	Volts.	Type.	Builders.			
								Tons.
1	6,172	6 500	240	6-500- $\frac{1}{2}$ cc	Westinghouse.....	CONSTELLATION.....	CC2	1
2	6,172	6 500	240	do	General Electric.....	CONSTITUTION.....	CC5	2
3	6,172	6 500	240	do	do.....	LEXINGTON.....	CC1	3
4	6,172	6 500	240	do	Westinghouse.....	RANGER.....	CC4	4
5	6,172	6 500	240	do	General Electric.....	SARATOGA.....	CC3	5
6	6,172	6 500	240	do	do.....	UNITED STATES.....	CC6	6

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Aug. 18, 1920	.....	.....	.....	.....	CONSTELLATION.....	1
2	Sept. 25, 1920	.....	.....	.....	.....	CONSTITUTION.....	2
3	Jan. 8, 1921	.....	.....	.....	.....	LEXINGTON.....	3
4	Jan. 23, 1921	.....	.....	.....	.....	RANGER.....	4
5	Sept. 25, 1920	.....	.....	.....	.....	SARATOGA.....	5
6	do.....	.....	.....	.....	.....	UNITED STATES.....	6

¹ Tentative, to be revised later.
² Estimated.

³ Two sets noncondensing, four sets condensing.
⁴ With 120 volt balances.

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. ¹	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>
<i>Brooklyn</i> ² <i>ex-CA3</i>								
1 CHARLESTON ³.....CA19	426 6	424 0	66 0	22 6	49,700	44.85	10,839	24 10
2 CHARLOTTE.....CA12	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11
<i>Chicago</i> ⁵ <i>ex-CA14</i>								
<i>Columbia</i> ³ <i>ex-CA16</i>								
3 FREDERICK ³.....CA8	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
4 HUNTINGTON ³.....CA5	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
5 HURON ⁶.....CA9	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
<i>Minneapolis</i> ³ <i>ex-CA17</i>								
6 MISSOULA.....CA13	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11
<i>Olympia</i> ⁷ <i>ex-CA15</i>								
7 PITTSBURGH ³.....CA4	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
8 PUEBLO ³.....CA7	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1
9 ROCHESTER ³.....CA2	384 0	380 6	64 10	23 3	8,150	39.0	8,900	26 4
10 SEATTLE ³.....CA11	504 5	502 0	72 10½	25 0	14,500	59.7	15,712	26 11
11 ST. LOUIS.....CA18	426 6	424 0	66 0	22 6	49,700	44.85	10,839	24 10
Total normal displacement.....					139,450			

¹ Length on designed water line.

² Transferred to Stricken and Sale List, page 332.

³ Fitted as a flagship.

⁴ Two-thirds full supply of ammunition and stores.

⁵ Transferred to Light Cruisers, Second Line, as CL14, thence to Unclassified List, page 270.

⁶ Fleet flagship.

⁷ Transferred to Light Cruisers, Second Line, as CL15.

⁸ Full supply of ammunition and stores; normal coal.

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).

Trial.		Coal.	Rig.		Messes (complement).						Name and official number.		
Displacement.	Speed.	42 cubic feet per ton.	Number of funnels.	Masts.	Wardroom officer.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.			
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>											
1	9,681	22.04	1,818	4	2 military.	17	13	12	27	654	64	CHARLESTON.....CA19	1
2	14,518	21.91	2,164	4	1 cage; 1 mil.	17	16	11	36	820	64	CHARLOTTE .....CA12	2
3	13,749	22.41	2,098	4	1 cage; 1 mil.	17	16	11	33	757	64	FREDERICK .....CA8	3
4	13,750	22.15	2,098	4	1 cage; 1 mil.	17	16	11	33	757	64	HUNTINGTON .....CA5	4
5	13,750	22.24	2,233	4	1 cage; 1 mil.	17	16	11	33	757	64	HURON .....CA9	5
6	14,531	22.26	2,164	4	1 cage; 1 mil.	17	16	11	38	818	64	MISSOULA .....CA13	6
7	13,810	22.44	1,992	4	1 cage; 1 mil.	17	16	11	35	875	64	PITTSBURGH .....CA4	7
8	13,780	22.24	1,976	4	1 cage; 1 mil.	17	16	11	33	757	64	PUEBLO .....CA7	8
9	8,480	21.00	1,100	3	2 military.	31	2	12	28	511	64	ROCHESTER .....CA2	9
10	14,500	22.27	2,062	4	1 cage; 1 mil.	17	16	11	38	820	64	SEATTLE .....CA11	10
11	9,665	22.13	1,793	4	2 military.	17	13	12	27	654	64	ST. LOUIS .....CA18	11

¹ 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.	
1 CHARLESTON.....	2	Vert., 3-exp...	36	59½	1 69	45	16 B. & W..	1,400	64,000	26,876	27,507	1
2 CHARLOTTE.....	2	Vert., 3-exp...	38½	63½	1 74	48	16 B. & W..	1,590	68,000	26,038	27,274	2
3 FREDERICK.....	2	Vert., 3-exp...	38½	63½	1 74	48	16 B. & W..	1,600	70,944	27,571	28,474	3
4 HUNTINGTON.....	2	Vert., 3-exp...	38½	63½	1 74	48	16 B. & W..	1,600	70,944	25,726	26,466	4
5 HURON.....	2	Vert., 3-exp...	38½	63½	1 74	48	16 B. & W..	1,592	70,928	28,159	28,843	5
6 MISSOULA.....	2	Vert., 3-exp...	38½	63½	1 74	92	16 B. & W..	1,590	68,000	27,489	28,280	6
7 PITTSBURGH.....	2	Vert., 3-exp...	38½	63½	1 74	48	8 Mod. Nicl. 12 B. & W..	1,600	68,308	28,006	29,071	7
8 PUEBLO.....	2	Vert., 3-exp...	38½	63½	1 74	48	16 B. & W..	1,643	74,224	26,154	27,309	8
9 ROCHESTER.....	2	Vert., 3-exp. ² ..	32	47	72	42	12 B. & W..	989	³ 40,908	16,947	17,401	9
10 SEATTLE.....	2	Vert., 3-exp...	38½	63½	1 74	48	16 B. & W..	1,600	70,944	26,862	27,463	10
11 ST. LOUIS.....	2	Vert., 3-exp...	36	59½	1 69	45	16 B. & W..	1,400	64,000	26,948	27,484	11
Total horsepower.....										286,776		

¹ Two low-pressure cylinders² Two engines on each shaft.³ Superheat surface 4,800 square feet.

CRUISERS—SECOND LINE (OCA).

	Total weight of machinery (web).	Electric generating sets.				Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
	<i>Tons.</i>						
1	1,834	{ 2 100 3 50	125 125	10-100-350 8-50-400	General Electric.....	CHARLESTON	CA19 1
2	2,104	6 100	125	8-100-350	.....do.....	CHARLOTTE	CA12 2
3	2,072	{ 3 100 4 50	125 125	10-100-350 8-50-400	.....do.....	FREDERICK.....	CA8 3
4	2,066	{ 3 100 4 50	125 125	10-100-350 8-50-400	.....do.....	HUNTINGTON.....	CA5 4
5	2,191	{ 3 100 4 50	125 125	8-100-275 6-50-350	Union Iron Works.....	HURON.....	CA9 5
6	2,106	6 100	125	8-100-350	General Electric.....	MISSOULA.....	CA13 6
7	2,185	{ 3 100 4 50	125 125	10-100-350 8-50-400	.....do.....	PITTSBURGH.....	CA4 7
8	2,185	{ 3 100 4 50	125 125	10-100-350 8-50-400	.....do.....	PUEBLO.....	CA7 8
9	1,470	4 50	125	6-50-400	Forbes-C. & C. Electric Co..	ROCHESTER.....	CA2 9
10	2,148	6 100	125	10-100-350	General Electric.....	SEATTLE.....	CA11 10
11	1,777	{ 2 100 3 50	125 125	10-100-350 8-50-400	B. F. Sturtevant.....	ST. LOUIS.....	CA18 11

CRUISERS—SECOND LINE (OCA).

Name and official number.	Armament.				
	Guns.				Torpedo tubes submerged.
	Main.	Secondary.	Anti-aircraft.	Saluting.	
1 CHARLESTON.....CA19	12 6", 50 cal....	4 3", 50 cal....	2 3", 50 cal..	4 3-pdr.	1
2 CHARLOTTE.....CA12	4 10", 40 cal. ¹ ..	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 6-pdr.	2
3 FREDERICK.....CA8	4 8", 45 cal. ¹ ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	3
4 HUNTINGTON.....CA5	4 8", 45 cal. ¹ ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	4
5 HURON.....CA9	4 8", 45 cal. ¹ ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	5
6 MISSOULA.....CA13	4 10", 40 cal. ¹ ..	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	6
7 PITTSBURGH.....CA4	4 8", 45 cal. ¹ ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	7
8 PUEBLO.....CA7	4 8", 45 cal. ¹ ..	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal..	4 3-pdr.	8
9 ROCHESTER.....CA2	4 8", 45 cal. ¹ ..	8 5", 50 cal....	2 3", 50 cal..	2 3-pdr.	9
10 SEATTLE.....CA11	4 10", 40 cal. ¹ ..	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal..	4 6-pdr.	10
11 ST. LOUIS.....CA18	12 6", 50 cal....	4 3", 50 cal....	2 3", 50 cal..	2 3-pdr.	11

¹ In turrets.

CRUISERS—SECOND LINE (OCA).

	Hull armor thickness.			Gun protection.			Protective deck, total thickness.			Name and official number.	
	Water-line belt amidships.			Size of guns.	Thickness.		At ends.		Amidships.		
	Top.	Water line.	Bot-tom.		Tur-rets.	Bar-bettes.	For-ward.	Aft.			
	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>		
1	4	4	4	.....	.....	.....	.....	.....	2-3	CHARLESTON.....CA19	1
2	5	5	5	10	9-7-5	8-6	3	3	1½-4	CHARLOTTE.....CA12	2
3	6	6	5	8	6½-6	6	4	4	1½-4	FREDERICK.....CA8	3
4	6	6	5	8	6½-6	6	4	4	1½-4	HUNTINGTON.....CA5	4
5	6	6	5	8	6½-6	6	4	4	1½-4	HURON.....CA9	5
6	5	5	5	10	9-7-5	8-6	3	3	1½-4	MISSOULA.....CA13	6
7	6	6	6	8	6½-6	6	4	4	1½-4	PITTSBURGH.....CA4	7
8	6	6	6	8	6½-6	6	4	4	1½-4	PUEBLO.....CA7	8
9	4	4	4	8	6½-6	6-4	2½	2½	3-6	ROCHESTER.....CA2	9
10	5	5	5	10	9-7-5	7-4	3	3	1½-4	SEATTLE.....CA11	10
11	4	4	4	.....	.....	.....	.....	.....	2-3	St. LOUIS.....CA18	11

CRUISERS—SECOND LINE (OCA).

	Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	CHARLESTON.....CA19	Newport News S. B. Co.....	2,740,000	June 7, 1900	Mar. 30, 1901	1
2	CHARLOTTE.....CA12	.....do.....	3,575,000	Apr. 27, 1904	Jan. 3, 1905	2
3	FREDERICK.....CA8	.....do.....	3,775,000	June 7, 1900	Jan. 24, 1901	3
4	HUNTINGTON.....CA5	.....do.....	3,885,000	Mar. 3, 1899	Jan. 24, 1901	4
5	HURON.....CA9	Union Iron Works.....	3,750,000	June 7, 1900	Jan. 10, 1901	5
6	MISSOULA.....CA13	Newport News S. B. Co.....	3,575,000	Apr. 27, 1904	Jan. 3, 1905	6
7	PITTSBURGH.....CA4	Wm. Cramp & Sons, Phila..	3,890,000	Mar. 3, 1899	Jan. 10, 1901	7
8	PUEBLO.....CA7	.....do.....	3,780,000	June 7, 1900	Jan. 10, 1901	8
9	ROCHESTER.....CA2	.....do.....	2,985,000	Sept. 7, 1888	Aug. 28, 1890	9
10	SEATTLE.....CA11	New York S. B. Co., Camden.	4,035,000	July 1, 1902	Feb. 10, 1903	10
11	ST. LOUIS.....CA18	Neafe & Levy, Philadelphia.	2,740,000	June 7, 1900	Mar. 11, 1901	11

CRUISERS—SECOND LINE (OCA).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
1	Jan. 30, 1902	Jan. 23, 1904	Mar. 30, 1904	Aug. 31, 1905	Oct. 17, 1905 May 9, 1915	CHARLESTON.....CA19	1
2	Mar. 21, 1905	Oct. 6, 1906	Jan. 3, 1908	Apr. 27, 1908	May 7, 1906 Feb. 18, 1921	CHARLOTTE.....CA12	2
3	Oct. 29, 1901	Sept. 12, 1903	Jan. 24, 1904	Apr. 18, 1905	Apr. 18, 1905 Apr. 5, 1917	FREDERICK.....CA8	3
4	Sept. 16, 1901	Apr. 18, 1903	Jan. 24, 1904	Feb. 23, 1905	Feb. 23, 1905 Sept. 1, 1920	HUNTINGTON.....CA5	4
5	Sept. 30, 1902	July 21, 1904	Jan. 10, 1904	Nov. 19, 1907	Jan. 27, 1906 Apr. 5, 1917	HURON.....CA9	5
6	Apr. 29, 1905	Dec. 15, 1906	Jan. 3, 1908	July 10, 1908	July 21, 1906 Feb. 2, 1921	MISSOULA.....CA13	6
7	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905 Feb. 12, 1917	PITTSBURGH.....CA4	7
8	Apr. 25, 1901	Apr. 25, 1903	Jan. 10, 1904	Jan. 10, 1905	Jan. 19, 1905 Apr. 1, 1921	PUEBLO.....CA7	8
9	Sept. 30, 1890	Dec. 2, 1891	Jan. 1, 1893	June 17, 1893	Aug. 1, 1893 Apr. 23, 1917	ROCHESTER.....CA2	9
10	Sept. 23, 1903	Mar. 18, 1905	Aug. 10, 1906	July 30, 1906	Aug. 7, 1906 Feb. 14, 1921	SEATTLE.....CA11	10
11	July 31, 1902	May 6, 1905	Mar. 11, 1904	Aug. 14, 1906	Aug. 18, 1906 Apr. 6, 1917	St. LOUIS.....CA18	11

¹ Date placed out of commission.

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. ¹	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	CINCINNATI .....CL6	555 6	550 0	55 0	14 3	7,500	50.8	.....	1
2	CONCORD ² .....CL10	555 6	550 0	55 0	14 3	7,500	50.8	.....	2
3	DETROIT .....CL8	555 6	550 0	55 0	14 3	7,500	50.8	.....	3
4	MARBLEHEAD ³ .....CL12	555 6	550 0	55 0	14 3	7,500	50.8	.....	4
5	MEMPHIS .....CL13	555 6	550 0	55 0	14 3	7,500	50.8	.....	5
6	MILWAUKEE .....CL5	555 6	550 0	55 0	14 3	7,500	50.8	.....	6
7	OMAHA .....CL4	555 6	550 0	55 0	14 3	7,500	50.8	.....	7
8	RALEIGH .....CL7	555 6	550 0	55 0	14 3	7,500	50.8	.....	8
9	RICHMOND ² .....CL9	555 6	550 0	55 0	14 3	7,500	50.8	.....	9
10	TRENTON ³ .....CL11	555 6	550 0	55 0	14 3	7,500	50.8	.....	10
						Total normal displacement.....	75,000		

¹ Length on designed water line. ² Fitted as flagship (squadron). ³ Fitted as flagship (division).

LIGHT CRUISERS—FIRST LINE (CL).

Trial.		Fuel capacity.			Rig.		Name and official number.
Displacement. ¹	Speed. ¹	Coal.	Fuel oil.		Number of funnels.	Masts.	
		42 cubic feet per ton.	40 cubic feet per ton.	Gallons.			
Tons.	Knots.	Tons.	Tons.				
1	7,500	33.7	.....	.....	4	1-pole; 1 tripod..	CINCINNATI.....CL6 1
2	7,500	33.7	.....	.....	4	1-pole; 1 tripod..	CORCORD.....CL10 2
3	7,500	33.7	.....	.....	4	1-pole; 1 tripod..	DETROIT.....CL8 3
4	7,500	33.7	.....	.....	4	1-pole; 1 tripod..	MARBLEHEAD.....CL12 4
5	7,500	33.7	.....	.....	4	1-pole; 1 tripod..	MEMPHIS.....CL13 5
6	7,500	33.7	.....	.....	4	1-pole; 1-tripod..	MILWAUKEE.....CL5 6
7	7,500	33.7	.....	.....	4	1-pole; 1-tripod..	OMAHA.....CL4 7
8	7,500	33.7	.....	.....	4	1-pole; 1-tripod..	RALEIGH.....CL7 8
9	7,500	33.7	.....	.....	4	1-pole; 1-tripod..	RICHMOND.....CL9 9
10	7,500	33.7	.....	.....	4	1-pole; 1-tripod..	TRENTON.....CL11 10

¹ Estimated.

LIGHT CRUISERS—FIRST LINE (CL).

Name.	Number of propellers.	Engines.	Bollers (oil burning).		Shaft horsepower on trial.	
		Type.	Number and type.	Total heating sur- face. <i>Sq. ft.</i>	Main engines. ¹	Total maximum.
1 CINCINNATI	4	Westgh. Pars. turb., red., gear..	12 Yarrow.....	90,276	190,000	1
2 CONCORD	4	Parsons turb., red., gear.....	12 W. Forster.....	90,840	190,000	2
3 DETROIT.....	4	Curtis turb., red., gear.....	12 Yarrow.....	90,084	190,000	3
4 MABLEHEAD....	4	Parsons, turb., red., gear.....	12 W. Forster.....	90,840	190,000	4
5 MEMPHIS	4	.....do.....	.....do.....	90,840	190,000	5
6 MILWAUKEE.....	4	Westgh. Pars. turb., red., gear.	12 Yarrow.....	90,276	190,000	6
7 OMAHA	4	.....do.....	.....do.....	90,276	190,000	7
8 RALEIGH.....	4	Curtis turb., red., gear.....	.....do.....	90,084	190,000	8
9 RICHMOND.....	4	Parsons turb., red., gear.....	12 W. Forster.....	90,840	190,000	9
10 TRENTON.....	4	.....do.....	.....do.....	90,840	190,000	10
Total shaft horsepower.....					900,000	

¹ Estimated.

LIGHT CRUISERS—FIRST LINE (CL).

	Total weight of machinery (wet).	Electric turbo-generating sets.				Name and official number.			
		Number.	Kilowatts (each).	Volts.	Type.			Builders.	
	<i>Tons.</i>								
1	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 4- 50-3600 8-100-1133 }	General Electric	CINCINNATI	CL6	1
2	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 8- 50-1133 8-100-1133 }	Westinghouse	CONCORD	CL10	2
3	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 4- 50-3600 8-100-1133 }	General Electric	DETROIT	CL8	3
4	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 8- 50-1133 8-100-1133 }	Westinghouse	MARBLEHEAD	CL12	4
5	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 8- 50-1133 8-100-1133 }	.....do.....	MEMPHIS	CL13	5
6	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 4- 50-3600 8-100-1133 }	General Electric	MILWAUKEE	CL5	6
7	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 4- 50-3600 8-100-1133 }	.....do.....	OMAHA	CL4	7
8	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 4- 50-3600 8-100-1133 }	.....do.....	RALEIGH	CL7	8
9	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 8- 50-1133 8-100-1133 }	Westinghouse	RICHMOND	CL9	9
10	¹ 1,587	{ 2 2 }	{ 50 100 }	125	{ 8- 50-1133 8-100-1133 }	.....do.....	TRENTON	CL11	10

¹ Estimated.

LIGHT CRUISERS—FIRST LINE (CL).

	Name and official number	Armament.		
		Guns.		Torpedo tubes above water.
		Main.	Secondary.	
1	CINCINNATI.....CL6	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 1
2	CONCORD.....CL10	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 2
3	DETROIT.....CL8	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 3
4	MARBLEHEAD.....CL12	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 4
5	MEMPHIS.....CL13	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 5
6	MILWAUKEE.....CL5	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 6
7	OMAHA.....CL4	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 7
8	RALEIGH.....CL7	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 8
9	RICHMOND.....CL9	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 9
10	TRENTON.....CL11	12 6", 53 cal. ¹	23", 50 cal. A. A.; 2 3-pdr. saluting.	2 21" triple; 2 21" twin. 10

Name and official number	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	CINCINNATI.....CL6	{ Todd D. D. & Con. Co., Tacoma.	Cost+fee.	Aug. 29, 1916	{ Aug. 27, 1917 2 Feb. 21, 1919 } 1
2	CONCORD.....CL10	Wm. Cramp & Sons, Phila.	Cost+fee.	³ Mar. 4, 1917	{ July 30, 1917 2 July 11, 1919 } 2
3	DETROIT.....CL8	Beth. S. B. Corp., Quincy..	Cost+fee.	³ Mar. 4, 1917	{ Aug. 21, 1917 2 June 12, 1919 } 3
4	MARBLEHEAD.....CL12	Wm. Cramp & Sons, Phila.	Cost+fee.	³ July 1, 1918	Jan. 24, 1919 4
5	MEMPHIS.....CL13	.....do.....	Cost+fee.	.....do.....	Jan. 24, 1919 5
6	MILWAUKEE.....CL5	{ Todd D. D. & Con. Co., Tacoma.	Cost+fee.	Aug. 29, 1916	{ Aug. 27, 1917 2 Feb. 21, 1919 } 6
7	OMAHA.....CL4	.....do.....	Cost+fee.	.....do.....	{ Dec. 26, 1916 2 Feb. 21, 1919 } 7
8	RALEIGH.....CL7	Beth. S. B. Corp., Quincy..	Cost+fee.	.....do.....	{ Aug. 21, 1917 2 June 12, 1919 } 8
9	RICHMOND.....CL9	Wm. Cramp & Sons, Phila.	Cost+fee.	³ Mar. 4, 1917	{ July 30, 1917 2 July 11, 1919 } 9
10	TRENTON.....CL11	.....do.....	Cost+fee.	³ July 1, 1918	Jan. 24, 1919 10

¹ One two-gun turret forward; one two-gun turret aft; eight guns in single mounts on two levels, quadrilateral arrangement.

² Date of supplementary contract.

³ Together with act of Aug. 29, 1916.

LIGHT CRUISERS—FIRST LINE (CL).

Messrs (complement).						Name.	
Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.		
1	19	10	7	30	300	CINCINNATI.....	1
2	19	10	7	30	300	CONCORD.....	2
3	19	10	7	30	300	DETROIT.....	3
4	19	10	7	30	300	MARBLEHEAD.....	4
5	19	10	7	30	300	MEMPHIS.....	5
6	19	10	7	30	300	MILWAUKEE.....	6
7	19	10	7	30	300	OMAHA.....	7
8	19	10	7	30	300	RALEIGH.....	8
9	19	10	7	30	300	RICHMOND.....	9
10	19	10	7	30	300	TRENTON.....	10

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	May 15, 1920	May 23, 1921	July 1, 1922	.....	.....	CINCINNATI.....	1
2	Mar. 29, 1920	.....	.....	.....	.....	CONCORD.....	2
3	Nov. 10, 1920	.....	Nov. 1, 1921	.....	.....	DETROIT.....	3
4	Aug. 4, 1920	.....	Jan. 1, 1922	.....	.....	MARBLEHEAD.....	4
5	Oct. 14, 1920	.....	Apr. 1, 1922	.....	.....	MEMPHIS.....	5
6	Dec. 13, 1918	Mar. 24, 1921	Dec. 1, 1921	.....	.....	MILWAUKEE.....	6
7	Dec. 6, 1918	Dec. 14, 1920	Aug. 1, 1921	.....	.....	OMAHA.....	7
8	Aug. 16, 1920	.....	do	.....	.....	RALEIGH.....	8
9	Feb. 16, 1920	.....	.....	.....	.....	RICHMOND.....	9
10	Aug. 18, 1920	.....	Oct. 1, 1921	.....	.....	TRENTON.....	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.	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 ¹.....CL23 <i>Ex-PG36</i>	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1
2 BIRMINGHAM ².....CL2	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9
3 CHATTANOOGA ³.....CL18 <i>Ex-PG30</i>	308 11	292 0	44 0	15 9	3,200	22.3	3,514	17 0
<i>Chicago</i> ⁴ <i>Ex-CL14</i> <i>Ex-CA 14</i>								
4 CHESTER ².....CL1	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9
5 CLEVELAND ².....CL21 <i>Ex-PG33</i>	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0
6 DENVER ³.....CL16 <i>Ex-PG28</i>	308 9	292 0	44 0	15 9	3,200	22.3	3,514	17 0
7 DES MOINES ².....CL17 <i>Ex-PG29</i>	309 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0
8 GALVESTON ².....CL19 <i>Ex-PG31</i>	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0
9 NEW ORLEANS ¹.....CL22 <i>Ex-PG34</i>	254 5	346 0	43 9	16 10	3,430	23.0	3,954	19 1
10 OLYMPIA ².....CL15 <i>Ex-CA 15</i>	344 1	340 0	53 0½	21 6	5,865	29.35	6,558	25 0
11 SALEM ².....CL3	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9
12 TACOMA ¹.....CL20 <i>Ex-PG32</i>	308 6	292 0	44 0	15 9	3,200	22.3	3,514	17 0
Total normal displacement.....					43,175			

¹ Sheathed with teak below water line.

² Fitted as flagship.

³ Sheathed with Georgia pine below water line.

⁴ Transferred to Unclassified Section, page 270.

NOTE.—ALBANY, CHATTANOOGA, CLEVELAND, DENVER, DES MOINES, GALVESTON, NEW ORLEANS, and TACOMA originally classed as cruisers; classified as gunboats in 1920 edition.

ALBANY, formerly ALMIRANTE ABRU; NEW ORLEANS, formerly AMAZONAS.

LIGHT CRUISERS—SECOND LINE (OCL).

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.	Knots.	Tons.	Tons.					
1	3,450	20.52	782	.....	2	2 mil....	ALBANY.....CL23	1
2	3,720	24.33	¹ 1,433	.....	4	2.....	BIRMINGHAM.....CL2	2
3	3,207	16.65	² 739	.....	2	Schooner	CHATTANOOGA.....CL18	3
.....								
4	3,673	26.52	¹ 1,408	.....	4	2.....	CHESTER.....CL1	4
5	3,202	16.45	² 737	.....	2	Schooner	CLEVELAND.....CL21	5
6	3,200	16.75	² 727	.....	2	Schooner	DENVER.....CL16	6
7	3,196	16.65	² 705	.....	2	Schooner	DES MOINES.....CL17	7
8	3,255	16.41	² 741	.....	2	Schooner	GALVESTON.....CL19	8
9	.....	² 20.00	693	.....	2	2 mil....	NEW ORLEANS.....CL22	9
10	5,566	21.69	1,169	.....	2	Schooner	OLYMPIA.....CL15	10
11	3,751	25.95	¹ 1,433	.....	4	2.....	SALEM.....CL3	11
12	3,211	16.58	² 727	.....	2	Schooner	TACOMA.....CL20	12

¹ Calculated to 6 inches below beams.

² Calculated to bottom of beams.

^{*} Estimated.

LIGHT CRUISERS—SECOND LINE (OCL).

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 ALBANY.....	2	Vert., 3-exp. ¹ ..	31	46	70	30	4 D. E. ¹ ...	468	13,156	7,083	37,500	1
2 BIRMINGHAM....	2	Vert., 3-exp... 28½	45	62	36	12 F o r e River.	696	37,992	15,476	15,889	2	
3 CHATTANOOGA...	2	Vert., 3-exp... 18	29	35½	30	6 B. & W ..	300	13,200	5,227	5,398	3	
4 CHESTER.....	4	Parsonsturb..	.....	.....	.....	12 Normand	696	32,040	25,400	28,168	4
5 CLEVELAND.....	2	Vert., 3-exp... 18	29	35½	30	6 B. & W ..	300	13,200	4,586	4,685	5	
6 DENVER.....	2	Vert., 3-exp... 18	29	35½	30	6 B. & W ..	300	13,608	6,073	6,202	6	
7 DES MOINES....	2	Vert., 3-exp... 18	29	35½	30	6 B. & W ..	300	13,200	5,059	5,400	7	
8 GALVESTON.....	2	Vert., 3-exp... 18	29	35½	30	6 B. & W ..	300	13,200	4,984	5,178	8	
9 NEW ORLEANS..	2	Vert., 3-exp ⁵ ..	31	46	70	30	4 D. E.; 1 auxil.	432	14,378	7,500	9
10 OLYMPIA.....	2	Vert., 3-exp... 42	59	92	42	4 D. E.; 2 S. E.	824	28,299	16,850	17,313	10	
11 SALEM.....	2	G. E. turbines, reduction gear.	.....	.....	.....	12 F o r e River.	696	37,992	20,000	.....	11
12 TACOMA.....	2	Vert., 3-exp... 18	29	35½	30	6 B. & W ..	300	13,200	5,233	5,424	12	
Total horsepower....									123,471			

¹ Built by R. & W. Hawthorn, Leslie & Co. (Ltd.), Newcastle on Tyne, England.² Two low-pressure cylinders.³ Estimated.⁴ Shaft horsepower of main turbines.⁵ Built by Humphreys & Tennant (Ltd.), London, England.⁶ Estimated shaft horsepower of main turbines.

LIGHT CRUISERS—SECOND LINE (OCL).

	Total weight of machinery (wet).	Electric generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
	<i>Tons.</i>							
1	650	2	50	125	8-50-400	General Electric.....	ALBANY.....CL23	1
2	844	3	32	125	8-32-400	.....do.....	BIRMINGHAM.....CL2	2
3	435	4	24	80	6-24-400	.....do.....	CHATTANOOGA.....CL18	3
4	801	3	32	125	8-32-400	.....do.....	CHESTER.....CL1	4
5	457	4	24	80	6-24-400	.....do.....	CLEVELAND.....CL21	5
6	445	4	24	80	6-24-400	.....do.....	DENVER.....CL16	6
7	452	4	24	80	6-24-400	.....do.....	DES MOINES.....CL17	7
8	448	4	24	80	8-24-380	Forbes-Bullock Electric Co.	GALVESTON.....CL19	8
9	650	2	50	125	8-50-400	B. F. Sturtevant Co.....	NEW ORLEANS.....CL22	9
10	1,163	{ 4 2	{ 32 24	{ 80 80	{ 8-32-400 8-24-400	} General Electric.....	OLYMPIA.....CL15	10
11	1,800	{ 2 2	{ 32 35	{ 125 125	{ MP. Recip.. CC. Turbo..	}.....do.....	SALEM.....CL3	11
12	442	4	24	80	4-24-400	Union Iron Works.....	TACOMA.....CL20	12

¹ Estimated.

LIGHT CRUISERS—SECOND LINE (OCL).

Name and official number.	Armament.				
	Guns.		Torpedo tubes.		
	Main.	Secondary.	Submerged.	Above water.	
1 ALBANY.....CL23	8 5", 50 cal.....	13", 50 cal. A. A.; 23-pdr. saluting.			1
2 BIRMINGHAM.....CL2	4 5", 51 cal.....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 23-pdr. saluting.		2-21"	2
3 CHATTANOOGA.....CL18	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.			3
4 CHESTER.....CL1	4 5", 51 cal.....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 23-pdr. saluting.		2-21"	4
5 CLEVELAND.....CL21	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.			5
6 DENVER.....CL16	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.			6
7 DES MOINES.....CL17	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.			7
8 GALVESTON.....CL19	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.			8
9 NEW ORLEANS.....CL22	8 5", 50 cal.....	1 3", 50 cal. A. A.; 6 6-pdr.			9
10 OLYMPIA.....CL15	10 5", 51 cal.....	23", 50 cal. A. A.; 4 6-pdr. saluting.			10
11 SALEM.....CL3	4 5", 51 cal.....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 23-pdr. saluting.		2-21"	11
12 TACOMA.....CL20	8 5", 50 cal.....	1 3", 50 cal. A. A.; 8 6-pdr.			12

LIGHT CRUISERS—SECOND LINE (OCL).

Protective deck amidships, total thickness.			Messes (complement).						Name and official number.	
Flat.	Slope.	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.			
<i>In.</i>	<i>In.</i>									
1	1½	3½	12	.....	.....	20	277	29	ALBANY.....CL23	1
2	(¹)	.....	19	10	8	27	332	.....	BIRMINGHAM.....CL2	2
3	¾	2½	14	.....	.....	15	265	.....	CHATTANOOGA.....CL18	3
4	(¹)	.....	19	10	8	26	332	.....	CHESTER.....CL1	4
5	¾	2½	14	.....	.....	16	263	.....	CLEVELAND.....CL21	5
6	¾	2½	14	.....	.....	15	266	.....	DENVER.....CL16	6
7	¾	2½	14	.....	.....	15	264	.....	DES MOINES.....CL17	7
8	¾	2½	14	.....	.....	15	264	29	GALVESTON.....CL19	8
9	1½	3½	12	.....	.....	20	277	15	NEW ORLEANS.....CL22	9
10	2	4½	14	10	10	21	380	.....	OLYMPIA.....CL15	10
11	(¹)	.....	19	10	8	27	330	.....	SALEM.....CL3	11
12	¾	2½	14	15	264	TACOMA.....CL20	12

¹ Two-inch nickel steel water-line protection.

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LIGHT CRUISERS—SECOND LINE (OCL).

	Name and official No.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act. authorizing the building.	Contract signed.	
1	ALBANY.....CL23	Armstrong, Mitchell & Co., Newcastle, Eng.	¹ 1,205,000	.....	² Mar. 16, 1898	1
2	BIRMINGHAM.....CL2	Fore River S. B. Co., Quincy, Mass.	1,556,000	Apr. 27, 1904	May 17, 1905	2
3	CHATTANOOGA....CL18	Crescent Shipyard, Elizabethport, N. J.	1,039,966	Mar. 3, 1899	Dec. 14, 1899	3
4	CHESTER.....CL1	Bath Iron Works, Bath, Me..	1,688,000	Apr. 27, 1904	May 4, 1905	4
5	CLEVELAND.....CL21	Bath Iron Works, Bath, Me..	1,041,650	Mar. 3, 1899	Dec. 14, 1899	5
6	DENVER.....CL16	Neafie & Levy, Philadelphia, Pa.	1,080,000	Mar. 3, 1899	Dec. 14, 1899	6
7	DES MOINES.....CL17	Fore River S. & E. Co., Quincy, Mass.	1,065,000	Mar. 3, 1899	Dec. 14, 1899	7
8	GALVESTON.....CL19	Wm. R. Trigg Co., Richmond, Va.	1,027,000	Mar. 3, 1899	Dec. 14, 1899	8
9	NEW ORLEANS...CL22	Armstrong, Mitchell & Co., Newcastle, Eng.	¹ 1,429,215	.....	² Mar. 16, 1898	9
10	OLYMPIA.....CL15	Union Iron Works, San Francisco.	1,796,000	Sept. 7, 1888	July 10, 1890	10
11	SALEM.....CL3	Fore River S. B. Co., Quincy, Mass.	1,560,000	Apr. 27, 1904	May 17, 1905	11
12	TACOMA.....CL20	Union Iron Works, San Francisco.	1,041,900	Mar. 3, 1899	Dec. 14, 1899	12

¹ Purchase price.² Date of purchase.

LIGHT CRUISERS—SECOND LINE (OCL).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official No.	
1	.....	Jan. 14, 1899	.....	.....	May 29, 1900 May 12, 1916	ALBANY.....CL23	1
2	Aug. 14, 1905	May 29, 1907	Nov. 17, 1907	Apr. 10, 1908	Apr. 11, 1908 Apr. 3, 1917	BIRMINGHAM.....CL2	2
3	Mar. 29, 1900	Mar. 7, 1903	June 14, 1902	Mar. 3, 1905	Oct. 11, 1904 July 19, 1921	CHATTANOOGA.....CL18	3
4	Sept. 25, 1905	June 26, 1907	May 4, 1908	Apr. 24, 1908	Apr. 25, 1908 Mar. 24, 1917	CHESTER.....CL1	4
5	June 1, 1900	Sept. 28, 1901	June 14, 1902	Oct. 29, 1903	Nov. 2, 1903 Feb. 8, 1917	CLEVELAND.....CL21	5
6	June 28, 1900	June 21, 1902	June 14, 1902	Mar. 5, 1904	May 17, 1904 July 15, 1912	DENVER.....CL16	6
7	Aug. 28, 1900	Sept. 20, 1902	June 14, 1902	Mar. 5, 1904	Mar. 5, 1904 Apr. 9, 1921	DES MOINES.....CL17	7
8	Jan. 19, 1901	July 23, 1903	June 14, 1902	June 10, 1905	Feb. 15, 1905 Aug. 25, 1913	GALVESTON.....CL19	8
9	.....	Dec. 4, 1896	.....	.....	Mar. 18, 1898 Apr. 29, 1917	NEW ORLEANS.....CL22	9
10	June 17, 1891	Nov. 5, 1892	Apr. 1, 1893	Feb. 20, 1894	Feb. 5, 1895 Oct. 30, 1917	OLYMPIA.....CL15	10
11	Aug. 28, 1905	July 27, 1907	Mar. 17, 1908	July 27, 1908	Aug. 1, 1908 July 25, 1917	SALEM.....CL3	11
12	Sept. 27, 1900	June 2, 1903	June 14, 1902	Jan. 18, 1904	Jan. 30, 1904 Dec. 1, 1916	TACOMA.....CL20	12

¹ Out of commission.

AIRCRAFT CARRIER—SECOND LINE (OCV).

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

Name.	Number of propellers.	Engines—type.	Bollers.		Shaft horsepower on trial.		
			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.
				<i>Sq. ft.</i>	<i>Sq. ft.</i>		
1 LANGLEY.....	2	G. E. turb., electric drive.....	3D.E., 1 aux	450	19,379	7,152	.....

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 and official number.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.	Draft.	Deadweight capacity.
1 LANGLEY ....CV1	4 5", 51 cal.....	(⁴)	(⁴)	71	37	300	.....	.....

¹LANGLEY, formerly collier JUPITER.

² Before conversion; subject to correction.

³ Limit of cost.

⁴ Together with act of Mar. 4, 1911. Conversion authorized by act of July 11, 1919.

⁵ Two special funnels abreast; two housing masts.

AIRCRAFT CARRIER—SECOND LINE (OCV).

Depth of hold.	Tonnage.				Material of hull.	Speed.	Fuel capacity (oil) 40 cubic feet per ton.	Name and official number.
	United States Register.		Panama Canal.					
	Gross.	Net.	Gross.	Net.				
<i>Ft. in.</i>						<i>Knots.</i>	<i>Tons.</i>	
1 36 9					Steel	14.99	1 2,000	LANGLEY.....CV1 1

Total weight of machinery (wet).	Electric turbo-generating sets.					Name.
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	
<i>Tons.</i>						
1 1,137	3	35	125	2-35-3600	Curtis-General Electric	LANGLEY..... 1

Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.
1 Oct. 18, 1911	Aug. 24, 1912	.....	.....	Apr. 7, 1913 *Mar. 24, 1920	LANGLEY.....CV1 1

¹ Also storage for 578 tons of gasoline.² Date placed out of commission as collier

MINELAYERS—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>
1	AROOSTOOK.....CM3	395 0	1375 0	52 2	16 0	3,800	.....	.....	17 0	1
2	BALTIMORE ² ...CM1	335 0	327 6	48 7½	19 6	4,413	25.85	5,482	.....	2
3	SAN FRANCISCO ³ .CM2	324 6	310 0	49 2	18 9	4,083	25.0	4,583	.....	3
4	SHAWMUT.....CM4	395 0	1375 0	52 2	16 0	3,800	.....	.....	17 0	4
Total normal displacement....						16,096				

	Name.	No. of propellers.	Engines.					Bollers.		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>	<i>In.</i>	<i>In.</i>	<i>In.</i>						
				<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>Sq. ft.</i>	<i>Sq. ft.</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			

¹ Registered.² Fitted as flagship, formerly cruiser No. 3.³ Fitted as flagship, formerly cruiser No. 5.⁴ Two low-pressure cylinders.SHAWMUT, formerly S. S. MASSACHUSETTS.
AROOSTOOK, formerly S. S. BUNKER HILL.

MINELAYERS—SECOND LINE (OCM).

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

	Total weight of machinery (Web).	Electric generating sets.					Name.
		Numbers.	Kilowatts (each).		Type.	Builders.	
	<i>Tons.</i>						
1	.....	{ 2	15	110	6-15-400	} General Electric Co.....	AROOSTOOK..... 1
		1	50	110	6-50-280		
2	995	4	24	125	6-24-375	Forbes-Bullock.....	BALTIMORE..... 2
3	914	4	24	80	6-24-400	General Electric Co.....	SAN FRANCISCO..... 3
4	.....	2	50	110	.....	do.....	SHAWMUT..... 4

¹ Also 190 tons fuel oil.

MINELAYERS—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, Phila.....	¹ 1,350,000	(*)	* Nov. 19, 1917	1
2 BALTIMORE.....	Wm. Cramp & Sons, Phila.....	1,325,000	Aug. 3, 1886	Dec. 17, 1886	2
3 SAN FRANCISCO.....	Union I. W. Co., San Francisco..	1,428,000	Mar. 3, 1887	Oct. 26, 1887	3
4 SHAWMUT.....	Wm. Cramp & Sons, Phila.....	¹ 1,350,000	(*)	* Nov. 9, 1917	4

Name.	Armament.	Rig.		Complement.			
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.	
1 AROOSTOOK.....	1 3", 50 cal. A. A.; 2 machine. . .	2	2	29	25	292	1
2 BALTIMORE.....	4 5", 51 cal.; 2 3", 50 cal. A. A.; 4 6-pdr.; 2 machine.	2	2	29	16	297	2
3 SAN FRANCISCO.....	4 5", 51 cal.; 4 6-pdr.; 2 3", 50 cal. A. A.; 2 machine.	2	2	29	23	351	3
4 SHAWMUT.....	1 3", 50 cal. A. A.; 2 machine. . .	2	2	29	24	377	4

¹ Purchase price.² Purchased during the World War.³ Date of purchase.

MINELAYERS—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. 28, 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. ¹	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 ABBOT.....DD184	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½
2 ALDEN.....DD211	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
3 ALLEN.....DD66	315 3	310 0	29 11	9 2½	1,071	13.8	1,185	9 9½
4 AULICK.....DD258	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
5 AUSBURN, CHARLES. DD294	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
6 AYLWIN.....DD47	305 3	300 0	30 4	9 5	1,036	14.4	1,165	10 6
7 BABBITT.....DD128	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½
8 BADGER.....DD126	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½
9 BADGER, GEORGE F. DD196	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
10 BAGLEY.....DD185	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,305	10 3½
11 BAILEY.....DD269	314 4½	310 0	30 11½	9 4	1,215	15.5	1,306	10 3½
12 BAINBRIDGE.....DD246	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
13 BALCH.....DD50	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6
14 BALLARD.....DD267	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
15 BANCROFT.....DD256	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
16 BARKEE.....DD213	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
17 BARNEY.....DD149	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½
18 BARRY.....DD248	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
19 BELKNAP.....DD251	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
20 BELL.....DD95	314 4½	310 11½	30 11½	9 1½	1,191	15.4	1,234	9 9½
21 BENHAM.....DD49	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6
22 BERNADOU.....DD153	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½
23 BIDDLE.....DD151	311 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½
24 BILLINGSLEY.....DD293	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½
25 BLAKELEY.....DD150	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½

¹ Length on designed water line.⁴ 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>									
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	90	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	1,163	35.21			4	2	8	8	106	BABBITT.....DD128	7
8	1,165	35.30			4	2	8	8	106	BADGER.....DD126	8
9	1,309	35.96			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	1,303	33.87			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	34.36			4	2	8	8	106	BANCROFT.....DD256	15
16	1,210	35.20			4	2	8	8	106	BARKER.....DD213	16
17	1,162	35.20			4	2	8	8	106	BARNEY.....DD149	17
18	1,319	33.87			4	2	8	8	106	BARRY.....DD248	18
19	1,257	34.63			4	2	8	8	106	BELKNAP.....DD251	19
20	1,189	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
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

* 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 main- num.
					<i>Sq. ft.</i>		
1	ABBOT.....	2	Curtis turb. ¹	4 Thornycroft...	28,000	26,625	1
2	ALDEN.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,940	2
3	ALLEN.....	2	Parsons turb. ²	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. ³	4 White-Forster.	21,600	16,286	6
7	BABBITT.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,620	7
8	BADGER.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,820	8
9	BADGER, GEORGE E.	2	Westgh. geared turb.	4 White-Forster.	27,500	28,410	9
10	BAGLEY.....	2	Curtis turb. ¹	4 Thornycroft...	28,000	26,620	10
11	BAILEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,900	11
12	BAINBRIDGE.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,280	12
13	BALCH.....	2	Zoelly turb. ³	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	Westgh. geared turb.....	4 White-Forster.	27,500	29,300	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. ³	4 White-Forster.	21,600	16,610	21
22	BERNADOU.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,810	22
23	BIDDLE.....	2	Parsons geared turb.....	4 White-Forster.	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	24,740	25

¹ Geared cruising turbine on starboard shaft only.² Geared cruising turbine on port shaft only.³ Cruising engine on each shaft $\frac{13 \times 25}{12}$ ⁴ Two-hour full-power trial.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wgt.).	Electric turbo-generating sets.				Name and official number.		
		No.	Kilowatts (each).	Volts.	Type.			Builders.
	<i>Tons.</i>							
1	442	2	25	125	8-25-1111	Westinghouse.....	ABBOT.....DD184	1
2	415	2	25	125	8-25-1111	.....do.....	ALDEN.....DD211	2
3	320	2	25	125	2-25-3600	General Electric...	ALLEN.....DD66	3
4	435	2	25	125	2-25-3600	.....do.....	AULICK.....DD258	4
5	435	2	25	125	2-25-3600	.....do.....	AUSBURN, CHARLES.....DD294	5
6	347	2	25	125	8-25-1111	Westinghouse.....	AYLWIN.....DD47	6
7	1441	2	25	125	2-25-3600	General Electric...	BABBITT.....DD128	7
8	1441	2	25	125	2-25-3600	.....do.....	BADGER.....DD126	8
9	450	2	25	125	8-25-1111	Westinghouse.....	BADGER, GEORGE E.....DD196	9
10	442	2	25	125	8-25-1111	.....do.....	BAGLEY.....DD185	10
11	435	2	25	125	2-25-3600	General Electric...	BAILEY.....DD269	11
12	1453	2	25	125	8-25-1111	Westinghouse.....	BAINBRIDGE.....DD246	12
13	340	2	25	125	2-25-3600	General Electric...	BALCH.....DD50	13
14	435	2	25	125	2-25-3600	.....do.....	BALLARD.....DD267	14
15	435	2	25	125	2-25-3600	.....do.....	BANCROFT.....DD256	15
16	415	2	25	125	8-25-1111	Westinghouse.....	BARKER.....DD213	16
17	412	2	25	125	8-25-1111	.....do.....	BARNEY.....DD149	17
18	1453	2	25	125	8-25-1111	.....do.....	BARRY.....DD248	18
19	495	2	25	125	2-25-3600	General Electric...	BELKNAP.....DD251	19
20	435	2	25	125	2-25-3600	.....do.....	BELL.....DD95	20
21	347	2	25	125	8-25-1111	Westinghouse.....	BENHAM.....DD49	21
22	412	2	25	125	8-25-1111	.....do.....	BERNADOU.....DD153	22
23	412	2	25	125	8-25-1111	Westinghouse.....	BIDDLE.....DD151	23
24	435	2	25	125	2-25-3600	General Electric...	BILLINGSLEY.....DD293	24
25	412	2	25	125	8-25-1111	Westinghouse.....	BLAKELEY.....DD150	25

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		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.; 1 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.; 1 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	AUSBUEN, CHARLES	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	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.; 1 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.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	8
9	BADGER, GEORGE E	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Oct. 6, 1917	9
10	BAGLEY.....	4 4", 50 cal.; 1 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.	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.; 1 3", 23 cal.A.A.	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.	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.; 1 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.; 1 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.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	22
23	BIDDLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	23
24	BILLINGSLEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	24
25	BLAKELEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	25

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 18, 1919	July 19, 1919	ABBOT.....	1
2	Dec. 19, 1917	Oct. 24, 1918	June 7, 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	.....	Feb. 28, 1920	Mar. 23, 1920	AUSBURN, CHARLES.	5
6	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	Jan. 17, 1914	Jan. 17, 1914 Feb. 23, 1921	AYLWIN.....	6
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 29, 1919	May 29, 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 8, 1919	May 27, 1919	June 12, 1920	None.....	Feb. 9, 1921	Feb. 9, 1921	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 May 8, 1919	July 26, 1919	Oct. 28, 1920	None.....	Dec. 28, 1920	Dec. 28, 1920	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
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
52	Sept. 8, 1917	Mar. 26, 1918	Sept. 19, 1918	.....	May 8, 1919	May 8, 1919	BLAKELEY.....	25

1 Date placed out of commission.

2 Date of supplementary contract.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
26	BOGGS.....DD136	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	26
27	ROBE.....DD215	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	27
28	BRANCH.....DD197	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	28
29	BRECK.....DD283	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	29
30	BRECKINRIDGE.....DD148	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	30
31	BRESE.....DD122	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	31
32	BROOKS.....DD232	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	32
33	BROOME.....DD210	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	33
34	BRUCE.....DD309	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	34
35	BUCHANAN.....DD131	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	35
36	BULMER.....DD222	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	36
37	BURNES, JOHN FRANCIS DD299	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	37
38	BUSH.....DD166	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	38
39	CALDWELL.....DD69	315 6	310 0	30 8	8 0½	1,125	14.7	1,187	9 5½	39
40	CASE.....DD285	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	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 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	42
43	CHANDLER.....DD206	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	43
44	CHASE.....DD323	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	44
45	CHAUNCEY.....DD296	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	45
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	1,215	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	COGLAN.....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

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		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>								
26	1,200	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 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 1,154	35.21			4	2	8	8	106	BRECKINRIDGE.....DD148	30
31	1,252	32.56			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	1,291	33.03			4	2	8	8	106	BRUCE.....DD329	34
35	1,156	35.40			4	2	8	8	106	BUCHANAN.....DD131	35
36	1,230	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 1,125	31.7			4	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	1,287	34.16			4	2	8	8	106	CHASE.....DD323	44
45	1,286	34.12			4	2	8	8	106	CHAUNCEY.....DD296	45
46	1,210	33.83			4	2	8	8	106	CHEW.....DD106	46
47	1,308	33.85			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	CLEMONSON.....DD186	49
50	1,302	32.64			4	2	8	8	106	COGHLAN.....DD326	50
51	1,159	35.11			4	2	8	8	106	COLE.....DD155	51

¹ Estimated.

59404—21—6

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.
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	Westgh. geared turb....	4 White-Forster.	27,500	29,390	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 turb. ¹	4 Thornycroft...	28,000	22,920	31
32	BROOKS.....	2	Westgh. geared turb....	4 White-Forster.	27,500	27,610	32
33	BROOME.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,720	33
34	BRUCE.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,600	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	25,650	36
37	BURNES, JOHN FRANCIS.	2	G. E. Curtis geared turb. ²	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. ^{2,4}	4 Thornycroft...	21,500	20,000	39
40	CASE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,900	40
41	CASSIN.....	2	Parsons turb. ⁵	4 Normand.....	21,509	15,307	41
42	CHAMPLIN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,550	42
43	CHANDLER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,160	43
44	CHASE.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	32,125	44
45	CHAUNCEY.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	31,340	45
46	CHEW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,375	46
47	CHILDS.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,561	47
48	CLAXTON.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,675	48
49	CLEMSON.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	27,600	49
50	COGLAN.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,300	50
51	COLE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,850	51

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

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.			
		Tons.	No.	Kilowatts (each).	Volts.	Type.			Builders.	
26	¹ 404	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	BOGGS.....	DD136	26	
27	415	2	25	125	8-25- $\frac{11}{16}$"	.....do.....	BORIE.....	DD215	27
28	450	2	25	125	8-25- $\frac{11}{16}$"	.....do.....	BRANCH.....	DD197	28
29	435	2	25	125	2-25-3600	General Electric.....	BRECK.....	DD283	29	
30	412	{	1	25	125	CCdo.....	}BRECKINRIDGE.....	DD148	30
			1	25	125	8-25- $\frac{11}{16}$"					Westinghouse.....
31	441	2	25	125	8-25- $\frac{11}{16}$"	.....do.....	BREESE.....	DD122	31
32	¹ 453	2	25	125	8-25- $\frac{11}{16}$"	.....do.....	BROOKS.....	DD232	32
33	415	2	25	125	8-25- $\frac{11}{16}$"	.....do.....	BROOME.....	DD210	33
34	486	2	25	125	2-25-3600	General Electric.....	BRUCE.....	DD329	34	
35	¹ 404	2	25	125	2-25-3600	.....do.....	BUCHANAN.....	DD131	35
36	415	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	BULMER.....	DD222	36	
37	486	2	25	125	2-25-3600	General Electric.....	BURNES, JOHN FRANCIS.....	DD299	37	
38	435	2	25	125	2-25-3600	.....do.....	BUSH.....	DD166	38
39	376	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	CALDWELL.....	DD69	39	
40	435	2	25	125	2-25-3600	General Electric.....	CASE.....	DD285	40	
41	329	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	CASSIN.....	DD43	41	
42	486	2	25	125	2-25-3600	General Electric.....	CHAMPLIN.....	DD104	42	
43	415	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	CHANDLER.....	DD206	43	
44	486	2	25	125	2-25-3600	General Electric.....	CHASE.....	DD323	44	
45	486	2	25	125	2-25-3600	.....do.....	CHAUNCEY.....	DD296	45
46	486	2	25	125	2-25-3600	General Electric.....	CHEW.....	DD106	46	
47	¹ 453	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	CHILDS.....	DD241	47	
48	¹ 404	2	25	125	8-25- $\frac{11}{16}$"	.....do.....	CLAXTON.....	DD140	48
49	450	2	25	125	8-25- $\frac{11}{16}$ "	General Electric.....	CLEMSON.....	DD186	49	
50	486	2	25	125	2-25-3600	.....do.....	COGHLAN.....	DD326	50
51	412	2	25	125	8-25- $\frac{11}{16}$ "	Westinghouse.....	COLE.....	DB155	51	

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
	Guns.	Torpedo tubes (deck).				
26 BOGGS.....	4 4", 50 cal.; 1 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. 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.	Cost+fee.	Oct. 6, 1919	29
30 BRECKINRIDGE....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	30
31 BREESE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	31
32 BROOKS.....	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	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.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	34
35 BUCHANAN.....	4 4", 50 cal.; 1 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.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	37
38 BUSH.....	4 4", 50 cal.; 1 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.; 1 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.	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.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	2 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.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	44
45 CHAUNCEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	45
46 CHEW.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	2 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.; 1 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.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	50
51 COLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	51

¹ Limit of cost.² 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.	
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. 5, 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 *May 8, 1919	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	¹ 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	.....	Mar. 10, 1921	Mar. 10, 1921	CHASE.....	44
45	Dec. 6, 1917	June 17, 1918	Sept. 29, 1918	.....	June 25, 1919	June 25, 1919	CHAUNCEY.....	45
46	May 4, 1917	Jan. 2, 1918	May 26, 1918	.....	Dec. 12, 1918	Dec. 12, 1918	CHEW.....	46
47	Dec. 29, 1917 *May 8, 1919	Mar. 19, 1919	Sept. 15, 1920	.....	Oct. 22, 1920	Oct. 22, 1920	CHILDS.....	47
48	¹ 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	.....	Mar. 31, 1921	Mar. 31, 1921	COGHLAN.....	50
51	Sept. 8, 1917	June 25, 1918	Jan. 11, 1919	.....	June 19, 1919	June 19, 1919	COLE.....	51

¹ Date assigned to yard.² Date of supplementary contract.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
52	COLHOUN.....DD85	314 4½	310 0	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.....DD201	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	CORRY.....DD334	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	56
57	COWELL.....DD167	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	57
58	CRANE.....DD109	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	58
59	CRAVEN.....DD70	315 6	310 0	30 8	8 0½	1,125	14.7	1,187	9 5½	59
60	CROSBY.....DD164	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	60
61	CROWNINSHIELD.....DD134	314 4½	310 0	30 11½	9 0	1,151	15.4	1,247	9 6	61
62	CUMMINGS.....DD44	305 3	300 0	30 4	9 3	1,020	14.8	1,139	10 3	62
63	CUSHING.....DD55	305 3	300 3½	30 4½	9 5½	1,050	14.37	1,171	10 6½	63
64	DAHLGREN.....DD187	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	64
65	DALE.....DD290	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	65
66	DALLAS.....DD199	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	66
67	DAVIS.....DD65	315 3	310 0	* 29 11	9 2½	1,071	13.8	1,185	9 9½	67
68	DECATUR.....DD341	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	68
69	DE LONG.....DD129	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½	69
70	DELPHY.....DD261	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	70
71	DENT.....DD116	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	71
72	DICKERSON.....DD157	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	72
73	DORSEY.....DD117	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	73
74	DOWNES.....DD45	305 3	300 0	* 30 7	9 7	1,072	14.42	1,190	10 9½	74
75	DOYEN.....DD280	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	75
76	DUNCAN.....DD46	305 3	300 0	30 4	9 3	1,014	14.26	1,133	10 6	76
77	DU PONT.....DD152	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	77
78	DYER.....DD84	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	78

¹ Length on designed water line.

* 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-icers.	Chief petty off-icers.	Men.			
			40 cubic feet per ton.	Gallons.								
	<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>									
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	¹ 1,215	¹ 35.00	.....	.....	4	2	8	8	106	CORRY.....	DD334	56
57	¹ 1,185	35.65	.....	.....	4	2	8	8	106	COWELL.....	DD167	57
58	1,211	34.25	.....	.....	4	2	8	8	106	CRANE.....	DD109	58
59	.....	32.23	.....	.....	4	2	8	8	106	CRAVEN.....	DD70	59
60	¹ 1,181	35.14	.....	.....	4	2	8	8	106	CROSBY.....	DD164	60
61	1,156	35.43	.....	.....	4	2	8	8	106	CROWNINSHIELD.....	DD134	61
62	1,014	30.57	312	93,366	4	2	8	8	90	CUMMINGS.....	DD44	62
63	1,048	29.18	308	92,075	4	2	8	8	90	CUSHING.....	DD55	63
64	1,310	34.88	.....	.....	4	2	8	8	106	DAHLGREN.....	DD187	64
65	1,265	34.82	.....	.....	4	2	8	8	106	DALE.....	DD290	65
66	1,310	35.04	.....	.....	4	2	8	8	106	DALLAS.....	DD199	66
67	1,065	² 30.35	.....	.....	4	2	8	8	90	DAVIS.....	DD65	67
68	¹ 1,215	¹ 35.0	.....	.....	4	2	8	8	106	DECATUR.....	DD341	68
69	1,165	35.03	.....	.....	4	2	8	8	106	DE LONG.....	DD129	69
70	1,209	33.91	.....	.....	4	2	8	8	106	DELPHY.....	DD261	70
71	1,164	35.11	.....	.....	4	2	8	8	106	DENT.....	DD116	71
72	1,174	35.13	.....	.....	4	2	8	8	106	DICKERSON.....	DD157	72
73	1,165	³ 35.18	.....	.....	4	2	8	8	106	DORSEY.....	DD117	73
74	1,106	29.07	308	92,034	4	2	8	8	90	DOWNES.....	DD45	74
75	1,260	34.97	.....	.....	4	2	8	8	106	DOYEN.....	DD280	75
76	1,057	29.14	308	92,163	4	2	8	8	90	DUNCAN.....	DD46	76
77	1,154	35.03	.....	.....	4	2	8	8	106	DU PONT.....	DD152	77
78	1,184	34.79	.....	.....	4	2	8	8	106	DYER.....	DD84	78

¹ Estimated.² Three-hour trial.³ 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.
					<i>Sq. ft.</i>		
52	COLHOUN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,700	52
53	CONNER.....	3	Parsons turb. ²	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 turb. ⁴	4 White-Forster.	24,000	17,651	55
56	CORRY.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	127,000	56
57	COWELL.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,950	57
58	CRANE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,600	58
59	CRAVEN.....	2	Parsons geared turb.....	4 Thornycroft...	21,500	20,000	59
60	CROSBY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,800	60
61	CROWNSHIELD...	2	Parsons geared turb.....	4 Normand.....	27,000	24,765	61
62	CUMMINGS.....	2	Parsons turb. ⁵	4 Normand.....	21,509	16,335	62
63	CUSHING.....	2	Curtis turb. ³⁷	4 Bu. mod. Yar.	21,500	15,280	63
64	DAHLGREN.....	2	Westgh. geared turb.....	4 White-Forster.	27,509	26,260	64
65	DALE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,600	65
66	DALLAS.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	26,600	66
67	DAVIS.....	2	Parsons turb. ⁶	4 Normand.....	22,500	16,045	67
68	DECATUR.....	2	Parsons geared turb.....	4 Normand.....	27,000	126,000	68
69	DE LONG.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,250	69
70	DELPHY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,440	70
71	DENT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,025	71
72	DICKERSON.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,475	72
73	DORSEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,100	73
74	DOWNES.....	2	Curtis turb. ⁸	4 Thornycroft...	26,456	16,475	74
75	DOYEN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,940	75
76	DUNCAN.....	2	Curtis turb. ⁸	4 Yarrow.....	21,500	14,254	76
77	DU PONT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,685	77
78	DYER. ⁹	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,300	78

¹ Estimated.² Geared cruising turbine on center shaft only.³ Cruising turbine on each shaft.⁴ Geared cruising turbine on starboard shaft only.⁵ Cruising engine on port shaft only $\frac{16 \times 24}{18}$ ⁶ Geared cruising turbine on port shaft only.⁷ Clutch.⁸ Cruising engine on each shaft, $\frac{12\frac{1}{2} \times 26\frac{1}{2}}{13\frac{1}{2}}$ ⁹ Cruising engine on each shaft, $\frac{12\frac{1}{2} \times 26\frac{1}{2}}{14}$

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet). <i>Tons.</i>	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
52	435	2	25	125	2-25-3600	General Electric.....	COLHOUN.....DD85	52
53	¹ 367	2	25	125	8-25- 11200	Westinghouse.....	CONNER.....DD72	53
54	435	2	25	125	2-25-3600	General Electric.....	CONVERSE.....DD291	54
55	375	2	25	125	8-25-3200	Terry-Diehl.....	CONYNGHAM.....DD58	55
56	¹ 453	2	25	125	2-25-3600	General Electric.....	CORRY.....DD334	56
57	435	2	25	125	2-25-3600	General Electric.....	COWELL.....DD167	57
58	486	2	25	125	2-25-3600	.....do.....	CRANE.....DD109	58
59	¹ 367	2	25	125	8-25- 11200	Westinghouse.....	CRAVEN.....DD70	59
60	435	2	25	125	2-25-3600	General Electric.....	CROSBY.....DD164	60
61	¹ 404	2	25	125	2-25-3600	.....do.....	CROWNSHIELD.....DD134	61
62	329	2	25	125	8-25- 11200	Westinghouse.....	CUMMINGS.....DD44	62
63	360	2	25	125	2-25-3600	General Electric.....	CUSHING.....DD55	63
64	450	2	25	125	8-25- 11200	Westinghouse.....	DAHLGREN.....DD187	64
65	435	2	25	125	2-25-3600	General Electric.....	DALE.....DD290	65
66	450	2	25	125	8-25- 11200	Westinghouse.....	DALLAS.....DD199	66
67	¹ 350	2	25	125	2-25-3600	General Electric.....	DAVIS.....DD65	67
68	¹ 404	2	25	125	8-25- 11200	Westinghouse.....	DECATUR.....DD341	68
69	¹ 441	2	25	125	2-25-3600	General Electric.....	DE LONG.....DD129	69
70	435	2	25	125	2-25-3600	.....do.....	DELPHY.....DD261	70
71	408	2	25	125	8-25- 11200	Westinghouse.....	DENT.....DD116	71
72	¹ 441	2	25	125	2-25-3600	General Electric.....	DICKERSON.....DD157	72
73	408	2	25	125	8-25- 11200	Westinghouse.....	DORSEY.....DD117	73
74	386	2	25	125	8-25- 11200	.....do.....	DOWNES.....DD45	74
75	453	2	25	125	2-25-3600	General Electric.....	DOYEN.....DD280	75
76	348	2	10	125	2-10-5000	.....do.....	DUNCAN.....DD46	76
77	412	2	25	125	8-25- 11200	Westinghouse.....	DU PONT.....DD152	77
78	435	2	25	125	2-25-3600	General Electric.....	DYER.....DD84	78

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
	Guns.	Torpedo tubes (deck).				
52 COLHOUN.....	4 4", 50 cal.; 1 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.; 1 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.	Beth. S. B. Corp., Squantum.	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 CORRY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	56
57 COWELL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	57
58 CRANE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	1 Mar. 4, 1917	58
59 CRAVEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	* 925,000	Mar. 3, 1915	59
60 CROSBY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	60
61 CROWNSHIELD...	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Mar. 4, 1917	61
62 CUMMINGS.....	4 4", 50 cal.....	4 18" twin..	.....do.....	761,500	Mar. 4, 1911	62
63 CUSHING.....	4 4", 50 cal.....	4 21" twin..	Fore River S. B. Co., Quincy.	854,500	Aug. 22, 1912	63
64 DAHLGREN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	64
65 DALE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	65
66 DALLAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	66
67 DAVIS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	800,000	June 30, 1914	67
68 DECATUR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	68
69 DE LONG.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	69
70 DELPHY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	70
71 DENT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	71
72 DICKERSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	72
73 DORSEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons., Philadelphia.	Cost+10%	Mar. 4, 1917	73
74 DOWNES.....	4 4", 50 cal.....	4 18" twin..	New York S. B. Co., Camden, N. J.	777,500	Mar. 4, 1911	74
75 DOYEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	75
76 DUNCAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 18" twin..	Fore River S. B. Co., Quincy.	779,450	Mar. 4, 1911	76
77 DU PONT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	77
78 DYER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	78

¹ 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.	
52	Dec. 26, 1916 *May 5, 1917	Sept. 19, 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	Dec. 6, 1917	Sept. 15, 1920	Mar. 28, 1921	.....	May 25, 1921	May 25, 1921	CORRY.....	56
57	Aug. 15, 1917	July 15, 1918	Nov. 23, 1918	.....	Mar. 17, 1919	Mar. 17, 1919	COWELL.....	57
58	May 4, 1917	Jan. 7, 1918	July 4, 1918	.....	Apr. 18, 1919	Apr. 18, 1919	CRANE.....	58
59	Oct. 20, 1915	Nov. 20, 1917	June 29, 1918	.....	.....	Oct. 19, 1918	CRAVEN.....	59
60	Aug. 15, 1917	June 23, 1918	Sept. 28, 1918	.....	Jan. 24, 1919	Jan. 24, 1919	CROSBY.....	60
61	Aug. 31, 1917	Nov. 5, 1918	July 24, 1919	June 30, 1919	Aug. 6, 1919	Aug. 6, 1919	CROWNINSHIELD.	61
62	Sept. 6, 1911	May 21, 1912	Aug. 6, 1913	Sept. 6, 1913	Sept. 19, 1913	Sept. 19, 1913	CUMMINGS.....	62
63	Dec. 11, 1912	Sept. 23, 1913	Jan. 16, 1915	Dec. 11, 1914	Aug. 21, 1915	Aug. 21, 1915 *Aug. 7, 1920	CUSHING.....	63
64	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None.....	Jan. 6, 1919	Jan. 6, 1919	DAHLGREN.....	64
65	Dec. 6, 1917	July 28, 1919	Nov. 19, 1919	.....	Feb. 14, 1920	Feb. 16, 1920	DALE.....	65
66	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 30, 1920	Oct. 29, 1920	DALLAS.....	66
67	Jan. 30, 1915	May 7, 1915	Aug. 15, 1916	Oct. 30, 1916	Oct. 4, 1916	Oct. 5, 1916	DAVIS.....	67
68	Jan. 22, 1918	Sept. 15, 1920	.....	.....	.....	.....	DECATUR.....	68
69	July 11, 1917	Feb. 21, 1918	Oct. 29, 1918	None.....	Sept. 20, 1919	Sept. 20, 1919	DE LONG.....	69
70	Dec. 6, 1917	Apr. 20, 1918	July 18, 1918	.....	Nov. 30, 1918	Nov. 30, 1918	DELPHY.....	70
71	May 2, 1917	Aug. 30, 1917	Mar. 23, 1918	.....	Sept. 9, 1918	Sept. 9, 1918	DENT.....	71
72	Sept. 28, 1917	May 25, 1918	Mar. 12, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919	DICKERSON.....	72
73	May 2, 1917	Sept. 18, 1917	Apr. 9, 1918	.....	Sept. 16, 1918	Sept. 16, 1918	DORSEY.....	73
74	Sept. 8, 1911	June 27, 1912	Nov. 8, 1913	Sept. 8, 1913	Feb. 11, 1915	Feb. 11, 1915 May 25, 1917	DOWNES.....	74
75	Dec. 6, 1917	Mar. 24, 1919	July 26, 1919	.....	Oct. 10, 1919	Dec. 17, 1919	DOYEN.....	75
76	Sept. 6, 1911	June 17, 1912	Apr. 5, 1913	Sept. 6, 1913	Aug. 30, 1913	Aug. 30, 1913 Jan. 22, 1918	DUNCAN.....	76
77	Sept. 8, 1917	May 2, 1918	Oct. 22, 1918	.....	Apr. 30, 1919	Apr. 30, 1919	DU PONT.....	77
78	Dec. 26, 1916 *May 5, 1917	Sept. 27, 1917	Apr. 13, 1918	.....	July 1, 1918	July 1, 1918	DYER.....	78

*Date assigned to yard. *Date placed out of commission. *Date of supplementary contract.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
79	EDSALL.....DD219	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	79
80	EDWARDS.....DD265	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	80
81	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 $\frac{1}{2}$	81
82	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 $\frac{1}{2}$	82
83	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 $\frac{1}{2}$	83
84	ERICSSON.....DD56	305 3	300 0	30 7	9 9	1,090	14.5	1,211	10 8 $\frac{1}{2}$	84
85	EVANS.....DD78	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$	85
86	FAIRFAX.....DD93	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$	86
87	FARENHOLT.....DD332	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	FARQUHAR.....DD304	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	88
89	FARRAGUT.....DD300	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	89
90	FLUSSER.....DD289	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	90
91	FOOTE.....DD169	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	91
92	FORD.....DD228	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	92
93	FOX.....DD234	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	93
94	FULLER.....DD297	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	94
95	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 $\frac{1}{2}$	95
96	GILLIS.....DD260	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	96
97	GILMER.....DD233	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	97
98	GOFF.....DD247	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	98
99	GOLDSBOROUGH.....DD188	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	99
100	GRAHAM.....DD192	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	100
101	GREENE.....DD266	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	101
102	GREER.....DD145	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 $\frac{1}{2}$	102
103	GREGORY.....DD82	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	103
104	GRIDLEY.....DD92	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	104

¹ Length on designed water line.² 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.								
79	1,242	35.20			4	2	8	8	106	EDSALL..... DD219	79
80	1,198	33.92			4	2	8	8	106	EDWARDS..... DD265	80
81	¹ 1,215	35.06			4	2	8	8	106	EDWARDS, JOHN D..... DD216	81
82	1,161	¹ 35.12			4	2	8	8	106	ELLIOT..... DD146	82
83	1,154	35.17			4	2	8	8	106	ELLIS..... DD154	83
84	1,687	20.29	365	91,358	4	2	8	8	90	ERICSSON..... DD56	84
85	1,155	35.37			4	2	8	8	106	EVANS..... DD78	85
86	² 1,154	² 35.00			4	2	8	8	106	FAIRFAX..... DD93	86
87	1,289	33.40			4	2	8	8	106	FARENHOLT..... DD332	87
88	1,289	33.32			4	2	8	8	106	FARQUHAR..... DD304	88
89	1,292	32.68			4	2	8	8	106	FARRAGUT..... DD300	89
90	1,269	34.84			4	2	8	8	106	FLUSSER..... DD289	90
91	1,190	35.57			4	2	8	8	106	FOOTE..... DD169	91
92	1,236	35.11			4	2	8	8	106	FORD..... DD228	92
93	1,328	33.92			4	2	8	8	114	FOX..... DD234	93
94	1,291	33.00			4	2	8	8	106	FULLER..... DD297	94
95	1,213	33.20			4	2	8	8	106	GAMBLE..... DD123	95
96	1,266	34.55			4	2	8	8	106	GILLIS..... DD260	96
97	1,338	33.82			4	2	8	8	114	GILMER..... DD233	97
98	1,317	33.62			4	2	8	8	106	GOFF..... DD247	98
99	1,308	35.28			4	2	8	8	106	GOLDSBOROUGH..... DD188	99
100	1,310	36.24			4	2	8	8	106	GRAHAM..... DD192	100
101	1,233	34.72			4	2	8	8	106	GREENE..... DD266	101
102	1,209	35.14			4	2	8	8	106	GREER..... DD145	102
103	1,185	34.34			4	2	8	8	106	GREGORY..... DD82	103
104	² 1,191	34.40			4	2	8	8	106	GRIDLEY..... DD92	104

¹ Two-hour trial.² 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.
79	EDSALL.....	2	Parsons geared turb.....	4 White-Forster.	<i>Sq. ft.</i> 27,500	26,050	79
80	EDWARDS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,520	80
81	EDWARDS, JOHN D..	2	Parsons geared turb.....	4 White-Forster.	27,500	25,760	81
82	ELLIOTT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	82
83	ELLIS.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,930	83
84	ERICSSON.....	2	Parsons turb. ³	4 Thornycroft...	26,936	17,151	84
85	EVANS.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,660	85
86	FAIRFAX.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,200	86
87	FARENHOLT.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	30,250	87
88	FARQUHAR.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	29,325	88
89	FARRAGUT.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	27,750	89
90	FLUSSER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,650	90
91	FOOTE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,760	91
92	FORD.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,865	92
93	FOX.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,400	93
94	FULLER.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,550	94
95	GAMBLE.....	2	Curtis turb. ⁴	4 Thornycroft...	28,000	24,520	95
96	GILLIS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,535	96
97	GILMER.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,175	97
98	GOFF.....	2	Westgh. geared turb....	4 White-Forster.	27,500	28,600	98
99	GOLDSBOROUGH....	2	Westgh. geared turb....	4 White-Forster.	27,500	27,075	99
100	GRAHAM.....	2	Westgh. geared turb....	4 White-Forster.	27,500	28,900	100
101	GREENE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,340	101
102	GREER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,900	102
103	GREGORY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,340	103
104	GRIDLEY.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	29,500	104

¹ Estimated.² Cruising turbine on each shaft.³ Cruising engine on port shaft only $\frac{16 \times 24}{18}$ ⁴ Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
								Tons.
79	415	2	25	125	8-25- 11300	Westinghouse	EDSALL DD219	79
80	435	2	25	125	2-25-3600	General Electric	EDWARDS DD265	80
81	415	2	25	125	8-25- 11300	Westinghouse	EDWARDS, JOHN D ... DD216	81
82	412	2	25	125	8-25- 11300	...do.....	ELLIOT DD146	82
83	412	2	25	125	8-25- 11300	...do.....	ELLIS DD154	83
84	364	2	25	125	8-25- 11300	...do.....	ERICSSON DD56	84
85	404	2	25	125	2-25-3600	General Electric	EVANS DD78	85
86	404	2	25	125	8-25- 11300	Westinghouse	FAIRFAX DD93	86
87	¹ 453	2	25	125	2-25-3600	General Electric	FARENHOLT DD332	87
88	486	2	25	125	2-25-3600	...do.....	FARQUHAR DD304	88
89	486	2	25	125	2-25-3600	...do.....	FARRAGUT DD300	89
90	435	2	25	125	2-25-3600	...do.....	FLUSSER DD289	90
91	435	2	25	125	2-25-3600	...do.....	FOOTE DD169	91
92	415	2	25	125	8-25- 11300	Westinghouse	FORD DD228	92
93	¹ 453	2	25	125	8-25- 11300	...do.....	FOX DD234	93
94	486	2	25	125	2-25-3600	General Electric	FULLER DD297	94
95	441	2	25	125	8-25- 11300	Westinghouse	GAMBLE DD123	95
96	435	2	25	125	2-25-3600	General Electric	GILLIS DD260	96
97	¹ 453	2	25	125	8-25- 11300	Westinghouse	GILMER DD233	97
98	¹ 453	2	25	125	8-25- 11300	...do.....	GOFF DD247	98
99	450	2	25	125	8-25- 11300	...do.....	GOLDSBOROUGH DD188	99
100	450	2	25	125	8-25- 11300	...do.....	GRAHAM DD192	100
101	435	2	25	125	2-25-3600	General Electric	GREENE DD266	101
102	412	2	25	125	8-25- 11300	Westinghouse	GREER DD145	102
103	435	2	25	125	2-25-3600	General Electric	GREGORY DD82	103
104	458	2	25	125	2-25-3600	...do.....	GRIDLEY DD92	104

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
79	EDSALL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	79
80	EDWARDS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	80
81	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	81
82	ELLIOT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	82
83	ELLIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	83
84	ERICSSON.....	4 4", 50 cal.....	4 21" twin..	New York S. B. Co., Camden, N. J.	873, 500	Aug. 22, 1912	84
85	EVANS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916	85
86	FAIRFAX.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916	86
87	FARENHOLT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	87
88	FARQUHAR.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	88
89	FARRAGUT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	89
90	FLUSSER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	90
91	FOOTE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	91
92	FORD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	92
93	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	93
94	FULLER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	94
95	GAMBLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	95
96	GILLIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	96
97	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	97
98	GOFF.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	98
99	GOLDSBOROUGH...	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	99
100	GRAHAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	100
101	GREENE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	101
102	GREER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	102
103	GREGORY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916	103
104	GRIDLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916	104

DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
79	Dec. 19, 1917	Sept. 15, 1919	July 29, 1920		Nov. 26, 1920	Nov. 26, 1920	EDSALL	79
80	Dec. 6, 1917	Apr. 20, 1918	Oct. 10, 1918		Apr. 24, 1919	Apr. 24, 1919	EDWARDS	80
81	Dec. 19, 1917	May 21, 1919	Oct. 18, 1919	None	Apr. 6, 1920	Apr. 6, 1920	EDWARDS, JOHN D.	81
82	Sept. 8, 1917	Feb. 23, 1918	July 4, 1918		Jan. 25, 1919	Jan. 25, 1919	ELLIOT	82
83	Sept. 8, 1917	July 8, 1918	Nov. 30, 1918		June 7, 1919	June 7, 1919	ELLIS	83
84	Dec. 16, 1912	Nov. 10, 1913	Aug. 22, 1914	Dec. 16, 1914	Aug. 14, 1915	Aug. 14, 1915	ERICSSON	84
85	Nov. 30, 1916	Dec. 28, 1917	Oct. 30, 1918		Nov. 11, 1918	Nov. 11, 1918	EVANS	85
86	Nov. 22, 1916	July 10, 1917	Dec. 15, 1917			Apr. 6, 1918	FAIRFAX	86
87	Dec. 6, 1917	Sept. 13, 1920	Mar. 9, 1921		May 10, 1921	May 10, 1921	FABENHOLT	87
88	Dec. 6, 1917	Aug. 13, 1918	Jan. 18, 1919		July 31, 1920	Aug. 5, 1920	FARQUHAR	88
89	Dec. 6, 1917	July 4, 1918	Nov. 21, 1918		June 4, 1920	June 4, 1920	FARRAGUT	89
90	Dec. 6, 1917	July 21, 1919	Nov. 7, 1919	None	Dec. 31, 1919	Feb. 25, 1920	FLUSSER	90
91	Aug. 15, 1917	Aug. 7, 1918	Dec. 14, 1918		Mar. 21, 1919	Mar. 21, 1919	FOOTE	91
92	Dec. 19, 1917 * May 8, 1919	Nov. 11, 1919	Sept. 2, 1920		Dec. 30, 1920	Dec. 30, 1920	FORD	92
93	Dec. 29, 1917	June 25, 1918	June 12, 1919	None	May 17, 1920	May 17, 1920	FOX	93
94	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918		Feb. 28, 1920	Feb. 28, 1920	FULLER	94
95	June 29, 1917	Nov. 12, 1917	May 11, 1918	None	Nov. 27, 1918	Nov. 29, 1918	GAMBLE	95
96	Dec. 6, 1917	Dec. 27, 1918	May 29, 1919	None	Sept. 3, 1919	Sept. 3, 1919	GILLIS	96
97	Dec. 29, 1917 * May 8, 1919	June 25, 1918	May 24, 1919	None	Apr. 30, 1920	Apr. 30, 1920	GILMER	97
98	Dec. 29, 1917 * May 8, 1919	June 16, 1919	June 2, 1920	None	Jan. 19, 1921	Jan. 19, 1921	GOFF	98
99	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None	Jan. 26, 1920	Jan. 26, 1920	GOLDSBOROUGH	99
100	Feb. 14, 1918	Sept. 7, 1918	Mar. 22, 1919		Mar. 13, 1920	Mar. 13, 1920	GRAHAM	100
101	Dec. 6, 1917	June 3, 1918	Nov. 2, 1918		May 9, 1919	May 9, 1919	GREENE	101
102	Sept. 8, 1917	Feb. 24, 1918	Aug. 1, 1918		Dec. 31, 1918	Dec. 31, 1918	GREER	102
103	Dec. 26, 1916 * May 5, 1917	Aug. 25, 1917	Jan. 27, 1918		May 31, 1918	June 1, 1918	GREGORY	103
104	Dec. 30, 1916	Apr. 1, 1918	July 4, 1918		Mar. 8, 1919	Mar. 8, 1919	GRIDLEY	104

¹ Date assigned to yard.² Date of supplementary contract.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
105	GWIN.....DD71	315 6	310 0	30 8	8 0½	1,125	14.7	1,228	9 5½	105
106	HALE.....DD133	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 6	106
107	HAMILTON.....DD141	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	107
108	HAMILTON, PAUL...DD307	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	108
109	HARADEN.....DD183	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	109
110	HARDING.....DD91	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	110
111	HATFIELD.....DD231	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	111
112	HAZELWOOD.....DD107	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	112
113	HENSHAW.....DD278	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	113
114	HERBERT.....DD160	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	114
115	HERNDON.....DD198	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	115
116	HOGAN.....DD178	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	116
117	HOPEWELL.....DD181	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	117
118	HOPKINS.....DD249	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	118
119	HOVEY.....DD208	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	119
120	HOWARD.....DD179	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	120
121	HULBERT.....DD342	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	121
122	HULL.....DD330	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	122
123	HUMPHREYS.....DD236	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	123
124	HUNT.....DD194	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	124
125	INGRAM, OSMOND..DD255	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	125
126	ISHERWOOD.....DD284	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	126
127	JAMES, REUBEN...DD245	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	127
128	JONES, JACOB.....DD130	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	128
129	JONES, PAUL.....DD230	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	129
130	JONES, WILLIAM...DD308	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	130

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

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.							
Tons.	Knots.	Tons.								
105	1,192	30.29		3	2	8	8	106	GWIN.....DD71	105
106	1,149	35.38		4	2	8	8	106	HALE.....DD133	106
107	² 1,370	35.13		4	2	8	8	106	HAMILTON.....DD141	107
108	1,300	33.20		4	2	8	8	106	HAMILTON, PAUL.....DD307	108
109	1,248	33.94		4	2	8	8	106	HARADEN.....DD183	109
110	1,198	35.02		4	2	8	9	91	HARDING.....DD91	110
111	1,318	33.84		4	2	8	8	114	HATFIELD.....DD231	111
112	1,186	33.56		4	2	8	8	106	HAZELWOOD.....DD107	112
113	1,279	34.75		4	2	8	8	106	HENSHAW.....DD278	113
114	1,169	35.21		4	2	8	8	106	HERBERT.....DD160	114
115	1,300	35.30		4	2	8	8	106	HERNDON.....DD198	115
116	1,233	33.27		4	2	8	8	106	HOGAN.....DD178	116
117	¹ 1,215	¹ 35.00		4	2	8	8	106	HOPEWELL.....DD181	117
118	1,305	33.97		4	2	8	8	106	HOPKINS.....DD249	118
119	1,229	35.13		4	2	8	8	118	HOVEY.....DD208	119
120	1,231	34.75		4	2	8	8	106	HOWARD.....DD179	120
121	¹ 1,215	¹ 35.00		4	2	8	8	106	HULBERT.....DD342	121
122	1,299	34.36		4	2	8	8	106	HULL.....DD330	122
123	1,310	¹ 33.81		4	2	8	8	106	HUMPHREYS.....DD236	123
124	1,310	35.79		4	2	8	8	106	HUNT.....DD194	124
125	1,267	34.44		4	2	8	8	106	INGRAM, OSMOND.....DD255	125
126	1,265	34.63		4	2	8	8	106	ISHERWOOD.....DD284	126
127	1,317	33.83		4	2	8	8	106	JAMES, REUBEN.....DD245	127
128	1,167	35.08		4	2	8	8	106	JONES, JACOB.....DD130	128
129	¹ 1,215	35.14		4	2	8	8	106	JONES, PAUL.....DD230	129
130	1,298	33.10		4	2	8	8	106	JONES, WILLIAM.....DD308	130

¹ Estimated.² 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. <i>Sq. ft.</i>	Main engines.	Total maximum.
105	GWIN.....	2	Parsons geared turb.	4 Yarrow.....	22,252	19,930	105
106	HALE.....	2	Parsons geared turb.	4 Normand.....	27,000	24,685	106
107	HAMILTON.....	2	Parsons geared turb.	4 Normand.....	27,000	26,175	107
108	HAMILTON, PAUL.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	29,100	108
109	HARADEN.....	2	Curtis turb. ³	4 Thornycroft ..	28,000	26,370	109
110	HARDING.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	31,600	110
111	HATFIELD.....	2	Westgh. geared turb.	4 White-Forster.	27,500	29,200	111
112	HAZELWOOD.....	2	Curtis geared turb.	4 Yarrow.....	27,540	27,600	112
113	HENSHAW.....	2	Curtis geared turb.	4 Yarrow.....	27,540	28,435	113
114	HERBERT.....	2	Parsons geared turb.	4 Thornycroft.....	27,048	25,675	114
115	HERNDON.....	2	Westgh. geared turb.	4 White-Forster.	27,500	27,100	115
116	HOGAN.....	2	Curtis geared turb.	4 Yarrow.....	27,540	27,475	116
117	HOPEWELL.....	2	Curtis turb. ³	4 Thornycroft.....	28,000	25,009	117
118	HOPKINS.....	2	Westgh. geared turb.	4 White-Forster.	27,500	29,590	118
119	HOVEY.....	2	Parsons geared turb.	4 White-Forster.	27,500	25,885	119
120	HOWARD.....	2	Curtis geared turb.	4 Yarrow.....	27,540	29,875	120
121	HULBERT.....	2	Parsons geared turb.	4 Normand.....	27,000	26,000	121
122	HULL.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	32,650	122
123	HUMPHREYS.....	2	Westgh. geared turb.	4 White-Forster.	27,500	29,125	123
124	HUNT.....	2	Westgh. geared turb.	4 White-Forster.	27,500	28,075	124
125	INGRAM, OSMOND.....	2	Curtis geared turb.	4 Yarrow.....	27,500	28,290	125
126	ISHERWOOD.....	2	Curtis geared turb.	4 Yarrow.....	27,540	28,160	126
127	JAMES, REUBEN.....	2	Westgh. geared turb.	4 White-Forster.	27,500	29,180	127
128	JONES, JACOB.....	2	Parsons geared turb.	4 Thornycroft.....	27,048	25,320	128
129	JONES, PAUL.....	2	Parsons geared turb.	4 White-Forster.	27,500	25,950	129
130	JONES, WILLIAM.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,825	130

¹ Estimated.² Cruising turbine on each shaft.³ Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).		Electric turbo-generating sets.				Name and official number.	
			No.	Kilowatts (each).	Volts.	Type.		Builders.
105	374	2	25	125	8-25-1188	Westinghouse.....	GWIN DD71	105
106	404	2	25	125	2-25-3600	General Electric.....	HALE DD133	106
107	404	2	25	125	8-25-1188	Westinghouse.....	HAMILTON DD141	107
108	486	2	25	125	2-25-3600	General Electric.....	HAMILTON, PAUL DD307	108
109	442	2	25	125	8-25-1188	Westinghouse.....	HARADEN DD183	109
110	458	2	25	125	2-25-3600	General Electric.....	HARDING DD91	110
111	453	2	25	125	8-25-1188	Westinghouse.....	HATFIELD DD231	111
112	486	2	25	125	2-25-3600	General Electric.....	HAZELWOOD DD107	112
113	435	2	25	125	2-25-3600	do.....	HENSHAW DD278	113
114	441	2	25	125	2-25-3600	do.....	HERBERT DD160	114
115	450	2	25	125	8-25-1188	Westinghouse.....	HERNDON DD198	115
116	484	2	25	125	2-25-3600	General Electric.....	HOGAN DD178	116
117	442	2	25	125	8-25-1188	Westinghouse.....	HOPEWELL DD181	117
118	453	2	25	125	8-25-1188	do.....	HOPKINS DD249	118
119	415	2	25	125	8-25-1188	do.....	HOVEY DD208	119
120	484	2	25	125	2-25-3600	General Electric.....	HOWARD DD179	120
121	353	2	25	125	8-25-1188	Westinghouse.....	HULBERT DD342	121
122	486	2	25	125	2-25-3600	General Electric.....	HULL DD330	122
123	453	2	25	125	8-25-1188	Westinghouse.....	HUMPHREYS DD236	123
124	450	2	25	125	8-25-1188	do.....	HUNT DD149	124
125	435	2	25	125	2-25-3600	General Electric.....	INGRAM, OSMOND DD255	125
126	435	2	25	125	2-25-3600	do.....	ISHERWOOD DD284	126
127	453	2	25	125	8-25-1188	Westinghouse.....	JAMES, REUBEN DD245	127
128	441	2	25	125	2-25-3600	General Electric.....	JONES, JACOB DD130	128
129	415	2	25	125	8-25-1188	Westinghouse.....	JONES, PAUL DD230	129
130	486	2	25	125	2-25-3600	General Electric.....	JONES WILLIAM DD308	130

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
105	GWIN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Seattle Con. & D. D. Co.	885,000	Mar. 3, 1915	105
106	HALE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Mar. 4, 1917	106
107	HAMILTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917	107
108	HAMILTON, PAUL..	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	108
109	HARADEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	109
110	HARDING.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	³ 4 21" triple	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916	110
111	HATFIELD.....	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	111
112	HAZELWOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	¹ Mar. 4, 1917	112
113	HENSHAW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	113
114	HERBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	114
115	HERNDON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	115
116	HOGAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	116
117	HOPEWELL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	117
118	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	118
119	HOVEY.....	² 8 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	119
120	HOWARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	120
121	HULBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Norfolk, Va.	.....	Oct. 6, 1917	121
122	HULL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	122
123	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	123
124	HUNT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	124
125	INGRAM, OSMOND..	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	125
126	ISHERWOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum, Mass.	Cost+fee.	Oct. 6, 1917	126
127	JAMES, REUBEN...	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	127
128	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	128
129	JONES, PAUL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	129
130	JONES, WILLIAM...	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	130

¹ Together with act of Aug. 29, 1916.² Twin mounts.³ After tubes temporarily removed pending service in air force.

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.	
105	Mar. 8, 1916	June 21, 1917	Dec. 22, 1917	Nov. 8, 1917	Mar. 18, 1920	Mar. 18, 1920	GWIN.....	105
106	Aug. 31, 1917	Oct. 7, 1918	May 29, 1919	May 15, 1919	June 12, 1919	June 12, 1919	HALE.....	106
107 ¹	July 20, 1917	June 8, 1918	Jan. 15, 1919	Dec. 31, 1918	.....	Nov. 7, 1919	HAMILTON.....	107
108	Dec. 6, 1917	Sept. 25, 1918	Feb. 21, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	HAMILTON, PAUL	108
109	Sept. 23, 1917	Mar. 30, 1918	July 4, 1918	None.....	June 6, 1919	June 7, 1919	HARADEN.....	109
110	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Jan. 24, 1919	Jan. 24, 1919	HARDING.....	110
111	Dec. 29, 1917 ² May 8, 1919	June 10, 1918	Mar. 17, 1919	None.....	Apr. 16, 1920	Apr. 16, 1920	HATFIELD.....	111
112	May 4, 1917	Dec. 24, 1917	June 22, 1918	.....	Feb. 19, 1919	Feb. 20, 1919	HAZELWOOD.....	112
113	Dec. 6, 1917	Jan. 3, 1919	June 28, 1919	None.....	Sept. 24, 1919	Dec. 10, 1919	HENSHAW.....	113
114	Sept. 23, 1917	Apr. 9, 1918	May 8, 1919	None.....	Nov. 21, 1919	Nov. 21, 1919	HERBERT.....	114
115	Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 17, 1920	Sept. 14, 1920	HERNDON.....	115
116	Aug. 15, 1917	Nov. 25, 1918	Apr. 12, 1919	.....	Oct. 1, 1919	Oct. 1, 1919	HOGAN.....	116
117	Sept. 23, 1917	Jan. 19, 1918	June 8, 1918	None.....	Mar. 21, 1919	Mar. 21, 1919	HOPEWELL.....	117
118	Dec. 29, 1917 ² May 8, 1919	July 30, 1919	June 26, 1920	None.....	Mar. 21, 1921	Mar. 21, 1921	HOPKINS.....	118
119	Dec. 19, 1917	Sept. 7, 1918	Apr. 26, 1919	None.....	Oct. 2, 1919	Oct. 2, 1919	HOVEY.....	119
120	Aug. 15, 1917	Dec. 9, 1918	Apr. 26, 1919	.....	Jan. 28, 1920	Jan. 29, 1920	HOWARD.....	120
121 ¹	Jan. 25, 1918	Nov. 18, 1918	June 23, 1919	None.....	.....	Oct. 27, 1920	HULBERT.....	121
122	Dec. 6, 1917	Sept. 13, 1920	Feb. 18, 1921	.....	Apr. 26, 1921	Apr. 26, 1921	HULL.....	122
123	Dec. 29, 1917 ² May 8, 1919	July 31, 1918	July 23, 1919	None.....	July 21, 1920	July 21, 1920	HUMPHREYS.....	123
124	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	None.....	June 8, 1920	Sept. 30, 1920	HUNT.....	124
125	Dec. 6, 1917	Oct. 15, 1918	Feb. 28, 1919	.....	June 27, 1919	June 28, 1919	INGRAM, OSMOND	125
126	Dec. 6, 1917	May 24, 1919	Sept. 10, 1919	None.....	Nov. 26, 1919	Dec. 4, 1919	ISHERWOOD.....	126
127	Dec. 29, 1917 ² May 8, 1918	Apr. 2, 1919	Oct. 4, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	JAMES, REUBEN.	127
128	July 11, 1917	Feb. 21, 1918	Nov. 20, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919	JONES, JACOB...	128
129	Dec. 19, 1917	Dec. 23, 1919	Sept. 30, 1920	.....	Apr. 19, 1921	Apr. 19, 1921	JONES, PAUL....	129
130	Dec. 6, 1917	Oct. 2, 1918	Apr. 9, 1919	None.....	Sept. 30, 1920	Sept. 30, 1920	JONES, WILLIAM.	130

¹ Date assigned to yard.² Date of supplementary contract.

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. ¹	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>
131	KALK.....DD170	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 1 $\frac{1}{2}$	1,191	15.4	1,278	9 8
132	KANE.....DD235	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
133	KENNEDY.....DD306	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
134	KENNISON.....DD138	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$
135	KIDDER.....DD319	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
136	KILTY.....DD137	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	15.4	1,247	9 8 $\frac{1}{2}$
137	KIMBERLY.....DD80	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$
138	KING.....DD242	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
139	LAMBERTON.....DD119	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 $\frac{1}{2}$
140	LAMSON.....DD328	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
141	LARDNER.....DD286	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
142	LAUB.....DD263	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
143	LA VALLETTE.....DD315	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
144	LAWRENCE.....DD250	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
145	LEA.....DD118	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 $\frac{1}{2}$
146	LEARY.....DD158	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,211	15.4	1,304	9 9 $\frac{1}{2}$
147	LEE, S. P.....DD310	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
148	LITCHFIELD.....DD386	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
149	LITTLE.....DD79	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$
150	LONG.....DD209	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
151	MACDONOUGH.....DD331	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
152	MACKENZIE.....DD175	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$
153	MACLEISH.....DD220	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$
154	MADDOX.....DD168	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$
155	MANLEY.....DD74	315 6	310 0	30 8	8 0 $\frac{1}{2}$	1,125	14.7	1,187	9 5 $\frac{1}{2}$
156	MARCUS.....DD321	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$

¹ Length on designed water line.

DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		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>								
131	1,200	35.41	.....	4	2	8	8	106	KALK.....DD170	131
132	1,296	33.78	.....	4	2	8	8	114	KANE.....DD235	132
133	1,293	33.36	.....	4	2	8	8	106	KENNEDY.....DD306	133
134	1,180	35.89	.....	4	2	8	8	106	KENNISON.....DD138	134
135	1,288	33.85	.....	4	2	8	8	106	KIDDER.....DD319	135
136	1,191	35.22	.....	4	2	8	8	106	KILTY.....DD137	136
137	1,236	34.81	.....	4	2	8	8	106	KIMBERLY.....DD80	137
138	1,303	33.99	.....	4	2	8	8	106	KING.....DD242	138
139	1,203	33.40	.....	4	2	8	8	106	LAMBERTON.....DD119	139
140	1,304	33.64	.....	4	2	8	8	106	LAMON.....DD328	140
141	1,256	34.57	.....	4	2	8	8	106	LARDNER.....DD286	141
142	1,191	34.37	.....	4	2	8	8	106	LAUB.....DD263	142
143	1,290	33.24	.....	4	2	8	8	106	LA VALLETTE.....DD315	143
144	1,303	33.88	.....	4	2	8	8	106	LAWRENCE.....DD250	144
145	1,165	35.04	.....	4	2	8	8	106	LEA.....DD118	145
146	1,175	35.16	.....	4	2	8	8	106	LEARY.....DD158	146
147	1,296	33.30	.....	4	2	8	8	106	LEE, S. P.....DD310	147
148	1,283	34.92	.....	4	2	8	8	106	LITCHFIELD.....DD336	148
149	¹ 1,191	34.73	.....	4	2	8	8	106	LITTLE.....DD79	149
150	1,230	35.03	.....	4	2	8	8	118	LONG.....DD209	150
151	1,299	33.10	.....	4	2	8	8	106	MACDONOUGH.....DD331	151
152	1,195	33.57	.....	4	2	8	8	106	MACKENZIE.....DD175	152
153	1,231	35.05	.....	4	2	8	8	106	MACFISH.....DD220	153
154	¹ 1,202	34.94	.....	4	2	8	8	106	MADDOX.....DD168	154
155	1,094	32.23	.....	4	2	8	8	106	MANLEY.....DD74	155
156	1,296	33.18	.....	4	2	8	8	106	MARCUS.....DD321	156

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.
					<i>Sq. ft.</i>		
131	KALK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,400	131
132	KANE.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,050	132
133	KENNEDY.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,500	29,450	133
134	KENNISON.....	2	Parsons geared turb.....	4 Normand.....	27,000	28,300	134
135	KIDDER.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	31,350	135
136	KILTY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,325	136
137	KIMBERLY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,350	137
138	KING.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,575	138
139	LAMBERTON.....	2	Curtis turb. ²	4 Thornycroft.....	28,000	25,000	139
140	LAMSON.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	30,825	140
141	LARDNER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,990	141
142	LAUB.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,535	142
143	LA VALLETTE.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	29,750	143
144	LAWRENCE.....	2	Westgh. geared turb.....	4 white-Forster.	27,500	29,290	144
145	LEA.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,980	145
146	LEARY.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,525	146
147	LEE, S. P.....	2	G.E.Curtis geared turb. ¹	4 Yarrow.....	27,540	29,325	147
148	LITCHFIELD.....	2	Parsons geared turb.....	4 Normand.....	27,000	29,900	148
149	LITTLE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,180	149
150	LONG.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,700	150
151	MACDONOUGH.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	29,500	151
152	MACKENZIE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,210	152
153	MACLEISH.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,740	153
154	MADDOX.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,950	154
155	MANLEY.....	2	Parsons geared turb.....	4 Normand.....	21,500	19,715	155
156	MARCUS.....	2	G. E. Curtis geared turb. ¹	4 Yarrow.....	27,540	29,670	156

¹ Cruising turbine on each shaft.² Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet). <i>Tons.</i>	Electric turbo-generating sets.					Name and official number.		
		No.	Kilowatts (each).	Volts.	Type.	Builders.			
131	435	2	25	125	2-25-3600	General Electric.....	KALK.....	DD170	131
132	453	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	KANE.....	DD235	132
133	486	2	25	125	2-25-3600	General Electric.....	KENNEDY.....	DD306	133
134	404	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	KENISON.....	DD138	134
135	486	2	25	125	2-25-3600	General Electric.....	KIDDER.....	DD319	135
136	404	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	KILTY.....	DD137	136
137	435	2	25	125	2-25-3600	General Electric.....	KIMBERLY.....	DD89	137
138	453	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	KING.....	DD242	138
139	441	2	25	125	8-25- $\frac{1}{2}$ 3600	.....do.....	LAMBERTON.....	DD119	139
140	486	2	25	125	2-25-3600	General Electric.....	LAMSON.....	DD328	140
141	435	2	25	125	2-25-3600	.....do.....	LARDNER.....	DD286	141
142	435	2	25	125	2-25-3600	.....do.....	LAUB.....	DD263	142
143	486	2	25	125	2-25-3600	.....do.....	LA VALLETTE.....	DD315	143
144	453	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	LAWRENCE.....	DD250	144
145	408	2	25	125	8-25- $\frac{1}{2}$ 3600	.....do.....	LEA.....	D118	145
146	441	2	25	125	2-25-3600	General Electric.....	LEARY.....	DD158	146
147	486	2	25	125	2-25-3600	.....do.....	LEE, S. P.....	DD310	147
148	404	2	25	125	5-25- $\frac{1}{2}$ 3600	Westinghouse.....	LITCHFIELD.....	DD336	148
149	435	2	25	125	2-25-3600	General Electric.....	LITTLE.....	DD79	149
150	415	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	LONG.....	DD209	150
151	486	2	25	125	2-25-3600	General Electric.....	MACDONOUGH.....	DD331	151
152	484	2	25	125	2-25-3600	.....do.....	MACKENZIE.....	DD175	152
153	415	2	25	125	8-25- $\frac{1}{2}$ 3600	Westinghouse.....	MACLEISH.....	DD220	153
154	435	2	25	125	2-25-3600	General Electric.....	MADDOX.....	DD168	154
155	336	2	25	125	2-25-3600	.....do.....	MANLEY.....	DD74	155
156	486	2	25	125	2-25-3600	.....do.....	MARCUS.....	DD321	156

1 Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
		Guns.	Torpedo tubes (deck).			
131	KALK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917 131
132	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 132
133	KENNEDY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 133
134	KENNISON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4, 1917 134
135	KIDDER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 135
136	KILTY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4, 1917 136
137	KIMBERLY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916 137
138	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 138
139	LAMBERTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 139
140	LAMSON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 140
141	LARDNER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 141
142	LAUB.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 142
143	LA VALLETTE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 143
144	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 144
145	LEA.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 145
146	LEARY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917 146
147	LEE, S. P.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 147
148	LITCHFIELD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Oct. 6, 1917 148
49	LITTLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916 149
150	LONG.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 150
151	MACDONOUGH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 151
152	MACKENZIE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 152
153	MACLEISH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 153
154	MADDOX.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10% ²	Mar. 4, 1917 154
155	MANLEY.....	3 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works, Bath, Me.	879,500	Mar. 3, 1915 155
156	MARCUS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 156

¹ Twin mounts.² 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.	
131	Aug. 15, 1917 ¹	Aug. 17, 1918	Dec. 21, 1918	None.....	Mar. 29, 1919	Mar. 29, 1919	KALK.....	131
132	Dec. 29, 1917 ¹ May 8, 1919	July 3, 1918	Aug. 12, 1919	None.....	June 11, 1920	June 11, 1920	KANE.....	132
133	Dec. 6, 1917	Sept. 25, 1918	Feb. 15, 1919	None.....	Aug. 28, 1920	Aug. 28, 1920	KENNEDY.....	133
134 ¹	July 20, 1917	Feb. 14, 1918	June 8, 1918	Sept. 30, 1918	.....	Apr. 2, 1919	KENNISON.....	134
135	Dec. 6, 1917	Mar. 5, 1919	July 10, 1919	.....	Feb. 7, 1921	Feb. 7, 1921	KIDDER.....	135
136 ¹	July 20, 1917	Dec. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Dec. 17, 1918	KILTY.....	136
137	Dec. 26, 1916 ¹ May 5, 1917	June 21, 1917	Dec. 4, 1917	.....	Apr. 26, 1918	Apr. 26, 1918	KIMBERLY.....	137
138	Dec. 29, 1917 ¹ May 8, 1919	Apr. 28, 1919	Oct. 14, 1920	None.....	Dec. 16, 1920	Dec. 16, 1920	KING.....	138
139	June 29, 1917	Oct. 1, 1917	Mar. 30, 1918	None.....	Aug. 20, 1918	Aug. 22, 1918	LAMBERTON...	139
140	Dec. 6, 1917	Aug. 13, 1919	Sept. 1, 1920	None.....	Apr. 19, 1921	Apr. 19, 1921	LAMSON.....	140
141	Dec. 6, 1917	June 16, 1919	Sept. 29, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	LARDNER.....	141
142	Dec. 6, 1917	Apr. 20, 1918	Aug. 25, 1918	.....	Mar. 17, 1919	Mar. 17, 1919	LAUB.....	142
143	Dec. 6, 1917	Apr. 14, 1919	July 15, 1919	None.....	Dec. 24, 1920	Dec. 24, 1920	LA VALLETTE...	143
144	Dec. 29, 1917 ¹ May 8, 1919	Aug. 14, 1919	July 10, 1920	None.....	Apr. 18, 1921	Apr. 18, 1921	LAWRENCE.....	144
145	May 2, 1917	Sept. 18, 1917	Apr. 29, 1918	.....	Sept. 30, 1918	Oct. 2, 1918	LEA.....	145
146	Sept. 28, 1917	Mar. 6, 1918	Dec. 18, 1918	.....	Dec. 5, 1919	Dec. 5, 1919	LEARY.....	146
147	Dec. 6, 1917	Dec. 31, 1918	Apr. 22, 1919	None.....	Oct. 30, 1920	Oct. 30, 1920	LEE, S. P.....	147
148 ¹	Jan. 23, 1918	Jan. 15, 1919	Aug. 12, 1919	None.....	.....	May 12, 1920	LITCHFIELD.....	148
149	Dec. 26, 1916 ¹ May 5, 1917	June 18, 1917	Nov. 11, 1917	.....	Apr. 5, 1918	Apr. 6, 1918	LITTLE.....	149
150	Dec. 19, 1917	Sept. 23, 1918	Apr. 26, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919	LONG.....	150
151	Dec. 6, 1917	May 24, 1920	Dec. 15, 1920	.....	Apr. 30, 1921	Apr. 30, 1921	MACDONOUGH..	151
152	Aug. 15, 1917	July 4, 1918	Sept. 29, 1918	.....	July 25, 1919	July 25, 1919	MACKENZIE.....	152
153	Dec. 19, 1917	Aug. 19, 1919	Dec. 18, 1919	.....	Aug. 2, 1920	Aug. 2, 1920	MACLEISH.....	153
154 ¹	Aug. 15, 1917	July 20, 1918	Oct. 27, 1918	.....	Mar. 10, 1919	Mar. 10, 1919	MADDOX.....	154
155	Dec. 30, 1915	Aug. 22, 1916	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917	MANLEY.....	155
156	Dec. 6, 1917	May 20, 1919	Aug. 22, 1919	None.....	Feb. 23, 1921	Feb. 23, 1921	MARCUS.....	156

¹ Date assigned to yard.¹ Date of supplementary contract.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
157	MASON.....DD191	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15 5	1,308	9 9 $\frac{1}{2}$	157
158	McCALLA.....DD253	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	McCawley.....DD276	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	McCook.....DD252	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	160
161	McCormick.....DD223	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	161
162	McDermut.....DD262	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	162
163	McDougal.....DD54	305 3	300 0	30 7	9 3 $\frac{1}{2}$	1,020	14.8	1,139	9 8	163
164	McFarland.....DD237	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	164
165	McKean.....DD90	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	165
166	McKee.....DD87	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	166
167	McLanahan.....DD264	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	167
168	Meade.....DD274	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	168
169	Melvin.....DD335	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	169
170	Meredith.....DD165	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	170
171	Mervine.....DD322	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	171
172	Meyer.....DD279	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	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 $\frac{1}{2}$	173
174	Moody.....DD277	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	174
175	Morris.....DD271	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	175
176	Mugford.....DD105	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	176
177	Mullany.....DD325	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	177
178	Nicholas.....DD311	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	178
179	Nicholson.....DD52	305 3	300 0	30 4	9 5 $\frac{1}{2}$	1,050	14.44	1,171	10 5 $\frac{1}{2}$	179
180	Noa.....DD343	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	180
181	O'Bannon.....DD177	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	181
182	O'Brien.....DD51	305 3	300 0	30 4	9 5 $\frac{1}{2}$	1,050	14.44	1,171	10 5 $\frac{1}{2}$	182

¹ Length on designed water line.² 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.								
157	1,303	35.05	.....	.....	4	2	8	8	106	MASON.....DD191	157
158	1,235	34.30	.....	.....	4	2	8	8	106	MCCALLA.....DD253	158
159	1,265	34.56	.....	.....	4	2	8	8	106	MCCAWLEY.....DD276	159
160	1,252	34.73	.....	.....	4	2	8	8	106	MCCOOK.....DD252	160
161	1,237	35.04	.....	.....	4	2	8	8	106	MCCORMICK.....DD223	161
162	² 1,225	34.72	.....	.....	4	2	8	8	106	MCDERMUT.....DD262	162
163	1,021	30.70	311	93,095	4	2	6	8	90	MCDUGAL.....DD54	163
164	1,311	33.76	.....	.....	4	2	8	8	106	MCFARLAND.....DD237	164
165	1,197	34.44	.....	.....	4	2	8	8	106	MCKEAN.....DD90	165
166	1,195	33.60	.....	.....	4	2	8	8	106	MCKEE.....DD87	166
167	1,201	34.16	.....	.....	4	2	8	8	106	MCLANAHAN.....DD264	167
168	1,290	34.65	.....	.....	4	2	8	8	106	MEADE.....DD274	168
169	¹ 1,215	¹ 35.00	.....	.....	4	2	8	8	106	MELVIN.....DD335	169
170	³ 1,180	35.59	.....	.....	4	2	8	8	106	MEREDITH.....DD165	170
171	1,289	33.02	.....	.....	4	2	8	8	106	MERVINE.....DD322	171
172	1,255	34.69	.....	.....	4	2	8	8	106	MEYER.....DD279	172
173	1,200	33.08	.....	.....	4	2	8	8	106	MONTGOMERY.....DD121	173
174	1,281	34.73	.....	.....	4	2	8	8	106	MOODY.....DD277	174
175	1,241	34.70	.....	.....	4	2	8	8	106	MORRIS.....DD271	175
176	1,202	33.99	.....	.....	4	2	8	9	91	MUGFORD.....DD105	176
177	1,330	33.74	.....	.....	4	2	8	8	106	MULLANY.....DD325	177
178	1,291	32.74	.....	.....	4	2	8	8	106	NICHOLAS.....DD311	178
179	1,045	29.08	309	92,406	4	2	8	8	90	NICHOLSON.....DD52	179
180	¹ 1,215	¹ 35.00	.....	.....	4	2	8	8	106	NOA.....DD343	180
181	1,228	33.59	.....	.....	4	2	8	8	106	O'BANNON.....DD177	181
182	1,052	29.16	306	91,668	4	2	8	8	90	O'BRIEN.....DD51	182

¹ Estimated.² Two-hour trial.³ 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. <i>Sq. ft.</i>	Main engines.	Total maximum.
157	MASON.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	26,605	157
158	McCALLA.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,960	158
159	McCawley.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,975	159
160	McCook.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,958	160
161	McCORMICK.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,740	161
162	McDERMUT.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,350	162
163	McDOUGAL.....	2	Parsons turb. ²	4 Normand.....	21,509	16,974	163
164	McFarland.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,000	164
165	McKEAN.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	29,500	165
166	McKEE.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	26,400	166
167	McLANAHAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,050	167
168	MEADE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,190	168
169	MELVIN.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	27,000	169
170	MEREDITH.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,765	170
171	MERVINE.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	29,325	171
172	MEYER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,240	172
173	MONTGOMERY.....	2	Curtis turb. ⁴	4 Thornycroft...	28,000	24,180	173
174	MOODY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,400	174
175	MORRIS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,310	175
176	MUGFORD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,800	176
177	MULLANY.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	31,070	177
178	NICHOLAS.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	28,600	178
179	NICHOLSON.....	2	Zoelly turb. ³	4 White-Forster.	21,600	15,996	179
180	NOA.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	180
181	O'BANNON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,230	181
182	O'BRIEN.....	2	Zoelly turb. ³	4 White-Forster.	21,600	16,275	182

¹ Estimated.² Cruising engine on each shaft $\frac{16 \times 24}{18}$.³ Cruising turbine on each shaft.⁴ Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.		
		Tons.	No.	Kilowatts (each).	Volts.	Type.			Builders.
157	450	2	25	125	8-25-1111	Westinghouse.....	MASON..... DD191	157	
158	435	2	25	125	2-25-3600	General Electric.....	MCCALLA..... DD253	158	
159	435	2	25	125	2-25-3600	.....do.....	MCCAWLEY..... DD276	159
160	435	2	25	125	2-25-3600	General Electric.....	MCCOOK..... DD252	160	
161	415	2	25	125	8-25-1111	Westinghouse.....	MCCORMICK..... DD223	161	
162	435	2	25	125	2-25-3600	General Electric.....	MCDERMUT..... DD262	162	
163	325	2	25	125	2-25-3600	.....do.....	MCDUGAL..... DD54	163
164	¹ 453	2	25	125	8-25-1111	Westinghouse.....	McFARLAND..... DD237	164	
165	458	2	25	125	2-25-3600	General Electric.....	MCKEAN..... DD90	165	
166	458	2	25	125	2-25-3600	.....do.....	MCKEE..... DD87	166
167	435	2	25	125	2-25-3600	.....do.....	MCLANAHAN..... DD264	167
168	435	2	25	125	2-25-3600	.....do.....	MEADE..... DD274	168
169	¹ 453	2	25	125	2-25-3600	.....do.....	MELVIN..... DD335	169
170	435	2	25	125	2-25-3600	.....do.....	MEREDITH..... DD165	170
171	486	2	25	125	2-25-3600	.....do.....	MERVINE..... DD322	171
172	435	2	25	125	2-25-3600	.....do.....	MEYER..... DD279	172
173	441	2	25	125	8-25-1111	Westinghouse.....	MONTGOMERY..... DD121	173	
174	435	2	25	125	2-25-3600	General Electric.....	MOODY..... DD277	174	
175	435	2	25	125	2-25-3600	.....do.....	MORRIS..... DD271	175
176	486	2	25	125	2-25-3600	.....do.....	MUGFORD..... DD105	176
177	486	2	25	125	2-25-3600	.....do.....	MULLAN Y..... DD325	177
178	486	2	25	125	2-25-3600	.....do.....	NICHOLAS..... DD311	178
179	351	2	25	125	8-25-3200	Terry-Diehl.....	NICHOLSON..... DD52	179	
180	¹ 353	2	25	125	8-25-1111	Westinghouse.....	NOA..... DD343	180	
181	484	2	25	125	2-25-3600	General Electric.....	O'BANNON..... DD177	181	
182	351	2	25	125	8-25-3200	Terry-Diehl.....	O'BRIEN..... DD51	182	

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
157	MASON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	157
158	MCCALLA.....	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	MCCAWLEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	159
160	MCCOOK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	160
161	MCCORMICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	161
162	MCDERMUT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	162
163	MCDUGAL.....	4 4", 50 cal....	4 21" twin..	Bath Iron Works, Bath, Me.	810,000	Aug. 22, 1912	163
164	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	164
165	McKEAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916	165
166	McKEE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Aug. 29, 1916	166
167	McLANAHAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	167
168	MEADE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	168
169	MELVIN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	169
170	MEREDITH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	170
171	MERVINE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	171
172	MEYER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	172
173	MONTGOMERY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	173
174	MOODY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	174
175	MORRIS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	175
176	MUGFORD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	176
177	MULLANY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	177
178	NICHOLAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	178
179	NICHOLSON.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	842,000	Aug. 22, 1912	179
180	NOA.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917	180
181	O'BANNON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	181
182	O'BRIEN.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	842,000	Aug. 22, 1912	182

¹ After tubes removed temporarily, pending service in air forces.

² 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.	
157	Feb. 14, 1918	July 10, 1918	Mar. 8, 1919	.....	Feb. 28, 1920	Feb. 28, 1920	MASON.....	157
158	Dec. 6, 1917	Sept. 25, 1918	Mar. 28, 1919	.....	May 19, 1919	May 19, 1919	McCALLA.....	158
159	Dec. 6, 1917	Nov. 5, 1918	June 14, 1919	None.....	Aug. 29, 1919	Sept. 22, 1919	McCRAWLEY.....	159
160	Dec. 6, 1917	Sept. 11, 1918	Jan. 31, 1919	.....	Apr. 30, 1919	Apr. 30, 1919	McCOOK.....	160
161	Dec. 19, 1917	Aug. 11, 1919	Feb. 14, 1920	.....	Aug. 30, 1920	Aug. 30, 1920	McCORMICK.....	161
162	Dec. 6, 1917	Apr. 20, 1918	Aug. 6, 1918	.....	Mar. 27, 1919	Mar. 27, 1919	McDERMUT.....	162
163	Dec. 16, 1912	July 29, 1913	Apr. 22, 1914	Sept. 16, 1914	June 16, 1914	June 16, 1914	McDOUGAL.....	163
164	Dec. 29, 1917 *May 8, 1919	July 31, 1918	Mar. 30, 1920	None.....	Sept. 30, 1920	Sept. 30, 1920	McFARLAND.....	164
165	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Feb. 25, 1919	Feb. 25, 1919	McKEAN.....	165
166	Dec. 30, 1916	Oct. 29, 1917	Mar. 23, 1918	.....	Sept. 7, 1918	Sept. 7, 1918	McKEE.....	166
167	Dec. 6, 1917	Apr. 20, 1918	Sept. 22, 1918	.....	Apr. 5, 1919	Apr. 5, 1919	McLANAHAN.....	167
168	Dec. 6, 1917	Sept. 23, 1918	May 24, 1919	None.....	Sept. 8, 1919	Sept. 8, 1919	MEADE.....	168
169	Dec. 6, 1917	Sept. 15, 1920	Apr. 11, 1921	.....	May 31, 1921	May 31, 1921	MELVIN.....	169
170	Aug. 15, 1917	June 26, 1918	Sept. 22, 1918	.....	Jan. 29, 1919	Jan. 29, 1919	MEREDITH.....	170
171	Dec. 6, 1917	Apr. 28, 1919	Aug. 11, 1919	None.....	Mar. 1, 1921	Mar. 1, 1921	MERVINE.....	171
172	Dec. 6, 1917	Feb. 6, 1919	July 18, 1919	None.....	Sept. 30, 1919	Dec. 17, 1919	MEYER.....	172
173	June 29, 1917	Oct. 2, 1917	Mar. 23, 1918	None.....	July 25, 1918	July 26, 1918	MONTGOMERY.....	173
174	Dec. 6, 1917	Dec. 9, 1918	June 28, 1919	None.....	Sept. 25, 1919	Dec. 10, 1919	MOODY.....	174
175	Dec. 6, 1917	July 20, 1918	Apr. 12, 1919	.....	July 21, 1919	July 21, 1919	MORRIS.....	175
176	May 4, 1917	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 25, 1918	Nov. 25, 1918	MUGFORD.....	176
177	Dec. 6, 1917	June 3, 1919	July 9, 1920	None.....	Mar. 29, 1921	Mar. 29, 1921	MULLANY.....	177
178	Dec. 6, 1917	Jan. 11, 1919	May 1, 1919	None.....	Nov. 23, 1920	Nov. 23, 1920	NICHOLAS.....	178
179	Dec. 7, 1912	Sept. 8, 1913	Aug. 19, 1914	Nov. 22, 1914	Apr. 30, 1915	Apr. 30, 1915	NICHOLSON.....	179
180	Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	.....	.....	Feb. 15, 1921	NOA.....	180
181	Aug. 15, 1917	Nov. 12, 1918	Feb. 28, 1919	.....	Aug. 27, 1919	Aug. 27, 1919	O'BANNON.....	181
182	Dec. 7, 1912	Sept. 8, 1913	July 20, 1914	Nov. 7, 1914	May 22, 1915	May 23, 1915	O'BRIEN.....	18

* Date assigned to yard.

* Date of supplemental contract.

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. ¹	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>	
183	OSBORNE.....DD295	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	183
184	OVERTON.....DD239	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	184
185	PALMER.....DD161	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	185
186	PARKER.....DD48	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	186
187	PARROTT.....DD218	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	187
188	PAULDING, JAMES K..... DD238	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	188
189	PEARY.....DD226	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	189
190	PERCIVAL.....DD298	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	190
191	PERRY.....DD340	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	191
192	PHILIP.....DD76	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	192
193	PILLSBURY.....DD227	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	193
194	POPE.....DD225	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	194
195	PORTER.....DD59	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 1½	195
196	PREBLE.....DD345	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	196
197	PRESTON.....DD327	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	197
198	PRESTON, WILLIAM B..... DD344	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	198
199	PRUITT.....DD347	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	199
200	PUTNAM.....DD287	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	200
201	RADFORD.....DD120	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	201
202	RAMSAY.....DD124	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	202
203	RATHBURNE.....DD113	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	203
204	REID.....DD292	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	204
205	RENO.....DD303	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	205
206	RENSHAW.....DD176	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	206
207	RINGGOLD.....DD89	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	207

¹ Length on designed water line.² 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-icers.	Chief petty off-icers.	Men.		
			40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.										
183	1,270	34.80			4	2	8	8	106	OSBORNE.....	DD295	183
184	1,313	32.84			4	2	8	8	106	OVERTON.....	DD239	184
185	1,185	35.77			4	2	8	8	106	PALMER.....	DD161	185
186	1,035	29.55	317	94,834	4	2	8	8	90	PARKER.....	DD48	186
187	1,232	35.05			4	2	8	8	106	PARROTT.....	DD218	187
188	1,303	33.89			4	2	8	8	106	PAULDING, JAMES K.....	DD238	188
189	1,224	35.06			4	2	8	8	106	PEARY.....	DD226	189
190	1,286	33.91			4	2	8	8	106	PERCIVAL.....	DD298	190
191	¹ 1,215	¹ 35.00			4	2	8	8	106	PERRY.....	DD340	191
192	1,142	35.53			4	2	8	8	106	PHILIP.....	DD76	192
193	1,230	35.06			4	2	8	8	106	PILLSBURY.....	DD227	193
194	1,254	35.08			4	2	8	8	106	POPE.....	DD225	194
195	1,108	29.58	308	92,077	4	2	8	8	90	PORTER.....	DD59	195
196	1,107	35.51			4	2	8	8	106	PREBLE.....	DD345	196
197	1,298	33.75			4	2	8	8	106	PRESTON.....	DD327	197
198	¹ 1,215	¹ 35.00			4	2	8	8	106	PRESTON, WILLIAM B.....	DD344	198
199	1,214	35.11			4	2	8	9	106	FRUITT.....	DD347	199
200	1,265	34.38			4	2	8	8	106	PUTNAM.....	DD287	200
201	1,235	33.48			4	2	8	8	106	RADFORD.....	DD120	201
202	1,235	32.64			4	2	8	8	106	RAMSAY.....	DD124	202
203	¹ 1,160	35.26			4	2	8	8	106	RATHBURNE.....	DD113	203
204	1,263	34.76			4	2	8	8	106	REID.....	DD292	204
205	1,298	33.58			4	2	8	8	106	RENO.....	DD303	205
206	1,191	33.83			4	2	8	8	106	RENSHAW.....	DD176	206
207	1,199	34.37			4	2	8	8	106	RINGGOLD.....	DD89	207

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.
183 OSBORNE.....	2	Curtis geared turb.....	4 Yarrow.....	<i>Sq. ft.</i> 27,540	28,560	183
184 OVERTON.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	26,550	184
185 PALMER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,165	185
186 PARKER.....	2	Zoelly turb. ³	4 White-Forster.	21,600	16,680	186
187 PARROTT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,750	187
188 PAULDING, JAMES K.	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,340	188
189 PEARY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,760	189
190 PERCIVAL.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	30,850	190
191 PERRY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	191
192 PHILIP.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,960	192
193 PILLSBURY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,850	193
194 POPE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,800	194
195 PORTER.....	2	Parsons turb. ⁴	4 White-Forster.	24,000	18,334	195
196 PREBLE.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,890	196
197 PRESTON.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	31,125	197
198 PRESTON, WILLIAM B.	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	198
199 FRUIT.....	2	Parsons geared turb.....	4 Normand.....	27,000	27,875	199
200 PUTNAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,560	200
201 RADFORD.....	2	Curtis turb. ⁴	4 Thornycroft...	28,000	25,175	201
202 RAMSAY.....	2	Curtis turb. ⁴	4 Thornycroft...	28,000	23,640	202
203 RATHBURNE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,227	203
204 REID.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,465	204
205 RENO.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	30,000	205
206 RENSHAW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,960	206
207 RINGGOLD.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	29,300	207

¹ Estimated.² Cruising engine on each shaft $\frac{13 \times 25}{12}$.³ Cruising turbine on each shaft.⁴ Geared cruising turbine on starboard shaft only.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
183	435	2	25	125	2-25-3600	General Electric.....	OSBORNE.....DD295	183
184	¹ 453	2	25	125	8-25-1111	Westinghouse.....	OVERTON.....DD239	184
185	435	2	25	125	2-25-3600	General Electric.....	PALMER.....DD161	185
186	347	2	10	125	2-10-5000	.....do.....	PARKER.....DD48	186
187	415	2	25	125	8-25-1111	Westinghouse.....	PARROTT.....DD218	187
188	¹ 453	2	25	125	8-25-1111	.....do.....	PAULDING, JAMES K...DD238	188
189	432	2	25	125	8-25-1111	.....do.....	PEARY.....DD226	189
190	486	2	25	125	2-25 3600	General Electric.....	PERCIVAL.....DD298	190
191	¹ 404	2	25	125	8-25-1111	Westinghouse.....	PERRY.....DD340	191
192	¹ 404	2	25	125	2-25-3600	General Electric.....	PHILIP.....DD76	192
193	415	2	25	125	8-25-1111	Westinghouse.....	PILLSBURY.....DD227	193
194	415	2	25	125	8-25-1111	.....do.....	POPE.....DD225	194
195	375	2	25	125	8-25-3200	Terry-Diehl.....	PORTER.....DD59	195
196	404	2	25	125	2-25-3600	General Electric.....	PREBLE.....DD345	196
197	486	2	25	125	2-25-3600	.....do.....	PRESTON.....DD327	197
198	¹ 353	2	25	125	8-25-1111	Westinghouse.....	PRESTON, WILLIAM B...DD344	198
199	404	2	25	125	2-25-3600	General Electric.....	PRUITT.....DD347	199
200	435	2	25	125	2-25-3600	.....do.....	PUTNAM.....DD287	200
201	441	2	25	125	8-25-1111	Westinghouse.....	RADFORD.....DD120	201
202	441	2	25	125	8-25-1111	.....do.....	RAMSAY.....DD124	202
203	408	2	25	125	8-25-1111	.....do.....	RATHBURNE.....DD113	203
204	435	2	25	125	2-25-3600	General Electric.....	REID.....DD292	204
205	486	2	25	125	2-25-3600	.....do.....	RENO.....DD303	205
206	484	2	25	125	2-25-3600	.....do.....	RENSHAW.....DD176	206
207	458	2	25	125	2-25-3600	.....do.....	RINGGOLD.....DD89	207

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
183	OSBORNE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	183
184	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	184
185	PALMER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	185
186	PARKER.....	4 4", 50 cal....	4 18" twin..	Wm. Cramp & Sons, Philadelphia.	756, 100	Mar. 4, 1911	186
187	PARROTT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	187
188	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	188
189	PEARY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	189
190	PERCIVAL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	190
191	PERRY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....do.....	Oct. 6, 1917	191
192	PHILIP.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916	192
193	PILLSBURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	193
194	POPE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	194
195	PORTER.....	4 4", 50 cal....	4 21" triple.	.....do.....	881, 000	Mar. 4, 1913	195
196	FREBLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee.	¹ July 1, 1918	196
197	PRESTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	197
198	PRESTON, WILLIAM B.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	.....do.....	Oct. 6, 1917	198
199	FRUITT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee.	¹ July 1, 1918	199
200	PUTNAM.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	200
201	RADFORD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	201
202	RAMSAY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	202
203	RATHBURNE.....	3 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	203
204	REID.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	204
205	RENO.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	205
206	RENSHAW.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917	206
207	RINGGOLD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Aug. 29, 1916	207

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.	
183	Dec. 6, 1917	Sept. 23, 1919	Dec. 29, 1919	.....	May 17, 1920	May 17, 1920	OSBORNE.....	183
184	Dec. 29, 1917 * May 8, 1919	Oct. 30, 1918	July 10, 1919	None.....	June 30, 1920	June 30, 1920	OVERTON.....	184
185	Aug. 15, 1917	May 29, 1918	Aug. 18, 1918	.....	Nov. 22, 1918	Nov. 22, 1918	PALMER.....	185
186	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	Dec. 29, 1913	Dec. 30, 1913 Dec. 15, 1914	PARKER.....	186
187	Dec. 19, 1917	July 23, 1919	Nov. 25, 1919	.....	May 11, 1920	May 11, 1920	PARROTT.....	187
188	Dec. 29, 1917 * May 8, 1919	July 31, 1918	Apr. 20, 1920	None.....	Nov. 29, 1920	Nov. 29, 1920	PAULDING, JAMES K.	188
189	Dec. 19, 1917	Sept. 9, 1919	Apr. 6, 1920	.....	Oct. 22, 1920	Oct. 22, 1920	PEARY.....	189
190	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	.....	Mar. 31, 1920	Mar. 31, 1920	PERCIVAL.....	190
191 ¹	Jan. 22, 1918	Sept. 15, 1920	.....	.....	.....	.....	PERRY.....	191
192	Nov. 30, 1916	Sept. 1, 1917	July 25, 1918	.....	Aug. 24, 1918	Aug. 24, 1918	PHILIP.....	192
193	Dec. 19, 1917	Oct. 23, 1919	Aug. 3, 1920	.....	Dec. 15, 1920	Dec. 15, 1920	PILLSBURY.....	193
194	Dec. 19, 1917	Sept. 9, 1919	Mar. 23, 1920	.....	Oct. 27, 1920	Oct. 27, 1920	POPE.....	194
195	Oct. 2, 1913	Feb. 24, 1914	Aug. 26, 1915	Oct. 2, 1915	Apr. 17, 1916	Apr. 17, 1916 Apr. 3, 1917	PORTER.....	195
196 ²	July 27, 1918	Apr. 12, 1919	Mar. 8, 1920	None.....	Mar. 19, 1920	Mar. 19, 1920	PREBLE.....	196
197	Dec. 6, 1917	July 19, 1919	Aug. 7, 1920	None.....	Apr. 13, 1921	Apr. 13, 1921	PRESTON.....	197
198 ¹	Jan. 25, 1918	Nov. 18, 1918	Aug. 9, 1919	None.....	.....	Aug. 23, 1920	PRESTON, WIL- LIAM B.	198
199 ²	July 27, 1918	June 25, 1919	Aug. 2, 1920	.....	Sept. 2, 1920	Sept. 2, 1920	PRUITT.....	199
200	Dec. 6, 1917	June 30, 1919	Sept. 30, 1919	None.....	Dec. 18, 1919	Dec. 18, 1919	PUTNAM.....	200
201	June 29, 1917	Oct. 2, 1917	Apr. 5, 1918	None.....	Sept. 28, 1918	Sept. 30, 1918	RADFORD.....	201
202	June 29, 1917	Dec. 21, 1917	June 8, 1918	None.....	Feb. 14, 1919	Feb. 15, 1919	RAMSAY.....	202
203	May 2, 1917	July 12, 1917	Dec. 27, 1917	.....	June 24, 1918	June 24, 1918	RATHBURNE.....	203
204	Dec. 6, 1917	Sept. 9, 1919	Oct. 15, 1919	None.....	Nov. 5, 1919	Dec. 3, 1919	REID.....	204
205	Dec. 6, 1917	July 4, 1918	Jan. 22, 1919	.....	July 23, 1920	July 23, 1920	RENO.....	205
206	Aug. 15, 1917	May 8, 1918	Sept. 21, 1918	.....	July 31, 1919	July 31, 1919	RENSHAW.....	206
207	Dec. 30, 1916	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 14, 1918	Nov. 14, 1918	RINGGOLD.....	207

¹ Date assigned to yard.² Date of informal order.³ Date of supplementary contract.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immerston.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
208	ROBINSON.....DD88	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	208
209	RODGERS.....DD254	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	209
210	ROPER.....DD147	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	210
211	ROWAN.....DD64	315 3	310 0	29 11	9 6	1,111	13.9	1,225	10 8½	211
212	SAMPSON.....DD63	315 3	310 0	29 11	9 6	1,111	13.9	1,225	10 8½	212
213	SANDS.....DD243	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	213
214	SATTERLEE.....DD190	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	214
215	SCHENCK.....DD159	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	215
216	SCHLEY.....DD103	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	216
217	SELFRIDGE.....DD320	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	217
218	SEMMES.....DD189	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	218
219	SHARKEY.....DD281	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	219
220	SHAW.....DD68	315 3	310 0	29 11	9 5½	1,110	13.9	1,224	10 8½	220
221	SHIRK.....DD318	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	221
222	SHUBRICK.....DD268	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	222
223	SICARD.....DD346	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	223
224	SIGOURNEY.....DD81	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	224
225	SIMPSON.....DD221	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	225
226	SINCLAIR.....DD275	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	226
227	SLOAT.....DD316	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	227
228	SMITH, ROBERT.....DD324	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	228
229	SOMERS.....DD301	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	229
230	SOUTHARD.....DD207	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	230
231	STANSBURY.....DD180	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	231
232	STEVENS.....DD86	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	232
233	STEWART.....DD224	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	233

¹ Length on designed water line.² 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.									
208	1,220	34.21	.....	.....	4	2	8	8	106	ROBINSON.....DD88	208
209	1,265	34.47	.....	.....	4	2	8	8	106	RODGERS.....DD254	209
210	¹ 1,161	35.14	.....	.....	4	2	8	8	106	ROPER.....DD147	210
211	1,135	² 29.57	.....	.....	4	2	8	8	90	ROWAN.....DD64	211
212	1,130	² 29.52	.....	.....	4	2	8	8	90	SAMPSON.....DD63	212
213	1,312	33.87	.....	.....	4	2	8	8	106	SANDS.....DD243	213
214	1,382	34.99	.....	.....	4	2	8	8	106	SATTERLEE.....DD190	214
215	1,167	35.10	.....	.....	4	2	8	8	106	SCHENCK.....DD159	215
216	1,184	34.14	.....	.....	4	2	8	8	106	SCHLEY.....DD103	216
217	1,299	32.56	.....	.....	4	2	8	8	106	SELPRIDGE.....DD320	217
218	1,305	35.42	.....	.....	4	2	8	8	106	SEMMES.....DD189	218
219	1,262	34.92	.....	.....	4	2	8	8	106	SHARKEY.....DD281	219
220	¹ 1,110	29.50	.....	.....	4	2	8	8	90	SHAW.....DD68	220
221	1,305	33.27	.....	.....	4	2	8	8	106	SHIRK.....DD318	221
222	1,265	34.67	.....	.....	4	2	8	8	106	SHUBRICK.....DD268	222
223	1,210	35.44	.....	.....	4	2	8	8	106	SICARD.....DD346	223
224	1,188	34.70	.....	.....	4	2	8	8	106	SIGOURNEY.....DD81	224
225	1,236	35.03	.....	.....	4	2	8	8	106	SIMPSON.....DD221	225
226	1,273	34.45	.....	.....	4	2	8	8	106	SINCLAIR.....DD275	226
227	1,287	32.68	.....	.....	4	2	8	8	106	SLOAT.....DD316	227
228	1,302	32.51	.....	.....	4	2	8	8	106	SMITH, ROBERT.....DD324	228
229	1,288	34.00	.....	.....	4	2	8	8	106	SOMERS.....DD301	229
230	1,232	34.99	.....	.....	4	2	8	8	106	SOUTHARD.....DD207	230
231	1,238	33.50	.....	.....	4	2	8	8	106	STANSBURY.....DD180	231
232	1,170	34.54	.....	.....	4	2	8	8	106	STEVENS.....DD86	232
233	1,235	35.09	.....	.....	4	2	8	8	106	STEWART.....DD224	233

¹ Estimated.² 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.	
					<i>Sq. ft.</i>			
208	ROBINSON.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,660	.....	208
209	RODGERS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,365	.....	209
210	ROPER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,910	.....	210
211	ROWAN.....	2	Curtis turb. ^{2 4}	4 Yarrow.....	21,500	17,974	.....	211
212	SAMPSON.....	2	Curtis turb. ^{2 4}	4 Yarrow.....	21,500	17,696	.....	212
213	SANDS.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,315	.....	213
214	SATTERLEE.....	2	Westgh. geared turb....	4 White-Forster.	27,500	27,325	.....	214
215	SCHENCK.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	24,874	.....	215
216	SCHLEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,225	.....	216
217	SELFRIDGE.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,100	.....	217
218	SEMMES.....	2	Westgh. geared turb....	4 White-Forster.	27,500	27,360	.....	218
219	SHARKEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,835	.....	219
220	SHAW.....	2	Parsons turb. ³	4 Thornycroft...	23,936	17,000	.....	220
221	SHIRK.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	29,900	.....	221
222	SHUBRICK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,225	.....	222
223	SICARD.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,775	.....	223
224	SIGOURNEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,090	.....	224
225	SIMPSON.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,700	.....	225
226	SINCLAIR.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,730	.....	226
227	SLOAT.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	28,400	.....	227
228	SMITH, ROBERT.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	27,940	.....	228
229	SOMERS.....	2	G. E. Curtis geared turb. ²	4 Yarrow.....	27,540	31,000	.....	229
230	SOUTHARD.....	2	Parsons geared turb....	4 White-Forster.	27,500	25,610	.....	230
231	STANSBURY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,050	.....	231
232	STEVENS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,760	.....	232
233	STEWART.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,815	.....	233

¹ Estimated.

² Cruising turbine on each shaft.

³ Geared cruising turbine on port shaft only.

⁴ Clutch.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.
		No.	Kilowatts (each).	Volts.	Type.	Builders.	
208	Tons. 458	2	25	125	2-25-3600	General Electric.....	ROBINSON.....DD88 208
209	435	2	25	125	2-25-3600	.....do.....	RODGERS.....DD254 209
210	412	2	25	125	8-25-1111	Westinghouse.....	ROPER.....DD147 210
211	382	2	25	125	8-25-1111	.....do.....	ROWAN.....DD64 211
212	388	2	25	125	8-25-1111	.....do.....	SAMPSON.....DD63 212
213	¹ 453	2	25	125	8-25-1111	.....do.....	SANDS.....DD243 213
214	450	2	25	125	8-25-1111	.....do.....	SATTEBLEE.....DD190 214
215	¹ 441	2	25	125	2-25-3600	General Electric.....	SCHENCK.....DD159 215
216	486	2	25	125	2-25-3600	.....do.....	SCHLEY.....DD103 216
217	486	2	25	125	2-25-3600	.....do.....	SELFRIEDGE.....DD320 217
218	450	2	25	125	8-25-1111	Westinghouse.....	SEMMES.....DD189 218
219	435	2	25	125	2-25-3600	General Electric.....	SHARKEY.....DD281 219
220	¹ 367	2	25	125	8-25-1111	Westinghouse.....	SHAW.....DD68 220
221	486	2	25	125	2-25-3600	General Electric.....	SHIRK.....DD318 221
222	435	2	25	125	2-25-3600	.....do.....	SHUBRICK.....DD268 222
223	404	2	25	125	2-25-3600	.....do.....	SICARD.....DD346 223
224	435	2	25	125	2-25-3600	.....do.....	SIGOURNEY.....DD81 224
225	415	2	25	125	8-25-1111	Westinghouse.....	SIMPSON.....DD221 225
226	435	2	25	125	2-25-3600	General Electric.....	SINCLAIR.....DD275 226
227	486	2	25	125	2-25-3600	.....do.....	SLOAT.....DD316 227
228	486	2	25	125	2-25-3600	.....do.....	SMITH, ROBERT.....DD324 228
229	486	2	25	125	2-25-3600	.....do.....	SOMERS.....DD301 229
230	415	2	25	125	8-25-1111	Westinghouse.....	SOUTHARD.....DD207 230
231	484	2	25	125	2-25-3600	General Electric.....	STANSBURY.....DD180 231
232	435	2	25	125	2-25-3600	General Electric.....	STEVENS.....DD86 232
233	415	2	25	125	8-25-1111	Westinghouse.....	STEWART.....DD224 233

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
	Guns.	Torpedo tubes (deck).			
208 ROBINSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Aug. 29, 1916 208:
209 RODGERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 209*
210 ROPER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 210:
211 ROWAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	795,000	June 30, 1914 211:
212 SAMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	795,000	June 30, 1914 212:
213 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 213.
214 SATTERLEE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 214
215 SCHENCK.....	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 215:
216 SCHLEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 216:
217 SELFRIDGE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 217
218 SEMMES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 218:
219 SHARKEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 219*
220 SHAW.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	2 925,000	June 30, 1914 220:
221 SHIRK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 221
222 SHUBRICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 222*
223 SICARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee.	July 1, 1918 223
224 SIGOURNEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916 224
225 SIMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 225:
226 SINCLAIR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 226
227 SCOAT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 227
228 SMITH, ROBERT...	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 228:
229 SOMERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 229*
230 SOUTHARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 230:
231 STANSBURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	Mar. 4, 1917 231
232 STEVENS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Aug. 29, 1916 232:
233 STEWART.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 233

1 Together with act of Aug. 29, 1916.

2 Limit of cost.

3 One twin mount and three single 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.	
208	Dec. 30, 1916	Oct. 31, 1917	Mar. 28, 1918	.....	Oct. 19, 1918	Oct. 19, 1918	ROBINSON.....	208
209	Dec. 6, 1917	Sept. 25, 1918	Apr. 26, 1919	None.....	July 22, 1919	July 22, 1919	RODGERS.....	209
210	Sept. 8, 1917	Mar. 19, 1918	Aug. 17, 1918	None.....	Feb. 15, 1919	Feb. 15, 1919	ROPER.....	210
211	Dec. 19, 1914	May 10, 1915	Mar. 23, 1916	Dec. 19, 1916	Aug. 19, 1916	Aug. 22, 1916 Mar. 22, 1917	ROWAN.....	211
212	Dec. 19, 1914	Apr. 21, 1915	Mar. 4, 1916	Nov. 19, 1916	June 23, 1916	June 27, 1916 * Jun. 15, 1921	SAMPSON.....	212
213	Dec. 29, 1917 * May 8, 1919	Mar. 22, 1919	Oct. 28, 1919	None.....	Nov. 10, 1920	Nov. 10, 1920	SANDS.....	213
214	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Dec. 22, 1919	Dec. 23, 1919	SATTERLEE.....	214
215	Sept. 28, 1917	Mar. 26, 1918	Apr. 23, 1919	None.....	Oct. 30, 1919	Oct. 30, 1919	SCHENCK.....	215
216	May 4, 1917	Oct. 29, 1917	Mar. 28, 1918	None.....	Sept. 20, 1918	Sept. 20, 1918	SCHLEY.....	216
217	Dec. 6, 1917	Apr. 28, 1919	July 25, 1919	None.....	Feb. 17, 1921	Feb. 17, 1921	SELFRIDGE.....	217
218	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Feb. 21, 1920	Feb. 21, 1920	SEMMES.....	218
219	Dec. 6, 1917	Apr. 14, 1919	Aug. 12, 1919	None.....	Oct. 20, 1919	Nov. 28, 1919	SHARKEY.....	219
220	¹ Dec. 30, 1914	Feb. 7, 1916	Dec. 9, 1916	² Jan. 1, 1917	.....	Apr. 9, 1917	SHAW.....	220
221	Dec. 6, 1917	Feb. 13, 1919	June 20, 1919	None.....	Jan. 25, 1921	Feb. 5, 1921	SHIRK.....	221
222	Dec. 6, 1917	June 3, 1918	Dec. 31, 1918	None.....	July 3, 1919	July 3, 1919	SHUBRICK.....	222
223	³ July 27, 1918	June 18, 1919	Apr. 20, 1920	.....	May 1, 1920	June 9, 1920	SICARD.....	223
224	Dec. 26, 1916 * May 5, 1917	Aug. 25, 1917	Dec. 16, 1917	None.....	May 14, 1918	May 15, 1918	SIGOURNEY.....	224
225	Dec. 19, 1917	Oct. 9, 1919	Apr. 28, 1920	.....	Nov. 3, 1920	Nov. 3, 1920	SIMPSON.....	225
226	Dec. 6, 1917	Oct. 15, 1918	June 2, 1919	None.....	Aug. 26, 1919	Oct. 8, 1919	SINCLAIR.....	226
227	Dec. 6, 1917	Jan. 18, 1919	May 14, 1919	None.....	Dec. 30, 1920	Dec. 30, 1920	SLOAT.....	227
228	Dec. 6, 1917	May 13, 1919	Sept. 19, 1919	None.....	Mar. 17, 1921	Mar. 17, 1921	SMITH, ROBERT.	228
229	Dec. 6, 1917	July 4, 1918	Dec. 28, 1918	None.....	June 23, 1920	June 23, 1920	SOMERS.....	229
230	Dec. 19, 1917	Aug. 18, 1918	Mar. 31, 1919	None.....	Sept. 24, 1919	Sept. 24, 1919	SOUTHARD.....	230
231	Aug. 15, 1917	Dec. 9, 1918	May 16, 1919	None.....	Jan. 8, 1920	Jan. 8, 1920	STANSBURY.....	231
232	Dec. 26, 1916 * May 5, 1917	Sept. 20, 1917	Jan. 13, 1918	None.....	May 24, 1918	May 24, 1918	STEVENS.....	232
233	Dec. 19, 1917	Sept. 9, 1919	Mar. 4, 1920	.....	Sept. 15, 1920	Sept. 15, 1920	STEWART.....	233

¹ Date assigned to yard.² Expiration of construction period.³ Date of informal order.⁴ Date of supplementary contract.⁵ Date placed out of commission.

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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
234	STOCKTON.....DD73	315 6	310 0	30 8	8 0½	1,125	11.7	1,238	9 5½	234
235	STODDERT.....DD302	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	235
236	STRINGHAM.....DD83	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	236
237	STURTEVANT.....DD240	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	237
238	SUMNER.....DD333	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	238
239	SWASEY.....DD273	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	239
240	TALBOT.....DD114	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	240
241	TALBOTT, J. FRED.....DD156	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	241
242	TARBELL.....DD142	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	242
243	TATNALL.....DD125	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	243
244	TAYLOR.....DD94	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	244
245	THATCHER.....DD162	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	245
246	THOMAS.....DD182	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	246
247	THOMPSON.....DE305	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	247
248	THOMPSON, SMITH.....DD212	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	248
249	THORNTON.....DD270	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	249
250	TILLMAN.....DD135	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	250
251	TINGEY.....DD272	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	251
252	TOUCEY.....DD282	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	252
253	TRACY.....DD214	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	253
254	TREVER.....DD339	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	254
255	TRUXTUN.....DD229	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	255
256	TUCKER.....DD57	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 4½	256
257	TURNER.....DD259	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	257
258	TWIGGS.....DD127	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	258

¹ Length on designed water line.² 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>									
234	1,127	30.12		3	2	8	8	112	STOCKTON.....DD73	234	
235	1,289	33.75		4	2	8	8	106	STODDERT.....DD302	235	
236	1,187	34.82		4	2	8	8	106	STRINGHAM.....DD83	236	
237	1,297	33.82		4	2	8	8	106	STURTEVANT.....DD240	237	
238	1,287	34.00		4	2	8	8	106	SUMNER.....DD333	238	
239	1,261	34.78		4	2	8	8	106	SWASEY.....DD273	239	
240	1,160	35.29		4	2	8	8	106	TALBOT.....DD114	240	
241	1,152	35.09		4	2	8	8	106	TALBOTT, J. FRED.....DD156	241	
242	1,163	35.12		4	2	8	8	106	TARBELL.....DD142	242	
243	1,169	35.11		4	2	8	8	106	TATTNALL.....DD125	243	
244	¹ 1,154	¹ 35.00		4	2	8	8	106	TAYLOR.....DD94	244	
245	1,196	34.94		4	2	8	8	106	THATCHER.....DD162	245	
246	1,236	33.67		4	2	8	8	106	THOMAS.....DD182	246	
247	1,286	33.20		4	2	8	8	106	THOMPSON.....DD305	247	
248	1,233	35.03		4	2	8	8	106	THOMPSON, SMITH.....DD212	248	
249	1,268	34.72		4	2	8	8	106	THORNTON.....DD270	249	
250	¹ 1,154	¹ 35.00		4	2	8	8	106	TILLMAN.....DD135	250	
251	1,272	34.53		4	2	8	8	106	TINGEY.....DD272	251	
252	1,269	34.95		4	2	8	8	106	TOUCEY.....DD282	252	
253	1,234	35.04		4	2	8	9	71	TRACY.....DD214	253	
254	¹ 1,215	¹ 35.00		4	2	8	8	106	TREVER.....DD339	254	
255	1,238	35.18		4	2	8	8	106	TRUXTUN.....DD229	255	
256	1,103	² 29.56	309	92,517	4	2	8	8	90	TUCKER.....DD57	256
257	1,260	34.16		4	2	8	8	106	TURNER.....DD259	257	
258	1,193	35.04		4	2	8	8	106	TWIGGS.....DD127	258	

¹ Estimated.² Three-and-one-half-hour trial.

59404—21—9

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.
234	STOCKTON.....	3	Parsons turb. ³	4 White-Forster.	<i>Sq. ft.</i> 22,520	20,060	234
235	STODDERT.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	30,400	235
236	STRINGHAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,375	236
237	STURTEVANT.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,170	237
238	SUMNER.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	31,680	238
239	SWASEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,500	239
240	TALBOT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,270	240
241	TALBOTT, J. FRED.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,780	241
242	TARBELL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	242
243	TATTNALL.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,425	243
244	TAYLOR.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,200	244
245	THATCHER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,360	245
246	THOMAS.....	2	Curtis turb. ⁴	4 Thornycroft.....	28,000	25,710	246
247	THOMPSON.....	2	G. E. Curtis geared turb. ³	4 Yarrow.....	27,540	29,050	247
248	THOMPSON, SMITH.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,725	248
249	THORNTON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,350	249
250	TILLMAN.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	250
251	TINGEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,910	251
252	TOUCEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,900	252
253	TRACY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,735	253
254	TREVER.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	254
255	TRUXTUN.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,025	255
256	TUCKER.....	2	Curtis turb. ⁵	4 Yarrow.....	21,500	16,399	256
257	TURNER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,650	257
258	TWIGGS.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,260	258

¹ Estimated.² Geared cruising turbine on center shaft only.³ Geared cruising turbine on center shaft only.⁴ Geared cruising turbine on starboard shaft only.⁵ Cruising turbine on each shaft.⁶ Clutch.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).		Electric turbo-generating sets.				Name and official number.			
			Tons.	No.	Kilowatts (each).	Volts.			Type.	Builders.
234	1 365	2	25	125	8-25-11111	Westinghouse.....	STOCKTON.....DD73	234		
235	486	2	25	125	2-25-3600	General Electric.....	STODDERT.....DD302	235		
236	435	2	25	125	2-25-3600	....do.....	STRINGHAM.....DD83	236	
237	1 453	2	25	125	8-25-11111	Westinghouse.....	STURTEVANT.....DD240	237		
238	486	2	25	125	2-25-3600	General Electric.....	SUMNER.....DD333	238		
239	435	2	25	125	2-25-3600	....do.....	SWASEY.....DD273	239	
240	408	2	25	125	8-25-11111	Westinghouse.....	TALBOT.....DD114	240		
241	412	2	25	125	8-25-11111	....do.....	TALBOTT, J. FRED.....DD156	241	
242	412	2	25	125	8-25-11111	....do.....	TARBELL.....DD142	242	
243	1 441	2	25	125	2-25-3600	General Electric.....	TATTNALL.....DD125	243		
244	404	2	25	125	8-25-11111	Westinghouse.....	TAYLOR.....DD94	244		
245	435	2	25	125	2-25-3600	General Electric.....	THATCHER.....DD162	245		
246	442	2	25	125	8-25-11111	Westinghouse.....	THOMAS.....DD182	246		
247	486	2	25	125	2-25-3600	General Electric.....	THOMPSON.....DD305	247		
248	415	2	25	125	8-25-11111	Westinghouse.....	THOMPSON, SMITH....DD212	248		
249	435	2	25	125	2-25-3600	General Electric.....	THORNTON.....DD270	249		
250	1 404	2	25	125	8-25-11111	Westinghouse.....	TILLMAN.....DD135	250		
251	435	2	25	125	2-25-3600	General Electric.....	TINGEY.....DD272	251		
252	435	2	25	125	2-25-3600	....do.....	TOUCEY.....DD282	252	
253	415	2	25	125	8-25-11111	Westinghouse.....	TRACY.....DD214	253		
254	1 453	2	25	125	8-25-11111	....do.....	TREVER.....DD339	254	
255	415	2	25	125	8-25-11111	....do.....	TRUXTUN.....DD229	255	
256	369	2	25	125	2-25-3600	General Electric.....	TUCKER.....DD57	256		
257	435	2	25	125	2-25-3600	....do.....	TURNER.....DD259	257	
258	1 441	2	25	125	2-25-3600	....do.....	TWIGGS.....DD127	258	

1 Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.	
		Guns.	Torpedo tubes (deck).				
234	STOCKTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	845,000	Mar. 3, 1915	234
235	STODDERT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	235
236	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	236
237	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	237
238	SUMNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	238
239	SWASEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	239
240	TALBOT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917	240
241	TALBOTT, J. FRED.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	241
242	TARBELL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	242
243	TATTNALL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	243
244	TAYLOR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916	244
245	THATCHER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917	245
246	THOMAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	246
247	THOMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	247
248	THOMPSON, SMITH.	4 4", 50 Cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	248
249	THORNTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	249
250	TILLMAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Charleston.	.....	Mar. 4, 1917	250
251	TINGEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	251
252	TOUCEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	252
253	TRACY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	253
254	TREVER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	254
255	TRUXTUN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917	255
256	TUCKER.....	4 4", 50 cal.....	4 21" twin..	Fore River S. B. Co., Quincy.	861,000	Mar. 4, 1913	256
257	TURNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	257
258	TWIGGS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co., Camden, N. J.	Cost+10%	Mar. 4, 1917	258

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.	
234	Jan. 5, 1916	Oct. 16, 1916	July 17, 1917	Sept. 5, 1917	Nov. 26, 1917	Nov. 26, 1917	STOCKTON.....	234
235	Dec. 6, 1917	July 4, 1918	Jan. 8, 1919	None.....	June 30, 1920	June 30, 1920	STODDERT.....	235
236	Dec. 26, 1916 *May 5, 1917	Sept. 19, 1917	Mar. 30, 1918	None.....	July 2, 1918	July 2, 1918	STRINGHAM.....	236
237	Dec. 29, 1917 *May 8, 1919	Nov. 23, 1918	July 29, 1920	None.....	Sept. 21, 1920	Sept. 21, 1920	STURTEVANT.....	237
238	Dec. 6, 1917	Aug. 27, 1919	Nov. 24, 1920	.....	May 27, 1921	May 27, 1921	SUMNER.....	238
239	Dec. 6, 1917	Aug. 27, 1918	May 7, 1919	None.....	July 31, 1919	Aug. 8, 1919	SWASEY.....	239
240	May 2, 1917	July 12, 1917	Feb. 20, 1918	None.....	July 20, 1918	July 20, 1918	TALBOT.....	240
241	Sept. 8, 1917	July 8, 1918	Dec. 14, 1918	None.....	June 30, 1919	June 30, 1919	TALBOTT, J. FRED.	241
242	Sept. 8, 1917	Dec. 31, 1917	May 28, 1918	None.....	Nov. 27, 1918	Nov. 27, 1918	TARBELL.....	242
243	July 11, 1917	Dec. 1, 1917	Sept. 5, 1918	None.....	June 26, 1919	June 26, 1919	TATNALL.....	243
244	Nov. 22, 1916	Oct. 15, 1917	Feb. 14, 1918	None.....	.....	June 1, 1918	TAYLOR.....	244
245	Aug. 15, 1917	June 8, 1918	Aug. 31, 1918	None.....	Jan. 14, 1919	Jan. 14, 1919	THATCHER.....	245
246	Sept. 28, 1917	Mar. 23, 1918	July 4, 1918	None.....	Apr. 25, 1919	Apr. 25, 1919	THOMAS.....	246
247	Dec. 6, 1917	Aug. 14, 1918	Jan. 19, 1919	None.....	Aug. 16, 1920	Aug. 16, 1920	THOMPSON.....	247
248	Dec. 19, 1917	Mar. 24, 1919	July 14, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	THOMPSON, SMITH.	248
249	Dec. 6, 1917	June 3, 1918	Mar. 2, 1919	None.....	July 15, 1919	July 15, 1919	THORNTON.....	249
250	Aug. 7, 1917	July 29, 1918	July 7, 1919	*June 30, 1919	.....	Apr. 30, 1921	TILLMAN.....	250
251	Dec. 6, 1917	Aug. 8, 1918	Apr. 24, 1919	None.....	July 25, 1919	July 25, 1919	TINGEY.....	251
252	Dec. 6, 1917	Apr. 26, 1919	Sept. 5, 1919	None.....	Oct. 31, 1919	Dec. 9, 1919	TOUCEY.....	252
253	Dec. 19, 1917	Apr. 3, 1919	Aug. 12, 1919	None.....	Mar. 9, 1920	Mar. 9, 1920	TRACY.....	253
254	Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	.....	TREVER.....	254
255	Dec. 19, 1917	Dec. 3, 1919	Sept. 28, 1920	.....	Feb. 16, 1921	Feb. 16, 1921	TRUXTUN.....	255
256	Sept. 22, 1918	Nov. 9, 1914	May 4, 1915	Sept. 22, 1915	Apr. 11, 1916	{Apr. 11, 1916 *May 16, 1921}	TUCKER.....	256
257	Dec. 6, 1917	Dec. 19, 1918	May 17, 1919	None.....	Sept. 23, 1919	Sept. 24, 1919	TURNER.....	257
258	July 11, 1917	Jan. 23, 1918	Sept. 28, 1918	None.....	July 28, 1919	July 28, 1919	TWIGGS.....	258

¹ Date assigned to yard.² Expiration of construction period.³ Date of supplementary contract.⁴ Date placed out of commission.

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. ¹	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>	
259	UPSHUR.....DD144	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	259
260	UPSHUR, ABEL P. . .DD198	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	260
261	WADSWORTH.....DD60	315 3	310 0	29 11	9 2½	1,060	13.77	1,174	10 0¼	261
262	WAINWRIGHT.....DD62	315 3	310 0	29 11	9 8½	1,150	13.92	1,265	10 8¼	262
263	WALKER.....DD163	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9¾	263
264	WARD.....DD139	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8¾	264
265	WARD, AARON.....DD132	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8¾	265
266	WASMUTH.....DD338	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	266
267	WATERS.....DD115	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	267
268	WELLES.....DD257	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	268
269	WHIPPLE.....DD217	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	269
270	WICKES.....DD75	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8¾	270
271	WILKES.....DD67	315 3	310 0	29 11	9 5¼	1,110	13.9	1,224	10 8¼	271
272	WILLIAMS.....DD108	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9¾	272
273	WILLIAMSON.....DD244	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	273
274	WINSLOW.....DD53	305 3	300 0	30 4	9 5½	1,050	14.44	1,171	10 5½	274
275	WOOD.....DD317	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	275
276	WOOD, WELBORN C. DD195	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	276
277	WOODBURY.....DD309	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	277
....	<i>Woolsey</i> * <i>Ex-DD77</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
278	WORDEN.....DD288	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	278
279	YARBOROUGH.....DD314	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	279
280	YARNALL.....DD143	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10¼	280
281	YOUNG.....DD312	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	281
282	ZANE.....DD337	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	282
283	ZEILIN.....DD313	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9¼	283
Total displacement.....						336,343				

¹ Length on designed water line.

* Sunk in collision off Panama, Feb. 26, 1921.

* Extreme.

NOTE.—Destroyers 348 to 359, inclusive, have not been ordered built, and data for same are omitted. These 12 vessels were included in the 50 originally carried in the Act of Aug. 29, 1916, of which the last 15 were not definitely authorized until the Act of July 1, 1918. Such authority is suspended by the terms of the Act of July 11, 1921, in the case of vessels not then actually under construction.

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>										
259	¹ 1,202	34.61	.....	.....	4	2	8	8	106	UPSHUR.....	DD144	259
260	1,303	35.18	.....	.....	4	2	8	8	106	UPSHUR, ABEL P.....	DD193	260
261	1,034	30.67	310	92,687	4	2	8	8	90	WADSWORTH.....	DD60	261
262	1,111	29.67	308	92,031	4	2	8	8	90	WAINWRIGHT.....	DD62	262
263	¹ 1,191	³ 34.92	.....	.....	4	2	8	8	106	WALKER.....	DD163	263
264	¹ 1,154	34.23	.....	.....	4	2	8	8	106	WARD.....	DD139	264
265	1,160	35.49	.....	.....	4	2	8	8	106	WARD, AARON.....	DD132	265
266	¹ 1,215	¹ 35.00	.....	.....	4	2	8	8	106	WASMUTH.....	DD338	266
267	1,161	35.20	.....	.....	4	2	8	8	106	WATERS.....	DD115	267
268	1,260	34.33	.....	.....	4	2	8	8	106	WELLES.....	DD257	268
269	1,229	35.05	.....	.....	4	2	8	8	106	WHIPPLE.....	DD217	269
270	1,149	35.34	.....	.....	4	2	8	8	106	WICKES.....	DD75	270
271	1,121	⁴ 29.58	.....	.....	4	2	8	8	90	WILKES.....	DD67	271
272	1,201	34.02	.....	.....	4	2	8	8	106	WILLIAMS.....	DD108	272
273	1,312	33.76	.....	.....	4	2	8	8	106	WILLIAMSON.....	DD244	273
274	1,041	29.05	305	91,161	4	2	8	8	90	WINSLOW.....	DD53	274
275	1,294	32.73	.....	.....	4	2	8	8	106	WOOD.....	DD317	275
276	1,312	35.98	.....	.....	4	2	8	8	106	WOOD, WELBORN C.....	DD195	276
277	1,288	33.46	.....	.....	4	2	8	8	106	WOODBURY.....	DD309	277
278	1,266	34.47	.....	.....	4	2	8	8	106	WORDEN.....	DD288	278
279	1,290	33.08	.....	.....	4	2	8	8	106	YARBOROUGH.....	DD314	279
280	¹ 1,154	35.12	.....	.....	4	2	8	8	106	YARNALL.....	DD143	280
281	1,288	32.37	.....	.....	4	2	8	8	106	YOUNG.....	DD312	281
282	¹ 1,215	¹ 35.00	.....	.....	4	2	8	8	106	ZANE.....	DD337	282
283	1,288	32.95	.....	.....	4	2	8	8	106	ZELIN.....	DD813	283

¹ Estimated.² At beginning of trial.³ Two-hour trial.⁴ 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.
					<i>Sq. ft.</i>		
259	UPSHUR.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,025	259
260	UPSHUR, ABEL P... 2	2	Westgh. geared turb....	4 White-Forster.	27,500	26,900	260
261	WADSWORTH.....	2	Parsons geared turb.....	4 Normand.....	21,500	16,091	261
262	WAINWRIGHT.....	2	Parsons turb. ³	4 Thornycroft...	23,936	17,955	262
263	WALKER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,310	263
264	WARD.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,450	264
265	WARD, AARON.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,875	265
266	WASMUTH.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	266
267	WATERS.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,160	267
268	WELLES.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,025	268
269	WHIPPLE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,750	269
270	WICKES.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,610	270
271	WILKES.....	2	Parsons turb. ³	4 White-Forster.	22,520	17,700	271
272	WILLIAMS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,900	272
273	WILLIAMSON.....	2	Westgh. geared turb....	4 White-Forster.	27,500	29,000	273
274	WINSLOW.....	2	Zoelly turb. ⁴	4 White-Forster.	21,600	15,984	274
275	WOOD.....	2	G. E. Curtis geared turb. ⁵	4 Yarrow.....	27,540	28,500	275
276	WOOD, WELBORN C. 2	2	Westgh. geared turb....	4 White-Forster.	27,500	28,460	276
277	WOODBURY.....	2	G. E. Curtis geared turb. ⁵	4 Yarrow.....	27,540	29,625	277
278	WORDEN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,750	278
279	YARBOROUGH.....	2	G. E. Curtis geared turb. ⁵	4 Yarrow.....	27,540	29,450	279
280	YARNALL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	280
281	YOUNG.....	2	G. E. Curtis geared turb. ⁵	4 Yarrow.....	27,540	27,065	281
282	ZANE.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	282
283	ZELIN.....	2	G. E. Curtis geared turb. ⁵	4 Yarrow.....	27,540	28,450	283
Total shaft horsepower.....						7,452,173	

¹ Estimated.² Geared cruising turbine on port shaft only.³ Geared cruising turbine on starboard shaft only.⁴ Cruising engine on each shaft. $\frac{13 \times 25}{12}$.⁵ Cruising turbine on each shaft.

DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet). Tons.	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
259	412	2	25	125	8-25-11111	Westinghouse.....	UPSHUR..... DD144	259
260	450	2	25	125	8-25-11111	.....do.....	UPSHUR, ABEL P.... DD193	260
261	323	2	25	125	2-25-3600	General Electric.....	WADSWORTH..... DD60	261
262	367	2	25	125	2-25-3600	.....do.....	WAINWRIGHT..... DD62	262
263	435	2	25	125	2-25-3600	.....do.....	WALKER..... DD163	263
264	¹ 404	2	25	125	8-25-11111	Westinghouse.....	WARD..... DD139	264
265	¹ 404	2	25	125	2-25-3600	General Electric.....	WARD, AARON..... DD132	265
266	¹ 453	2	25	125	8-25-11111	Westinghouse.....	WASMUTH..... DD338	266
267	408	2	25	125	8-25-11111	.....do.....	WATERS..... DD115	267
268	435	2	25	125	2-25-3600	General Electric.....	WELLES..... DD257	268
269	415	2	25	125	8-25-11111	Westinghouse.....	WHIPPLE..... DD217	269
270	404	2	25	125	2-25-3600	General Electric.....	WICKES..... DD75	270
271	367	2	25	125	8-25-11111	Westinghouse.....	WILKES..... DD67	271
272	486	2	25	125	2-25-3600	General Electric.....	WILLIAMS..... DD108	272
273	¹ 453	2	25	125	8-25-11111	Westinghouse.....	WILLIAMSON..... DD244	273
274	351	2	25	125	8-25-3200	Terry Diehl.....	WINSLOW..... DD53	274
275	486	2	25	125	2-25-3600	General Electric.....	WOOD..... DD317	275
276	450	2	25	125	8-25-11111	Westinghouse.....	WOOD, WELBORN C... DD195	276
277	486	2	25	125	2-25-3600	General Electric.....	WOODBURY..... DD309	277
278	435	2	25	125	2-25-3600	.....do.....	WORDEN..... DD288	278
279	486	2	25	125	2-25-3600	.....do.....	YARBOROUGH..... DD314	279
280	412	2	25	125	8-25-11111	Westinghouse.....	YARNALL..... DD143	280
281	486	2	25	125	2-25-3600	General Electric.....	YOUNG..... DD312	281
282	¹ 404	2	25	125	8-25-11111	Westinghouse.....	ZANE..... DD337	282
283	486	2	25	125	2-25-3600	General Electric.....	ZELIN..... DD313	283

¹ Estimated.

DESTROYERS—FIRST LINE (DD).

	Name.	Armament.		By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing building.
		Guns.	Torpedo tubes (deck).			
259	UPSHUR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 259
260	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 260
261	WADSWORTH.....	4 4", 50 cal....	4 21" twin..	Bath Iron Works, Bath, Me.	884,000	Mar. 4, 1913 261
262	WAINWEIGHT.....	4 4", 50 cal....	4 21" twin..	New York S. B. Co., Camden, N. J.	825,000	Mar. 4, 1913 262
263	WALKER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co., Quincy.	Cost+10%	Mar. 4, 1917 263
264	WARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917 264
265	WARD, AARON....	4 4" 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+fee..	Mar. 4, 1917 265
266	WASMUTH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917 266
267	WATERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 267
268	WELLES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 268
269	WHIPPLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+fee.	Oct. 6, 1917 269
270	WICKES.....	4 4", 50 cal. 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works, Bath, Me.	Cost+10%	Aug. 29, 1916 270
271	WILKES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	812,309	June 30, 1914 271
272	WILLIAMS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works, San Francisco.	Cost+10%	¹ Mar. 4, 1917 272
273	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 273
274	WINSLOW.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons, Philadelphia.	842,000	Aug. 22, 1912 274
275	WOOD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corps, San Francisco.	Cost+fee.	Oct. 6, 1917 275
276	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 276
277	WOODBURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 27.
278	WORDEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 278
279	YARBOROUGH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 279
280	YARNALL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons, Philadelphia.	Cost+10%	Mar. 4, 1917 280
281	YOUNG.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 281
282	ZANE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917 282
283	ZEILIN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 283

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.	
259	Sept. 8, 1917	Feb. 19, 1918	July 4, 1918	None.....	Dec. 23, 1918	Dec. 23, 1918	UPSHUR.....	259
260	Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	.....	May 21, 1920	Nov. 23, 1920	UPSHUR, ABEL P.	260
261	Oct. 15, 1913	Feb. 23, 1914	Apr. 29, 1915	Oct. 15, 1915	July 23, 1915	July 23, 1915	WADSWORTH....	261
262	Oct. 15, 1913	Sept. 1, 1914	June 12, 1915	Oct. 15, 1915	May 12, 1916	May 12, 1916	WAINWRIGHT...	262
263	Aug. 15, 1917	June 19, 1918	Sept. 14, 1918	None.....	Jan. 31, 1919	Jan. 31, 1919	WALKER.....	263
264	July 20, 1917	May 15, 1918	June 1, 1918	*Sept. 30, 1918	.....	July 24, 1918	WARD.....	264
265	Aug. 31, 1917	Aug. 1, 1918	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919	WARD, AARON..	265
266	Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	.....	WASMUTH.....	266
267	May 2, 1917	July 26, 1917	Mar. 9, 1918	None.....	Aug. 8, 1918	Aug. 8, 1918	WATERS.....	267
268	Dec. 6, 1917	Nov. 13, 1918	May 8, 1919	None.....	Sept. 2, 1919	Sept. 2, 1919	WELLES.....	268
269	Dec. 19, 1917	June 12, 1919	Nov. 6, 1919	None.....	Apr. 23, 1920	Apr. 23, 1920	WHIPPLE.....	269
270	Nov. 30, 1916	June 26, 1917	June 25, 1918	None.....	July 31, 1918	July 31, 1918	WICKES.....	270
271	Jan. 28, 1915	Mar. 11, 1915	May 18, 1916	Nov. 28, 1916	Nov. 10, 1916	Nov. 10, 1916	WILKES.....	271
272	May 4, 1917	Mar. 25, 1918	July 4, 1918	None.....	Mar. 1, 1919	Mar. 1, 1919	WILLIAMS.....	272
273	Dec. 29, 1917 * May 8, 1919	Mar. 27, 1919	Oct. 16, 1919	None.....	Oct. 29, 1920	Oct. 29, 1920	WILLIAMSON...	273
274	Dec. 7, 1912	Oct. 1, 1913	Feb. 11, 1915	Dec. 7, 1914	Aug. 7, 1915	Aug. 7, 1915	WINSLOW.....	274
275	Dec. 6, 1917	Jan. 23, 1919	May 28, 1919	None.....	Jan. 18, 1921	Jan. 28, 1921	Wood.....	275
276	Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	None.....	June 25, 1920	Jan. 14, 1921	WOOD, WELBORN C.	276
277	Dec. 6, 1917	Oct. 3, 1918	Feb. 6, 1919	None.....	Oct. 20, 1920	Oct. 20, 1920	WOODBURY.....	277
278	Dec. 6, 1917	June 30, 1919	Oct. 24, 1919	None.....	Dec. 23, 1919	Feb. 24, 1920	WORDEN.....	278
279	Dec. 6, 1917	Feb. 27, 1919	June 20, 1919	None.....	Dec. 31, 1920	Dec. 31, 1920	YARBOROUGH...	279
280	Sept. 8, 1917	Feb. 12, 1918	June 19, 1918	None.....	Nov. 29, 1918	Nov. 29, 1918	YARNALL.....	280
281	Dec. 6, 1917	Jan. 28, 1919	May 8, 1919	None.....	Nov. 29, 1920	Nov. 29, 1920	YOUNG.....	281
282	Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	.....	.....	Feb. 15, 1921	ZANE.....	282
283	Dec. 6, 1917	Feb. 20, 1919	May 28, 1919	None.....	Dec. 9, 1920	Dec. 10, 1920	ZEILIN.....	283

¹ Date assigned to yard. ² Expiration of construction period. ³ Date of supplementary contract.

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. ¹	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				

¹ Length on designed water line.

DESTROYERS—SECOND LINE (ODD).

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>									
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. ¹	4 Thornycroft...	19,200	14,001	.....	1
2	BEALE	3	Parsons turb. ¹	4 White-Forster.	18,000	11,800	.....	2
3	BURROWS	3	Parsons turb. ¹	4 Thornycroft...	19,200	13,254	13,674	3	
4	DRAYTON	3	Parsons turb. ¹	4 Normand.....	19,321	15,524	.....	4
5	FANNING	3	Parsons turb. ¹	4 Thornycroft...	18,136	12,600	.....	5
6	HENLEY	2	Westgh. geared turb. ² ..	4 Yarrow.....	18,000	13,472	.....	6
7	JARVIS	3	Parsons turb. ¹	4 Thornycroft...	19,200	10,584	.....	7
8	JENKINS	3	Parsons turb. ¹	4 Normand.....	18,021	12,440	.....	8
9	JOUETT	3	Parsons turb. ¹	4 Normand.....	18,021	12,340	.....	9
10	MAYRANT	2	Westgh. geared turb. ² ..	4 White-Forster.	18,000	13,140	.....	10
11	MCCALL	3	Parsons turb. ¹	4 Thornycroft...	19,200	13,072	.....	11
12	MONAGHAN	3	Parsons turb. ¹	4 Thornycroft...	18,000	12,410	.....	12
13	PATTERSON	3	Parsons turb. ¹	4 White-Forster.	18,000	12,622	.....	13
14	PAULDING	3	Parsons turb. ¹	4 Normand.....	19,320	17,393	.....	14
15	PERKINS	2	Curtis turb.....	4 Yarrow.....	18,000	11,668	.....	15
16	ROE	3	Parsons turb. ¹	4 Thornycroft...	18,000	11,789	12,297	16	
17	STERETT	2	Curtis turb.....	4 Yarrow.....	18,000	12,789	.....	17
18	TERRY	3	Parsons turb. ¹	4 Thornycroft...	18,000	13,350	.....	18
19	TRIPPE	3	Parsons turb. ¹	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	21	
Total shaft horsepower							274,645		

¹ Cruising turbine on both outboard shafts.

² Cruising turbine on both shafts.

³ Jaw clutch.

DESTROYERS—SECOND LINE (ODD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.	
		No.	Kilowatts (each).	Volts.	Type.	Builders.		
1	289	2	10	125	2-10-5000	General Electric.....	AMMEN DD35	1
2	274	2	10	125	4-10-3600	Terry-Diehl.....	BEALE DD40	2
3	287	2	10	125	2-10-3600	General Electric.....	BURROWS DD29	3
4	263	2	10	125	2-10-3600	....do.....	DRAYTON DD23	4
5	272	2	10	125	4-10-3600	Terry-Diehl.....	FANNING DD37	5
6	305	2	10	125	2-10-3600	Terry-G. E. Co.....	HENLEY DD39	6
7	296	2	10	25	113-10-4000	General Electric.....	JARVIS DD38	7
8	263	2	10	25	113-10-4000	....do.....	JENKINS DD42	8
9	263	2	10	25	113-10-4000	....do.....	JOUETT DD41	9
10	284	1	10	125	113-10-4000	....do.....	}MAYBRANT DD31	10
		1	10	125	2-10-3600	Terry-G. E. Co.....		
11	302	2	10	125	113-10-4000	General Electric.....	MCCALL..... DD28	11
12	277	2	10	125	4-10-3600	Terry-Diehl.....	MONAGHAN DD32	12
13	271	2	10	125	113-10-4000	General Electric.....	PATTERSON DD36	13
14	269	2	10	125	113-10-4000	....do.....	PAULDING..... DD22	14
15	301	2	10	125	113-10-4000	....do.....	PERKINS DD26	15
16	277	2	10	125	113-10-4000	....do.....	ROE DD24	16
17	300	2	10	125	113-10-4000	....do.....	STERETT DD27	17
18	277	2	10	125	113-10-4000	....do.....	TERRY DD25	18
19	270	2	10	125	113-10-4000	....do.....	TRIPPE DD33	19
20	303	2	10	125	113-10-4000	....do.....	WALKE DD34	20
21	283	2	10	125	113-10-4000	....do.....	WARRINGTON DD30	21

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.....	4 3", 50 cal.....	3 18" twin..	New York S. B. Co.	648,000	Mar. 3, 1909	1
2	BEALE.....	4 3", 50 cal.....	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.	665,000	May 13, 1908	3
4	DRAYTON.....	5 3", 50 cal.....	3 18" twin..	Bath Iron Works.	644,000	May 13, 1908	4
5	FANNING.....	4 3", 50 cal.....	3 18" twin..	Newport News S. B. Co.	630,500	June 24, 1910	5
6	HENLEY.....	5 3", 50 cal.....	3 18" twin..	Fore River S. B. Co., Quincy.	648,700	June 24, 1910	6
7	JARVIS.....	5 3", 50 cal.....	3 18" twin..	New York S. B. Co.	640,000	June 24, 1910	7
8	JENKINS.....	4 3", 50 cal.....	3 18" twin..	Bath Iron Works.	654,500	June 24, 1910	8
9	JOUETT.....	4 3", 50 cal.....	3 18" twin..	.....do.....	654,500	June 24, 1910	9
10	MAYRANT.....	5 3", 50 cal.....	3 18" twin..	Wm. Cramp & Sons, Philadelphia.	664,000	May 13, 1908	10
11	MCCALL.....	4 3", 50 cal.....	2 18" twin..	New York S. B. Co.	665,000	May 13, 1908	11
12	MONAGHAN.....	5 3", 50 cal.....	3 18" twin..	Newport News S. B. Co.	629,000	Mar. 3, 1909	12
13	PATTERSON.....	5 3", 50 cal.....	3 18" twin..	Wm. Cramp & Sons, Philadelphia.	637,000	Mar. 3, 1909	13
14	PAULDING.....	5 3", 50 cal.....	3 18" twin..	Bath Iron Works.	644,000	May 13, 1908	14
15	PERKINS.....	5 3", 50 cal.....	3 18" twin..	Fore River S. B. Co.	610,000	May 13, 1908	15
16	ROE.....	5 3", 50 cal.....	3 18" twin..	Newport News S. B. Co.	620,000	May 13, 1908	16
17	STERETT.....	4 3", 50 cal.....	3 18" twin..	Fore River S. B. Co.	610,000	May 13, 1908	17
18	TERRY.....	5 3", 50 cal.....	3 18" twin..	Newport News S. B. Co.	620,000	May 13, 1908	18
19	TRIPPE.....	5 3", 50 cal.....	3 18" twin..	Bath Iron Works.	659,600	Mar. 3, 1909	19
20	WALKE.....	4 3", 50 cal.....	3 18" twin..	Fore River S. B. Co.	644,000	Mar. 3, 1909	20
21	WARRINGTON.....	4 3", 50 cal.....	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	Feb. 21, 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

¹ Date placed out of commission.

59404—21—10

LIGHT MINELAYERS (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. ¹	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
1	ANTHONY.....DM12 <i>Ex-DD172</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	1
2	BURNS.....DM11 <i>Ex-DD171</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	2
3	HART.....DM8 <i>Ex-DD110</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	3
4	INGRAHAM.....DM9 <i>Ex-DD111</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	4
5	ISRAEL.....DM3 <i>Ex-DD98</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	5
6	LANSDALE.....DM6 <i>Ex-DD101</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	6
7	LUCE ².....DM4 <i>Ex-DD99</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	7
8	LUDLOW.....DM10 <i>Ex-DD112</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	8
9	MAHAN.....DM7 <i>Ex-DD102</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	9
10	MAURY.....DM5 <i>Ex-DD100</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	10
11	MURRAY.....DM2 <i>Ex-DD97</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	11
12	RIZAL.....DM14 <i>Ex-DD174</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	12
13	SPROSTON.....DM13 <i>Ex-DD173</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	13
14	STRIBLING.....DM1 <i>Ex-DD96</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	14
Total normal displacement						16,674				

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

LIGHT MINELAYERS (DM).

Trial.		Fuel capacity.		Rig.		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>								
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	¹ 1,189	34.34	.....	4	2	8	8	106	ISRAEL.....DM3	5
6	¹ 1,198	35.17	.....	4	2	8	8	106	LANSDALE.....DM6	6
7	1,185	34.81	.....	4	2	8	8	106	LUCE.....DM4	7
8	1,196	34.22	.....	4	2	8	8	106	LUDLOW.....DM10	8
9	² 1,224	35.05	.....	4	2	8	8	106	MAHAN.....DM7	9
10	¹ 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	¹ 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	¹ 1,200	34.41	.....	4	2	8	8	106	STRIBLING.....DM1	14

¹ Estimated² At start of trial

LIGHT MINELAYERS (DM).

	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.
1	ANTHONY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,050	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 shaft horsepower.....						383,840	

LIGHT MINELAYERS (DM).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.		
		Tons.	No.	Kilowatts (each).	Volts	Type.			Builders.
1	484	2	25	125	2-25-3600	General Electric.....	ANTHONY.....DM12	1	
2	484	2	25	125	2-25-3600	.....do.....	BURNS.....DM11	2
3	486	2	25	125	2-25-3600	.....do.....	HART.....DM8	3
4	486	2	25	125	2-25-3600	.....do.....	INGRAHAM.....DM9	4
5	435	2	25	125	2-25-3600	.....do.....	ISRAEL.....DM3	5
6	435	2	25	125	2-25-3600	.....do.....	LANSDALE.....DM6	6
7	435	2	25	125	2-25-3600	.....do.....	LUCE.....DM4	7
8	486	2	25	125	2-25-3600	.....do.....	LUDLOW.....DM10	8
9	435	2	25	125	2-25-3600	.....do.....	MAHAN.....DM7	9
10	435	2	25	125	2-25-3600	.....do.....	MAURY.....DM5	10
11	435	2	25	125	2-25-3600	.....do.....	MURRAY.....DM2	11
12	484	2	25	125	2-25-3600	.....do.....	HIZA.....DM14	12
13	484	2	25	125	2-25-3600	.....do.....	SPROSTON.....DM13	13
14	435	2	25	125	2-25-3600	.....do.....	STRIBLING.....DM	14

¹ Estimated.

LIGHT MINELAYERS (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.; 1 3", 23 cal.A.A.	Union Iron Works, San Francisco.	Cost+10%....	Mar. 4, 1917	1
2	BURNS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	2
3	HART.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	¹ Mar. 4, 1917	3
4	INGRAHAM.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	4
5	ISRAEL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	Fore River S. B. Co., Quincy.	Cost+10%....	¹ Mar. 4, 1917	5
6	LANSDALE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	¹ Mar. 4, 1917	6
7	LUCE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	¹ 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.; 1 3", 23 cal.A.A.	Fore River S. B. Co., Quincy.	Cost+10%....	Mar. 4, 1917	9
10	MAURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	¹ Mar. 4, 1917	10
11	MURRAY.....	3 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	¹ Mar. 4, 1917	11
12	RIZAL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	Union Iron Works, San Francisco.	Cost+10%....	Mar. 4, 1917	12
13	SPROSTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	.....do.....	Cost+10%....	Mar. 4, 1917	13
14	STEIBLING.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	Fore River S. B. Co., Quincy.	Cost+10%....	¹ Mar. 4, 1917	14

¹ Together with act of Aug. 29, 1916.

LIGHT MINELAYERS (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	BUENS.....	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	MAURY.....	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. 16, 1918	.....	July 11, 1919	July 12, 1919	SPEOSTON.....	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. ¹		
				Mean draft.	Displacement. ¹		Surface.	Submerged.	
					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	485.00	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

¹ 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	13", 23 cal..	4	8	3	3	24	O-1.....	SS62	1
2	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-2.....	SS63	2
3	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-3.....	SS64	3
4	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-4.....	SS65	4
5	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-5.....	SS66	5
6	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-6.....	SS67	6
7	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-7.....	SS68	7
8	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-8.....	SS69	8
9	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-9.....	SS70	9
10	21,897	10,089	13", 23 cal..	4	8	3	3	24	O-10.....	SS71	10
11	18,588	10,094	13", 23 cal..	4	8	3	3	24	O-11.....	SS72	11
12	18,588	10,094	13", 23 cal..	4	8	3	3	24	O-12.....	SS73	12
13	18,588	10,094	13", 23 cal..	4	8	3	3	24	O-13.....	SS74	13
14	18,588	10,094	13", 23 cal..	4	8	3	3	24	O-14.....	SS75	14
15	18,588	10,094	13", 23 cal..	4	8	3	3	24	O-15.....	SS76	15
16	18,588	10,094	13", 23 cal..	4	8	3	3	24	O-16.....	SS77	16
17	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-1.....	SS78	17
18	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-2.....	SS79	18
19	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-3.....	SS80	19
20	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-4.....	SS81	20
21	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-5.....	SS82	21
22	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-6.....	SS83	22
23	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-7.....	SS84	23
24	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-8.....	SS85	24
25	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-9.....	SS86	25
26	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-10.....	SS87	26
27	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-11.....	SS88	27
28	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-12.....	SS89	28
29	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-13.....	SS90	29
30	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-14.....	SS91	30
31	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-15.....	SS92	31
32	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-16.....	SS93	32
33	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-17.....	SS94	33
34	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-18.....	SS95	34
35	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-19.....	SS96	35
36	18,880	7,691	13", 50 cal..	4	8	3	3	24	R-20.....	SS97	36

SUBMARINES—FIRST LINE (SS).

	Name and official number.	No. of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
1	O-1...SS62	2	880	400	4	6	New London S. E. Co.....	1
2	O-2...SS63	2	880	400	4	6	do.....	2
3	O-3...SS64	2	880	400	4	6	do.....	3
4	O-4...SS65	2	880	400	4	6	do.....	4
5	O-5...SS66	2	880	400	4	6	do.....	5
6	O-6...SS67	2	880	400	4	6	do.....	6
7	O-7...SS68	2	880	400	4	6	do.....	7
8	O-8...SS69	2	880	400	4	6	do.....	8
9	O-9...SS70	2	880	400	4	6	do.....	9
10	O-10...SS71	2	880	400	4	6	do.....	10
11	O-11...SS72	2	1000	410	4	6	Busch-Sulzer.....	11
12	O-12...SS73	2	1000	410	4	6	do.....	12
13	O-13...SS74	2	1000	410	4	6	do.....	13
14	O-14...SS75	2	1000	410	4	6	do.....	14
15	O-15...SS76	2	1000	410	4	6	do.....	15
16	O-16...SS77	2	1000	410	4	6	do.....	16
17	R-1...SS78	2	880	400	4	6	New London S. E. Co.....	17
18	R-2...SS79	2	880	400	4	6	do.....	18
19	R-3...SS80	2	880	400	4	6	do.....	19
20	R-4...SS81	2	880	400	4	6	do.....	20
21	R-5...SS82	2	880	400	4	6	do.....	21
22	R-6...SS83	2	880	400	4	6	do.....	22
23	R-7...SS84	2	880	400	4	6	do.....	23
24	R-8...SS85	2	880	400	4	6	do.....	24
25	R-9...SS86	2	880	400	4	6	do.....	25
26	R-10...SS87	2	880	400	4	6	do.....	26
27	R-11...SS88	2	880	400	4	6	do.....	27
28	R-12...SS89	2	880	400	4	6	do.....	28
29	R-13...SS90	2	880	400	4	6	do.....	29
30	R-14...SS91	2	880	400	4	6	do.....	30
31	R-15...SS92	2	880	400	4	6	do.....	31
32	R-16...SS93	2	880	400	4	6	do.....	32
33	R-17...SS94	2	880	400	4	6	do.....	33
34	R-18...SS95	2	880	400	4	6	do.....	34
35	R-19...SS96	2	880	400	4	6	do.....	35
36	R-20...SS97	2	880	400	4	6	do.....	36

SUBMARINES—FIRST LINE (SS).

	Motors.				Storage battery.		Name.
	Make.	H.P., per shaft.	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 and official number.	Contractor.	Builder.	Date of act authorizing building.	
1	O-1.....SS62	United States Government ¹ ...	Navy yard, Portsmouth.....	Mar. 3, 1915	1
2	O-2.....SS63	.....do. ¹	Navy yard, Puget Sound.....	Mar. 3, 1915	2
3	O-3.....SS64	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Mar. 3, 1915	3
4	O-4.....SS65	.....do.....	.....do.....	Mar. 3, 1915	4
5	O-5.....SS66	.....do.....	.....do.....	Mar. 3, 1915	5
6	O-6.....SS67	.....do.....	.....do.....	Mar. 3, 1915	6
7	O-7.....SS68	.....do.....	.....do.....	Mar. 3, 1915	7
8	O-8.....SS69	.....do.....	.....do.....	Mar. 3, 1915	8
9	O-9.....SS70	.....do.....	.....do.....	Mar. 3, 1915	9
10	O-10.....SS71	.....do.....	.....do.....	Mar. 3, 1915	10
11	O-11.....SS72	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Mar. 3, 1915	11
12	O-12.....SS73	.....do.....	.....do.....	Mar. 3, 1915	12
13	O-13.....SS74	.....do.....	.....do.....	Mar. 3, 1915	13
14	O-14.....SS75	Calif. S. B. Co., Augusta, Me. ² ..	California S. B. Co., Long Beach, Calif. ³	Mar. 3, 1915	14
15	O-15.....SS76	.....do. ².....	.....do. ²	Mar. 3, 1915	15
16	O-16.....SS77	.....do. ².....	.....do. ²	Mar. 3, 1915	16
17	R-1.....SS78	Electric Boat Co., New York..	Fore River S. B. Co., Quincy...	Aug. 29, 1916	17
18	R-2.....SS79	.....do.....	.....do.....	Aug. 29, 1916	18
19	R-3.....SS80	.....do.....	.....do.....	Aug. 29, 1916	19
20	R-4.....SS81	.....do.....	.....do.....	Aug. 29, 1916	20
21	R-5.....SS82	.....do.....	.....do.....	Aug. 29, 1916	21
22	R-6.....SS83	.....do.....	.....do.....	Aug. 29, 1916	22
23	R-7.....SS84	.....do.....	.....do.....	Aug. 29, 1916	23
24	R-8.....SS85	.....do.....	.....do.....	Aug. 29, 1916	24
25	R-9.....SS86	.....do.....	.....do.....	Aug. 29, 1916	25
26	R-10.....SS87	.....do.....	.....do.....	Aug. 29, 1916	26
27	R-11.....SS88	.....do.....	.....do.....	Aug. 29, 1916	27
28	R-12.....SS89	.....do.....	.....do.....	Aug. 29, 1916	28
29	R-13.....SS90	.....do.....	.....do.....	Aug. 29, 1916	29
30	R-14.....SS91	.....do.....	.....do.....	Aug. 29, 1916	30
31	R-15.....SS92	.....do.....	Union Iron Works, San Fran- cisco, Calif.	Aug. 29, 1916	31
32	R-16.....SS93	.....do.....	.....do.....	Aug. 29, 1916	32
33	R-17.....SS94	.....do.....	.....do.....	Aug. 29, 1916	33
34	R-18.....SS95	.....do.....	.....do.....	Aug. 29, 1916	34
35	R-19.....SS96	.....do.....	.....do.....	Aug. 29, 1916	35
36	R-20.....SS97	.....do.....	.....do.....	Aug. 29, 1916	36

¹ Electric Boat Co. type.² Successors to Craig S. B. Co.; Lake type boats.³ 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. 30, 1917	* Oct. 12, 1918	Oct. 1, 1918	O-14.....	14
15	Dec. 31, 1915	Sept. 21, 1916	Feb. 12, 1918	Dec. 31, 1917	* Sept. 30, 1918	Aug. 27, 1918	O-15.....	15
16	Dec. 31, 1915	Oct. 7, 1916	Feb. 9, 1918	Jan. 31, 1918	* 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. 13, 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. 30, 1917	Dec. 10, 1917	Dec. 8, 1918	July 27, 1918	July 27, 1918	R-15.....	31
32	Jan. 8, 1917	Apr. 26, 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. 8, 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

¹ Date assigned to yard.² 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. ¹		
				Mean draft.	Displacement. ¹		Surface.	Submerged.	
					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 7½	13 11	495.00	598.00	14.0	11.0	37
38	R-22.....SS99	175 0	16 7½	13 11	495.00	598.00	14.0	11.0	38
39	R-23.....SS100	175 0	16 7½	13 11	495.00	598.00	14.0	11.0	39
40	R-24.....SS101	175 0	16 7½	13 11	495.00	598.00	14.0	11.0	40
41	R-25.....SS102	175 0	16 7½	13 11	495.00	598.00	14.0	11.0	41
42	R-26.....SS103	175 0	16 7½	13 11	495.00	598.00	14.0	11.0	42
43	R-27.....SS104	175 0	16 7½	13 11	495.00	598.00	14.0	11.0	43
44	S-1.....SS105	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	44
45	S-2.....SS106	207 0	19 7½	16 2	800.00	977.00	.....	.....	45
46	S-3.....SS107	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	46
47	S-4.....SS109	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	47
48	S-5 ².....SS110	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	48
49	S-6.....SS111	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	49
50	S-7.....SS112	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	50
51	S-8.....SS113	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	51
52	S-9.....SS114	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	52
53	S-10.....SS115	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	53
54	S-11.....SS116	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	54
55	S-12.....SS117	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	55
56	S-13.....SS118	231 0	21 10½	13 1	876.00	1,092.00	.....	.....	56
57	S-14.....SS119	231 0	21 10½	13 1	854.00	1,092.00	.....	.....	57
58	S-15.....SS120	231 0	21 10½	13 1	854.00	1,092.00	.....	.....	58
59	S-16.....SS121	231 0	21 10½	13 1	854.00	1,092.00	.....	.....	59
60	S-17.....SS122	231 0	21 10½	13 1	854.00	1,092.00	.....	.....	60
61	S-18.....SS123	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	61
62	S-19.....SS124	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	62
63	S-20.....SS125	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	63
64	S-21.....SS126	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	64
65	S-22.....SS127	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	65
66	S-23.....SS128	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	66
67	S-24.....SS129	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	67
68	S-25.....SS130	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	68
69	S-26.....SS131	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	69
70	S-27.....SS132	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	70
71	S-28.....SS133	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	71
72	S-29.....SS134	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	72
73	S-30.....SS135	219 3	20 8	15 10½	854.00	1,062.00	.....	.....	73

¹ Estimated. ² Sunk Sept. 1, 1920; salvage operations abandoned and vessel stricken Aug. 29, 1921.

SUBMARINES—FIRST LINE (SS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.	
	Maxi-mum.	Nor-mal.	Guns.	Tor-pedo tubes.		Officers.	Chief petty officers.	Men.		
	<i>Galls.</i>	<i>Galls.</i>								
37	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-21.....SS98	37
38	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-22.....SS99	38
39	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-23.....SS100	39
40	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-24.....SS101	40
41	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-25.....SS102	41
42	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-26.....SS103	42
43	17,922	9,715	13", 50 cal..	4	8	3	3	24	R-27.....SS104	43
44	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-1.....SS105	44
45	26,458	17,491	14", 50 cal..	4	12	4	4	30	S-2.....SS106	45
46	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-3.....SS107	46
47	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-4.....SS109	47
48	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-5.....SS110	48
49	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-6.....SS111	49
50	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-7.....SS112	50
51	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-8.....SS113	51
52	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-9.....SS114	52
53	36,950	19,271	14", 50 cal..	5	14	4	4	30	S-10.....SS115	53
54	36,950	19,271	14", 50 cal..	5	14	4	4	30	S-11.....SS116	54
55	36,950	19,271	14", 50 cal..	5	14	4	4	30	S-12.....SS117	55
56	36,950	19,271	14", 50 cal..	5	14	4	4	30	S-13.....SS118	56
57	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-14.....SS119	57
58	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-15.....SS120	58
59	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-16.....SS121	59
60	36,950	19,271	14", 50 cal..	4	12	4	4	30	S-17.....SS122	60
61	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-18.....SS123	61
62	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-19.....SS124	62
63	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-20.....SS125	63
64	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-21.....SS126	64
65	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-22.....SS127	65
66	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-23.....SS128	66
67	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-24.....SS129	67
68	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-25.....SS130	68
69	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-26.....SS131	69
70	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-27.....SS132	70
71	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-28.....SS133	71
72	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-29.....SS134	72
73	41,921	11,511	14", 50 cal..	4	12	4	4	30	S-30.....SS135	73

SUBMARINES—FIRST LINE (SS).

	Name and official number.	Number of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	Cylinders.	Make.	
37	R-21...SS98	2	1,000	410	4	6	Busch-Sulzer.....	37
38	R-22...SS99	2	1,000	410	4	6	do.....	38
39	R-23...SS100	2	1,000	410	4	6	do.....	39
40	R-24...SS101	2	1,000	410	4	6	do.....	40
41	R-25...SS102	2	1,000	410	4	6	do.....	41
42	R-26...SS103	2	1,000	410	4	6	do.....	42
43	R-27...SS104	2	1,000	410	4	6	do.....	43
44	S-1...SS105	2	1,200	380	4	8	Nelseco.....	44
45	S-2...SS106	2	1,800	350	2	6	Busch-Sulzer.....	45
46	S-3...SS107	2	1,400	350	4	8	Nelseco (N. Y.).....	46
47	S-4...SS109	2	1,400	350	4	8	do.....	47
48	S-5...SS110	2	1,400	350	4	8	do.....	48
49	S-6...SS111	2	1,400	350	4	8	do.....	49
50	S-7...SS112	2	1,400	350	4	8	do.....	50
51	S-8...SS113	2	1,400	350	4	8	do.....	51
52	S-9...SS114	2	1,400	350	4	8	do.....	52
53	S-10...SS115	2	2,000	400	4	6	M. A. N. (N. Y.).....	53
54	S-11...SS116	2	2,000	400	4	6	do.....	54
55	S-12...SS117	2	2,000	400	4	6	do.....	55
56	S-13...SS118	2	2,000	400	4	6	do.....	56
57	S-14...SS119	2	1,000	410	4	6	Busch-Sulzer.....	57
58	S-15...SS120	2	1,000	410	4	6	do.....	58
59	S-16...SS121	2	1,000	410	4	6	do.....	59
60	S-17...SS122	2	1,000	410	4	6	do.....	60
61	S-18...SS123	2	1,200	380	4	8	Nelseco.....	61
62	S-19...SS124	2	1,200	380	4	8	do.....	62
63	S-20...SS125	2	1,200	380	4	8	do.....	63
64	S-21...SS126	2	1,200	380	4	8	do.....	64
65	S-22...SS127	2	1,200	380	4	8	do.....	65
66	S-23...SS128	2	1,200	380	4	8	do.....	66
67	S-24...SS129	2	1,200	380	4	8	do.....	67
68	S-25...SS130	2	1,200	380	4	8	do.....	68
69	S-26...SS131	2	1,200	380	4	8	do.....	69
70	S-27...SS132	2	1,200	380	4	8	do.....	70
71	S-28...SS133	2	1,200	380	4	8	do.....	71
72	S-29...SS134	2	1,200	380	4	8	do.....	72
73	S-30...SS135	2	1,200	380	4	8	do.....	73

SUBMARINES—FIRST LINE (SS).

	Motors.				Storage battery.		Name.
	Make.	H. P. per shaft.	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.....	.....do.....	R-22.. 38
39	.....do.....	400	.....do.....	.....do.....	.....do.....	.....do.....	R-23.. 39
40	.....do.....	400	.....do.....	.....do.....	.....do.....	.....do.....	R-24.. 40
41	.....do.....	400	.....do.....	.....do.....	.....do.....	.....do.....	R-25.. 41
42	.....do.....	400	.....do.....	.....do.....	.....do.....	.....do.....	R-26.. 42
43	.....do.....	400	.....do.....	.....do.....	.....do.....	.....do.....	R-27.. 43
44	Elec. Dy. Co.	750	.....do.....	Magnetic.....	.....do.....	49-UL-IC.	S-1.... 44
45	Diehl.....	606	.....do.....	.....do.....	.....do.....	37-UL-IC.	S-2.... 45
46	Westgh.....	600	Westgh.....	Pneumatic....	.....do.....	43-UL-IC.	S-3.... 46
47	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-4.... 47
48	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-5.... 48
49	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-6.... 49
50	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-7.... 50
51	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-8.... 51
52	.....do.....	600	G. E. Co.....	.....do.....	.....do.....	.....do.....	S-9.... 52
53	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-10... 53
54	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-11... 54
55	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-12... 55
56	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-13... 56
57	.....do.....	600	Westgh.....	.....do.....	.....do.....	.....do.....	S-14... 57
58	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-15... 58
59	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-16... 59
60	.....do.....	600	.....do.....	.....do.....	.....do.....	.....do.....	S-17... 60
61	Ridgeway....	750	Cut.-Ham....	Magnetic.....	.....do.....	49-UL-IC.	S-18... 61
62	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-19... 62
63	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-20... 63
64	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-21... 64
65	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-22... 65
66	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-23... 66
67	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-24... 67
68	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-25... 68
69	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-26... 69
70	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-27... 70
71	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-28... 71
72	.....do.....	750	.....do.....	.....do.....	.....do.....	.....do.....	S-29... 72
73	Elec. Dy. Co.	750	.....do.....	.....do.....	.....do.....	.....do.....	S-30... 73

SUBMARINES—FIRST LINE (SS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
37	R-21...SS98	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Aug. 29, 1916	37
38	R-22...SS99	.....do.....	.....do.....	Aug. 29, 1916	38
39	R-23...SS100	.....do.....	.....do.....	Aug. 29, 1916	39
40	R-24...SS101	.....do.....	.....do.....	Aug. 29, 1916	40
41	R-25...SS102	.....do.....	.....do.....	Aug. 29, 1916	41
42	R-26...SS103	.....do.....	.....do.....	Aug. 29, 1916	42
43	R-27...SS104	.....do.....	.....do.....	Aug. 29, 1916	43
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 ¹ ..	Navy yard, Portsmouth, N. H.	Aug. 29, 1916	46
47	S-4...SS109	.....do. ¹.....	.....do.....	² Mar. 4, 1917	47
48	S-5...SS110	.....do. ¹.....	.....do.....	² Mar. 4, 1917	48
49	S-6...SS111	.....do. ¹.....	.....do.....	² Mar. 4, 1917	49
50	S-7...SS112	.....do. ¹.....	.....do.....	² Mar. 4, 1917	50
51	S-8...SS113	.....do. ¹.....	.....do.....	² Mar. 4, 1917	51
52	S-9...SS114	.....do. ¹.....	.....do.....	² Mar. 4, 1917	52
53	S-10...SS115	.....do. ¹.....	.....do.....	² Mar. 4, 1917	53
54	S-11...SS116	.....do. ¹.....	.....do.....	² Mar. 4, 1917	54
55	S-12...SS117	.....do. ¹.....	.....do.....	² Mar. 4, 1917	55
56	S-13...SS118	.....do. ¹.....	.....do.....	² Mar. 4, 1917	56
57	S-14...SS119	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	² Mar. 4, 1917	57
58	S-15...SS120	.....do.....	.....do.....	² Mar. 4, 1917	58
59	S-16...SS121	.....do.....	.....do.....	² Mar. 4, 1917	59
60	S-17...SS122	.....do.....	.....do.....	² Mar. 4, 1917	60
61	S-18...SS123	Electric Boat Co., New York..	Beth. S. B. Corp., Quincy....	² Mar. 4, 1917	61
62	S-19...SS124	.....do.....	.....do.....	² Mar. 4, 1917	62
63	S-20...SS125	.....do.....	.....do.....	² Mar. 4, 1917	63
64	S-21...SS126	.....do.....	.....do.....	² 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

¹ Bureau design.² 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.	
37	Dec. 30, 1916	Apr. 19, 1917	July 10, 1918	Nov. 30, 1918	June 14, 1919	June 17, 1919	R-21.... SS96	37
38	Dec. 30, 1916	Apr. 19, 1917	Sept. 23, 1918	Dec. 22, 1918	July 31, 1919	Aug. 1, 1919	R-22.... SS99	38
39	Dec. 30, 1916	Apr. 25, 1917	Nov. 5, 1918	Jan. 15, 1919	Oct. 22, 1919	Oct. 23, 1919	R-23.... SS100	39
40	Dec. 30, 1916	May 9, 1917	Aug. 21, 1918	Feb. 7, 1919	June 26, 1919	June 27, 1919	R-24.... SS101	40
41	Dec. 30, 1916	Apr. 26, 1917	May 15, 1919	Mar. 1, 1919	Oct. 22, 1919	Oct. 23, 1919	R-25.... SS102	41
42	Dec. 30, 1916	Apr. 26, 1917	June 18, 1919	Mar. 22, 1919	Oct. 23, 1919	Oct. 23, 1919	R-26.... SS103	42
43	Dec. 30, 1916	May 16, 1917	Sept. 23, 1918	Apr. 24, 1919	Aug. 29, 1919	Sept. 3, 1919	R-27.... SS104	43
44	Jan. 8, 1917	Dec. 11, 1917	Oct. 26, 1918	May 8, 1919	June 5, 1920	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	¹ Nov. 14, 1916	Aug. 29, 1917	Dec. 21, 1918	.....	.....	Jan. 30, 1919	S-3.... SS107	46
47	¹ Mar. 16, 1917	Dec. 4, 1917	Aug. 27, 1919	.....	.....	Nov. 19, 1919	S-4.... SS109	47
48	¹ Mar. 16, 1917	Dec. 4, 1917	Nov. 10, 1919	.....	.....	Mar. 6, 1920 ² Dec. 10, 1920	S-5.... SS110	48
49	¹ Mar. 16, 1917	Jan. 29, 1918	Dec. 23, 1919	.....	.....	May 17, 1920	S-6.... SS111	49
50	¹ Mar. 16, 1917	Jan. 29, 1918	Feb. 5, 1920	.....	.....	July 1, 1920	S-7.... SS112	50
51	¹ Mar. 16, 1917	Nov. 9, 1918	Apr. 21, 1920	.....	.....	Oct. 1, 1920	S-8.... SS113	51
52	¹ Mar. 16, 1917	Jan. 20, 1919	June 17, 1920	.....	.....	Feb. 21, 1921	S-9.... SS114	52
53	¹ Mar. 16, 1917	Sept. 11, 1919	Dec. 9, 1920	.....	.....	.....	S-10.... SS115	53
54	¹ Mar. 16, 1917	Dec. 2, 1919	Feb. 7, 1921	.....	.....	.....	S-11.... SS116	54
55	¹ Mar. 16, 1917	Jan. 8, 1920	Aug. 4, 1921	.....	.....	.....	S-12.... SS117	55
56	¹ Mar. 16, 1917	Feb. 14, 1920	.....	.....	.....	.....	S-13.... SS118	56
57	July 12, 1917	Dec. 7, 1917	Oct. 22, 1919	July 12, 1919	Feb. 11, 1921	Feb. 11, 1921	S-14.... SS119	57
58	July 12, 1917	Dec. 13, 1917	Mar. 8, 1920	Aug. 12, 1919	Jan. 15, 1921	Jan. 15, 1921	S-15.... SS120	58
59	July 12, 1917	Mar. 19, 1918	Dec. 23, 1919	Sept. 12, 1919	Dec. 17, 1920	Dec. 17, 1920	S-16.... SS121	59
60	July 12, 1917	Mar. 19, 1918	May 22, 1920	Oct. 12, 1919	Feb. 26, 1921	Mar. 1, 1921	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	.....	Aug. 24, 1921	S-19.... SS124	62
63	July 17, 1917	Aug. 15, 1918	June 9, 1920	Mar. 17, 1919	.....	.....	S-20.... SS125	63
64	July 17, 1917	Dec. 19, 1918	Aug. 18, 1920	Apr. 17, 1919	.....	Aug. 24, 1921	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	Oct. 27, 1920	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	.....	Oct. 29, 1920	S-30.... SS135	73

¹ Date assigned to yard.² Date placed out of commission.

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.	
				Mean draft.	Displacement. ¹		Surface.	Submerged.
					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>
74	S-31.....SS136	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	74
75	S-32.....SS137	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	75
76	S-33.....SS138	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	76
77	S-34.....SS139	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	77
78	S-35.....SS140	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	78
79	S-36.....SS141	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	79
80	S-37.....SS142	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	80
81	S-38.....SS143	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	81
82	S-39.....SS144	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	82
83	S-40.....SS145	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	83
84	S-41.....SS146	219 3	20 8	15 10 $\frac{1}{4}$	854.00	1,062.00	.....	84
85	S-42.....SS147	225 3	20 8	16 0	906.00	1,126.00	.....	85
86	S-43.....SS148	225 3	20 8	16 0	906.00	1,126.00	.....	86
87	S-44.....SS149	225 3	20 8	16 0	906.00	1,126.00	.....	87
88	S-45.....SS150	225 3	20 8	16 0	906.00	1,126.00	.....	88
89	S-46.....SS151	225 3	20 8	16 0	906.00	1,126.00	.....	89
90	S-47.....SS152	225 3	20 8	16 0	906.00	1,126.00	.....	90
91	S-48.....SS153	240 0	21 10 $\frac{1}{4}$	13 6	993.00	1,230.00	.....	91
92	S-49.....SS154	240 0	21 10 $\frac{1}{4}$	13 6	993.00	1,230.00	.....	92
93	S-50.....SS155	240 0	21 10 $\frac{1}{4}$	13 6	993.00	1,230.00	.....	93
94	S-51.....SS156	240 0	21 10 $\frac{1}{4}$	13 6	993.00	1,230.00	.....	94
Total displacement.....					67,571.00			

	Name and official number.	Number of propellers.	Main engines.				Make.	
			B. H. P.	R. P. M.	Cycle.	Number of cylinders.		
74	S-31...SS136	2	1,200	380	4	8	Nelseco.....	74
75	S-32...SS137	2	1,200	380	4	8	.....do.....	75
76	S-33...SS138	2	1,200	380	4	8	.....do.....	76
77	S-34...SS139	2	1,200	380	4	8	.....do.....	77
78	S-35...SS140	2	1,200	380	4	8	.....do.....	78
79	S-36...SS141	2	1,200	380	4	8	.....do.....	79
80	S-37...SS142	2	1,200	380	4	8	.....do.....	80
81	S-38...SS143	2	1,200	380	4	8	.....do.....	81

¹ Estimated.

SUBMARINES—FIRST LINE (SS).

Fuel-oil supply.		Armament.			Complement.			Name and official number.			
Maximum.	Normal.	Guns.	Torpedo tubes.	Torpedoes carried.	Officers.	Chief petty officers.	Men.				
Gallons.	Gallons.										
74	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-31.....	SS136	74
75	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-32.....	SS137	75
76	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-33.....	SS138	76
77	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-34.....	SS139	77
78	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-35.....	SS140	78
79	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-36.....	SS141	79
80	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-37.....	SS142	80
81	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-38.....	SS143	81
82	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-39.....	SS144	82
83	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-40.....	SS145	83
84	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-41.....	SS146	84
85	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-42.....	SS147	85
86	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-43.....	SS148	86
87	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-44.....	SS149	87
88	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-45.....	SS150	88
89	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-46.....	SS151	89
90	43,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-47.....	SS152	90
91	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-48.....	SS153	91
92	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-49.....	SS154	92
93	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-50.....	SS155	93
94	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-51.....	SS156	94

Motors.				Storage battery.			
Make.	H. P. per shaft.	Control.		Make.	Type.	Name.	
		Make.	Type.				
74	Elec. Dy. Co..	750	Cut.-Ham.....	Magnetic.....	Elec. Str. Bat. Co...	49-UL-IC. S-31.....	74
75	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC. S-32.....	75
76	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC. S-33.....	76
77	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC. S-34.....	77
78	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC. S-35.....	78
79	G. E. Co.....	750	G. E. Co.....	Pneumatic.....	.....do.....	49-UL-IC. S-36.....	79
80	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC. S-37.....	80
81	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC. S-38.....	81

SUBMARINES—FIRST LINE (SS).

	Name and official number.	Number of propellers.	Main engines.					
			B. H. P.	R. P. M.	Cycle.	Number of cylinders.	Make.	
82	S-39...SS144	2	1,200	380	4	8	Nelseco.....	82
83	S-40...SS145	2	1,200	380	4	8	...do.....	83
84	S-41...SS146	2	1,200	380	4	8	...do.....	84
85	S-42...SS153	2	1,200	380	4	8	...do.....	85
86	S-43...SS154	2	1,200	380	4	8	...do.....	86
87	S-44...SS155	2	1,200	380	4	8	...do.....	87
88	S-45...SS156	2	1,200	380	4	8	...do.....	88
89	S-46...SS157	2	1,200	380	4	8	...do.....	89
90	S-47...SS158	2	1,200	380	4	8	...do.....	90
91	S-48...SS159	2	1,800	350	2	6	Busch-Sulzer.....	91
92	S-49...SS160	2	1,800	350	2	6	...do.....	92
93	S-50...SS161	2	1,800	350	2	6	...do.....	93
94	S-51...SS162	2	1,800	350	2	6	...do.....	94
Total H. P.			107,400					

	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....	¹ July 1, 1918	85
86	S-43...SS154	...do.....	...do.....	¹ July 1, 1918	86
87	S-44...SS155	...do.....	...do.....	¹ July 1, 1918	87
88	S-45...SS156	...do.....	...do.....	¹ July 1, 1918	88
89	S-46...SS157	...do.....	...do.....	¹ July 1, 1918	89
90	S-47...SS158	...do.....	...do.....	¹ July 1, 1918	90
91	S-48...SS159	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	¹ July 1, 1918	91
92	S-49...SS160	...do.....	...do.....	¹ July 1, 1918	92
93	S-50...SS161	...do.....	...do.....	¹ July 1, 1918	93
94	S-51...SS162	...do.....	...do.....	¹ July 1, 1918	94

¹ Together with act of Aug. 29, 1916.

SUBMARINES—FIRST LINE (SS).

	Motors.				Storage battery.		Name.
	Make.	H. P. per shaft.	Control.		Make.	Type.	
			Make.	Type.			
82	G. E. Co.....	750	G. E. Co.....	Pneumatic....	Elec. Str. Bat. Co....	49-UL-IC.	S-39... 82
83	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-40... 38
84	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-41... 84
85	Elec. Dy. Co..	750	Westgh.....	.....do.....	.....do.....	49-UL-IC.	S-42... 85
86	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-43... 86
87	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-44... 87
88	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-45... 88
89	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-46... 89
90	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-47... 90
91	Ridgeway....	750	.....do.....	.....do.....	Gould.....	55-UL.....	S-48... 91
92	.....do.....	750	.....do.....	.....do.....	.....do.....	55-UL.....	S-49... 92
93	.....do.....	750	.....do.....	.....do.....	.....do.....	55-UL.....	S-50... 93
94	.....do.....	750	.....do.....	.....do.....	.....do.....	55-UL.....	S-51... 94

	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. 13, 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 14, 1918	Dec. 5, 1918	Jan. 17, 1919	.....	.....	S-33... SS138	76
77	July 17, 1917	May 28, 1918	Feb. 13, 1919	Jan. 17, 1919	.....	.....	S-34... SS139	77
78	July 17, 1917	June 14, 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	Jan. 5, 1921	Mar. 17, 1919	.....	.....	S-40... SS145	83
84	July 17, 1917	Apr. 17, 1919	Feb. 21, 1921	Mar. 17, 1919	.....	.....	S-41... SS146	84
85	July 1, 1919	Dec. 16, 1920	.....	.....	.....	.....	S-42... SS153	85
86	July 1, 1919	Dec. 13, 1920	.....	.....	.....	.....	S-43... SS154	86
87	July 1, 1919	Feb. 19, 1921	.....	.....	.....	.....	S-44... SS155	87
88	July 1, 1919	Dec. 29, 1920	.....	.....	.....	.....	S-45... SS156	88
89	July 1, 1919	Feb. 23, 1921	.....	.....	.....	.....	S-46... SS157	89
90	July 1, 1919	Feb. 26, 1921	.....	.....	.....	.....	S-47... SS158	90
91	July 23, 1919	Oct. 22, 1920	Feb. 26, 1921	.....	.....	.....	S-48... SS159	91
92	July 23, 1919	Oct. 22, 1920	Apr. 23, 1921	.....	.....	.....	S-49... SS160	92
93	July 23, 1919	Mar. 15, 1920	June 18, 1921	.....	.....	.....	S-50... SS161	93
94	July 23, 1919	Dec. 22, 1919	.....	.....	.....	.....	S-51... SS162	94

¹ Order placed Aug. 1, 1918.

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. ¹		
				Mean draft.	Displacement. ¹		Surface.	Submerged.	
					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 10½	11 8	288.00	337.00	13.2	9.6	5
6	D-2.....SS18	134 10	13 10½	11 8	288.00	337.00	13.2	9.6	6
7	D-3.....SS19	134 10	13 10½	11 8	288.00	337.00	13.2	9.6	7
8	E-1.....SS24	135 2½	14 6½	11 8	287.20	342.10	13.5	11.6	8
9	E-2.....SS25	135 2½	14 6½	11 8	287.20	342.10	13.5	11.6	9
10	F-2.....SS21	142 7	15 4½	12 2	330.20	400.10	13.5	11.4	10
11	F-3.....SS22	142 7	15 4½	12 2	330.20	400.10	13.5	11.4	11
	<i>G-1²</i> <i>Ex-SS20</i>								
	<i>G-3²</i> <i>Ex-SS31</i>								
12	H-2.....SS29	150 3½	15 9½	12 5	358.00	434.00	14.1	10.6	12
13	H-3.....SS30	150 3½	15 9½	12 5	358.00	434.00	14.1	10.6	13
14	H-4.....SS147	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	14
15	H-5.....SS148	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	15
16	H-6.....SS149	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	16
17	H-7.....SS150	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	17
18	H-8.....SS151	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	18
19	H-9.....SS152	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	19
20	K-1.....SS32	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	20
21	K-2.....SS33	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	21
22	K-3.....SS34	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	22
23	K-4.....SS35	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	23
24	K-5.....SS36	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	24
25	K-6.....SS37	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	25
26	K-7.....SS38	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	26
27	K-8.....SS39	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	27
28	L-1.....SS40	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	28

¹ Estimated.² Transferred to Stricken and Sale List, p. 332.

Former names: A-3, Grampus; A-5, Pike; B-1, Viper; B-3, Tarantula; D-1, Norwhal; D-2, Grayling; D-3, Salmon; 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.

NOTE.—A-3, A-5, and B-3 designated for use as targets since July 1.

SUBMARINES—SECOND LINE (OSS).

	Fuel-oil supply.		Armament.		Torpedoes carried	Complement.			Name and official number.	
	Maximum.	Normal.	Guns.	Torpedoes.		Officers.	Chief petty officers	Men.		
	<i>Galls.</i>	<i>Galls.</i>								
1			None.....	1	3	2	3	10	A-3.....SS4	1
2			None.....	1	3	2	3	10	A-5.....SS6	2
3			None.....	2	4	2	3	10	B-1.....SS10	3
4			None.....	2	4	2	3	10	B-3.....SS12	4
5	6,017	4,091	None.....	4	4	3	2	15	D-1.....SS17	5
6	6,017	4,091	None.....	4	4	3	2	15	D-2.....SS18	6
7	6,017	4,091	None.....	4	4	3	2	15	D-3.....SS19	7
8	8,486	5,258	None.....	4	4	3	2	17	E-1.....SS24	8
9	8,486	5,258	None.....	4	4	3	2	17	E-2.....SS25	9
10	9,593	5,333	None.....	4	4	3	3	18	F-2.....SS21	10
11	9,593	5,333	None.....	4	4	3	3	18	F-3.....SS22	11

12	9,663	5,220	None.....	4	8	3	3	20	H-2.....SS29	12
13	9,663	5,220	None.....	4	8	3	3	20	H-3.....SS30	13
14	11,530	5,275	None.....	4	8	3	3	20	H-4.....SS147	14
15	11,530	5,275	None.....	4	8	3	3	20	H-5.....SS148	15
16	11,530	5,275	None.....	4	8	3	3	20	H-6.....SS149	16
17	11,530	5,275	None.....	4	8	3	3	20	H-7.....SS150	17
18	11,530	5,275	None.....	4	8	3	3	20	H-8.....SS151	18
19	11,530	5,275	None.....	4	8	3	3	20	H-9.....SS152	19
20	17,086	9,326	None.....	4	8	3	3	23	K-1.....SS32	20
21	17,086	9,326	None.....	4	8	3	3	23	K-2.....SS33	21
22	17,086	9,326	None.....	4	8	3	3	23	K-3.....SS34	22
23	17,086	9,326	None.....	4	8	3	3	23	K-4.....SS35	23
24	17,086	9,326	None.....	4	8	3	3	23	K-5.....SS36	24
25	17,086	9,326	None.....	4	8	3	3	23	K-6.....SS37	25
26	17,086	9,326	None.....	4	8	3	3	23	K-7.....SS38	26
27	17,086	9,326	None.....	4	8	3	3	23	K-8.....SS39	27
28	19,501	9,361	1 3", 23 cal..	4	8	3	3	23	L-1.....SS40	28

SUBMARINES—SECOND LINE (OSS).

	Name and official number.	No. of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
1	A-3...SS4	1	160	320	4	4	Otto (gas).....	1
2	A-5...SS6	1	160	320	4	4	...do.....	2
3	B-1...SS10	1	250	350	4	6	Craig (gas).....	3
4	B-3...SS12	1	250	350	4	6	...do.....	4
5	D-1...SS17	2	240	350	4	4	New London S. E. Co....	5
6	D-2...SS18	2	240	350	4	4	...do.....	6
7	D-3...SS19	2	240	350	4	4	...do.....	7
8	E-1...SS24	2	350	350	4	6	...do.....	8
9	E-2...SS25	2	500	375	4	8	McIntosh & Seymour.....	9
10	F-2...SS21	2	480	350	4	8	New London S. E. Co....	10
11	F-3...SS22	2	600	350	4	6	Craig.....	11
12	H-2...SS20	2	480	350	4	8	New London S. E. Co....	12
13	H-3...SS30	2	480	350	4	8	...do.....	13
14	H-4...SS147	2	480	350	4	8	...do.....	14
15	H-5...SS148	2	480	350	4	8	...do.....	15
16	H-6...SS149	2	480	350	4	8	...do.....	16
17	H-7...SS150	2	480	350	4	8	...do.....	17
18	H-8...SS151	2	480	350	4	8	...do.....	18
19	H-9...SS152	2	480	350	4	8	...do.....	19
20	K-1...SS32	2	480	350	4	8	...do.....	20
21	K-2...SS33	2	480	350	4	8	...do.....	21
22	K-3...SS34	2	480	350	4	8	...do.....	22
23	K-4...SS35	2	480	350	4	8	...do.....	23
24	K-5...SS36	2	480	350	4	8	...do.....	24
25	K-6...SS37	2	480	350	4	8	...do.....	25
26	K-7...SS38	2	480	350	4	8	...do.....	26
27	K-8...SS39	2	480	350	4	8	...do.....	27
28	L-1...SS40	2	900	450	2	6	...do.....	28

SUBMARINES—SECOND LINE (OSS).

	Motors.			Storage battery.		Name.		
	Make.	H. P., per shaft.	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	Elec. Dy. Co...	300	do.....	do.....	do.....	27-WL.....	H-2...	12
13	do.....	300	do.....	do.....	do.....	27-WL.....	H-3...	13
14	do.....	300	do.....	do.....	do.....	27-WL.....	H-4...	14
15	do.....	300	do.....	do.....	do.....	27-WL.....	H-5...	15
16	do.....	300	do.....	do.....	do.....	27-WL.....	H-6...	16
17	do.....	300	do.....	do.....	do.....	27-WL.....	H-7...	17
18	do.....	300	do.....	do.....	do.....	27-WL.....	H-8...	18
19	do.....	300	do.....	do.....	do.....	27-WL.....	H-9...	19
20	do.....	340	Cut.-Ham. Co.	Mag. controller	do.....	27-WL.....	K-1...	20
21	do.....	340	do.....	do.....	do.....	49-WL.....	K-2...	21
22	do.....	340	do.....	do.....	do.....	27-WL.....	K-3...	22
23	do.....	340	do.....	do.....	do.....	27-WL.....	K-4...	23
24	do.....	340	do.....	do.....	do.....	27-WL.....	K-5...	24
25	do.....	340	do.....	do.....	do.....	27-WL.....	K-6...	25
26	do.....	340	do.....	do.....	do.....	27-WL.....	K-7...	26
27	do.....	340	dc.....	do.....	do.....	27-WL.....	K-8...	27
28	do.....	340	do.....	do.....	do.....	27-WL.....	L-1...	28

SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
1	A-3.....SS4	J. P. Holland Torpedo Boat Co., New York.	Union Iron Works, San Francisco.	¹ June 7, 1900	1
2	A-5.....SS6	do.....	do.....	¹ June 7, 1900	2
3	B-1.....SS10	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Apr. 27, 1904	3
4	B-3.....SS12	do.....	do.....	Apr. 27, 1904	4
5	D-1.....SS17	do.....	do.....	² June 29, 1906	5
6	D-2.....SS18	do.....	do.....	² June 29, 1906	6
7	D-3.....SS19	do.....	do.....	² June 29, 1906	7
8	E-1.....SS24	do.....	do.....	May 13, 1908	8
9	E-2.....SS25	do.....	do.....	May 13, 1908	9
10	F-2.....SS21	do.....	Union Iron Works, San Francisco.	May 13, 1908	10
11	F-3.....SS22	do.....	The Moran Co., Seattle.....	May 13, 1908	11
12	H-2.....SS29	do.....	Union Iron Works, San Francisco.	Mar. 3, 1909	12
13	H-3.....SS30	do.....	The Moran Co., Seattle, Wash..	Mar. 3, 1909	13
14	H-4.....SS147	do.....	Navy yard, Puget Sound ⁴	⁴ Oct. 6, 1917	14
15	H-5.....SS148	do.....	do ²	⁴ Oct. 6, 1917	15
16	H-6.....SS149	do.....	do ²	⁴ Oct. 6, 1917	16
17	H-7.....SS150	do.....	do ²	⁴ Oct. 6, 1917	17
18	H-8.....SS151	do.....	do ²	⁴ Oct. 6, 1917	18
19	H-9.....SS152	do.....	do ²	⁴ Oct. 6, 1917	19
20	K-1.....SS32	do.....	Fore River S. B. Co., Quincy..	June 24, 1910	20
21	K-2.....SS33	do.....	do.....	June 24, 1910	21
22	K-3.....SS34	do.....	Union Iron Works, San Francisco.	June 24, 1910	22
23	K-4.....SS35	do.....	The Moran Co., Seattle, Wash..	June 24, 1910	23
24	K-5.....SS36	do.....	Fore River S. B. Co., Quincy..	Mar. 4, 1911	24
25	K-6.....SS37	do.....	do.....	Mar. 4, 1911	25
26	K-7.....SS38	do.....	Union Iron Works, San Francisco.	Mar. 4, 1911	26
27	K-8.....SS39	do.....	do.....	Mar. 4, 1911	27
28	L-1.....SS40	do.....	Fore River S. B. Co., Quincy..	Aug. 22, 1912	28

¹ Together with acts of June 10, 1896, and Mar. 3, 1899.² Together with act of Mar. 2, 1907.³ Assembled from knockdown condition⁴ 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 25, 1921	A-3.....	1
2	Aug. 25, 1900	Dec. 10, 1900	Jan. 14, 1903	May 25, 1901	May 11, 1903	May 28, 1903 July 25, 1921	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 July 25, 1921	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 15, 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 6, 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	Aug. 10, 1910	Mar. 23, 1911	June 4, 1913	Jan. 10, 1913	Nov. 29, 1913	Dec. 1, 1913	H-2.....	12
13	Aug. 10, 1910	Apr. 3, 1911	July 3, 1913	Feb. 10, 1913	Jan. 16, 1914	Jan. 16, 1914 Aug. 25, 1917	H-3.....	13
14	May 20, 1918	May 12, 1918	Oct. 9, 1918	.....	.....	Oct. 24, 1918	H-4.....	14
15	May 20, 1918	May 12, 1918	Sept. 24, 1918	.....	.....	Sept. 30, 1918	H-5.....	15
16	May 20, 1918	May 14, 1918	Aug. 26, 1918	.....	.....	Sept. 9, 1918	H-6.....	16
17	May 20, 1918	May 15, 1918	Oct. 17, 1918	.....	.....	Oct. 24, 1918	H-7.....	17
18	May 20, 1918	May 25, 1918	Nov. 14, 1918	.....	.....	Nov. 18, 1918	H-8.....	18
19	May 20, 1918	June 1, 1918	Nov. 23, 1918	.....	.....	Nov. 25, 1918	H-9.....	19
20	May 31, 1911	Feb. 20, 1912	Sept. 3, 1913	June 30, 1913	Mar. 17, 1914	Mar. 17, 1914	K-1.....	20
21	May 31, 1911	Feb. 20, 1912	Oct. 4, 1913	June 30, 1913	Jan. 30, 1914	Jan. 31, 1914	K-2.....	21
22	May 31, 1911	Jan. 15, 1912	Mar. 14, 1914	July 31, 1913	Oct. 29, 1914	Oct. 30, 1914	K-3.....	22
23	May 31, 1911	Jan. 27, 1912	Mar. 19, 1914	Aug. 31, 1913	Oct. 26, 1914	Oct. 24, 1914	K-4.....	23
24	Oct. 27, 1911	June 10, 1912	Mar. 17, 1914	Oct. 27, 1913	Aug. 20, 1914	Aug. 22, 1914	K-5.....	24
25	Oct. 27, 1911	June 19, 1912	Mar. 26, 1914	Nov. 27, 1913	Sept. 8, 1914	Sept. 9, 1914	K-6.....	25
26	Oct. 27, 1911	May 10, 1912	June 20, 1914	Dec. 27, 1913	Dec. 1, 1914	Dec. 1, 1914	K-7.....	26
27	Oct. 27, 1911	May 10, 1912	July 11, 1914	Jan. 27, 1914	Dec. 1, 1914	Dec. 1, 1914	K-8.....	27
28	Feb. 1, 1913	Apr. 13, 1914	Jan. 20, 1915	Dec. 1, 1914	Apr. 11, 1916	Apr. 11, 1916	L-1.....	28

1 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. ¹			
				Mean draft.	Displacement. ¹		Surface.	Submerged.		
					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>		
29	L-2.....SS41	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	29	
30	L-3.....SS42	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	30	
31	L-4.....SS43	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	31	
32	L-5.....SS44	165 0	14 9	13 3	451.00	527.00	14.0	10.5	32	
33	L-6.....SS45	165 0	14 9	13 3	451.00	527.00	14.0	10.5	33	
34	L-7.....SS46	165 0	14 9	13 3	451.00	527.00	14.0	10.5	34	
35	L-8.....SS48	165 0	14 9	13 3	451.00	527.00	14.0	10.5	35	
36	L-9.....SS49	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	36	
37	L-10.....SS50	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	37	
38	L-11.....SS51	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	38	
39	M-1.....SS47	196 3	19 0½	11 0	488.00	676.00	14.0	10.5	39	
40	N-1.....SS53	147 3	15 9¼	12 5½	347.90	414.20	13.0	11.0	40	
41	N-2.....SS54	147 3	15 9¼	12 5½	347.90	414.20	13.0	11.0	41	
42	N-3.....SS55	147 3	15 9¼	12 5½	347.90	414.20	13.0	11.0	42	
43	N-4.....SS56	155 0	14 7	12 4	331.00	385.00	13.0	11.0	43	
44	N-5.....SS57	155 0	14 7	12 4	331.00	385.00	13.0	11.0	44	
45	N-6.....SS58	155 0	14 7	12 4	331.00	385.00	13.0	11.0	45	
46	N-7.....SS59	155 0	14 7	12 4	331.00	385.00	13.0	11.0	46	
Total displacement					16,409.00					

	Name and official number.	Number of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
29	L-2...SS41	2	900	450	2	6	New London S. E. Co....	29
30	L-3...SS42	2	900	450	2	6	.....do.....	30
31	L-4...SS43	2	900	450	2	6	.....do.....	31
32	L-5...SS44	2	1200	375	2	6	Busch-Sulzer.....	32
33	L-6...SS45	2	1200	375	2	6	.....do.....	33
34	L-7...SS46	2	1200	375	2	6	.....do.....	34
35	L-8...SS48	2	1200	375	2	6	.....do.....	35
36	L-9...SS49	2	900	450	2	6	New London S. E. Co....	36
37	L-10...SS50	2	900	450	2	6	.....do.....	37
38	L-11...SS51	2	900	450	2	6	.....do.....	38
39	M-1...SS47	2	840	350	2	6	.....do.....	39

¹ 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.		
	Gal.	Gal.								
29	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-2.....SS41	29
30	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-3.....SS42	30
31	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-4.....SS43	31
32	18,892	11,925	None.....	4	8	3	3	23	L-5.....SS44	32
33	18,892	11,925	None.....	4	8	3	3	23	L-6.....SS45	33
34	18,892	11,925	None.....	4	8	3	3	23	L-7.....SS46	34
35	18,892	11,925	None.....	4	8	3	3	23	L-8.....SS48	35
36	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-9.....SS49	36
37	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-10.....SS50	37
38	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-11.....SS51	38
39	27,646	10,276	13", 23 cal..	4	8	3	3	23	M-1.....SS47	39
40	6,068	6,068	None.....	4	8	3	3	20	N-1.....SS53	40
41	6,068	6,068	None.....	4	8	3	3	20	N-2.....SS54	41
42	6,068	6,068	None.....	4	8	3	3	20	N-3.....SS55	42
43	5,976	5,976	None.....	4	8	3	3	20	N-4.....SS56	43
44	5,976	5,976	None.....	4	8	3	3	20	N-5.....SS57	44
45	5,976	5,976	None.....	4	8	3	3	20	N-6.....SS58	45
46	5,976	5,976	None.....	4	8	3	3	20	N-7.....SS59	46

	Motors.				Storage battery.		Name.
	Make.	H.P., per shaft.	Control.		Make.	Type.	
			Make,	Type.			
29	Elec. Dy. Co..	340	Cut.-Ham. Co.	Mag. controller	Elec. stor. Bat. Co..	27-WL...	L-2... 29
30	...do.....	340	...do.....	...do.....	...do.....	27-WL...	L-3... 30
31	...do.....	340	...do.....	...do.....	...do.....	29-WL...	L-4... 31
32	Diehl Mfg. Co.	400	...do.....	...do.....	...do.....	29-U.....	L-5... 32
33	...do.....	400	...do.....	...do.....	...do.....	29-U.....	L-6... 33
34	...do.....	400	...do.....	...do.....	...do.....	29-U.....	L-7... 34
35	...do.....	400	...do.....	...do.....	...do.....	25-U.....	L-8... 35
36	Elec. Dy. Co..	340	...do.....	...do.....	...do.....	49-WL...	L-9... 36
37	...do.....	340	...do.....	...do.....	...do.....	49-WL...	L-10.. 37
38	...do.....	340	...do.....	...do.....	...do.....	49-WL...	L-11.. 38
39	...do.....	340	...do.....	...do.....	...do.....	49-WL...	M-1... 39

SUBMABINES—SECOND LINE (OSS).

	Name and official number.	Number of propellers.	Main engines.				Make.	
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.		
40	N-1...SS53	2	480	375	4	8	New London S. E. Co....	40
41	N-2...SS54	2	480	375	4	8	do.....	41
42	N-3...SS55	2	480	375	4	8	do.....	42
43	N-4...SS56	2	600	400	2	6	Busch-Sulzer.....	43
44	N-5...SS57	2	600	400	2	6	do.....	44
45	N-6...SS58	2	600	400	2	6	do.....	45
46	N-7...SS59	2	-600	400	2	6	do.....	46
Total horsepower.			28,010					

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
29	L-2.....SS41	Electric Boat Co., New York	Fore River S. B. Co., Quincy.	Aug. 22, 1912	29
30	L-3.....SS42	do.....	do.....	Aug. 22, 1912	30
31	L-4.....SS43	do.....	do.....	Aug. 22, 1912	31
32	L-5.....SS44	Lake Torp. B. Co., Bridgeport.	Lake Torp. B. Co., Bridgeport.	Aug. 22, 1912	32
33	L-6.....SS45	do.....	Craig S. B. Co., Long Beach, Calif.	Aug. 22, 1912	33
34	L-7.....SS46	do.....	do.....	Aug. 22, 1912	34
35	L-8.....SS48	United States Government ¹ .	Navy yard, Portsmouth, N. H.	Mar. 4, 1913	35
36	L-9.....SS49	Electric Boat Co., New York..	Fore River S. B. Co., Quincy...	Mar. 4, 1913	36
37	L-10.....SS50	do.....	do.....	Mar. 4, 1913	37
38	L-11.....SS51	do.....	do.....	Mar. 4, 1913	38
39	M-1.....SS47	do.....	do.....	Aug. 22, 1912	39
40	N-1.....SS53	do.....	Seattle Const. & D. D. Co.....	June 30, 1914	40
41	N-2.....SS54	do.....	do.....	June 30, 1914	41
42	N-3.....SS55	do.....	do.....	June 30, 1914	42
43	N-4.....SS56	Lake Torp. B. Co., Bridgeport.	Lake Torp. B. Co., Bridgeport.	June 30, 1914	43
44	N-5.....SS57	do.....	do.....	June 30, 1914	44
45	N-6.....SS58	do.....	do.....	June 30, 1914	45
46	N-7.....SS59	do.....	do.....	June 30, 1914	46

¹ Lake type.

SUBMARINES—SECOND LINE (OSS).

	Motors.				Storage battery.		Name.
	Make.	H. P., per shaft.	Control.		Make.	Type.	
			Make.	Type.			
40	Elec. Dy. Co..	280	Elec. Boat. Co.	Knife switch..	Gould Stor. Bat.....	23-WL....	N-1... 40
41	.....do.....	280	.....do.....	.....do.....	.....do.....	23-WL....	N-2... 41
42	.....do.....	280	.....do.....	.....do.....	.....do.....	23-WL....	N-3... 42
43	Diehl Mfg. Co.	275	Cut.-Ham. Co.	Mag. controller	Elec. Stor. Bat. Co...	27-WL....	N-4... 43
44	.....do.....	275	.....do.....	.....do.....	.....do.....	27-WL....	N-5... 44
45	.....do.....	275	.....do.....	.....do.....	.....do.....	27-WL....	N-6... 45
46	.....do.....	275	.....do.....	.....do.....	.....do.....	27-WL....	N-7... 46

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

¹ Date assigned to yard.

59404—21—12

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.....	Mar. 3, 1915	2
3	T-3.....SF3	.....do.....	.....do.....	Mar. 3, 1915	3
4	V-1.....SF4	U. S. Government.....	Navy yard, Portsmouth.....	July 1, 1918	4
5	V-2.....SF5	.....do.....	.....do.....	July 1, 1918	5
6	V-3.....SF6	.....do.....	.....do.....	July 1, 1918	6
7	V-4.....SF7	(³).....	.....	July 1, 1918	7
8	V-5.....SF8	(³).....	.....	July 1, 1918	8
9	V-6.....SF9	(³).....	.....	July 1, 1918	9
10	V-7.....SF10	(³).....	.....	July 1, 1918	10
11	V-8.....SF11	(³).....	.....	July 1, 1918	11
12	V-9.....SF12	(³).....	.....	July 1, 1918	12

¹ Together with act of June 27, 1916. ² Together with act of Aug. 29, 1916. ³ Construction in abeyance. T-1 formerly AA-1, originally Schley; T-2 formerly AA-2; T-3 formerly AA-3.

PATROL VESSELS—EAGLES (PE).

Name.	Builder.	Length between perpendiculars.	Beam on load water line.	Mean draft.	Displace- (normal).	Tons per inch of immersion.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
EAGLE 1 to EAGLE 60...	Ford Motor Co., Detroit, Mich. ¹	200 0	25 6	7 3	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 (wet).
			Number and type.	Total heating surface.			
EAGLE 1 to EAGLE 60....	1	Pooler geared turbine.	2 Bureau express....	3,000	² 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.	³ Mar. 4, 1917	2 masts; 1 funnel.....	5	4	52

¹ Built on basis of cost plus a fixed sum.

² Estimated.

³ 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; Eagle 25, sunk June 11, 1920, salvaged and ordered sold.

FLEET SUBMARINES—FIRST LINE (SF).

	Contract signed.	Keel laid.	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	Dec. 7, 1920	Dec. 7, 1920	T-3.....SF3	3
4	¹ Mar. 12, 1920	.....	.....	.....	.....	.....	V-1.....SF4	4
5	¹ Mar. 12, 1920	.....	.....	.....	.....	.....	V-2.....SF5	5
6	¹ Mar. 12, 1920	.....	.....	.....	.....	.....	V-3.....SF6	6
7	.....	.....	.....	.....	.....	.....	V-4.....SF7	7
8	.....	.....	.....	.....	.....	.....	V-5.....SF8	8
9	.....	.....	.....	.....	.....	.....	V-6.....SF9	9
10	.....	.....	.....	.....	.....	.....	V-7.....SF10	10
11	.....	.....	.....	.....	.....	.....	V-8.....SF11	11
12	.....	.....	.....	.....	.....	.....	V-9.....SF12	12

¹ Date assigned to yard.

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	8 6	18.32	494	105	45	EAGLE 1 to EAGLE 60.

Turbo-generating sets.					Endurance.	Cruising speed.	Name.
Number.	Kilo-watts (each).	Volts.	Type.	Builders.			
					<i>Miles.</i>	<i>Knots.</i>	
2	10	125	RC27B 2-10-4000	General Electric Co.....	3,500	10	EAGLE 1 to EAGLE 60.

Guns.	Name.
2 4", 50 cal. R. F. 1 3", 50 cal. antiaircraft; 2 machine guns.....	EAGLE 1 to EAGLE 60.

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

PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 178 and 179.]

	Name and official number.	Keel laid.	Ship launched.	Date of preliminary acceptance.	Date of first 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	4
5	EAGLE 5.....PE5	May 28, 1918	Sept. 23, 1918	Nov. 8, 1919	Nov. 19, 1918	5
6	EAGLE 6.....PE6	June 3, 1918	Oct. 16, 1918	Nov. 10, 1919	Nov. 21, 1918	6
7	EAGLE 7.....PE7	June 8, 1918	Oct. 5, 1918	Nov. 10, 1919	Nov. 24, 1918	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	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
	<i>Eagle 25¹.....Er-P E25</i>					
21	EAGLE 26.....PE26	Sept. 25, 1918	Mar. 1, 1919	Sept. 15, 1919	Oct. 1, 1919	21
22	EAGLE 27.....PE27	Oct. 22, 1918	Mar. 1, 1919	July 14, 1919	July 14, 1919	22
23	EAGLE 28.....PE28	Oct. 23, 1918	Mar. 1, 1919	July 28, 1919	July 28, 1919	23
24	EAGLE 29.....PE29	Nov. 18, 1918	Mar. 8, 1919	Aug. 15, 1919	Aug. 20, 1919	24
25	EAGLE 31.....PE31	Nov. 19, 1918	Mar. 8, 1919	Aug. 14, 1919	Aug. 14, 1919	25
26	EAGLE 32.....PE32	Nov. 30, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919	26
27	EAGLE 33.....PE33	Dec. 4, 1918	Mar. 15, 1919	Aug. 30, 1919	Sept. 4, 1919	27
28	EAGLE 34.....PE34	Jan. 8, 1919	Mar. 15, 1919	Aug. 29, 1919	Sept. 3, 1919	28
29	EAGLE 35.....PE35	Jan. 13, 1919	Mar. 22, 1919	Aug. 21, 1919	Aug. 22, 1919	29
30	EAGLE 36.....PE36	Jan. 22, 1919	Mar. 22, 1919	Aug. 18, 1919	Aug. 20, 1919	30
31	EAGLE 37.....PE37	Jan. 27, 1919	Mar. 24, 1919	Aug. 29, 1919	Sept. 30, 1919	31
32	EAGLE 38.....PE38	Jan. 31, 1919	Mar. 29, 1919	July 30, 1919	July 30, 1919	32

¹ Transferred to Stricken and Sale List, page 332.

PATROL VESSELS—EAGLES (PE).

	Name and official number.	Keel laid.	Ship launched.	Date of preliminary acceptance.	Date of first commission.	
33	EAGLE 39.....PE39	Feb. 3, 1919	Mar. 29, 1919	Sept. 10, 1919	Sept. 20, 1919	33
34	EAGLE 40.....PE40	Feb. 7, 1919	Apr. 5, 1919	Sept. 15, 1919	Oct. 1, 1919	34
35	EAGLE 41.....PE41	Feb. 10, 1919	Apr. 5, 1919	Sept. 15, 1919	Sept. 26, 1919	35
36	EAGLE 42.....PE42	Feb. 13, 1919	May 17, 1919	Oct. 3, 1919	Oct. 3, 1919	36
37	EAGLE 43.....PE43	Feb. 17, 1919	May 17, 1919	Sept. 18, 1919	Oct. 2, 1919	37
38	EAGLE 44.....PE44	Feb. 20, 1919	May 24, 1919	Sept. 30, 1919	Oct. 4, 1919	38
39	EAGLE 45.....PE45	Feb. 20, 1919	May 17, 1919	Oct. 2, 1919	Oct. 2, 1919	39
40	EAGLE 46.....PE46	Feb. 24, 1919	May 24, 1919	Sept. 29, 1919	Oct. 3, 1919	40
41	EAGLE 47.....PE47	Mar. 3, 1919	June 19, 1919	Sept. 27, 1919	Oct. 4, 1919	41
42	EAGLE 48.....PE48	Mar. 3, 1919	May 24, 1919	Sept. 23, 1919	Oct. 8, 1919	42
43	EAGLE 49.....PE49	Mar. 4, 1919	June 14, 1919	Sept. 25, 1919	Oct. 10, 1919	43
44	EAGLE 50.....PE50	Mar. 10, 1919	July 18, 1919	Sept. 25, 1919	Oct. 6, 1919	44
45	EAGLE 51.....PE51	Mar. 10, 1919	June 14, 1919	Sept. 19, 1919	Oct. 2, 1919	45
46	EAGLE 52.....PE52	Mar. 10, 1919	July 9, 1919	Sept. 24, 1919	Oct. 10, 1919	46
47	EAGLE 53.....PE53	Mar. 17, 1919	Aug. 13, 1919	Oct. 11, 1919	Oct. 20, 1919	47
48	EAGLE 54.....PE54	Mar. 17, 1919	July 17, 1919	Sept. 29, 1919	Oct. 10, 1919	48
49	EAGLE 55.....PE55	Mar. 17, 1919	July 22, 1919	Sept. 30, 1919	Oct. 10, 1919	49
50	EAGLE 56.....PE56	Mar. 25, 1919	Aug. 15, 1919	Oct. 15, 1919	Oct. 28, 1919	50
51	EAGLE 57.....PE57	Mar. 25, 1919	July 29, 1919	Sept. 30, 1919	Oct. 15, 1919	51
52	EAGLE 58.....PE58	Mar. 25, 1919	Aug. 2, 1919	Oct. 8, 1919	Oct. 20, 1919	52
53	EAGLE 59.....PE59	Mar. 31, 1919	Apr. 12, 1919	Sept. 9, 1919	Sept. 19, 1919	53
54	EAGLE 60.....PE60	Mar. 31, 1919	Aug. 13, 1919	Oct. 15, 1919	Oct. 27, 1919	54

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> 118	<i>Tons.</i> 165	1 3", 23 cal.; 2 machine guns..	2	1	23	2 Mar. 4, 1917 2 Oct. 6, 1917	SUBMARINE CHASERS.

Generating sets.			Builders.	Storage batteries.			Rig.	Type.
Number.	Kilowatts.	Volts.		No.	Volts.	Amperes hours.		
1	4½	120	Electro-Dynamic 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, 23, 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 400 inclusive.....	100
Lost and destroyed: Nos. 23, 53, 58, 60, 117, 132, 184, 187, 209, 219, 256, 282, and 343.....	13
Sold in Italy: Nos. 78, 94, 179 and 327.....	4
Sold in Greece: 82, 128, 215, 248.....	4
Sold to Cuba: Nos. 274, 302, 311, and 312.....	4
Transferred to War Department: Nos. 18, 20, 108, 233, 234, 267, 275, 276, 279, 280, 281, 307 and 414.....	13
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: 1, 2, 3, 4, 6, 17, 19, 21, 24, 25, 26, 34, 35, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 59, 61, 71, 73, 74, 77, 79, 80, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 95, 97, 98, 99, 100, 101, 105, 107, 109, 110, 111, 112, 113, 114, 115, 116, 118, 120, 121, 122, 123, 124, 125, 126, 127, 129, 130, 131, 133, 134, 135, 136, 137, 138, 145, 148, 149, 150, 151, 157, 158, 164, 166, 167, 168, 178, 181, 182, 189, 193, 194, 195, 198, 200, 202, 205, 206, 207, 208, 211, 212, 213, 216, 217, 218, 220, 221, 222, 225, 226, 227, 228, 231, 235, 236, 238, 239, 240, 241, 242, 244, 245, 246, 247, 250, 254, 255, 258, 259, 270, 281, 272, 265, 266, 269, 272, 283, 284, 288, 289, 293, 291, 292, 296, 297, 300, 309, 321, 323, 324, 325, 331, 336, 337, 339, 342, 344, 345, 346, 349, 351, 352, 354, 355, 356, 407, 409, 411, 413, 416, 418, 420, 421, 422, 423, 425, 427, 429, 430, 434, 436.....	193
On sale:	
Fifth Naval District—119.....	1
Sixth Naval District—304.....	1
Thirteenth Naval District—293, 294, 310.....	3
Santo Domingo—165, 180.....	2
St. Thomas, V. I.—72.....	1
Constantinople—96, 338.....	1
Loaned: 144 to State of Florida; 188 to U. S. Marine Corps, Quantico, Va.; 263 to city of Boston; 257 and 322 to U. S. Shipping Board; 329 to city of New York; 428 to city of Baltimore.....	7
Remaining in service July 1, 1921.....	71
Total.....	448

NOTE.—Since July 1, 1921, Nos. 431, 433, and 437 have been retransferred from the Treasury Department (Coast Guard) to the Navy and placed in commission.

Sales have been accomplished on Nos. 26, 105, 119, 120, 133, 134, 145, 218, 226, 228, 283, 286, 288, 355, and 427.

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 182 and 183.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first commission.	
1	S. C. 57.....PC57	Navy yard, Brooklyn...		Mar. 19, 1917	May 6, 1918	1
2	S. C. 62.....PC62	do.....		Mar. 19, 1917	May 11, 1918	2
3	S. C. 63.....PC63	do.....		Mar. 19, 1917	May 16, 1918	3
4	S. C. 64.....PC64	do.....		Mar. 19, 1917	May 16, 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. 93 ¹.....PC93	Elco Co., Bayonne, N. J.	72,150.00	Apr. 15, 1917	Dec. 5, 1917	6
7	S. C. 102.....PC102	do.....	72,150.00	Apr. 15, 1917	Mar. 12, 1918	7
9	S. C. 103.....PC103	do.....	72,150.00	Apr. 15, 1917	Mar. 7, 1918	8
9	S. C. 104.....PC104	do.....	72,150.00	Apr. 15, 1917	Mar. 12, 1918	9
10	S. C. 106 ¹.....PC106	Navy yard, Charleston...			Dec. 31, 1917	10
11	S. C. 143.....PC143	Rocky River D. D. Co. Rocky River, Ohio.	74,150.00	Apr. 16, 1917	Nov. 10, 1917	11
	S. C. 144 ².....PC144	Vinyard S. B. Co., Milford, Del.	63,650.00	Apr. 16, 1917	Mar. 30, 1918	
12	S. C. 147 ¹.....PC147	L. E. Fry & Co., Clayton, N. Y.	65,945.00	Apr. 16, 1917	Dec. 13, 1917	12
13	S. C. 154.....PC154	Gibbs Gas Engine Co., Jacksonville, Fla.	65,650.00	Apr. 16, 1917	Feb. 15, 1918	13
14	S. C. 156.....PC156	F. M. Blount, Pensacola, Fla.	67,650.00	Apr. 16, 1917	Oct. 30, 1917	14
15	S. C. 159.....PC159	do.....	67,650.00	Apr. 16, 1917	Sept. 17, 1917	15
16	S. C. 177 ⁴.....PC177	The Matthews Co., Port Clinton, Ohio.	74,650.00	Apr. 16, 1917	Oct. 31, 1917	16
17	S. C. 185.....PC185	International S. B. & M. E. Co., Upper Nyack, N. Y.	68,650.00	Apr. 16, 1917	Apr. 27, 1918	17
18	S. C. 186.....PC186	do.....	68,650.00	Apr. 16, 1917	Apr. 27, 1918	18
	S. C. 188 ³.....PC188	do.....	70,650.00	Apr. 16, 1917	May 7, 1918	

¹ Ordered sold July 18, 1921.² Loaned to State of Florida; not included in summaries.³ Loaned to U. S. Marine Corps, Quantico, Va.; not included in summaries.⁴ Ordered inspected for sale Aug. 20, 1921.

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 182 and 183.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first commission.	
19	S. C. 190 ¹.....PC190	General S. B. & Aero Co., Alexandria, Va.	70,900.50	Apr. 10, 1917	Mar. 13, 1918	19
20	S. C. 191.....PC191	.....do.....	70,900.50	Apr. 10, 1917	Mar. 21, 1918	20
21	S. C. 192.....PC192	.....do.....	70,900.50	Apr. 10, 1917	Mar. 13, 1918	21
22	S. C. 195 ².....PC195	.....do.....	70,900.50	Apr. 10, 1917	Apr. 15, 1918	22
23	S. C. 201.....PC201	.....do.....	70,900.50	Apr. 10, 1917	Apr. 23, 1918	23
24	S. C. 204.....PC204	General S. B. & Aero Co., Jacksonville, Fla.	70,900.50	Apr. 10, 1917	Apr. 25, 1918	24
25	S. C. 210.....PC210	Mathis Y. B. Co., Cam- den, N. J.	71,850.00	Apr. 16, 1917	Mar. 18, 1918	25
26	S. C. 214.....PC214	A. McDonald, Mariners Harbor, Staten Island.	72,479.00	Apr. 16, 1917	Dec. 1, 1917	26
27	S. C. 223.....PC223	New York Y., L. & E. Co., Morris Heights.	72,600.00	Apr. 16, 1917	Dec. 5, 1917	27
28	S. C. 224.....PC224	.....do.....	72,600.00	Apr. 16, 1917	Oct. 27, 1917	28
29	S. C. 229.....PC229	.....do.....	72,600.00	Apr. 16, 1917	Jan. 23, 1918	29
30	S. C. 231.....PC231	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	30
31	S. C. 232.....PC232	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	31
32	S. C. 237.....PC237	.....do.....	72,600.00	Apr. 16, 1917	Mar. 7, 1918	32
33	S. C. 251.....PC251	Camden (Me.) Anchor- Rockland Mach. Co.	74,650.00	Apr. 16, 1917	Dec. 29, 1917	33
34	S. C. 252.....PC252	.....do.....	74,650.00	Apr. 16, 1917	Mar. 7, 1918	34
35	S. C. 253.....PC253	Geo. Lawley & Sons, Neposet, Mass.	74,650.00	Apr. 16, 1917	Mar. 7, 1918	35
	S. C. 257 ³.....PC257	.....do.....	74,650.00	Apr. 16, 1917	Nov. 28, 1917	
	S. C. 263 ⁴.....PC263	.....do.....	74,650.00	Apr. 16, 1917	Feb. 9, 1918	
36	S. C. 264.....PC264	.....do.....	74,650.00	Apr. 16, 1917	Feb. 9, 1918	36
37	S. C. 270.....PC270	.....do.....	74,650.00	Apr. 16, 1917	Apr. 1, 1918	37
38	S. C. 271.....PC271	.....do.....	74,650.00	Apr. 16, 1917	Apr. 1, 1918	38
39	S. C. 273.....PC273	Navy yard, Mare Island	.....	.....	Mar. 26, 1918	39
40	S. C. 277.....PC277	.....do.....	.....	.....	Apr. 9, 1918	40
41	S. C. 278.....PC278	.....do.....	.....	.....	Mar. 30, 1918	41
42	S. C. 284.....PC284	.....do.....	.....	.....	Apr. 22, 1918	42

¹ Ordered inspected for sale Aug. 18, 1921.² Ordered inspected for sale Aug. 20, 1921.³ Loaned to U. S. Shipping Board June 15, 1920; not included in summaries.⁴ Loaned to city of Boston; not included in summaries.

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 182 and 183.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first commission.	
43	S. C. 285.....PC285	Navy yard, Mare Is.			Apr. 22, 1918	43
44	S. C. 287.....PC287	.....do.....			May 6, 1918	44
45	S. C. 295.....PC295	Navy yard, Puget Sound, Wash.			Apr. 13, 1918	45
46	S. C. 298.....PC298	.....do.....			Apr. 13, 1918	46
47	S. C. 299.....PC299	.....do.....			Apr. 25, 1918	47
48	S. C. 301.....PC301	.....do.....			Apr. 29, 1918	48
49	S. C. 303.....PC303	.....do.....			May 4, 1918	49
50	S. C. 305.....PC305	.....do.....			May 11, 1918	50
51	S. C. 306.....PC306	.....do.....			Feb. 27, 1918	51
52	S. C. 308.....PC308	.....do.....			Feb. 23, 1918	52
53	S. C. 320.....PC320	Luders Marine Const. Co., Stamford, Conn.	74,650.00	Apr. 16, 1917	Dec. 1, 1917	53
	S. C. 322 ¹.....PC322	.....do.....	74,650.00	Apr. 16, 1917	Mar. 7, 1918	
54	S. C. 326.....PC326	Kyle & Purdy, City Island, N. Y.	74,650.00	Apr. 16, 1917	Nov. 14, 1917	54
55	S. C. 328.....PC328	Great Lakes B. B. Corp., Milwaukee.	74,650.00	Apr. 16, 1917	Oct. 20, 1917	55
	S. C. 329 ².....PC329	.....do.....	74,650.00	Apr. 16, 1917	Oct. 20, 1917	
56	S. C. 330.....PC330	Burger Boat Co., Manitowoc.	74,650.00	Apr. 16, 1917	Feb. 8, 1918	56
57	S. C. 332.....PC332	Smith & Williams Co., Salisbury, Md.	74,650.00	Apr. 16, 1917	Mar. 13, 1918	57
58	S. C. 340.....PC340	American Car & Foundry Co., Wilmington.	70,650.00	Apr. 30, 1917	Feb. 16, 1918	58
59	S. C. 341.....PC341	.....do.....	70,650.00	Apr. 30, 1917	Mar. 22, 1918	59
60	S. C. 353.....PC353	College Point Boat Co., College Point, N. Y.	68,650.00	Apr. 30, 1917	Mar. 20, 1918	60

¹ Loaned to U. S. Shipping Board, not included in summaries.² Loaned to New York City; not included in summaries.

PATROL VESSELS—SUBMARINE CHASERS (PC).

[For details of vessels, see pages 182 and 183.]

	Name and official number.	Builder.	Contract price, hull and machinery.	Date of contract.	Date of first commission.	
61	S. C. 408.....PC408	Camden (Me.) Anchor-Rockland Machine Co.	69,750.00	July 15, 1918	Feb. 18, 1919	61
62	S. C. 412.....PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	May 3, 1919	62
63	S. C. 419.....PC419	Great Lakes B. B. Corp., Milwaukee.	73,250.00	July 15, 1918	Nov. 22, 1918	63
64	S. C. 424.....PC424	Hiltebrant D. D. Co., Kingston, N. Y.	72,250.00	July 15, 1918	Dec. 21, 1918	64
65	S. C. 426.....PC426	Mathis Yacht Building Co., Camden, N. J.	69,000.00	July 15, 1918	Dec. 6, 1918	65
	S. C. 428 ¹.....PC428	do.....	69,000.00	July 15, 1918	Jan. 8, 1919	
66	S. C. 432.....PC432	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	July 15, 1918	Apr. 1, 1919	66
67	S. C. 439.....PC439	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	July 15, 1918	Jan. 3, 1919	67
68	S. C. 440.....PC440	do.....	71,500.00	July 15, 1918	Jan. 16, 1919	68
69	S. C. 441.....PC441	do.....	71,500.00	July 15, 1918	Feb. 28, 1919	69
70	S. C. 443.....PC443	Naval station, New Orleans.			Aug. 26, 1919	70
71	S. C. 444.....PC444	do.....			Aug. 26, 1919	71

¹ Date of delivery.² Loaned to city of Baltimore, not included in summaries.

NOTE.—Nos. 431, 433, and 437 have been returned to the Navy from the Treasury Department (Coast Guard) since July 1, 1921, and commissioned September 1, 1921.

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 at.	
	<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>	
<i>Albany</i> <i>Ex-PG36</i>									
<i>Annapolis</i> <i>Ex-PG10</i>									
1 ASHEVILLE..... PG21	241 2	225 0	141 2½	11 4	1,575	14.3	1,760	12 8½	1
<i>Callao</i> <i>Ex-PG37</i>									
<i>Chattanooga</i> <i>Ex-PG30</i>									
<i>Cleveland</i> <i>Ex-PG33</i>									
<i>Denver</i> <i>Ex-PG28</i>									
<i>Des Moines</i> <i>Ex-PG29</i>									
2 DOLPHIN..... PG24	256 6	240 0	32 0	14 3	1,486	13.31		17 0	2
3 ELCANO ²..... PG38	165 6	157 11	26 0	10 0	620	7.5		12 0	3
<i>Galveston</i> <i>Ex-PG31</i>									
4 HELENA..... PG9	251 10	250 9	39 8	9 0	1,392	17.1	1,571	10 0	4
<i>Marblehead</i> <i>Ex-PG27</i>									
5 MONOCACY..... PG20		160 0	24 6	2 5	190	7.58	204	2 5	5
<i>Nantucket</i> <i>Ex-PG23</i>									
<i>Nashville</i> <i>Ex-PG7</i>									
<i>New Orleans</i> <i>Ex-PG34</i>									
<i>Newport</i> <i>Ex-PG12</i>									
6 PALOS..... PG16		160 0	24 6	2 5	190	7.58	204	2 5	6
7 PAMPANGA ³..... PG39	121 0	115 3	17 10	6 6	243	3.8		7 6	7
8 QUIROS ⁴..... PG40	145 0	137 9	22 9	7 9	350			9 3	8
9 SACRAMENTO..... PG19	226 2	210 0	40 10½	11 6	1,425	12.95	1,592	12 6½	9
<i>Samar</i> <i>Ex-PG41</i>									
<i>Tacoma</i> <i>Ex-PG32</i>									
<i>Topeka</i> <i>Ex-PG35</i>									
10 TULSA..... PG22	241 2	225 0	141 2½	11 4	1,575	14.3	1,760	12 8½	10
<i>Vicksburg</i> <i>Ex-PG11</i>									
11 VILLALOBOS ⁴..... PG42	156 2	148 0	23 0	7 6	370	5.1		9 0	11
<i>Wheeling</i> <i>Ex-PG14</i>									
12 WILMINGTON..... PG8	251 10	250 9	39 8	9 0	1,392	17.1	1,571	10 0	12
Total normal displacement.....					10,808				

¹ Extreme breadth. ² Built of iron. ³ Extreme breadth 40' 1½". ⁴ Composite.

NOTE.—Marblehead, Nashville, and Samar transferred to Stricken and Sale List, p. 332. Callao transferred to District Craft as YFB11. Annapolis, Nantucket, Newport, Topeka, Vicksburg, and Wheeling transferred to Unclassified section, p. 270. Albany, Chattanooga, Cleveland, Denver, Des Moines, Galveston, New Orleans, and Tacoma transferred to Light Cruisers, 2d line, as, respectively, LC23, 18, 21, 16, 17, 19, 22, and 20, p. 60. Elcano, Pampanga, Quiros, and Villalobos, scheduled for sale as soon as services can be spared or replaced. Dolphin has been ordered inspected for sale.

PATROL VESSELS—GUNBOATS (PG)

	Trial.		Fuel capacity.			Rig.		Name and official number.		
	Displacement.	Speed.	Ccal. ¹	Fuel oil.		Number of funnels.	Masts.			
			42 cubic feet per ton.	40 cubic feet per ton.	Gallons.					
	Tons.	Knots.	Tons.	Tons.						
1	* 1,575	* 12.0				1	2 pole.....	ASHEVILLE.....	PG21	1
2	1,413	15.5	225			1	Schooner.....	DOLPHIN.....	PG24	2
3		* 11.0	98			1	Schooner.....	ELCANO.....	PG38	3
4	1,340	15.5	* 307			1	1 military.....	HELENA.....	PG9	4
5	* 190	* 13.25	34			2	Pole mast, 1 fighting top.	MONOCACY.....	PG20	5
6	* 190	* 13.25	34			2	Pole mast, 1 fighting top.	PALOS.....	PG18	6
7		* 10.0	34			1	1 signal.....	PAMPANGA.....	PG39	7
8		* 11.0	70				Schooner.....	QUIROS.....	PG40	8
9	1,395	12.78	* 428			1	2 pole, 1 fighting top.	SACRAMENTO.....	PG19	9
10	* 1,575	* 12.0				1	2 pole.....	TULSA.....	PG22	10
11		* 11.0	67			1	Schooner.....	VILLALOBOS.....	PG42	11
12	1,330	15.08	* 258			1	1 military.....	WILMINGTON.....	PG8	12

¹ Calculated to 6 inches below beams.

* Estimated.

* Calculated to bottom of beams.

PATROL VESSELS—GUNBOATS (PG).

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.								
1 ASHEVILLE	1	Parsons turb., red. gear.					3 Bu. mod. Thorny.	198	3,950	2800	1		
2 DOLPHIN	1	Vert., compd.	42		78	48	2 D. E.; 2 S. E.	270	8,162	2,253	2,255	2	
3 ELCANO	2	Vert., compd.	21½		38½	18½	2 S. E.	47	1,155		435	3	
4 HELENA	2	Vert., 3-exp.	15½	22	33½	18	4 Hohenstein.	153	6,902	1,959	1,988	4	
5 MONOCACY	2	Vert., compd.	14		26	14	2 B. & W. box.	95	2,900	2800		5	
6 PALOS	2	Vert., compd.	14		26	14	2 B. & W. box.	95	2,900	2800		6	
7 PAMPANGA	2	Vert., compd.	12½		24½	15	1 S. E.	35	1,197	250		7	
8 QUIROS	1	Vert., 3-exp.	13½	21½	35½	24	2 S. E.	51	1,365	2450	2550	8	
9 SACRAMENTO	1	Vert., 3-exp.	16	26½	44	26	2 B. & W.	112	3,800	1,022		9	
10 TULSA	1	Parsons geared turb.					3 Bu. mod. Thorny.	199	3,950	2800		10	
11 VILLALOBOS	1	Vert., 1-exp.	13	21	35	24	2 S. E.	47	1,080	2450	2550	11	
12 WILMINGTON	2	Vert., 3-exp.	15	22½	34½	18	4 B. & W.	150	5,140	1,868	1,898	12	
Total horsepower										11,452			

Name and official number.	Armament.				
	Guns.		Torpedo tubes.		
	Main.	Secondary.	Submerged.	Above water.	
1 ASHEVILLE	PG21	3 4", 50 cal.	23-pdr.		1
2 DOLPHIN	PG24		1 4", 50 cal.; 2 6-pdr.		2
3 ELCANO	PG38	4 4", 40 cal.	43-pdr.		3
4 HELENA	PG9	8 4", 40 cal.	43-pdr.		4
5 MONOCACY	PG20		2 6-pdr.		5
6 PALOS	PG16		2 6-pdr.		6
7 PAMPANGA	PG39		43-pdr.		7
8 QUIROS	PG40		43-pdr.		8
9 SACRAMENTO	PG19	3 4", 50 cal.	23-pdr.; 2 1-pdr.		9
10 TULSA	PG22	3 4", 50 cal.	23-pdr.		10
11 VILLALOBOS	PG42		43-pdr.		11
12 WILMINGTON	PG8	8 4", 40 cal.	43-pdr.		12

1 Burns coal and oil.

2 Shaft horsepower estimated

3 Estimated.

PATROL VESSELS—GUNBOATS (PG).

	Total weight of machinery (wet).	Electric generating sets.					Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.	Builders.			
	Tons.								
1	133	2	35	125	4-35-3400	Terry-Fort Wayne.....	ASHEVILLE	PG21	1
2	410	2	10	125	6-10-450	General Electric.....	DOLPHIN	PG24	2
3	.....	1	10	110	4-10-450	.....do.....	ELCANO	PG38	3
4	.....	2	16	125	4-16-450	Sturtevant G. E. Co.....	HELENA	PG9	4
5	71	1	10	125	4-10-3600	Westinghouse.....	MONOCACY.....	PG20	5
6	71	1	10	125	4-10-3600	Terry-Diehl.....	PALOS	PG16	6
7	.....	.....	.....	.....	.....	.....	PAMPANGA	PG39	7
8	.....	1	7	110	4-7-550	General Electric.....	QUIROS	PG40	8
9	162	2	25	125	2-25-3600	.....do.....	SACRAMENTO	PG19	9
10	133	2	35	125	4-35-3400	Terry G. E. Co.....	TULSA	PG22	10
11	.....	1	5	80	.....	{Allis Chalmers * {Fore River G. E. Co.....	VILLALOBOS	PG42	11
12	.....	2	16	125	6-16-450	General Electric.....	WILMINGTON	PG8	12

	Watertight deck amidships, total thickness.		Messrs (complement).						Name and official number.		
	Flat.	Slope.	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Men.	Marines.			
											In.
1	11	.....	.....	12	136	.....	ASHEVILLE	PG21	1
2	9	.....	.....	11	119	20	DOLPHIN	PG24	2
3	6	.....	.....	5	88	.....	ELCANO	PG38	3
4	12	.....	.....	12	150	21	HELENA .....	.....	4
5	2	.....	.....	2	44	.....	MONOCACY	PG20	5
6	2	.....	.....	2	44	.....	PALOS	PG16	6
7	2	.....	.....	2	28	.....	PAMPANGA	PG39	7
8	2	.....	.....	2	53	.....	QUIROS	PG40	8
9	11	.....	.....	10	142	.....	SACRAMENTO	PG19	9
10	11	.....	.....	12	136	.....	TULSA	PG22	10
11	2	.....	.....	2	53	.....	VILLALOBOS	PG42	11
12	10	.....	.....	11	158	27	WILMINGTON	PG8	12

* Turbo-generators.

* Shanghai Dock & Engine Co.

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	ASHEVILLE.....	Navy yard, Charleston.....	¹ 1,100,000	Aug. 29, 1916	² Aug. 29, 1916	1
2	DOLPHIN.....	John Roach & Sons, Chester, Pa.	315,000	Mar. 3, 1883	July 23, 1883	2
3	ELCANO.....	Carraca, Spain.....	.....	(⁵)	.....	3
4	HELENA.....	Newport News S. B. Co.....	280,000	Mar. 3, 1893	Jan. 29, 1894	4
5	MONOCACY.....	Navy yard, Mare Island ⁴	¹ 215,000	Mar. 4, 1911	.....	5
6	PALOS.....	Navy yard, Mare Island ⁴	¹ 260,000	May 4, 1896 Aug. 22, 1912	.....	6
7	PAMPANGA.....	Manila Slip Co., Cavite, P. I. ....	.....	(⁵)	.....	7
8	QUIROS.....	Hongkong & Whampoa Dock Co., Hongkong, China.	(⁵)	(⁵)	.....	8
9	SACRAMENTO.....	Wm. Cramp & Sons, Philadelphia.	492,500	Mar. 4, 1911	Sept. 9, 1912	9
10	TULSA.....	Navy yard, Charleston.....	.....	Aug. 29, 1916 July 1, 1918	² July 2, 1918	10
11	VILLALOBOS.....	Hongkong & Whampoa Dock Co., Hongkong, China-	(⁵)	(⁵)	.....	11
12	WILMINGTON.....	Newport News S. B. Co.....	280,000	Mar. 3, 1893	Jan. 28, 1894	12

¹ Limit of cost.² Date assigned to yard.³ Transferred to the Navy from the Army, Nov. 9, 1899.⁴ Reerected by the Shanghai (China) Dock & Engineering Co., Ltd.⁵ Quiros, Villalobos, and General Alava transferred to the Navy from the Army Feb. 21, 1900, at a cost of \$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	June 9, 1917	July 4, 1918	¹ Feb. 20, 1919	.....	July 6, 1920	ASHEVILLE.....	1
2	Oct. 11, 1883	Apr. 12, 1884	July 23, 1884	.....	Dec. 8, 1885 July 1, 1911	DOLPHIN.....	2
3	.....	1885	.....	.....	Nov. 20, 1902 July 1, 1911	ELCANO.....	3
4	Oct. 11, 1894	Jan. 30, 1896	Jan. 29, 1896	May 24, 1897	July 8, 1897 Aug. 15, 1917	HELENA.....	4
5	Apr. 28, 1913	Apr. 27, 1914	.....	.....	June 24, 1914 Aug. 25, 1917	MONOCACY.....	5
6	Apr. 28, 1913	Apr. 23, 1914	.....	.....	June 24, 1914 Aug. 15, 1917	PAIOS.....	6
7	Mar. —, 1887	Feb. —, 1888	² 1888	.....	June 8, 1899 Aug. 15, 1917	PAMPANGA.....	7
8	June —, 1894	1895	³ Apr. —, 1895	.....	Mar. 14, 1900 Aug. 15, 1917	QUIROS.....	8
9	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	Apr. 26, 1914	Apr. 26, 1914	SACRAMENTO.....	9
10	Dec. 9, 1919	.....	.....	.....	.....	TULSA.....	10
11	Sept. —, 1895	1896	July —, 1896	.....	Mar. 5, 1900 Aug. 15, 1917	VILLALOBOS.....	11
12	Oct. 8, 1894	Oct. 19, 1895	Jan. 29, 1896	May 17, 1897	May 13, 1897 July 1, 1911	WILMINGTON.....	12

¹ Expiration of contract period.² Date of completion.

59404—21—13

PATROL VESSELS—YACHTS (PY).

	Name and official number.	Dimensions.					United States 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 ¹.....PY8	146 0	22 0	7 2	237	167 9	287	195	2
	<i>Hawk</i> ² <i>Ex-P Y2</i>								
3	ISABEL.....PY10	229 11	26 2½	9 2	797	245 3			3
4	MAYFLOWER ³.....PY1	273 0	36 0	17 4	2,690				4
5	NIAGARA.....PY9	245 0	36 0	17 0	2,600	282 0	1,433	703	5
6	NOKOMIS ⁴.....PY6	203 0	31 10	13 7½	1,265	243 0	872	593	6
	<i>Scorpion</i> ⁵ <i>Ex-P Y3</i>								
7	SYLPH ⁶.....PY5	123 8	20 0	7 6	152				7
8	VIXEN ⁷ , ⁷.....PY4	182 3	28 0	12 8	806				8
	Total displacement..				8,922				

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>	<i>In.</i>	<i>In.</i>	<i>In.</i>		<i>Sq. ft.</i>	<i>Sq. ft.</i>			
1	2	{ Craig-Diesel, 4-cycle, 6-cylinder; diam. cyl. 12½..... }				15					8 700	1
2	2	Vert., 3-exp...	11	16½	26	15	2 Seabury..	84	3,848	9 740	2	
3	2	Parsons turb...					2 Normand. (Oil.)	10,750	8,000	8 8,400	3	
4	2	Vert., 3-exp...	22½	38	10 40	27	2 Mosher...	182	7,824	2,400	4	
5	2	Vert., 3-exp...	18	28	45	30	3 B. & W..	66	8,700	1,800	5	
6	2	Vert., 3-exp...	14	22½	36	24	2 B. & W..	157	6,920	2,000	6	
7	1	Vert., 3-exp...	10	16	25	16	2 Almy.....	45	1,588	550	7	
8	1	Vert., 3-exp...	18	27	48	25	2 S. E.....	126	3,508	9 1,250	8	
		Total horsepower								17,440		

- ¹ Despatch, formerly st. yacht Vixen.
² Transferred to Unclassified Section, p. 270.
³ Purchased during War with Spain.
⁴ On water line.
⁵ Nokomis, formerly st. yacht Nokomis II.

- ⁶ Transferred to Stricken and Sale List, p. 332.
⁷ Vixen, formerly st. yacht Josephine.
⁸ Shaft horsepower.
⁹ Estimated.
¹⁰ Two low-pressure cylinders.

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

PATROL VESSELS—YACHTS (PY).

	Fuel capacity coal or oil.	Maximum speed.	Endurance.		Material of hull.	Type.	Messes (complement).		Name and official number.	
			Nautical miles.	Cruising speed.			Officers.	Men. ¹		
	Tons.	Knots.		Knots.						
1	7,500	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	216.5	28.8	.....	.....	Steel.....	Steam yacht..	8	104	ISABEL.....PY10	3
4	537	14.5	.....	.....	Steel.....	Steam yacht..	9	176	MAYFLOWER.....PY1	4
5	400	13.0	3,500	12.0	Steel.....	Steam yacht..	8	195	NIAGARA.....PY9	5
6	350	16.0	1,517	14.7	Steel.....	Steam yacht..	7	80	NOKOMIS.....PY6	6
7	48	15.0	.....	.....	Steel.....	Steam yacht..	3	32	SYLPH.....PY5	7
8	195	² 16.0	.....	.....	Steel.....	Steam yacht..	5	100	VIXEN.....PY4	8

	Total weight of machinery (wet).	Electric generating sets.			Builders.	Rig.		Name.
		Number.	Kilowatts (each).	Volts.		Number of funnels.	Masts.	
1	{ 110 17½ }	110	{ Craig-Elect. Dynamic Co. Winton-Imp. Elect. Co. }	1	2	ARAMIS.....	1
2	1 10	110	General Electric Co.....	1	2	DESPATCH.....	2
3	2 { 425 410 }	110	.....do.....	2	2	ISABEL.....	3
4	2 425	125	Terry-Diehl.....	1	2	MAYFLOWER.....	4
5	2 435	125	De Laval-Sprague.....	1	3	NIAGARA.....	5
6	2 { 417.5 45 }	110	Terry-G. E. Co.....	1	2	NOKOMIS.....	6
7	1 10	125	General Electric Co.....	1	2	SYLPH.....	7
8	1 8	125	Sturtevant.....	1	2	VIXEN.....	8

¹ Includes C. P. O.² Gallons.³ Estimated.⁴ Turbo.

PATROL VESSELS—YACHTS (PY).

	Name and official number.	By whom and where built.	Former name (if any).	
1	ARAMIS.....PY7	Robert Jacob, City Island, N. Y.....		1
2	DESPATCH.....PY8	Gas Engine & Power Co. and Chas. L. Seabury Co., Morris Heights, N. Y.	Vixen.....	2
3	ISABEL.....PY10	Bath Iron Works, Bath, Me.....		3
4	MAYFLOWER.....PY1	J. & G. Thompson, Clydebank, Scotland.....		4
5	NIAGARA.....PY9	James Shewan & Sons, Brooklyn, N. Y.....		5
6	NOKOMIS.....PY6	Pusey & Jones, Wilmington, Del.....	Nokomis II.....	6
7	SYLPH.....PY5	John Roach, Chester, Pa.....		7
8	VIXEN.....PY4	Lewis Nixon, Elizabethport, N. J.....	Josephine.....	8

PATROL VESSELS—YACHTS (PY).

	Guns.	Purchase price (dollars).	Date delivered.	Date of first and latest commission.	When built.	Name and official number.	
1	.....	240,000	¹ July 3, 1917	Nov. 2, 1917	1916	ARAMIS .....PY7	1
2	2 3-pdr.....	112,000	¹ Aug. 6, 1917	Aug. 11, 1917 Apr. 12, 1920	1913	DESPATCH .....PY8	2
3	4 3'', 50 cal; 2 3'', 23 cal. A. A.	611,553	¹ 1917	Dec. 28, 1917 July 18, 1921	1917	ISABEL .....PY10	3
4	4 6-pdr. R. F.....	430,000	¹ Mar. 19, 1898	July 25, 1905	1896	MAYFLOWER .....PY1	4
5	4 4'', 50 cal.; 2 3-pdr.	175,000	¹ Aug. 10, 1917	Apr. 16, 1918	1898	NIAGARA .....PY9	5
6	4 6-pdr.....	510,000	¹ June 1, 1917	Dec. 3, 1917 July 25, 1921	1917	NOKOMIS .....PY6	6
7	.....	50,000	¹ June —, 1898	Aug. 18, 1898	1898	SYLPH .....PY5	7
8	4 6-pdr.; 2 1-pdr...	150,000	¹ Apr. 9, 1898	Apr. 11, 1898 Apr. 2, 1917	1896	VIXEN .....PY4	8

¹ 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 ^{1 2}.....AD9	420 2½	404 6	53 9	28 5	13,500	.....	.....	1
2 BRIDGEPORT ^{2 4}.....AD10 <i>ex-A R 2</i>	447 4½	429 4	54 4	28 3	8,600	.....	.....	29 2
3 BUFFALO ⁵.....AD8	406 1	391 1	48 3	20 9	6,525	33.7	.....	3
4 DIXIE ^{2 7}.....AD1	405 10	391 1	48 3	20 9	6,525	33.7	.....	4
5 DOBBIN ³.....AD3	483 10	460 0	61 1	21 0½	10,600	49.7	.....	5
6 LEONIDAS ^{2 6}.....AD7	273 11	263 3	39 2½	17 7	4,023	.....	.....	6
7 MELVILLE ².....AD2	417 3	400 0	54 5½	20 0	7,150	36.9	.....	7
8 PANTHER ^{9 10}.....AD6	324 4	304 8	40 8	15 9	3,380	23.22	.....	8
9 PRAIRIE ¹¹.....AD5	404 9	391 6	48 3	20 9	6,620	34.3	.....	9
10 WHITNEY ².....AD4	483 10	460 0	61 0	21 0½	10,600	49.7	.....	10
Total displacement..					77,523			

¹ Black Hawk, formerly S. S. Santa Catalina.² Flagship.³ Registered.⁴ Bridgeport formerly S. S. Breslau.⁵ Buffalo, formerly S. S. Nictheroy.⁶ Extreme.⁷ Dixie, formerly S. S. El Rio.⁸ Leonidas, formerly S. S. Eliz. Holland.⁹ Panther, formerly S. S. Venezuela.¹⁰ Built of iron.¹¹ Prairie, formerly S. S. El Sol.

NOTE.—Prairie designated as an immobile tender.

AUXILIARIES—DESTROYER TENDERS (AD).

	Speed.	Tonnage.				Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		United States Register.		Panama Canal.					
		Gross.	Net.	Gross.	Net.				
	<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	1 2,108	BLACK HAWK....AD9	1
2	12.5	8,005.70	3,710	8,080.45	3,780.47	39 7½	1,060	BRIDGEPORT....AD10	2
3	14.5	.....	.....	.....	.....	.....	2 1,408	BUFFALO.....AD8	3
4	14.5	4,503.74	2,152	4,626.38	2,089.71	.....	1,100	DIXIE.....AD1	4
5	16.0	.....	.....	.....	.....	.....	1 1,107	DOBBIN.....AD3	5
6	8.5	.....	.....	.....	.....	17 2	205	LEONIDAS.....AD7	6
7	15.09	.....	.....	.....	3,092.00	.....	2 900	MELVILLE.....AD2	7
8	13.5	2,713.20	1,182	2,737.15	1,328.90	.....	2 691	PANTHER.....AD6	8
9	14.5	.....	.....	.....	.....	.....	1,331	PRAIRIE.....AD5	9
10	16.0	.....	.....	.....	.....	.....	1 1,107	WHITNEY.....AD4	10

	Battery.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	4 5", 51 cal.; 2 3-pdr. saluting; 2 machine.	1	2	15	46	402	BLACK HAWK....	1
2	8 5", 51 cal.....	1	2 pole.....	16	53	717	BRIDGEPORT.....	2
3	6 4", 40 cal.; 4 3-pdr.; 2 1-pdr.; 2 machine	1	2 pole.....	15	38	387	BUFFALO.....	3
4	4 3", 50 cal. S. A.; 1 3", 50 cal. A. A.; 2 6-pdr.; 2 1-pdr.; 2 machine.	1	Brig.....	15	72	541	DIXIE.....	4
5	8 5", 51 cal.; 4 3", A. A.; 2 6-pdr.; 2 21" torpedo tubes.	1	2	15	32	286	DOBBIN.....	5
6	2 3", 50 cal.; 2 machine.....	1	2 pole.....	15	30	231	LEONIDAS.....	6
7	8 5", 51 cal.; 1 3", 50 cal. A. A.; 1 18" torpedo tube; 2 3-pdr. saluting.	1	2 pole.....	15	39	350	MELVILLE.....	7
8	4 3", 50 cal.....	1	2 pole.....	15	27	270	PANTHER.....	8
9	8 3", 50 cal.; 1 3" 50 cal. A. A.; 2 machine	1	Brig.....	15	43	395	PRAIRIE.....	9
10	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr.; 2 21" torpedo tubes.	1	2	15	32	286	WHITNEY.....	10

¹ Tons of fuel oil, 40 cubic feet per ton.

² Calculated to 6 inches below beams.

³ 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	$\left. \begin{matrix} 52\frac{1}{2} \\ 37 \end{matrix} \right\}$	76	54	3 S. E.....	215	8,881	3,400	1	
2 BRIDGEPORT.....	2	Vert., 4-exp...	20½	$\left. \begin{matrix} 42 \\ 29 \end{matrix} \right\}$	61½	43½	$\left. \begin{matrix} 2 D. E. \\ 2 S. E. \end{matrix} \right\}$	291	9946	3,445	3,600	2
3 BUFFALO.....	1	Vert., 3-exp...	31½	52	84	54	3 D. E.....	414	11,795	13,600	3	
4 DIXIE.....	1	Vert., 3-exp...	33	52	84	54	3 D. E.....	414	10,581	13,800	4	
5 DOBBIN.....	1	{Parsons geared turbine.}					{2 Bu. Mod. Thorny.}	(Oil)	14,400	127,000	5	
6 LEONIDAS.....	1	Vert., 3-exp...	20½	33	54	39	2 S. E.....	168	3,972	11,100	6	
7 MELVILLE.....	1	Parsons geared turbine.					2 B. & W.....	(Oil)	7,500	24,006	7	
8 PANTHER.....	1	Vert., 3-exp...	25½	41	67½	42	4 S. E.....	234	6,960	13,200	8	
9 PRAIRIE.....	1	Vert., 3-exp...	32	52	84	54	$\left. \begin{matrix} 3 D. E., 1 \\ \text{aux.} \end{matrix} \right\}$	447	10,506	13,800	9	
10 WHITNEY.....	1	{Parsons geared turbine.}					{2 Bu. Mod. Thorny.}	(Oil)	14,400	127,000	10	
Total horsepower.....										40,351		

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.	\$1,900,000	.....	⁶ Dec. 13, 1917
2 BRIDGEPORT.....	Bremer Vulcan, Vegesack, Germany.	.....	.....	⁴ 1917
3 BUFFALO.....	Newport News S. B. & D. D. Co.	\$575,000	.....	⁵ July 11, 1898
4 DIXIE.....	.....do.....	\$575,000	.....	⁵ Apr. 15, 1898
5 DOBBIN.....	Navy yard, Philadelphia.....	\$3,400,000	⁷ Mar. 4, 1917	⁸ July 9, 1919
6 LEONIDAS.....	S. P. Austin & Sons, England....	\$147,941	.....	⁶ Apr. 16, 1898
7 MELVILLE.....	New York S. B. Co., Camden, N. J.	1,310,000	Aug. 22, 1912	June 20, 1913
8 PANTHER.....	Wm. Cramp & Sons, Philadelphia.	\$375,000	.....	⁵ Apr. 19, 1898
9 PRAIRIE.....	.....do.....	\$575,000	.....	⁵ Apr. 6, 1898
10 WHITNEY.....	Navy yard, Boston, Mass.....	\$3,400,000	⁷ July 1, 1918	⁸ Dec. 6, 1919

¹ Estimated.
² Shaft horsepower.
³ Purchase price.
⁴ Date acquired.

⁵ Date of purchase.
⁶ Limit of cost.
⁷ Together with act of Aug. 29, 1916.
⁸ Date assigned to yard.

AUXILIARIES—DESTROYER TENDERS (AD.)

Total weight of machinery (wt.)	Electric generating sets.				Name and official number.		
	Number.	Kilowatts (each).	Volts.	Type.			Builders.
Tons.							
1	4	35	125		Curtis-G. E. Co.	BLACK HAWK AD9	1
2	{ 2 100 1 35 }	110	{ 6-100-1200..... 2-35-3600..... }		General Electric Co.	BRIDGEPORT AD10	2
3	{ 1 2 100 1 1 35 }	125	RC-17-6-100-1200 CC 2- 35-3600		Curtis-G. E. Co. Gen. El. Co.	BUFFALO AD8	3
4	{ 3 32 1 35 }	125	8-32-400 8-35-400		General Electric	DIXIE AD1	4
5	{ 1 1 100 2 200 }	125			Moore-G. E. Co.	DOBBIN AD3	5
6	{ 2 10 1 5 1 26½ }	125	6- 10-475 4- 5-600 4-26½-500		General Electric Co. Am. Blower-Eck Dy. Crompton	LEONIDAS AD7	6
7	509	12	150	125	6-150-3000 Westinghouse	MELVILLE AD2	7
8	2	30	110		M-4-30-2800 General Electric Co.	PANTHER AD6	8
9	{ 1 1 100 2 35 }	125	{ 125 125 110 }		R. C. 7 C. C. do.	PRAIRIE AD5	9
10	{ 2 200 1 100 }	125				WHITNEY AD4	10

	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	1
2		Aug. 14, 1901.			Aug. 25, 1917	BRIDGEPORT 2	2
3		* 1892			July 18, 1898 Nov. 29, 1915	BUFFALO 3	3
4		* 1893			Apr. 19, 1898 Mar. 22, 1917	DIXIE 4	4
5	Dec. 23, 1919	May 5, 1921				DOBBIN 5	5
6		* 1898			May 21, 1898 Apr. 1, 1914	LEONIDAS 6	6
7	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE 7	7
8		* 1889			Apr. 22, 1898 Mar. 22, 1917	PANTHER 8	8
9		* 1890			Apr. 14, 1898 July 1, 1911	PRAIRIE 9	9
10	Apr. 23, 1921					WHITNEY 10	10

¹ Turbo.² Estimated.³ Year built.

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.
1	ALERT ¹.....AS4	199 9	177 4	32 0	13 0	1,110	10.4	.....	1
2	BEAVER ².....AS5	380 0	357 6	47 0	19 6	5,970	.....	21 0	2
3	BUSHNELL ³.....AS2	350 6	300 0	45 8	15 0	3,580	23.0	.....	3
4	CAMDEN ⁴.....AS6	403 8	389 2	48 0	24 0	9,000	.....	24 0	4
5	FULTON ⁵.....AS1	226 6	216 0	35 0	13 0	1,408	12.36	.....	5
6	HOLLAND ⁶.....AS3	506 0	460 0	61 1	20 0	10,000	.....	.....	6
7	RAINBOW ⁷.....AS7	351 10	326 0	41 0	17 2	4,360	26.5	.....	7
8	SAVANNAH ⁸.....AS8	414 6	400 0	46 1	26 5	10,800	.....	.....	8
Total displacement..						46,228			

¹ Formerly gunboat; built of iron.² Length on designed water line.³ Registered.⁴ Flagship.⁵ Camden, formerly S. S. Kiel.⁶ Estimated.⁷ Fulton, formerly Niagara.⁸ Rainbow, formerly S. S. Norse King.⁹ Savannah, formerly S. S. Saxonia.

AUXILIARIES—SUBMARINE TENDERS (AS).

Speed.	Tonnage.				Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	United States Register.		Panama Canal.					
	Gross.	Net.	Gross.	Net.				
<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>		
1	10.0		713			202	ALERT.....AS4	1
2	16.5	4,507	2,779		26 5	² 2,350	BEAVER.....AS5	2
3	14.15					² 660	BUSHNELL.....AS2	3
4	12.0	4,494	2,872		31 0	975	CAMDEN.....AS6	4
5	12.34	1,190.13	555	1,640.84	613.74	² 234	FULTON.....AS1	5
6	16.0					² 1,050	HOLLAND.....AS3	6
7	12.0	3,696.85	1,474	3,908.33	1,838.90	1,166	RAINBOW.....AS7	7
8	10.5	4,424	2,782		27 4	² 743	SAVANNAH.....AS8	8

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	4 6-pdr.; 2 3-pdr. saluting	1	Schooner..	18	24	117	ALERT.....	1
2	4 5'', 51 cal.; 2 machine.....	1	2-pole.....	17	24	250	BEAVER.....	2
3	4 5'', 51 cal.....	1	2 pole.....	13	20	181	BUSHNELL.....	3
4	4 4'', 50 cal.; 4 machine.....	2	2 masts...	17	23	281	CAMDEN.....	4
5	2 3'', 50 cal.....	1	2 masts...	24	20	113	FULTON.....	5
6	8 5'', 51 cal.; 4 3'', 50 cal. A. A.; 2 6-pdr.	1	2 masts...	20	25	340	HOLLAND.....	6
7	2 5'', 40 cal.; 2 machine.....	1	2 pole.....	14	25	273	RAINBOW.....	7
8	4 5'', 40 cal.; 2 machine.....	1	2 masts...	17	22	315	SAVANNAH.....	8

¹ Estimated.² Tons fuel oil; 40 cubic feet per ton.³ 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.	Sq. ft.	Sq. ft.
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 {6 S. F..... 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 cycle, 6-cyl., 17½" diam.}				16½	1 Bu. Exp.	(Oil)	1,500	1,100		5
6 HOLLAND.....	1	{Parsons geared turb.}					{2 Bu. Mod. Thorny.}	(Oil)	14,400	17,000		6
7 RAINBOW.....	1	Vert., 3-exp...	28	44	72	48	2 D. E.....	246	6,400	11,800		7
8 SAVANNAH.....	1	Vert., 3-exp...	26½	44	72	48	4 B. & W..	264	10,568	12,000		8
Total horsepower.....									21,967			

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.....		Feb. 10, 1873	
2 BEAVER.....	Newport News S. B. & D. D. Co..	³ 1,300,000		⁴ July 1, 1918
3 BUSHNELL.....	Seattle Construction & D. D. Co..	935,695	Aug. 22, 1912	June 30, 1913
4 CAMDEN.....	Flensburger Co., Germany.....			⁵ 1917
5 FULTON.....	New London Ship & Engine Co..	492,830	Mar. 4, 1911	June 19, 1912
6 HOLLAND.....	Navy yard, Puget Sound.....	⁶ 3,400,000	⁷ Mar. 4, 1917	⁸ Dec. 6, 1919
7 RAINBOW.....	James Laing, Sunderland, Eng..	³ 176,260		⁴ June 29, 1898
8 SAVANNAH.....	Flensburger Co., Germany.....			⁵ 1917

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 (wet).	Electric turbo generating sets.					Name and official number.
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	
<i>Tons.</i>						
1	{ 1 12-5 2 85 1 10	{ 125 100-175 125		{ Recip. Westgh 2-85-2400 1 6-10-375 General Electric Westhse-Diehl	{	ALERT.....AS4 1
2	{ 1 50 2 35 1 100 1 400	{ 125 125 125 275		{ 2- 35-3600 General Electric Co M. P. C. 6-400-1000	{	BEAVER.....AS5 2
3	322 { 2 300 2 50	{ 125 125	C. C. 6-300-1500	Parsons-General Electric Co..		BUSHNELL.....AS2 3
4	{ 2 35 1 100 2 400	{ 125 125 275		{ 2- 35-3600 6-100-1200 M. P. C. 6-400-1000	{	CAMDEN.....AS6 4
5	135 { 1 50 1 35 1 35 1 400	{ 125 125 125	{ C. C. 2 B. R	{ Nelseco-Thresher ³ Curtis-General Electric Co. Kerr-General Electric Co. Diesel	{	FULTON.....AS1 5
6	* 576 { 2 400 2 200 1 100	{ 125 125	6-400-1000	General Electric Co.....		HOLLAND.....AS3 6
7	{ 1 100 2 35 1 400	{ 125 125 350	{ R. C. 17 2-35-3600 M. P. C. 6-400-1,000	{		RAINBOW.....AS7 7
8	{ 2 35 1 200 2 400	{ 110 125 275	{ C. C. 2-35-3600 K-15 M. P. C. 6-400-1,000	{ Curtis-General Electric Co. Kerr-Diehl General Electric Co.	{	SAVANNAH.....AS8 8

	Keel laid.	Ship launched.	Contract Date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	1873				1876 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	Apr. 11, 1921					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 Reciprocating engine.² Estimated.³ Generator from B. S. Virginia.

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	1,214,240	.....	.....	.....

Name.	Number of propellers.	Engines.	Boilers, oil burning.		Shaft horsepower on trial.	
		Type.	Number and type.	Total heating surface.	Main engines.	Total maximum.
1 WRIGHT.....	1	G. E. geared turbine	6 B. & W.	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.	² 596,450	³ July 11, 19	³ June 30, 1920

¹ Estimated.² Subject to correction after conversion is completed.³ 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.	Tonnage.				Depth of hold.	Fuel capacity (oil) (40 cubic feet per ton).	Name and official number.
	United States Register.		Panama Canal.				
	Gross.	Net.	Gross.	Net.			
<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

Total weight of machinery (wet).	Electric Turbo-generating sets.				Name.	
	Number.	Kilowatts (each).	Volts.	Type.		Builders.
1	3	200	125		Westinghouse.....	WRIGHT.....

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

Armament.	Rig.		Complement.			Name.	
	Number of funnels.	masts.	Wardroom officers.	Chief petty officers.	Men.		
1	2-5" 51 cal.; 2-3" 50 cal. B.B.....	1	2	46	51	235	WRIGHT.....

¹ Estimated.

AUXILIARIES—REPAIR SHIPS (AR).

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.	I 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>
<i>Bridgeport</i> ¹ <i>Ex-AR2</i>	.....	.....	.....	.....	.....	.....	.....	.....
1 MEDUSA.....AR1	483 10½	460 0	70 0	18 11½	10,000	.....	.....	1
2 PROMETHEUS ².....AR3	465 9	450 0	60 1	26 0	12,585	48.50	.....	2
3 VESTAL ^{3,4}.....AR4	465 9	450 0	60 0	26 0	12,585	48.35	.....	3
Total displacement.....	.....	.....	.....	.....	35,170	.....	.....	.....

¹ Transferred to destroyer tender as AD10.² Formerly Navy Collier No. 1, Prometheus, ex-Ontario.³ Flagship.⁴ Formerly Navy Collier No. 1, Vestal, ex-Erie.

AUXILIARIES—REPAIR SHIPS (AR).

	Tonnage.					Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
	United States Register.		Panama Canal.						
	Gross.	Net.	Gross.	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	¹ 16.0						² 1,632	MEDUSA.....AR1	1
2	¹ 16.0	6,689.06	3,712.87	6,863.52	3,747.70	34 0	² 807	PROMETHEUS.....AR3	2
3	¹ 16.0	6,691.31	3,714	6,933.60	3,771.06		1,422	VESTAL.....AR4	3

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men.		
1	4 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr., saluting.	1	2 pole.....	16	36	272	MEDUSA.....	1
2	4 5", 50 cal.....	1	4 pole.....	16	22	302	PROMETHEUS.....	2
3	4 5", 50 cal.: 1 3", 50 cal. A. A.....	1	4 pole.....	16	28	459	VESTAL.....	3

¹ Estimated.² Tons of fuel oil (40 cu. ft. per ton).³ Includes 932 tons reserve oil.

AUXILIARIES—REPAIR SHIPS (AR).

Name.	No. 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 MEDUSA.....	1	{Parsons geared turb.	In.	In.	In.	In.	{2 Bu. Mod. Thorny.	{(Oil)	14,400	17,000	1
2 PROMETHEUS.....	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	(Oil)	19,074	17,500	2
3 VESTAL.....	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	493	19,074	17,500	3
Total horsepower.....									22,000		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 MEDUSA.....	Navy yard, Puget Sound.....	4 3,250,000	6 July 1, 1918	6 Apr. 25, 1920
2 PROMETHEUS.....	Navy yard, Mare Island.....	4 1,550,000	Apr. 27, 1904	6 July 12, 1906
3 VESTAL.....	Navy yard, New York.....	4 1,550,000	Apr. 27, 1904	6 July 12, 1906

1 Estimated.
 2 Shaft horsepower.
 3 Superheat, 2,724 square feet

4 Limit of cost.
 5 Together with act of Aug. 29, 1916.
 6 Date assigned to yard.

AUXILIARIES—REPAIR SHIPS (AR).

	Total weight of machinery (wet).	Electric turbo-generating sets.				Name and official number.
		No.	Kilowatts (each).	Volts.	Type.		Builders.
	Tons.					
1	807	{ 2 300 2 100	125	8-300-444 ¹ 6-100-144 ²	General Electric Co.....	MEDUSA.....AR1 1
2	1,100	{ 2 32 2 100	125	8-32-400 K-11	.....do..... Terry-Diehl.....	PROMETHEUS.....AR3 2
3	1,021	{ 2 100 2 32	125	{ 6-100-1200 8-32-400	General Electric Co.....	VESTAL.....AR3 3

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

¹ Estimated.² Reciprocating engine.³ 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.	
									<i>Ft. in.</i>
1 BRIDGE ¹.....AF1	422 11	400 0	55 2½	20 8	8,500	41.85	.....	.....	1
2 CELTIC ².....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 ³.....AF4	388 7	353 0	46 1	25 4	8,325	32.7	.....	.....	4
5 POMPEY ⁴.....AF5	245 0	234 0	33 6	15 10	* 3,085	.....	.....	15 10	5
6 RAPPAHANNOCK ⁶.....AF6	497 9	471 2	59 2	25 9	17,000	.....	.....	.....	6
Total displacement.....					49,680	.....	.....	.....	.....

¹ Has towing machine.² Celtic formerly S. S. Celtic King; refrigerator ship.³ Glacier formerly S. S. Port Chalmers; refrigerator ship; has towing machine.⁴ Pompey formerly S. S. Harlech.⁵ Estimated.⁶ Rappahannock formerly S. S. Pommern.

AUXILIARIES—STORESHIPS (AF).

	Speed.	Tonnage.				Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.
		United States Register.		Panama Canal.				
		Gross.	Net.	Gross.	Net.			
	<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
1	14.0	6,357.57	3,394	6,631.64	3,869.54	.....	11,000	BRIDGE..... AF1 1
2	10.5	3,932.98	2,387.32	4,180.25	2,576.50	.....	757	CELTIC..... AF2 2
3	13.25	3,665.38	1,984.71	3,724.22	2,119.56	.....	980	CULGOA..... AF3 3
4	12.3	4,148.29	2,186	4,297.01	2,479.55	.....	939	GLACIER..... AF4 4
5	10.5	.....	.....	.....	.....	.....	205	POMPEY..... AF5 5
6	11.5	6,478	4,021	.....	.....	38 8	3,060	RAPPAHANNOCK... AF6 6

	Armament.	Rig.		Complement.			Name.
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.	
1	4 5", 50 cal.; 13", 50 cal. A. A.; 1 machine.	1	2 pole.....	13	20	192	BRIDGE..... 1
2	4 3", 50 cal.; 1 3", 50 cal. A. A.....	1	2 pole.....	13	18	139	CELTIC..... 2
3	4 3", 50 cal.; 1 3", 50 cal. A. A.....	1	Schooner..	13	18	147	CULGOA..... 3
4	15", 51 cal.; 2 3", 50 cal.; 13", 50 cal. A. A..	1	Schooner..	13	11	130	GLACIER..... 4
5	4 6-pdr.....	1	2 pole.....	8	1	58	POMPEY..... 5
6	.....	1	2.....	13	23	285	RAPPAHANNOCK... 6

¹ Fuel oil (40 cu. ft. per ton.)

AUXILIARIES—STORESHIPS (AF).

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 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	3
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 RAPPAHANNOCK..	1	Vert., 3-exp...	32½	52½	86½	55½	4 S. E.....	271	11,030	4,580	4,850	6
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.....	¹ 1,425,000	Mar. 4, 1913	² Feb. 19, 1914	1
2 CELTIC.....	Workman, Clark & Co., Belfast, Ireland.	³ 340,900	.....	⁴ May 14, 1898	2
3 CULGOA.....	J. L. Thompson & Son, Sunderland, England.	³ 247,705	.....	⁴ June 4, 1898	3
4 GLACIER.....	.....do.....	³ 340,550	.....	⁴ July —, 1898	4
5 POMPEY.....	S. P. Austin & Sons (Ltd.), Sunderland, England.	³ 111,929	.....	⁴ Apr. 19, 1898	5
6 RAPPAHANNOCK...	Bremer Vulkan, Vegesach, Germany.	.....	.....	⁴ 1917	6

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

AUXILIARIES—STORESHIPS (AF).

Total weight of machinery (wet).	Electric generating sets.				Name and official number.		
	No.	Kilowatts (each).	Volts.	Type.			Builders.
Tons.							
1	2	50	125	¹ 8-50-1113	Westinghouse.....	BRIDGE.....AF1	1
2	{ 1 1	{ 15 15	{ 110 125	{ 6-15-400	{ General Electric..... { Sturtevant.....	CELTIC.....AF2	2
3	2	16	125	6-16-450	General Electric.....	CULGOA.....AF3	3
4	2	16	125	6-16-450	.....do.....	GLACIER.....AF4	4
5	2	15	110	4-15-400	.....do.....	POMPEY.....AF5	5
6	2	35	125	¹ B. R.	Kerr-G. E. Co.....	RAPPAHANNOCK.....AF6	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		* 1890			Dec. 3, 1898 July 1, 1911	CULGOA.....	3
4		* 1891			July 5, 1898 Feb. 13, 1912	GLACIER.....	4
5		* 1897			May 26, 1898 July 6, 1911	POMPEY.....	5
6		* 1913			Dec. 8, 1917	RAPPAHANNOCK....	6

¹ Turbo.² Year built.

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	122 10	16,680	27.7	.....	1
2 AJAX ².....AC14	387 6	375 4	46 6	24 8	9,250	35.2	.....	2
3 BRUTUS ⁴.....AC15	332 6	321 6	41 6	122 11	16,550	27.6	.....	3
4 CAESAR ⁵.....AC16	322 1	310 0	43 11	119 7	15,940	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 ⁷.....AC17	323 5	312 0	41 0	121 6	16,100	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			

¹ To Pillsoll mark.

² AJAX, Ex-Scindia; has towing machine.

³ Estimated.

⁴ Brutus, formerly S. S. Peter Jebsen; has towing machine.

⁵ Caesar, formerly S. S. Kingstor; has towing machine.

⁶ Molded.

⁷ Nero, formerly S. S. Whitgift, ordered placed on sale July 14, 1921.

AUXILIARIES—COLLIERS (AC).

	Depth of hold.	Tonnage.				Material of hull.	Speed.	Bunker capac- ity, 42 cubic feet per ton.	Name and official number.	
		United States register.		Panama Canal						
		Gross.	Net.	Gross.	Net.					
<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Knots.</i>	<i>Tons.</i>			
1	28 6	.....	.....	.....	.....	Steel..	19.0	825	ABARENDA.....AC13	1
2	30 0	.....	.....	.....	.....	Steel..	110.0	500	AJAX.....AC14	2
3	21 9	3,190.02	2,082.00	3,317.08	2,065.17	Steel..	110.0	450	BRUTUS.....AC15	3
4	20 6	2,811.66	1,594.69	2,934.02	1,731.06	Steel..	110.0	800	CAESAR.....AC16	4
5	36 3	10,939.37	6,257.57	11,364.55	6,345.59	Steel..	14.32	2,300	JASON.....AC12	5
6	29 6	5,263.22	2,989.00	5,779.73	3,087.61	Steel..	12.65	825	MARS.....AC6	6
7	36 9	9,899.67	5,876.25	11,075.49	6,425.50	Steel..	12.93	2,500	NEPTUNE.....AC8	7
8	36 9	9,661.69	5,583.00	10,704.10	6,343.04	Steel..	14.58	1,925	NEREUS.....AC10	8
9	20 6	2,611.67	1,490.00	2,679.81	1,652.14	Steel..	19.0	300	NERO.....AC17	9
10	36 3	10,183.05	6,174.00	11,183.46	6,320.50	Steel..	14.47	2,300	ORION.....AC11	10
11	36 9	9,661.69	5,687.00	10,704.10	6,343.04	Steel..	14.67	1,925	PROTEUS.....AC9	11
12	29 6	5,162.33	3,134.43	5,625.83	3,281.75	Steel..	12.82	825	VULCAN.....AC5	12

¹ Estimated.

AUXILIARIES—COLLIERS (AC).

	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	ABARENDA.....	4 6-pdr.....	1	2	13	1	74	22 10	4,800	1
2	AJAX.....	4 6-pdr.....	1	2	13	1	88	.....	.....	2
3	BRUTUS.....	4 6-pdr.....	1	2	13	1	82	22 11	4,800	3
4	CAESAR.....	4 6-pdr.....	1	2	13	1	70	19 7	.....	4
5	JASON.....	4 4", 50 cal.....	1 2	2	15	1	109	29 0	14,200	5
6	MARS.....	4 4", 50 cal.....	1	2	13	1	100	25 8	8,100	6
7	NEPTUNE.....	4 4", 50 cal.....	1 2	2	15	1	109	28 11	14,000	7
8	NEREUS.....	4 4", 50 cal.....	1	2	15	1	109	.....	.....	8
9	NERO.....	4 6-pdr.....	1	2	13	1	59	21 6	4,000	9
10	ORION.....	4 4", 50 cal.....	1 2	2	15	1	109	29 0	14,200	10
11	PROTEUS.....	4 4", 50 cal.....	1	2	15	1	109	.....	.....	11
12	VULCAN.....	4 4", 50 cal.....	1	2	13	1	100	25 8	8,100	12

1 A breast.

AUXILIARIES—COLLIERS (AC).

	Maximum cargo capacity.		Dead-weight capacity to designed draft.					Name and official number.	
	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.....AC13	1
2	4,800	.....	.....	.....	.....	.....	.....	AJAX.....AC14	2
3	4,850	.....	.....	.....	.....	.....	.....	BRUTUS.....AC15	3
4	3,250	.....	.....	.....	.....	.....	.....	CAESAR.....AC16	4
5	11,500	2,575	10,500	2,000	100	600	13,200	JASON.....AC12	5
6	7,600	.....	7,200	300	50	50	7,600	MARS.....AC6	6
7	{ 11,700 1 10,200 }	{ 2,925 1 1,250 }	10,500	2,000	100	400	13,000	NEPTUNE.....AC8	7
8	{ 11,800 1 10,100 }	{ 3,050 1 1,125 }	10,500	2,000	100	300	12,900	NEREUS.....AC10	8
9	4,300	.....	.....	.....	.....	.....	.....	NEO.....AC17	9
10	11,500	2,575	10,500	2,000	100	600	13,200	ORION.....AC11	10
11	{ 11,800 1 10,100 }	{ 3,050 1 1,125 }	10,500	2,000	100	300	12,900	PROTEUS.....AC9	11
12	7,600	.....	7,200	300	50	50	7,600	VULCAN.....AC5	12

¹ With maximum oil.² With maximum coal.

AUXILIARIES—COLLIERS (AC).

Name.	Number of propellers.	Engines.				Boilers.		Indicated horsepower on trial.				
		Type.	Cylinder diameters.			Number and type.	Total grate sur- face.	Total heating surface.	Main engines.	Total maxi- mum.		
			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	{ Westgh. grd. turb. }					{ 3 D. E.; 1 aux. }	462	19,544	25,409.....	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	37¾	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		

¹ Estimated.

² Shaft horsepower.

AUXILIARIES—COLLIERS (AC).

	Total weight of machinery (wet).	Electric generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
	Tons.							
1	{	1 12	110	4-10-450..	General Electric.....	ABARENDA.....	AC13	1
		1 10	110					
2	{	2 24	80	6-24-400..	do.....	AJAX.....	AC14	2
3	{	1 15	125	6-15-400..	B. F. Sturtevant Co.....	BRUTUS.....	AC15	3
		1 25	120						General Electric.....
4	{	1 15	125	6-15-400..	B. F. Sturtevant Co.....	CAESAR.....	AC16	4
	1 15	125						
5	{	2 25	125	8-25-350..	B. F. Sturtevant Co.....	JASON.....	AC12	5
6	735 {	1 15	125	6-15-400..	do.....	MARS.....	AC6	6
		1 15	125					
7	{	2 15	125	6-15-400..	B. F. Sturtevant Co.....	NEPTUNE.....	AC8	7
8	{	1 109	125	B. R.....	Kerr—G. E. Co.....	NEBEUS.....	AC10	8
9	{	1 124	125	4-124-400..	Miller Electric Co.....	NERO.....	AC17	9
		1 15	125						4-15-400..	B. F. Sturtevant Co.....
10	{	2 25	125	8-25-350..	B. F. Sturtevant Co.....	ORION.....	AC11	10
11	{	1 109	125		Kerr—G. E. Co.....	PROTEUS.....	AC9	11
12	{	735 1 15	125	6-15-400..	B. F. Sturtevant Co.....	VULCAN.....	AC5	12

* Radio operation only.

* Turbo.

AUXILIARIES—COLLIERS (AC).

	Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ABARENDA. AC13	Edwards S. B. C., Newcastle, England.	1 175,000	.....	² May 5, 1898	1
2	AJAX AC14	D. & W. Henderson & Co., Glasgow, Scotland.	1 287,657	.....	² May 12, 1898	2
3	BRUTUS AC15	J. Readhead & Sons, South Shields, England.	1 215,000	.....	² June 3, 1898	3
4	CAESAR AC16	Ropner & Sons, Stockton on Tees, England.	1 175,194	.....	² Apr. 21, 1898	4
5	JASON AC12	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	5
6	MARS AC6	.....do.....	1 479,600	² May 13, 1908	² Oct. 28, 1908	6
7	NEPTUNE AC8	.....do.....	889,600	Mar. 3, 1909	Sept. 23, 1909	7
8	NEREUS AC10	Newport News S. B. Co.....	990,000	June 24, 1910	Aug. 29, 1911	8
9	NERO AC17	J. L. Thompson & Son (Ltd.), Sunderland, England.	1 215,000	.....	² June 30, 1898	9
10	ORION AC11	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 23, 1911	10
11	PROTEUS AC9	Newport News S. B. Co.....	990,000	June 24, 1910	Aug. 29, 1911	11
12	VULCAN AC5	Maryland Steel Co., Sparrows Point, Md.	1 479,600	² May 13, 1908	² Oct. 28, 1908	12

¹ Purchase price.² Date of purchase.² Act authorizing purchase.

AUXILIARIES—COLLIERS (AC).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	¹ 1892	.....	.....	May 29, 1898 July 1, 1911	ABARENDA.....	1
2	.....	¹ 1890	.....	.....	May 21, 1898 July 3, 1912	AJAX.....	2
3	.....	¹ 1894	.....	.....	May 27, 1898 July 2, 1912	BRUTUS.....	3
4	.....	¹ 1896	.....	.....	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. 28, 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	NEREUS.....	8
9	.....	¹ 1895	.....	.....	June 8, 1898 Apr. 29, 1914	NERO.....	9
10	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913	.....	July 29, 1912 Dec. 28, 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. 28, 1909	.....	Oct. 2, 1909 Feb. 25, 1914	VULCAN.....	12

¹ Year built.

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.
1 ALAMEDA.....AO10	446 0	430 0	58 0	25 6	14,450	.....	.....	1
2 ARETHUSA ^{1,2}.....AO7	343 6	332 0	42 2	* 20 11	6,160	27.8	.....	2
3 BARNES, ROBERT L. ⁴ AO14 EX-AK11.	258 6	251 10	43 2	18 6	5,380	.....	.....	18 6
4 BRAZOS.....AO4	475 7	455 0	5 56 0	26 8	14,800	50.28	.....	4
5 CUYAMA ³.....AO3	475 7	455 0	5 56 0	26 2	14,500	50.2	.....	5
6 KANAWHA ².....AO1	475 7	455 0	5 56 0	26 2	14,500	50.2	.....	6
7 MAUMEE ³.....AO2	475 7	455 0	5 56 0	26 2	14,500	50.2	.....	7
8 NECHES.....AO5	475 7	455 0	5 56 0	26 8	14,800	50.28	.....	8
9 PATOKA.....AO9	.....	463 3	60 0	26 2	16,800	.....	.....	9
10 PECOS.....AO6	475 7	455 0	5 56 0	26 8	14,800	50.28	.....	10
11 RAMAPO.....AO12	.....	463 3	60 0	26 2	16,800	.....	.....	11
12 SAPELO.....AO11	.....	463 3	60 0	26 2	16,800	.....	.....	12
13 THOMPSON, SARA ⁶.....AO8	321 0	310 0	40 3	21 9½	5,336	.....	.....	13
14 TRINITY.....AO13	.....	463 3	60 0	26 2	16,800	.....	.....	14
Total displacement.....	.....	.....	.....	.....	186,926	.....	.....	.....

¹ Arethusa, formerly S. S. Lucilene.² Has towing machine.³ From inclining experiment.⁴ Robert L. Barnes, used for oil storage, Guam.⁵ Molded.⁶ Sara Thompson, formerly S. S. Guthell, used for oil storage, Cavite.

NOTE.—The Alameda, Patoka, Ramapo, Sapelo, and Trinity were built for the Emergency Fleet Corporation and are under loan to the Navy. The Kanawha, 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.	Tonnage.				Material of hull.	Speed.	Fuel capacity, (oil), 40 cubic feet per ton.	Name and official number.		
		United States register.		Panama Canal.							
		Gross.	Net.		Panama Canal.						
	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Knots.</i>	<i>Tons.</i>			
1	25 4	7,253.14	5,348	7,679.69	5,609.70	Steel..	11.0	1,000	ALAMEDA.....	AO10	1
2	.....	3,367.08	2,015.63	3,477.55	2,151.20	Steel..	10.0	600	ARETHUSA.....	AO7	2
3	.....	.....	.....	.....	.....	Steel..	8.5	165	BARNES, ROBERT L....	AO14	3
4	33 11	7,449.16	5,063	8,022.91	5,357.18	Steel..	* 14.34	830	BRAZOS.....	AO4	4
5	33 11	7,607.83	5,120	7,708.50	5,003.83	Steel..	14.0	1,575	CUYAMA.....	AO3	5
6	33 11	7,790.69	5,573.71	8,056.87	5,387.74	Steel..	* 14.25	1,575	KANAWHA.....	AO1	6
7	33 11	7,894.86	5,181	8,016.88	5,198.74	Steel..	14.0	1,575	MAUMEE.....	AO2	7
8	33 11	7,383.37	4,860	8,004.75	5,102.75	Steel..	14.0	830	NECHES.....	AO5	8
9	22 8	8,267.05	6,246	8,457.92	6,210.82	Steel..	10.87	673	PATOKA.....	AO9	9
10	33 11	.....	.....	.....	.....	Steel..	14.0	830	PECOS.....	AO6	10
11	22 8	8,246	6,258	8,671.98	6,424.88	Steel..	11.23	673	RAMAPO.....	AO12	11
12	22 8	8,246	6,258	8,671.98	6,424.88	Steel..	10.95	673	SAPELO.....	AO11	12
13	28 3	2,691	1,715	.....	.....	Iron...	9.0	494	THOMPSON, SARA.....	AO8	13
14	22 8	8,266.07	6,278	8,671.98	6,444.95	Steel..	11.26	673	TRINITY.....	AO13	14

¹ Estimated.² 14,500 tons displacement at this speed.³ 14,520 tons displacement at this speed.

59404—21—15

AUXILIARIES—OILERS (AO).

	Name.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.			
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.	Draft.	Dead-weight capacity		
											<i>Ft.</i>	in.	Tons.
1	ALAMEDA.....	2 5", 51 cal.....	1	2	15	2	73			1	
2	ARETHUSA.....	4 3", 50 cal.; 2 machine.	1	2	13	1	60	22	9	4,100	2
3	BARNES, ROBERT L.....		1	1	14	2	50				3
4	BRAZOS.....	4 5", 51 cal.; 2 3", 50 cal. A.A.	1	2	15	15	131				4
5	CUYAMA.....	4 5", 50 cal.....	1	2	15	10	131				5
6	KANAWHA.....	4 4", 50 cal.; 2 machine.	1	2	15	10	131				6
7	MAUMEE.....	4 4", 50 cal.....	1	2	15	7	118				7
8	NECHES.....	4 5", 51 cal.; 2 3", 50 cal.	1	2	15	10	131				8
9	PATOKA.....	2 5", 51 cal.....	1	2	15	2	73				9
10	PECOS.....	4 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	15	10	131				10
11	RAMAPO.....	2 5", 51 cal.....	1	2	15	2	73				11
12	SAPELO.....	2 5", 51 cal.....	1	2	15	2	73				12
13	THOMPSON, SARA.....		1	2	13	1	53				13
14	TRINITY.....	2 5", 51 cal.....	1	2	15	1	74				14

AUXILIARIES—OILERS (AO).

	Maximum cargo capacity.		Dead-weight capacity to designed draft.				Name and Official Number.		
	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 AO10	1
2	4,000	4,050	600	.....	.....	.....	ARETHUSA AO7	2
3	3,000	3,000	165	.....	.....	3,650	BARNES, ROBERT L. AO14.	3
4	7,500	* 8,100	830	285	335	9,550	BRAZOS AO4	4
5	7,500	7,500	1,575	110	415	9,600	CUYAMA AO3	5
6	7,500	7,500	1,575	110	415	9,600	KANAWHA AO1	6
7	7,500	7,500	1,575	110	415	9,600	MAUMEE AO2	7
8	7,500	* 8,100	830	285	335	9,550	NECHES AO5	8
9	11,145	10,610	673	187	130	11,600	PATOKA AO9	9
10	7,500	* 8,100	830	285	335	9,550	PECOS AO6	10
11	11,145	10,610	673	187	130	11,600	RAMAPO AO12	11
12	11,145	10,610	673	187	130	11,600	SAPELO AO11	12
13	4,000	4,000	494	63	.....	.....	THOMPSON, SARA. AO8	13
14	11,145	10,610	673	187	130	11,600	TRINITY AO13	14

* Main cargo tanks.

* Includes 600 tons cargo gasoline.

AUXILIARIES—OILERS (AO).

Name.	Number of propellers.	Engines.				Boilers, oil burning.		Indicated horsepower on trial.			
		Type.	Cylinder diameters.			Number and type.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.					Stroke.	
			In.	In.	In.	In.	Sq. ft.				
1 ALAMEDA.....	1	Vert., 3-exp.....	27	45½	76	51	3 S. E.....	8,095	2,847	1	
2 ARETHUSA.....	1	Vert., 3-exp.....	25½	40	66	45	2 B. & W..	4,812	1,700	2	
3 BARNES, ROBT. L....	1	Vert., 3-exp.....	18	30	50	42	2 S. E.....	2,380	1,100	3	
4 BRAZOS.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W.	12,272	6,080	4	
5 CUYAMA.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W.	12,000	5,200	5	
6 KANAWHA.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W..	12,000	5,590	6	
7 MAUMEE.....	2	{ Diesel, 2-cycle; 5 cyl. per shaft; cyls. 25¼" diam. }				39½	2 B. & W..	5,160	2,500	7	
8 NECHES.....	2	Vert., 3-exp.....	23	39½	68½	48	4 Ward.....	12,680	5,200	8	
9 PATOKA.....	1	Vert., 4-exp.....	24	{ 51 35 }	75	51	{ 3 S. E..... 1 aux..... }	{ 7,035 1,223 }	2,756	9	
10 PECOS.....	2	Vert., 3-exp.....	23	39½	68½	48	4 Ward.....	12,680	5,200	10	
11 RAMAPO.....	1	Vert., 4-exp.....	24	{ 51 35 }	75	51	{ 3 S. E..... 1 aux..... }	{ 7,035 1,223 }	2,876	2,967	11
12 SAPELO.....	1	Vert., 4-exp.....	24	{ 51 35 }	75	51	{ 3 S. E..... 1 aux..... }	{ 7,035 1,223 }	2,722	12	
13 THOMPSON, SARA....	1	Vert., 3-exp.....	23	37	60	39	{ 2 S. E..... 1 aux..... }	3,710	1,300	13	
14 TRINITY.....	1	Curtis turb.....					{ 3 S. E..... 1 aux..... }	{ 7,035 1,223 }	2,308	14	
Total horsepower.....								50,669			

1 Estimated.

2 Shaft horsepower.

AUXILIARIES—OILERS (AO).

Total weight of machinery (wet).	Electric generating sets.					Name and official number.	
	Tons.	Number.	Kilowatts (each).	Volts.	Type.		Builders.
1	{ 2 20 1 1 12½ }	125	L-22	{ Sturtevant-Diehl..... Weston Electric Co..... }	ALAMEDA	AO 10	
2	2 10	110	6-10 -450	{ B. F. Sturtevant Co..... General Electric Co..... }	ARETHUSA	AO 7 2	
3	{ 1 30 1 15 }	125	DC	{ Am. Blower-Allis Chal- mers. }	BARNES, ROBT. L.....	AO 14 3	
4	2 2 50	125	4-50 -2800	B. F. Sturtevant Co.....	BRAZOS.....	AO 4 4	
5	* 613 2 2 50	125	4-50 -2800	.....do.....	CUYAMA	AO 3 5
6	608 2 50	125	K-c-50-2800	Terry-Diehl.....	KANAWHA	AO 1 6	
7	* 734 { 4 1 25 2 2 50 }	125	6-25 -375 6-50 -2800	{ Diesel-G. E. Co..... Terry-Diehl..... }	MAUMEE.....	AO 2 7	
8	2 2 50	125	4-50 -3600	General Electric Co.....	NECHES.....	AO 5 8	
9	700 { 2 20 1 1 12½ }	110 115	6-20 -400 * 4-12½ -600	{ General Electric Co..... Clifton-Westinghouse..... }	PATOKA.....	AO 9 9	
10	2 50	125	4-50 -3600	General Electric Co.....	PECOS.....	AO 6 10	
11	700 { 2 20 1 1 12½ }	110 115	6-20 -400 * 4-12½ -600	{ General Electric Co..... Clifton-Westinghouse..... }	RAMAPO.....	AO 12 11	
12	711 { 2 20 1 1 12½ }	110 115	6-20 -400 * 4-12½ -600	{ General Electric Co..... Clifton-Westinghouse..... }	SAPELO.....	AO 11 12	
13	2 1 10	125	B. R.	Terry-G. E. Co.....	THOMPSON, SARA.....	AO 8 13	
14	591 { 2 20 1 1 12½ }	110 115	6-20 -400 * 4-12½ -600	{ General Electric Co..... Clifton-Westinghouse..... }	TRINITY.....	AO 13 14	

¹ Kerosene engine, 4 cycle.
² Turbo-generators.
³ Estimated.

⁴ Stockholm-Bolinger-Diesel engine.
⁵ Clifton gasolene-kerosene engine.

AUXILIARIES—OILERS (AO).

	Name and official number.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ALAMEDA...AO10	Wm. Cramp & Sons, Phila.....	Cost+fee.	.....	.....	1
2	ARETHUSA...AO7	Craig, Taylor & Co., Stockton, Eng.	¹ 218,992	.....	² Aug. 12, 1898	2
3	BAENES, ROBERT L.....AO14	McDougall Duluth Co., Duluth, Minn.	¹ 545,000	.....	June 29, 1918	3
4	BRAZOS.....AO4	Navy yard, Boston.....	² 2,550,000	Aug. 29, 1916	⁴ Aug. 29, 1916	4
5	CUYAMA.....AO3	Navy yard, Mare Island.....	² 1,140,000	Mar. 3, 1915	⁴ Apr. 19, 1915	5
6	KANAWHA...AO1	.....do.....	² 1,140,000	Aug. 22, 1912	⁴ Jan. 23, 1913	6
7	MAUMEE...AO2	.....do.....	² 1,140,000	.....do.....	⁴ Mar. 24, 1913	7
8	NECHES.....AO5	Navy yard, Boston.....	.....	⁵ July 1, 1918	⁴ July 2, 1918	8
9	PATOKA.....AO9	Newport News S. B. & D. D. Co...	Cost+fee.	.....	.....	9
10	PECOS.....AO6	Navy yard, Boston.....	.....	⁵ July 1, 1918	⁴ July 18, 1918	10
11	RAMAPO.....AO12	Newport News S. B. & D. D. Co...	Cost+fee.	.....	.....	11
12	SAPELO.....AO11	.....do.....	Cost+fee.	.....	.....	12
13	THOMPSON SARA, AOS.	Wm. Armstrong & Co., New Castle, Eng.	¹ 700,000	.....	² Aug. 8, 1918	13
14	TRINITY...AO13	Newport News S. B. & D. D. Co...	Cost+fee.	.....	.....	14

¹ Purchase price.
² Date of purchase.
³ Limit of cost.

⁴ Date assigned to yard.
⁵ 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 and official number.	
1	Dec. 16, 1918	July 15, 1919	.....	Oct. 17, 1919	Oct. 17, 1919	ALAMEDA....AO10	1
2	.....	¹ 1893	.....	.....	{ Aug. 28, 1898 Oct. 1, 1912	{ ARETHUSA....AO7	2
3	.....	1917	.....	.....	Oct. 19, 1918	BARNES, ROBERT L.....AO14	3
4	June 21, 1917	May 1, 1919	.....	.....	Oct. 1, 1919	BRAZOS.....AO4	4
5	Dec. 15, 1915	June 17, 1916	.....	.....	Apr. 2, 1917	CUYAMA.....AO3	5
6	Dec. 8, 1913	July 11, 1914	.....	.....	June 5, 1915	KANAWHA....AO1	6
7	July 23, 1914	Apr. 17, 1915	.....	.....	Oct. 23, 1916	MAUMEE.....AO2	7
8	June 28, 1919	June 2, 1920	.....	.....	Oct. 25, 1920	NECHES.....AO5	8
9	Dec. 17, 1918	July 26, 1919	.....	Sept. 3, 1919	Oct. 13, 1919	PATOKA.....AO9	9
10	June 2, 1920	Apr. 23, 1921	.....	.....	Aug. 25, 1921	PECOS.....AO6	10
11	Jan. 16, 1919	Sept. 11, 1919	.....	Oct. 22, 1919	Nov. 15, 1919	RAMAPO....AO12	11
12	May 3, 1919	Dec. 24, 1919	.....	Jan. 30, 1920	Feb. 19, 1920	SAPELO.....AO11	12
13	.....	¹ 1888	.....	.....	Sept. 16, 1918	THOMPSON, SARA, AO8.	13
14	Nov. 10, 1919	July 3, 1920	.....	Sept. 4, 1920	Sept. 4, 1920	TRINITY.....AO13	14

¹ Year built.

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.	
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.		Shaft horsepower on trial.		
		Type.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
1 NITRO.....	2	Parsons geared turbine.....	4 B. & W..	1 360	2 14,420	2 5,300	.....	1
2 PYRO.....	2	..... do.....	4 B. & W..	1 360	2 14,420	2 5,300	.....	2
Total shaft 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	1
2 PYRO.....	.....do.....	\$ 3,550,000	Aug. 29, 1916	Jan. 5, 1917	2

¹ Coal and oil burning.
² Super heat 1,440 square feet.
³ Estimated.

⁴ Limit of cost.
⁵ Together with act of Aug. 29, 1916.
⁶ Date assigned to yard.

AUXILIARIES—AMMUNITION SHIPS (AE).

	Speed.	Tonnage.				Depth of hold.	Fuel capacity (oil) (40 cubic feet per ton).	Name and official number.	
		United States Register.		Panama Canal.					
		Gross.	Net.	Gross.	Net.				
	<i>Knols.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Fl. in.</i>	<i>Tons.</i>		
1	¹ 16.0	7,440.53	4,405.61	8,425.68	5,269.55	.....	1,000	NITRO.....	AE2 1
2	¹ 16.0	7,440.53	4,405.61	8,425.68	5,269.55	.....	1,000	PYRO.....	AE1 2

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.		
1	¹ 629	2	50	125	4-50-3600	General Electric Co.....	NITRO.....	1
2	¹ 629	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	.....	.....	Apr. 1, 1921	NITRO.....	1
2	Aug. 9, 1918	Dec. 16, 1919	.....	.....	Aug. 10, 1920	PYRO.....	2

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Men		
1	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2 pole.....	17	15	199	NITRO.....	1
2	4 5", 50 cal.; 2 3", 50 cal. A. A.....	1	2 pole.....	17	15	199	PYRO.....	2

¹ 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>
<i>Astoria</i> ¹ <i>Ex-AK8</i>	.....	.....	.....	.....	.....	.....	.....	.....
<i>Barnes, Robert L.</i> ² <i>Ex-AK11</i>	.....	.....	.....	.....	.....	.....	.....	.....
1 BATH ³ AK4	344 0	329 2	46 2	19 2	4 6,425	.....	.....	1
2 BEAUFORT ⁴ AK6	288 11	275 9	40 2	18 4½	4 5,500	.....	.....	2
3 GULFPORT ⁵ AK5	267 4	253 11	37 2	18 0	7 3,800	.....	.....	3
4 HOUSTON ⁶ AK1	392 0	375 8	50 9	25 4	9,000	.....	.....	4
5 KITTEERY ⁷ AK2	293 8	282 2	40 6	13 3	3,330	.....	.....	5
6 LONG BEACH ⁸ AK9	330 0	318 2	41 11	.....	5,800	.....	.....	6
7 NEWPORT NEWS ¹¹ AK3	371 5	356 9	45 5	23 6	7 10,000	.....	.....	7
8 PENSACOLA ¹² AK7	.....	339 1	51 2	23 0	9,821	.....	.....	8
9 QUINCY ¹³ AK10	367 0	349 2	51 0	21 4	6,500	.....	.....	9
Total displacement.....	.....	.....	.....	.....	60,176	.....	.....	.....

¹ Transferred to stricken and sale list.

² Robert L. Barnes transferred to oilers as AO14.

³ Bath formerly S. S. Andromeda.

⁴ Approximate.

⁵ Beaufort formerly S. S. Rudolf Blumburg, ex-Rheingraf.

⁶ Gulfport formerly S. S. Locksun, ex-Andree Rickmers.

⁷ Estimated.

⁸ Houston formerly S. S. Liebenfels.

⁹ Kittery formerly S. S. Praesident.

¹⁰ Long Beach formerly S. S. Hohenfelde; ordered placed on sale July 14, 1921.

¹¹ Newport News formerly S. S. Odenwald.

¹² Pensacola formerly S. S. Nicaria.

¹³ Quincy formerly S. S. Vogesen.

NOTE.—U. S. S. Kittery is authorized to carry 16 first-class accommodations, which may be occupied by women and children, and 55 bunks or cots for officers and troops. U. S. S. Gulfport is authorized to carry 12 first-class accommodations, which may be occupied by women and children, and 54 bunks or cots for officers and troops. U. S. S. Newport News is authorized to carry 125 troop passengers. U. S. S. Pensacola is authorized to carry 25 first-class and 150 troop passengers.

AUXILIARIES—CARGO SHIPS (AK).

	Speed.	Tonnage.				Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		United States register.		Panama Canal.					
		Gross.	Net.	Gross.	Net.				
<i>Knots.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	<i>Tons.</i>			
1	10.0	2,554	1,546			29 6	469	BATH.....AK4	1
2	8.0	1,769	1,077				350	BEAUFORT.....AK6	2
3	7.5	1,657	1,020			19 6	425	GULFPORT.....AK5	3
4	10.5	4,525	2,830	5,246.50	3,275.74	27 4	940	HOUSTON.....AK1	4
5	15.5	1,840	841	2,241	1,078.45		351	KITTERY.....AK2	5
6	8.5	2,974	1,824				334	LONG BEACH.....AK9	6
7	13.0	3,537	2,088			26 0	920	NEWPORT NEWS..AK3	7
8	10.7	4,424	3,102			24 2	1,052	PENSACOLA.....AK7	8
9	11.0	3,716	2,357			25 3	657	QUINCY.....AK10	9

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1		1	2.....	14	2	74	BATH.....	1
2	2 machine.....	1	2.....	14	1	64	BEAUFORT.....	2
3		1	2.....	10	4	78	GULFPORT.....	3
4		1	2.....	14	10	124	HOUSTON.....	4
5		2	2.....	14	6	91	KITTERY.....	5
6	2 machine.....	1	2.....	14	2	74	LONG BEACH.....	6
7		1	2.....	14	1	64	NEWPORT NEWS..	7
8		1	3.....	14	4	79	PENSACOLA.....	8
9		1	2.....	14	1	64	QUINCY.....	9

AUXILIARIES—CARGO SHIPS (AK).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.			No. and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
1 BATH.....	1	Vert., 3-exp...	23 $\frac{3}{8}$	39 $\frac{3}{8}$	63	43 $\frac{1}{2}$	2 S. E.....	Sq. ft. 105	Sq. ft. 3,381	1,650.....	1	
2 BEAUFORT.....	1	Vert., 3-exp...	20 $\frac{3}{8}$	32 $\frac{3}{8}$	51 $\frac{1}{2}$	33 $\frac{3}{8}$	2 S. E.....	88	3,192	1,250.....	2	
3 GULFPORT.....	1	Vert., 3-exp...	18 $\frac{1}{2}$	30 $\frac{3}{8}$	49 $\frac{1}{2}$	31 $\frac{1}{2}$	2 S. E.....	102	3,250	800.....	3	
4 HOUSTON.....	1	Vert., 4-exp...	23 $\frac{1}{2}$	50 33 $\frac{3}{8}$	72 $\frac{1}{2}$	53 $\frac{1}{2}$	3 S. E.....	198	6,426	2,800.....	4	
5 KITTEERY.....	2	Vert., 3-exp...	16	26 $\frac{1}{2}$	43 $\frac{1}{2}$	27 $\frac{1}{8}$	2 S. E.....	144	4,475	1,400.....	5	
6 LONG BEACH.....	1	Vert., 3-exp...	23 $\frac{3}{8}$	38	60	40	2 S. E.....	132	3,948	1,300.....	6	
7 NEWPORT NEWS..	1	Vert., 3-exp...	27	45	75	48	4 S. E.....	211	8,240	2,400.....	7	
8 PENSACOLA.....	1	Vert., 3-exp...	25 $\frac{3}{8}$	40 $\frac{3}{8}$	66 $\frac{1}{2}$	44 $\frac{3}{8}$	3 S. E.....	149	5,490	1,700	1,750	8
9 QUINCY.....	1	Vert., 3-exp...	23	38	64	42	2 S. E.....	150	5,487	2,500.....	9	
Total horsepower.....										15,800		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 BATH.....	Oderwerke Stettiner, Germany..	.....	.....	¹ Aug. 3, 1917
2 BEAUFORT.....	H. Koch, Aktien Ges., Germany.	.....	.....	¹ May 22, 1917
3 GULFPORT.....	Rickmers Aktiens Ges., Germany.	.....	.....	¹ May 22, 1917
4 HOUSTON.....	Bremer Vulcan, Germany.....	.....	.....	¹ May 22, 1917
5 KITTEERY.....	G. Seebach Aktien Ges., Germany.	.....	.....	¹ May 14, 1917
6 LONG BEACH.....	Wm. Pikersgill & Sons, England.	.....	.....	¹ May 22, 1917
7 NEWPORT NEWS..	Flensburg S. B. Co., Germany..	.....	.....	¹ May-14, 1917
8 PENSACOLA.....	Aktien Ges. Neptune, Germany..	.....	.....	¹ May 22, 1917
9 QUINCY.....	Wm. Doxford & Sons, England.	.....	.....	¹ May 22, 1917

¹ Date of Executive order for transfer to Navy.

AUXILIARIES—CARGO SHIPS (AK).

Total weight of machinery (wet).	Electric generating sets.					Name and official number.
	Numbers.	Kilowatts (each).	Volts.	Type.	Builders.	
1	{ 1 11.5 1 15	100 125	Comp..... M. P.-4.....	German..... General Electric Co.....	BATH..... AK 4	1
2	2 5	125	D-M. P.....	General Electric Co.....	BEAUFORT..... AK 6	2
3	{ 1 7.5 1 6	120 110	..... .....	Engberg..... German.....	GULFPORT..... AK 5	3
4	{ 1 20 1 12½	125 125	M. P..... S. K.....	General Electric Co..... Am. Blower-Westgh.....	HOUSTON..... AK 1	4
5	{ 1 25 1 10½	125 100	T. F.....	Sturtevant..... German.....	KITTERY..... AK 2	5
6	{ 1 12½ 1 10	125 125	..... C. C.....	..... General Electric Co.....	LONG BEACH... AK 9	6
7	2 24	125	C.....	Sturtevant.....	NEWPORT NEWS AK 3	7
8	1 15	110	M. P.-6-15-400..	General Electric Co.....	PENSACOLA..... AK 7	8
9	2 7½	115	M. P.-4.....	Engberg.....	QUINCY..... AK 10	9

Keel laid.	Launched.	Contract date of com- pletion.	Date of pre- liminary acceptance.	Date of first and latest commission.	Name.	
1	1913			July 30, 1917	BATH.....	1
2	1909		¹ May 3, 1917	Sept. 20, 1917	BEAUFORT.....	2
3	1902		² May 21, 1917	Sept. 1, 1917	GULFPORT.....	3
4	1903		² Mar. 20, 1917	July 3, 1917	HOUSTON.....	4
5	Nov. 30, 1905			July 6, 1917	KITTERY.....	5
6	1892		¹ Apr. 6, 1917	{ Dec. 20, 1917 ² Apr. 20, 1921	LONG BEACH.....	6
7	1904		² July 22, 1917	July 14, 1917	NEWPORT NEWS...	7
8	Aug. 18, 1901		² May 8, 1917	Oct. 8, 1917	PENSACOLA.....	8
9	1909		² May 8, 1917	Feb. 2, 1918	QUINCY.....	9

¹ Turbo.² Date acquired.³ 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.
	<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 HANCOCK.....AP3	465 6	450 2	45 4	24 3	18,500	.....	.....	1
2 HENDERSON.....AP1	483 10	460 0	60 1½	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.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.		
			H. P.	I. P.	I. P.						Stroke.	
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>Sq. ft.</i>	<i>Sq. ft.</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	15,400	.....	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 ⁴	J. Elder & Co., Glasgow, Scotland.	\$600,000	.....	.....
2 HENDERSON.....	Navy yard, Philadelphia.....	7 1,850,000	Mar. 4, 1913	6 Feb. 19, 1914
3 HEYWOOD.....	Contract not yet placed ⁸.....	.....	Aug. 29, 1916 July 1, 1918	.....

¹ Estimated.
² On load water line.
³ Shaft horsepower, estimated.
⁴ Hancock, formerly S.S. Arizona.

⁵ Transfer price.
⁶ Date assigned to yard.
⁷ Limit of cost.
⁸ Construction in abeyance.

NOTE.—The U. S. S. Henderson is authorized to carry passengers not in excess of the number listed as follows: First-class passengers, women and children, 112; female servants, 6; officers and civilians, as many as are given authority to travel, except that not more than 100 to be put in troop or crew spaces; troop passengers, for indefinite period, 1,200; additional for short period, 800. U. S. S. Hancock is authorized to carry 40 first-class, 986 troop passengers.

AUXILIARIES—TRANSPORTS (AP).

	Speed.	Tonnage.				Depth of hold.	Bunker capacity (42 cubic feet per ton)	Name and official number.	
		United States register.		Panama Canal.					
		Gross.	Net.	Gross.	Net.				
	<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	5,622.42	2,977	5,789.50	3,400.33	.....	1,423	HANCOCK.....	AP3 1
2	14.0	7,498.07	3,992	8,292.23	4,944.51	.....	* 1,200	HENDERSON.....	AP1 2
3	16.0	.....	.....	.....	.....	.....	* 1,200	HEYWOOD.....	AP2 3

	Total weight of machinery. (wet.)	Electric generating sets.				Name.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
1	.....	1	25	125	4-25-400	Union Iron Works.....	HANCOCK.....	1
2		2	24	125	8-24-400	General Electric.....		
2	635	2	200	125	Turbo.	Westinghouse.....	HENDERSON.....	2
3	* 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	.....	* 1879	.....	(4)	Nov. 20, 1902 Mar. 15, 1920	HANCOCK.....	1
2	June 19, 1915	June 17, 1916	.....	.....	May 24, 1917	HENDERSON.....	2
3	.....	.....	.....	.....	.....	HEYWOOD.....	3

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Men.		
1	43", 50 cal.; 23", 50 cal. A. A.; 2 3-pdr. saluting; 2 machine.	1	4	17	18	240	HANCOCK.....	1
2	85", 50 cal.; 23", 50 cal. A. A.; 23-pdr.; 2 1-pdr.	1	2	17	19	383	HENDERSON.....	2
3	.....	1	2	17	19	383	HEYWOOD.....	3

* Estimated. * Tons of fuel oil. * Year built. 4 Transferred from War Dept. Nov. 8, 1902.

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 ¹ AH3	429 10	2 413 0	50 2	24 0	10, 102	.....	1, 010	18.3
2 MERCY ² AH4	429 10	2 413 0	50 2	24 0	10, 112	.....	1, 010	18.2
3 RELIEF..... AH1	483 10	460 0	60 11½	19 6	9, 800	49.7	2, 032	16.0
4 SOLACE ⁴ 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)	7 11, 424	.....	8, 525	.....
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	.....	¹⁰ July 19, 1917
2 MERCY.....	do.....	\$ 2, 240, 000	.....	¹⁰ Sept. 27, 1917
3 RELIEF.....	Navy yard, Philadelphia, Pa.....	¹¹ 4, 355, 000	Aug. 29, 1916	¹² Aug. 29, 1916
4 SOLACE.....	Newport News S. B. & D. D. Co.	\$ 600, 000	.....	¹⁰ Apr. 7, 1898

¹ Comfort formerly S. S. Havana.
² Registered.

³ Mercy formerly S. S. Saratoga.

⁴ Solace formerly S. S. Creole.

⁵ Oil (40 cu. ft. per ton).

⁶ Estimated.

⁷ Total superheat, 1,140 square feet.

⁸ Shaft horsepower.

⁹ Purchase price.

¹⁰ Date of purchase.

¹¹ Limit of cost.

¹² Date assigned to the yard.

AUXILIARIES—HOSPITAL SHIPS (AH).

	Tonnage.				Rig.		Complement.			Name and official number.		
	U. S. Register.		Panama Canal.									
	Gross.	Net.	Gross.	Net.	Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.			
	Tons.	Tons.	Tons.	Tons.								
1	6,391	3,963	.....	.....	2	2.....	15	22	295	COMFORT.....	AH3	1
2	6,391	3,963	.....	.....	2	2 masts...	15	22	295	MERCY.....	AH4	2
3	.....	.....	.....	.....	1	2 pole.....	15	29	331	RELIEF.....	AH1	3
4	3,927.25	1,984	4,104.50	2,343.80	1	2 mast....	13	15	236	SOLACE.....	AH2	4

	Total weight of machinery (wet.)	Electric generating sets.					Name.		
		Number.	Kilowatts (each).	Volts.	Type.	Builders.			
									Tons.
1	{	1	50	125	15-C C	Sturtevant.....	COMFORT.....	1	
2		2	50	110					
2	{	2	55	110	C. D. C.	.....do.....	MERCY.....	2
1		1	50	125					
3	1	617	2	300	125	6-300- ⁴⁰⁰⁰ / ₁₀₀₀	Westinghouse.....	RELIEF.....	3
4	2	24	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	.....	July 19, 1917	Mar. 18, 1918	COMFORT.....	1
2	.....	1907	.....	Sept. 27, 1917	Jan. 24, 1918	MERCY.....	2
3	July 14, 1917	Dec. 23, 1919	.....	.....	Dec. 28, 1920	RELIEF.....	3
4	.....	1896	.....	Apr. 7, 1898	Apr. 14, 1898 July 1, 1911	SOLACE.....	4

¹ Estimated.² Turbo.³ Year built.⁴ Date of purchase.

AUXILIARIES—FLEET TUGS (AT).

	Name and official number.	Material of hull.	Dimensions.					Trial.		
			Length over all.	Length between perpendiculars.	Breadth, molded.	Depth.	Mean draft.	Displacement.	Speed.	
			<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>	
1	ALGORMA.....AT34	Steel..	156 8	149 3½	30 0	.....	14 7	998	13.06	1
2	ALLEGHENY ¹.....AT19	Steel..	155 9¾	149 3½	30 0	.....	14 7	² 1,000	² 14.0	2
3	ARAPAHO.....AT14	Steel..	122 6	.....	³ 24 0	.....	12 10	575	10.8	3
4	BAGADUCE ⁴.....AT21	Steel..	156 8	149 3½	30 0	.....	14 7	⁵ 1,000	⁵ 12.4	4
5	CARRABASSET.....AT35	Steel..	156 8	149 3½	30 0	.....	14 7	1,005	12.75	5
6	CHALLENGE ⁶.....AT59	Iron...	129 3	122 0	22 2	.....	13 2	515	14.0	6
7	CHEMUNG ⁷.....AT18 <i>Conestoga (1128)... Ex-AT54.</i>	Steel..	123 6	.....	⁸ 26 7½	.....	11 6	575	11.0	7
8	CONTOCOOK.....AT36 <i>Delaware⁹ (S. P. 467), Ex-AT55.</i>	Steel..	156 8	149 3½	30 0	.....	14 7	969	13.0	8
9	GENESEE ¹⁰ (1116).....AT55	Steel..	170 0	¹¹ 158 0	29 0	.....	16 0	¹² 1,000	¹² 15.0	9
10	IROQUOIS ¹².....AT46	Steel..	152 0	.....	26 0	.....	13 6	702	13.2	10
11	IUKA.....AT37	Steel..	156 8	149 3½	30 0	.....	14 7	969	13.06	11
12	KALMIA.....AT23	Steel..	156 8	149 3½	30 0	.....	14 7	¹³ 1,000	¹³ 13.0	12
13	KEOSANQUA.....AT38	Steel..	156 8	149 3½	30 0	.....	14 7	969	13.06	13
14	KEWAYDIN.....AT24	Steel..	156 8	149 3½	30 0	.....	14 7	¹⁴ 1,000	¹⁴ 13.0	14
15	KOKA ¹⁵.....AT31	Steel..	156 8	149 3½	30 0	.....	14 7	¹⁵ 1,000	¹⁵ 13.0	15
16	LYKENS (S. P. 876).....AT56	Steel..	170 0	157 0	29 0	.....	15 0	¹⁶ 1,000	.....	16
17	MAHOPAC ¹⁶.....AT29	Steel..	156 8	149 3½	30 0	.....	14 7	¹⁷ 1,000	¹⁷ 13.0	17
18	MOHAVE.....AT15	Steel..	122 6	.....	¹⁸ 24 0	.....	12 10	575	11.11	18
19	MONTCALM ¹⁹.....AT39	Steel..	156 8	149 3½	30 0	.....	14 7	999	13.06	19
20	NAPA ¹⁷.....AT32	Steel..	156 8	149 3½	30 0	.....	14 7	¹⁹ 1,000	¹⁹ 13.0	20

¹ Allegheny, formerly Huron.

² Estimated.

³ Extreme.

⁴ Bagaduce, formerly Ammonoosuc.

⁵ Based on special trials.

⁶ Challenge, formerly Defiance.

⁷ Chemung, formerly Pocahontas.

⁸ Conestoga, transferred to Stricken and Sale List, p. 332.

⁹ Delaware, transferred to District Craft as YT111.

¹⁰ Genesee, formerly Monocacy.

¹¹ Registered.

¹² Iroquois, formerly Fearless.

¹³ Koka, formerly Oconee.

¹⁴ Approximate.

¹⁵ Mahopac, formerly Kickapoo.

¹⁶ Montcalm, formerly Kineo.

¹⁷ Napa, formerly Yucca.

NOTE.—Seagoing tug Bay Spring taken over from Shipping Board at New York Sept. 28, 1921, will be identified as AT60. Length, 141' 3½"; breadth, 27' 6"; gross tonnage, 426.

AUXILIARIES—FLEET TUGS (AT).

	Tonnage.				Fuel capacity.		No. funnels.	Rig.	Name and official number.		
	United States register.		Panama Canal.		Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.		Masts.			
	Gross.	Net.	Gross.	Net.							
	Tons.	Tons.	Tons.	Tons.							
1	502.47	.....	546.04	(Nil..... 134.64)	.....	279	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.....	CARRABASSET.....	AT35	5
6	127	.....	.....	.....	110	1	2 pole.....	CHALLENGE.....	AT59	6
7	1	2 masts.....	CHEMUNG.....	AT18	7
8	270	1	2 pole.....	CONTOCOOK.....	AT36	8
9	286	1	2 masts.....	GENESEE.....	AT55	9
10	181	1	Schooner.....	IROQUOIS.....	AT46	10
11	279	1	2 pole.....	IUKA.....	AT37	11
12	270	1	2 pole.....	KALMIA.....	AT23	12
13	279	1	2 pole.....	KEOSANQUA.....	AT38	13
14	279	1	2 pole.....	KEWAYDIN.....	AT24	14
15	279	1	2 pole.....	KOKA.....	AT31	15
16	425	.....	.....	.....	286	1	2 masts.....	LYKENS.....	AT56	16
17	279	1	2 pole.....	MAHOPAC.....	AT29	17
18	149	1	1 mast; 1 derrick..	MOHAVE.....	AT15	18
19	272	1	2 pole.....	MONTCALM.....	AT39	19
20	279	1	2 pole.....	NAPA.....	AT32	20

¹ Propelling power deduction limited to 50 per cent of gross tonnage.

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 CARRASSET.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,014	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 CONTOCOOK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,130	8
9 GENESEE.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	127	3,488	1,000	9
10 IROQUOIS.....	1	Vert., 3-exp...	20	30	50	36	2 S. E.....	86	2,817	1,000	10
11 IUKA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,049	11
12 KALMIA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	12
13 KEOSANQUA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,065	13
14 KEWAYDIN.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	14
15 KOKA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	15
16 LYKENS.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	106	3,200	1,000	16
17 MAHOPAC.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	17
18 MOHAVE.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	2,290	800	18
19 MONTCALM.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,017	19
20 NAFA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	20

¹ Estimated.

AUXILIARIES—FLEET TUGS (AT).

	Total weight of machinery (wet).	Electric generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
	<i>Tons.</i>							
1	307	2 10	125	20 S. K. ¹	Westinghouse	ALGORMA	AT34	1
2	307	2 7.5	110		Engberg Electric Co.	ALLEGHENY	AT19	2
3		1 10	125	(1)	{B. F. Sturtevant Co} {Crocker-Wheeler Co}	ARAPAHO	AT14	3
4	307	2 10	125	20 S. K. ¹	Westinghouse	BAGADUCE	AT21	4
5	307	2 10	125	20 S. K. ¹	do	CARABASSET	AT35	5
6		1 4.5	110	D. C.	General Electric	CHALLENGE	AT59	6
7	135.3	2 5	125	B. D. ¹	Sturtevant-Western El. Co.	CHEMUNG	AT18	7
8	307	2 10	125	20 S. K. ¹	Westinghouse	CONTOCOOK	AT36	8
9		{ 1 7 1 3.5 }	125			GENESEEE	AT55	9
10		{ 1 5 1 5 }	125	MP 4-5-625 OC-2-5-5000 ¹	General Electric Co.	IROQUOIS	AT46	10
11	307	2 10	125	20 S. K. ¹	Westinghouse	IUKA	AT37	11
12	307	2 10	125	20 S. K. ¹	do	KALMIA	AT23	12
13	307	2 10	125	20 S. K. ¹	do	KEOSANQUA	AT38	13
14	307	2 10	125	20 S. K. ¹	do	KEWAYDIN	AT24	14
15	307	2 10	125	20 S. K. ¹	do	KOKA	AT31	15
16		2 12½	125	Recip.	General Electric Co.	LYKENS	AT56	16
17	307	2 10	125	20 S. K. ¹	Westinghouse	MAHOPAC	AT29	17
18		{ 1 10 1 5 }	125	20 S. K. ¹	Terry-G. E. Co. General Electric Co.	MOHAVE	AT15	18
19	307	2 10	125	20 S. K. ¹	Westinghouse	MONTCALM	AT39	19
20	307	2 10	125	20 S. K. ¹	do	NAPA	AT32	20

¹ Turbo.

AUXILIARIES—FLEET TUGS (AT).

	Name and official number	Armament.	Messrs (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chief petty officers.	Men.			
1	ALGORMA .....AT34	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	1
2	ALLEGHENY.....AT19	1 3", 50 cal.; 1 machine.	5	3	43	American S. B. Co., Buffalo, N. Y.	430,921	2
3	ARAPAHO .....AT14	.....	5	2	23	Seattle Construction & D. D. Co., Seattle, Wash.	(¹)	3
4	BAGADUCE .....AT21	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	4
5	CARRABASSET...AT35	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	5
6	CHALLENGE.....AT59	.....	5	3	20	J. H. Dialogue & Sons, Camden, N. J.	*150,000	6
7	CHEMUNG.....AT18	1 machine.....	5	3	40	Navy yard, Norfolk, Va.	*125,000	7
8	CONTOCOOK....AT36	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	8
9	GENESEE.....AT55	2 machine.....	5	2	50	Maryland Steel Co., Sparrows Point, Md.	*315,000	9
10	IROQUOIS.....AT46	.....	5	4	30	Union Iron Works Co., San Francisco.	*150,000	10
11	IUKA.....AT37	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	11
12	KALMIA.....AT23	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	12
13	KEOSANQUA....AT38	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	13
14	KEWAYDIN.....AT24	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	14
15	KOKA.....AT31	1 machine.....	5	2	37	Navy Yard, Puget Sound	.....	15
16	LYKENS.....AT56	2 machine.....	5	2	33	Neafie & Levy, Philadelphia.	*300,000	16
17	MAHOPAC.....AT20	1 machine.....	5	2	37	Navy Yard, Puget Sound	.....	17
18	MOHAVE.....AT15	.....	5		23	Seattle C. & D. D. Co., Seattle, Wash.	(¹)	18
19	MONTCALM.....AT39	1 machine.....	5	2	37	Staten Island S. B. Co., Port Richmond, N. Y.	Cost+fee.	19
20	NAPA.....AT32	2 3", 50 cal. A. A.; 1 machine.	5	2	37	Navy Yard, Puget Sound	.....	20

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

² Purchase price.

³ 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	Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 12, 1919	May 15, 1920	ALGORMA.....	1
2	Mar. 4, 1917	May 24, 1917	.....	Oct. 18, 1917	Nov. 15, 1917	Dec. 5, 1918	ALLEGHENY.....	2
3	.....	June 30, 1913	Dec. 16, 1913	June 20, 1914	Aug. 12, 1914	Feb. 8, 1918	ARAPAHO.....	3
4	Mar. 4, 1917	May 21, 1918	July 16, 1918	Apr. 5, 1919	.....	Sept. 18, 1919	BAGADUCE.....	4
5	Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 19, 1919	June 30, 1920	CARRABASSET...	5
6	.....	² 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	Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	Apr. 26, 1919	Aug. 20, 1920	CONTOCOOK.....	8
9	.....	² July 27, 1917	.....	1905	Sept. 25, 1917	Nov. 10, 1917	GENESEE.....	9
10	.....	² Apr. 18, 1898	.....	1892	.....	July 6, 1898 Aug. 8, 1912	IROQUOIS.....	10
11	Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	Oct. 29, 1920	IUEA.....	11
12	Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	.....	Nov. 18, 1919	KALMIA.....	12
13	Mar. 4, 1917	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	Dec. 9, 1920	KEOSANQUA....	13
14	Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	June 25, 1919	.....	Nov. 4, 1919	KEWAYDIN.....	14
15	Mar. 4, 1917	² May 18, 1918	Nov. 30, 1918	July 11, 1919	.....	Feb. 18, 1920	KOKA.....	15
16	.....	² 1917	.....	1899	.....	Nov. 10, 1917 June 17, 1920	LYKENS.....	16
17	Mar. 4, 1917	² May 18, 1918	Nov. 30, 1918	May 27, 1919	.....	Oct. 20, 1919	MAHOPAC.....	17
18	.....	June 30, 1913	Dec. 16, 1913	June 20, 1914	Aug. 12, 1914	.....	MOHAVE.....	18
19	Mar. 4, 1917	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	Jan. 19, 1921	MONTCALM.....	19
20	.....	² May 18, 1918	Mar. 5, 1919	July 24, 1919	.....	Dec. 5, 1919	NAPA.....	20

¹ Emergency fund.² Date of purchase.³ Date assigned to yard.

AUXILIARIES—FLEET TUGS (AT).

	Name and official number.	Material of hull.	Dimensions.					Trial.		
			Length over all.	Length between perpendiculars.	Breadth moulded.	Depth.	Mean draft.	Displacement.	Speed.	
			<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>	
21	NAVAJO ¹ AT52	Steel..	141 4	.....	27 6	.....	14 1	800	² 12.0	21
22	ONTARIO..... AT13	Steel..	185 2	175 0	34 0	20 3	12 6	1,120	13.2	22
23	OSCEOLA ³ AT47	Steel..	138 0	125 5	26 3	.....	14 0	571	² 14.0	23
24	PATAPSCO..... AT10	Steel..	.....	148 0	29 0 $\frac{1}{2}$	.....	12 3	² 755	² 13.0	24
25	PATUXENT..... AT11	Steel..	.....	148 0	29 0 $\frac{1}{2}$	.....	12 3	² 755	² 13.0	25
	<i>Peoria</i> ⁴ <i>A T48</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
26	PINOLA ⁵ AT33	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	26
27	PISCATAQUA ⁶ AT49	Steel..	.....	149 0	28 7	.....	12 0	854	² 16.0	27
28	POTOMAC ⁷ AT50	Steel..	.....	138 9	28 6	.....	12 0	785	² 16.0	28
29	SAGAMORE ⁸ AT20	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	29
30	SCIOTA ⁹ AT30	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	30
31	SEA ROVER..... AT57	Steel..	.....	¹⁰ 121 0	24 6	.....	14 0	² 600	² 10.0	31
32	SONOMA..... AT12	Steel..	185 2	175 0	34 0	20 3	12 6	1,120	13.08	32
33	SUNNADIN ¹¹ AT28	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	33
34	TADOUSAC ¹² AT22	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	34
35	TATNUCK ¹³ AT27	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	35
36	TILLAMOOK..... AT16	Steel..	122 6	.....	24 0	.....	12 10	575	10.55	36
37	UMPQUA..... AT25	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	37
	<i>Uncas</i> ¹⁴ <i>A T51</i>	.....	.....	.....	.....	.....	.....	.....	.....	.....
38	UNDAUNTED..... AT58	Steel..	143 0	.....	28 0	.....	14 10	² 450	7.6	38
39	WANDANK..... AT26	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	.....	14 7	² 1,000	² 13.0	39
40	WANDO..... AT17	Steel..	123 6 $\frac{1}{2}$	.....	26 7 $\frac{1}{8}$	.....	11 6	575	.....	40
Total displacement.....								34,811	.....	.....

¹ Navajo, formerly General Hubbard.² Estimated.³ Osceola, formerly Winthrop.⁴ Peoria, formerly Philadelphia. Transferred to district craft as YT109.⁵ Pinola, formerly Nipsic.⁶ Piscataqua, formerly W. H. Brown.⁷ Potomac, formerly Wilmot.⁸ Sagamore, formerly Comanche.⁹ Sciota, formerly Watruga.¹⁰ Registered.¹¹ Sunnadin, formerly Katahdin.¹² Tadousac, formerly Chimo.¹³ Tatnuck, formerly Iosco.¹⁴ Uncas, formerly Walter A. Luckenback; transferred to district craft as YT110.

NOTE.—Sea Rover ordered sold Sept. 30, 1921.

AUXILIARIES—FLEET TUGS (AT).

	Tonnage.				Fuel capacity.			Rig.		Name and official number	
	United States register.		Panama Canal.		Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	No. of funnels	Masts.			
	Gross.	Net.	Gross.	Net.							
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.					
21	438.58	45	483.43	128.25			1	2 masts.....	NAVAJO.....AT52	21	
22	883.70	131.17	875.01	177.87	445		1	2 pole.....	ONTARIO.....AT13	22	
23	388.42	9	374.38	{ 43.67 187.34 }	154		1	Schooner.....	OSCEOLA.....AT47	23	
24					324		1	2 pole.....	PATAPSCO.....AT10	24	
25					324		1	2 pole.....	PATUXENT.....AT11	25	
26							279	1	2 pole.....	PINOLA.....AT33	26
27							236	1	2 masts.....	PISCATAQUA.....AT49	27
28	532.06	86.85	557.54	296.95	200		1	2 pole.....	POTOMAC.....AT50	28	
29		Nil		{ 1135 Nil }			279	1	2 pole.....	SAGAMORE.....AT20	29
30							279	1	2 pole.....	SCIOTA.....AT30	30
31		116					³ 1,200	1	2 pole.....	SEA ROVER.....AT57	31
32	883.70	131.17	875.01	177.87	435		1	2 pole.....	SONOMA.....AT12	32	
33							279	1	2 pole.....	SUNNADIN.....AT28	33
34							279	1	2 pole.....	TADOUSAC.....AT22	34
35							279	1	2 pole.....	TATNUCK.....AT27	35
36							149	1	1 mast, 1 derrick..	TILLAMOOK.....AT16	36
37							279	1	2 pole.....	UMPQUA.....AT25	37
38		250					² 2,469	1	2 masts.....	UNDAUNTED.....AT58	38
39							279	1	2 pole.....	WANDANK.....AT26	39
40								1	2 pole.....	WANDO.....AT17	40

¹ Propelling power deduction limited to 50 per cent of gross tonnage.

² Subject to 50 per cent limitation on propelling power.

³ 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. Sq. ft.	Total heating surface. Sq. ft.	Main engines.	Total maximum.			
			H. P.	I. P.	L. P.						Stroke.		
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>							
21	NAVAJO.....	1	Vert., 3-exp...	16½	24	41	30	2 S. E.....	(Oil)	2,638	935	21	
22	ONTARIO.....	1	Vert., 3-exp...	19¾	31½	54½	36	2 S. E.....	158	5,812	1,517	22	
23	OSCEOLA.....	1	Vert., 3-exp...	16	24	40	28	2 S. E.....	88	2,568	800	23	
24	PATAPSCO.....	2	Vert., 3-exp...	11½	18½	32	27	2 S. E.....	97	3,078	1,160	24	
25	PATUXENT.....	2	Vert., 3-exp...	11½	18½	32	27	2 S. E.....	97	3,078	1,160	25	
26	PINOLA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	26	
27	PISCATAQUA.....	1	Vert., 3-exp...	20	32½	55	36	2 S. E.....	114	4,116	2,000	27	
28	POTOMAC.....	1	Vert., 3-exp...	20	32½	55	36	2 S. E.....	124	4,117	2,000	28	
29	SAGAMORE.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	29	
30	SCIOTA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	30	
31	SEA ROVER.....	1	Vert., compd..	17	41	28	1 S. E.....	(Oil)	2,250	650	700	31
32	SONOMA.....	1	Vert., 3-exp...	19¾	31½	54½	36	2 S. E.....	158	5,812	1,596	32	
33	SUNNADIN.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	33	
34	TADOUSAC.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	34	
35	TATNUCK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,070	35	
36	TILLAMOOK.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	2,290	800	36	
37	UMPQUA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	37	
38	UNDAUNTED.....	1	Vert., 3-exp...	16½	26	44	30	2 Union....	(Oil)	3,870	1,000	38	
39	WANDANK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	39	
40	WANDO.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	3,617	800	40	
Total horsepower.....											60,151		

1 Estimated.

AUXILIARIES—FLEET TUGS (AT).

	Total weight of machinery. (web).		Electric generating sets.				Name and official number.		
	Tons.	Number.	Kilowatts (each).	Volts.	Type.	Builders.			
21	.....	1	5	110	4-5-400...	B. F. Sturtevant	NAVAJO.....	AT52	21
22	334	2	10	125	4-10-3600 ¹	Kerr-Fort Wayne.....	ONTARIO	AT13	22
23	334	1	10	125	K. ¹	Terry-Deihl.....	OSCEOLA	AT47	23
24	.....	1	8	125	6-8-500...	General Electric.....	PATAPSCO	AT10	24
25	186	{	1 10 1 8	125 125	K. ¹ 6-8-475.....	Kerr-Fort Wayne..... B. F. Sturtevant.....	}PATUXENT	AT11	25
26	307	2	10	125	(¹)	Westinghouse.....				PINOLA .....	AT33	26
27	.....	1	7.5	110	4-7½-550...	General Electric.....	PISCATAQUA	AT49	27
28	.....	1	7	110	4-7-550.....	.....do.....	POTOMAC	AT50	28
29	307	2	7.5	110	MP-4.....	Engberg Electric.....	SAGAMORE	AT20	29
30	307	2	10	125	20 S. K. ¹ ..	Westinghouse.....	SCIOTA	AT30	30
31	.....	1	4.5	110	C. C. D....	Crocker-Wheeler.....	SEA ROVER.....	AT57	31
32	334	2	10	125	4-10-3600 ¹	Kerr-Fort Wayne	SONOMA	AT12	32
33	307	2	10	125	20 S. K. ¹ ..	Westinghouse.....	SUNNADIN	AT28	33
34	307	2	7.5	125	20 S. K. ¹ ..	Engberg Electric.....	TADOUSAC	AT22	34
35	307	2	10	125	20 S. K. ¹ ..	Westinghouse.....	TATNUCK	AT27	35
36	.....	1	10	125	(¹)	{B. F. Sturtevant	}TILLAMOOK	AT16	36
						{Crocker-Wheeler Co.....			
37	307	2	10	125	20 S. K. ¹ ..	Westinghouse.....	UMPQUA	AT25	37
38	.....	1	7	125	4-7-550.....	General Electric.....	UNDAUNTED	AT58	38
39	307	2	10	125	20 S. K. ¹ ..	Westinghouse.....	WANDANK	AT26	39
40	.....	2	5	125	.....	{B. F. Sturtevant	}WANDO	AT17	40
						{Western Electric.....			

¹ Turbo.

AUXILIARIES—FLEET TUGS (AT).

	Name and official number.	Armament.	Messes (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chief petty officers.	Men.			
21	NAVAJO AT52	.....	5	3	26	Neafie & Levy, Philadelphia.	1 115,000	21
22	ONTARIO AT13	1 3" 50 cal. broadside; 1 3" 50 cal. A. A.; 1 machine..	5	3	53	New York S. B. Co., Camden, N. J.	194,000	22
23	OSCEOLA AT47	2 3-pdr.; 1 machine..	5	2	25	Chas. Hillman, Philadelphia.	1 100,000	23
24	PATAPSCO AT10	1 machine.....	5	3	42	Navy yard, Portsmouth, N. H.	2 175,000	24
25	PATUXENT AT11	1 machine.....	5	3	43	Navy yard, Norfolk, Va.	2 175,000	25
26	PINOLA AT33	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	26
27	PISCATAQUA AT49	.....	5	2	45	F. W. Wheeler & Co., West Bay City, Mich.	1 130,000	27
28	POTOMAC AT50	2 3-pdr.....	5	3	48	.....do.....	1 125,000	28
29	SAGAMORE AT20	1 machine.....	5	3	43	American S. B. Co., Buffalo, N. Y.	430,921	29
30	SCIOTA AT30	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	30
31	SEA ROVER .. AT57	.....	5	2	24	Fulton Iron Works, San Francisco.	1 178,000	31
32	SONOMA AT12	2 machine.....	5	3	48	New York S. B. Co., Camden, N. J.	194,000	32
33	SUNNADIN AT28	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	33
34	TADOUSAC ... AT22	1 machine.....	5	2	37	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	34
35	TATNUCK AT27	1 machine.....	5	2	37	Navy yard, Puget Sound	.....	35
36	TILLAMOOK .. AT16	.....	5	3	18	Seattle C. & D. D. Co., Seattle, Wash.	(3)	36
37	UMPQUA AT25	1 machine.....	5	2	37	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	37
38	UNDAUNTED . AT58	2 machine.....	5	2	24	Union Iron Works Co., San Francisco.	1 222,500	38
39	WANDANK ... AT26	1 machine.....	5	2	37	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	39
40	WANDO AT17	1 machine.....	5	3	40	Navy yard, Charleston, S. C.	2 125,000	40

¹ Purchase price.² Limit of cost.³ 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.	
21		¹ Nov. 21, 1907				Mar. 17, 1908 July 1, 1911	NAVAJO.....	21
22	Mar. 4, 1911	July 28, 1911	Nov. 23, 1911	Apr. 11, 1912	Aug. 24, 1912	Sept. 4, 1912	ONTARIO.....	22
23		¹ Mar. 31, 1898		1896		July 1, 1911	OSCEOLA.....	23
24	Apr. 27, 1904	² July 20, 1906	May 12, 1907	June 29, 1908		July 28, 1909 July 1, 1911	PATAPSCO.....	24
25	Apr. 27, 1904	² July 20, 1906	July 25, 1907	May 16, 1908		May 4, 1909 July 1, 1911	PATUXENT.....	25
26	³ Mar. 4, 1917	² May 18, 1918	Mar. 3, 1919	Aug. 12, 1919		Feb. 7, 1920	PINOLA.....	26
27		¹ May 11, 1898		1897		June 18, 1898 July 1, 1911	PISCATAQUA.....	27
28		¹ Apr. 14, 1898		1897		Apr. 5, 1898 June 9, 1914	POTOMAC.....	28
29	Mar. 4, 1917	May 24, 1917			Nov. 15, 1917		SAGAMORE.....	29
30	³ Mar. 4, 1917	² May 18, 1918	Nov. 30, 1918	June 11, 1919		Nov. 13, 1919	SCIOTA.....	30
31		¹ Dec. 11, 1917		1902		Jan. 31, 1918 ⁴ Mar. 4, 1921	SEA ROVER.....	31
32	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sept. 6, 1912	SONOMA.....	32
33	³ Mar. 4, 1917	² May 18, 1918	Dec. 3, 1918	Feb. 28, 1919		Oct. 20, 1919	SUNNADIN.....	33
34	³ Mar. 4, 1917	May 21, 1918	July 22, 1918	Feb. 17, 1919		June 13, 1919	TADOUSAC.....	34
35	³ Mar. 4, 1917	² May 18, 1918	Dec. 3, 1918	Feb. 21, 1919		July 26, 1919	TATNUCK.....	35
36		June 30, 1913	Jan. 6, 1914	Aug. 15, 1914	Aug. 12, 1914		TILLAMOOK.....	36
37	³ Mar. 4, 1917	May 21, 1918	Feb. 19, 1919	Sept. 18, 1919		Dec. 6, 1919	UMPQUA.....	37
38				1917		Feb. 5, 1918	UNDAUNTED.....	38
39	³ Mar. 4, 1917	May 21, 1918	Apr. 7, 1919	Oct. 21, 1919		Mar. 23, 1920	WANDANK.....	39
40		² Dec. 7, 1914	June 14, 1915	Mar. 7, 1916		Apr. —, 1917	WANDO.....	40

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

AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Material of hull.	Length over all.	Dimensions.					Displacement.	Speed.
				Length be- tween per- pendiculars.	Breadth, molded.	Depth, molded.	Mean draft.			
1	AUK.....AM38	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	1
2	AVOCET.....AM19	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	2
3	BITTERN.....AM36	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	3
4	BOBOLINK.....AM20	Steel..	187 10	180 0	35 6	18 7½	9 9½	1 950	1 14.0	4
5	BRANT.....AM24	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	5
6	CARDINAL.....AM6	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	6
7	CHEWINK.....AM39	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	7
8	CORMORANT.....AM40	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	8
9	CURLEW.....AM8	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	9
10	EIDER.....AM17	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	10
11	FALCON.....AM28	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	11
12	FINCH.....AM9	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	12
13	FLAMINGO.....AM32	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	13
14	GANNET.....AM41	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	14
15	GREBE.....AM43	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	15
16	HERON.....AM10	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	2 13.7	16
17	KINGFISHER.....AM25	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	2 13.93	17
18	LAPWING.....AM1	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	18
19	LARK.....AM21	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	19
20	MALLARD.....AM44	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	20
21	ORIOLE.....AM7	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	21
22	ORTOLAN.....AM45	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	22
23	OSPREY.....AM29	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	23
24	OWL.....AM2	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	24
25	PARTRIDGE.....AM16	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	25

¹ Estimated.² Based on special trials.

NOTE.—Falcon equipped for submarine salvage.

AUXILIARIES—MINE SWEEPERS (AM).

	Tonnage.				Fuel capacity.		Rig.		Name and official number.	
	United States register.		Panama Canal.		Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.	No. funnels.	Masts.		
	Gross.	Net.	Gross.	Net.						
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.				
1	723.34	ni	784.72	168.36	.....	275	1	2 pole	AUK.....AM38	1
2	.....	.....	.....	.....	.....	275	1	2 pole	AVOCET.....AM19	2
3	.....	.....	.....	133.	.....	275	1	2 pole	BITTERN.....AM36	3
4	697.62	nil	762.06	133.41	.....	275	1	2 pole	BOBOLINK.....AM20	4
5	.....	.....	.....	.....	.....	275	1	2 pole	BRANT.....AM24	5
6	.....	.....	.....	.....	.....	275	1	2 pole	CARDINAL.....AM6	6
7	723.34	nil	784.72	168.36	.....	275	1	2 pole	CHEWINK.....AM39	7
8	.....	.....	.....	.....	.....	275	1	2 pole	CORMORANT.....AM40	8
9	723.34	nil	784.72	168.36	.....	275	1	2 pole	CURLEW.....AM8	9
10	.....	.....	.....	.....	.....	275	1	2 pole	EIDER.....AM17	10
11	.....	.....	.....	.....	.....	275	1	2 pole	FALCON.....AM28	11
12	.....	.....	.....	.....	.....	275	1	2 pole	FINCH.....AM9	12
13	723.34	ni	784.72	168.36	.....	275	1	2 pole	FLAMINGO.....AM32	13
14	.....	.....	.....	.....	.....	275	1	2 pole	GANNET.....AM41	14
15	723.34	nil	784.72	168.36	.....	275	1	2 pole	GREBE.....AM43	15
16	.....	.....	.....	.....	.....	275	1	2 pole	HERON.....AM10	16
17	.....	.....	.....	.....	.....	275	1	2 pole	KINGFISHER.....AM25	17
18	.....	.....	.....	.....	.....	275	1	2 pole	LAPWING.....AM1	18
19	.....	.....	.....	.....	.....	275	1	2 pole	LARK.....AM21	19
20	.....	.....	.....	.....	.....	275	1	2 pole	MALLARD.....AM44	20
21	.....	.....	.....	.....	.....	275	1	2 pole	ORIOLE.....AM7	21
22	.....	.....	.....	.....	.....	275	1	2 pole	ORTOLAN.....AM45	22
23	723.34	nil	784.72	168.36	.....	275	1	2 pole	OSPREY.....AM29	23
24	.....	.....	.....	.....	.....	275	1	2 pole	OWL.....AM2	24
25	.....	.....	.....	.....	.....	275	1	2 pole	PARTRIDGE.....AM16	25

AUXILIARIES—MINE SWEEPERS (AM).

	Name.	Number of propellers.	Engines.					Boilers, oil burning.		Indicated horsepower on trial.	
			Type.	Cylinder diameters.			Stroke.	Number and type.	Total heating surface.	Main engines.	Total maximum.
				H. P.	I. P.	L. P.					
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>		<i>Sq. ft.</i>			
1	AUK	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	1
2	AVOCET	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	2
3	BITTERN	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	3
4	BOBOLINK	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	4
5	BRANT	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	5
6	CARDINAL	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	6
7	CHEWINK	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	7
8	CORMORANT	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	8
9	CURLEW	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	9
10	EIDER	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	10
11	FALCON	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	11
12	FINCH	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	12
13	FLAMINGO	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	13
14	GANNET	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	14
15	GREBE	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	15
16	HERON	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,500	16
17	KINGFISHER	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	17
18	LAPWING	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	18
19	LARK	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	19
20	MALLARD	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	20
21	ORIOLE	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	21
22	ORTOLAN	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	22
23	OSPREY	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	23
24	OWL	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	24
25	PARTRIDGE	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	25

¹ Estimated.

AUXILIARIES—MINE SWEEPERS (AM).

	Total weight of machinery (wet).	Electric turbo-generating sets.						Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.	Builders.			
									Tons.
1	185	2	25	125	{B-6 (turbo.) T-F (gen.)}	B. F. Sturtevant	AUK	AM38	1
2	185	2	25	125	do	do	AVOCET	AM19	2
3	185	2	25	125	do	do	BITTERN	AM36	3
4	185	2	25	125	do	do	BOBOLINK	AM20	4
5	185	2	25	125	do	do	BRANT	AM24	5
6	185	2	25	125	do	do	CARDINAL	AM 6	6
7	185	2	25	125	do	do	CHEWINK	AM39	7
8	185	2	25	125	do	do	CORMORANT	AM40	8
9	185	2	25	125	do	do	CURLEW	AM 8	9
10	185	2	25	125	do	do	EIDER	AM17	10
11	185	2	25	125	do	do	FALCON	AM28	11
12	185	2	25	125	do	do	FINCH	AM 9	12
13	185	2	25	125	do	do	FLAMINGO	AM32	13
14	185	2	25	125	do	do	GANNET	AM41	14
15	185	2	25	125	do	do	GREBE	AM43	15
16	185	2	25	125	do	do	HERON	AM10	16
17	185	2	25	125	do	do	KINGFISHER	AM25	17
18	185	2	25	125	do	do	LAPWING	AM 1	18
19	185	2	25	125	do	do	LARK	AM21	19
20	185	2	25	125	do	do	MALLARD	AM44	20
21	185	2	25	125	do	do	ORIOLE	AM 7	21
22	185	2	25	125	do	do	ORTOLAN	AM45	22
23	185	2	25	125	do	do	OSPREY	AM29	23
24	185	2	25	125	do	do	OWL	AM 2	24
25	185	2	25	125	do	do	PARTRIDGE	AM16	25

59404-21-17

AUXILIARIES—MINE SWEEPERS (AM).

	Name and official number.	Armament.	Messes (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).	
			Wardroom officers.	Chief petty officers.	Men.			
1	AUK.....AM38	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	572,000	1
2	AVOCET.....AM19	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	2
3	BITTERN.....AM36	2 3", 50 cal. A. A.; 2 machine.	5	5	62	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	3
4	BOBOLINK...AM20	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	4
5	BRANT.....AM24	2 machine.....	5	5	62	Sun S. B. Co., Chester, Pa.	Cost+10%	5
6	CARDINAL.....AM6	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+10%	6
7	CHEWINK....AM39	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	572,000	7
8	CORMORANT..AM40	2 machine.....	5	5	62	.....do.....	572,000	8
9	CURLEW.....AM8	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+10%	9
10	EIDER.....AM17	2 machine.....	5	5	62	Fusey & Jones Co., Wilmington, Del.	Cost+10%	10
11	FALCON.....AM28	2 machine.....	5	5	62	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	11
12	FINCH.....AM9	2 machine.....	5	5	62	Standard S. B. Corp., New York.	Cost+10%	12
13	FLAMINGO...AM32	2 machine.....	5	5	62	New Jersey D. D. & T. Co., Elizabethport, N.J.	Cost+10%	13
14	GANNET.....AM41	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	572,000	14
15	GREBE.....AM43	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+fee.	15
16	HERON.....AM10	2 machine.....	5	5	62	Standard S. B. Co., New York.	Cost+10%	16
17	KINGFISHER..AM25	2 machine.....	5	5	62	Navy yard, Puget Sound	.....	17
18	LAPWING.....AM1	2 machine.....	5	5	62	Todd Shipyard Co., New York.	465,000	18
19	LARK.....AM21	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	19
20	MALLARD...AM44	2 machine.....	5	2	37	Staten Island S. B. Co., New York.	Cost+fee.	20
21	ORIOLE.....AM7	2 machine.....	5	5	62	.....do.....	Cost+10%	21
22	ORTOLAN...AM45	2 machine.....	5	5	62	.....do.....	Cost+fee.	22
23	OSPREY.....AM29	2 machine.....	5	5	62	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	23
24	OWL.....AM2	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	465,000	24
25	PARTRIDGE..AM16	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	¹ Oct. 6, 1917	Mar. 28, 1918	June 20, 1918	Sept. 28, 1918	.....	Jan. 31, 1919	AUK.....	1
2	¹ Mar. 4, 1917	Aug. 11, 1917	Sept. 13, 1917	Mar. 9, 1918	.....	Sept. 17, 1918	AVOCET.....	2
3	¹ Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Feb. 15, 1919	.....	May 28, 1919	BITTERN.....	3
4	¹ Mar. 4, 1917	Aug. 11, 1917	Oct. 29, 1917	June 15, 1918	.....	Jan. 28, 1919	BOBOLINK.....	4
5	¹ Mar. 4, 1917	June 13, 1917	Dec. 8, 1917	May 30, 1918	.....	Sept. 5, 1918	BRANT.....	5
6	¹ Mar. 4, 1917	Aug. 16, 1917	Oct. 11, 1917	Mar. 29, 1918	.....	Aug. 23, 1918	CARDINAL.....	6
7	¹ Oct. 6, 1917	Mar. 28, 1918	July 8, 1918	Dec. 21, 1918	.....	Apr. 9, 1919	CHEWINK.....	7
8	¹ Oct. 6, 1917	Mar. 28, 1918	Sept. 4, 1919	Feb. 5, 1919	.....	May 15, 1919	CORMORANT.....	8
9	¹ Mar. 4, 1917	Aug. 15, 1917	Apr. 1, 1918	Aug. 29, 1918	.....	{ Feb. 7, 1919 Dec. 29, 1920 }	CURLEW.....	9
10	¹ Mar. 4, 1917	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918	.....	Jan. 23, 1919	EIDER.....	10
11	¹ Mar. 4, 1917	July 31, 1917	Nov. 14, 1917	Sept. 7, 1918	.....	Nov. 12, 1918	FALCON.....	11
12	¹ Mar. 4, 1917	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918	.....	Sept. 10, 1918	FINCH.....	12
13	¹ Mar. 4, 1917	Aug. 20, 1917	Oct. 18, 1917	Aug. 24, 1918	.....	Feb. 12, 1919	FLAMINGO.....	13
14	¹ Oct. 6, 1917	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919	.....	July 10, 1919	GANNET.....	14
15	¹ Oct. 6, 1917	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	.....	Apr. 30, 1919	GREBE.....	15
16	¹ Mar. 4, 1917	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918	.....	Oct. 30, 1918	HERON.....	16
17	¹ Mar. 4, 1917	² Aug. 6, 1917	Dec. 15, 1917	Mar. 30, 1918	.....	May 27, 1918	KINGFISHER.....	17
18	¹ Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918	.....	June 12, 1918	LAPWING.....	18
19	¹ Mar. 4, 1917	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918	.....	Apr. 12, 1919	LARK.....	19
20	¹ Oct. 6, 1917	Nov. 27, 1918	May 25, 1918	Dec. 17, 1918	.....	June 25, 1919	MALLARD.....	20
21	¹ Mar. 4, 1917	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918	.....	Nov. 5, 1918	ORIOLE.....	21
22	¹ Oct. 6, 1917	Mar. 27, 1918	July 9, 1918	Jan. 30, 1919	.....	Sept. 17, 1919	ORTOLAN.....	22
23	¹ Mar. 4, 1917	July 31, 1917	Nov. 14, 1917	Nov. 19, 1918	.....	Jan. 7, 1919	OSPREY.....	23
24	¹ Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 4, 1918	.....	July 11, 1918	OWL.....	24
25	¹ Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918	.....	June 17, 1919	PARTRIDGE.....	25

¹ Emergency funds.² Date assigned to yard.

AUXILIARIES—MINE SWEEPERS (AM).

Name and official number.	Material of hull.	Dimensions.						Speed.
		Length over all.	Length between perpendiculars.	Breadth, molded.	Depth, molded.	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>	
PEACOCK ².....AM46	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0
26 PELICAN.....AM27	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 26
27 PENGUIN.....AM33	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 27
28 PIGEON.....AM47	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 28
29 QUAIL.....AM15	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 29
30 RAIL.....AM26	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 30
31 REDWING.....AM48	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 31
32 ROBIN.....AM3	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 32
33 SANDERLING.....AM37	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 33
34 SANDPIPER.....AM51	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 34
35 SEA GULL.....AM30	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 35
36 SWALLOW.....AM4	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 36
37 SWAN.....AM34	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 37
38 TANAGER.....AM5	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 38
39 TEAL.....AM23	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 39
40 TEEN.....AM31	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 40
41 THRUSH.....AM18	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 41
42 TURKEY.....AM13	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 42
43 VIREO.....AM52	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 43
WARBLER ².....AM53	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0
44 WHIPPOORWILL.....AM35	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 44
45 WIDGEON.....AM22	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 45
WILLET ².....AM54	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0
46 WOODCOCK.....AM14	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0 46
Total displacement.....							43,700	

¹ Estimated.² Loaned to Shipping Board; not included in summaries.

NOTE.—Widgeon being equipped as submarine salvage vessel.

AUXILIARIES—MINE SWEEPERS (AM).

	Tonnage.				Fuel capacity.		No. funnels.	Rig.	Masts.	Name and official number.	
	United States register.		Panama Canal.		Coal, 42 cubic feet per ton.	Oil, 40 cubic feet per ton.					
	Gross.	Net.	Gross.	Net.							
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.					
						275	1	2 pole.....	PEACOCK.....	AM46	
26	697.62	Nil.	762.06	133.41		275	1	2 pole.....	PELICAN.....	AM27	26
27						275	1	2 pole.....	PENGUIN.....	AM33	27
28	736.22	Nil.	797.09	164.52		275	1	2 pole.....	PIGEON.....	AM47	28
29						275	1	2 pole.....	QUAIL.....	AM15	29
30						275	1	2 pole.....	RAIL.....	AM26	30
31						275	1	2 pole.....	REDWING.....	AM48	31
32	721.37	Nil.	779.69	164.62		275	1	2 pole.....	ROBIN.....	AM3	32
33						275	1	2 pole.....	SANDERLING.....	AM37	33
34						275	1	2 pole.....	SANDPIPER.....	AM51	34
35						275	1	2 pole.....	SEA GULL.....	AM30	35
36						275	1	2 pole.....	SWALLOW.....	AM4	36
37	723.34	Nil.	784.72	168.36		275	1	2 pole.....	SWAN.....	AM34	37
38	697.62	Nil.	762.06	133.41		275	1	2 pole.....	TANAGER.....	AM5	38
39	697.62	Nil.	762.06	133.41		275	1	2 pole.....	TEAL.....	AM23	39
40						275	1	2 pole.....	TERN.....	AM31	40
41						275	1	2 pole.....	THRUSH.....	AM18	41
42	697.62	Nil.	762.06	133.41		275	1	2 pole.....	TURKEY.....	AM13	42
43						275	1	2 pole.....	VIREO.....	AM52	43
						275	1	2 pole.....	WARBLER.....	AM53	
44	697.62	Nil.	762.06	133.41		275	1	2 pole.....	WHIPPOORWILL.....	AM35	44
45	697.62	Nil.	762.06	133.41		275	1	2 pole.....	WIDGEON.....	AM22	45
						275	1	2 pole.....	WILLET.....	AM54	
46	723.34	Nil.	784.72	168.36		275	1	2 pole.....	WOODCOCK.....	AM14	46

AUXILIARIES—MINE SWEEPERS (AM).

Name.	Number of propellers.	Engines.				Boilers, oil burning.		Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.					Stroke.
			In.	In.	In.	In.	Sq. ft.			
PEACOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	.....
26 PELICAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 26
27 PENGUIN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 27
28 PIGEON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 28
29 QUAIL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 29
30 RAIL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 30
31 REDWING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 31
32 ROBIN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 32
33 SANDERLING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 33
34 SANDPIPER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 34
35 SEA GULL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 35
36 SWALLOW.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 36
37 SWAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 37
38 TANAGER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 38
39 TEAL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 39
40 TERN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 40
41 THRUSH.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 41
42 TURKEY.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 42
43 VIREO.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 43
WARBLER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	.....
44 WHIPPOORWILL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 44
45 WIDGEON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 45
WILLET.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	.....
46 WOODCOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	..... 46
Total horsepower.....								68,700		

† Estimated.

AUXILIARIES—MINE SWEEPERS (AM).

	Total weight of machinery (wet).		Electric-turbo generating sets.					Name and official number.	
			Tons.	Number.	Kilowatts (each).	Volts.	Type.		Builders.
	185	2	25	125	B-6 (turb.).... T-F (gen.)....	B. F. Sturtevant.....	PEACOCK.....AM46		
26	185	2	25	125	do.....	do.....	PELICAN.....AM27 26		
27	185	2	25	125	do.....	do.....	PENGUIN.....AM33 27		
28	185	2	25	125	do.....	do.....	PIGEON.....AM47 28		
29	185	2	25	125	do.....	do.....	QUAIL.....AM15 29		
30	185	2	25	125	do.....	do.....	RAIL.....AM26 30		
31	185	2	25	125	do.....	do.....	REDWING.....AM48 31		
32	185	2	25	125	do.....	do.....	ROBIN.....AM3 32		
33	185	2	25	125	do.....	do.....	SANDERLING.....AM37 33		
34	185	2	25	125	do.....	do.....	SANDPIPER.....AM51 34		
35	185	2	25	125	do.....	do.....	SEA GULL.....AM30 35		
36	185	2	25	125	do.....	do.....	SWALLOW.....AM4 36		
37	185	2	25	125	do.....	do.....	SWAN.....AM34 37		
38	185	2	25	125	do.....	do.....	TANAGER.....AM5 38		
39	185	2	25	125	do.....	do.....	TEAL.....AM23 39		
40	185	2	25	125	do.....	do.....	TERN.....AM31 40		
41	185	2	25	125	do.....	do.....	THRUSH.....AM18 41		
42	185	2	25	125	do.....	do.....	TURKEY.....AM13 42		
43	185	2	25	125	do.....	do.....	VIREO.....AM52 43		
	185	2	25	125	do.....	do.....	WARBLER.....AM53		
44	185	2	25	125	do.....	do.....	WHIPPOORWILL.....AM35 44		
45	185	2	25	125	do.....	do.....	WIDGEON.....AM22 45		
	185	2	25	125	do.....	do.....	WILLET.....AM54		
46	185	2	25	125	do.....	do.....	WOODCOCK.....AM14 46		

AUXILIARIES—MINE SWEEPERS (AM).

Name and official number.	Battery.	Messes (complement).			By whom and where built or building.	Contract price of hull and machinery (dollars).
		Wardroom officers.	Chief petty officers.	Men.		
PEACOCK.....AM46	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+fee.
26 PELICAN.....AM27	2 machine.....	5	5	62	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10% 26
27 PENGUIN.....AM33	2 machine.....	5	5	62	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10% 27
28 PIGEON.....AM47	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee. 28
29 QUAIL.....AM15	2 machine.....	5	5	62	Chester S. B. Co., Chester, Pa.	Cost+10% 29
30 RAIL.....AM26	2 machine.....	5	5	62	Navy yard, Puget Sound.	..... 30
31 REDWING...AM48	2 machine.....	5	5	62	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee. 31
32 ROBIN.....AM3	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	465,000 32
33 SANDERLING .AM37	2 machine.....	5	5	62	.....do.....	572,000 33
34 SANDPIPER...AM51	2 machine.....	5	5	62	Navy yard, Philadelphia	..... 34
35 SEA GULL...AM30	2 machine.....	5	5	62	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10% 35
36 SWALLOW...AM4	2 machine.....	5	5	62	Todd Shipyard Corp., New York.	465,000 36
37 SWAN.....AM34	2 machine.....	5	5	62	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10% 37
38 Tanager...AM5	2 machine.....	5	5	62	Staten Island S. B. Co., New York.	Cost+10% 38
39 TEAL.....AM23	2 machine.....	5	5	62	Sun S. B. Co., Chester, Pa.	Cost+10% 39
40 TERN.....AM31	2 machine.....	5	5	62	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10% 40
41 THRUSH.....AM18	2 machine.....	5	5	62	Pusey & Jones Co., Wilmington, Del.	Cost+10% 41
42 TURKEY...AM13	2 machine.....	5	5	62	Chester S. B. Co., Chester, Pa.	Cost+10% 42
43 VIREO.....AM52	2 machine.....	5	5	62	Navy yard, Philadelphia	..... 43
WARBLER...AM53	2 machine.....	5	5	62	.....do.....	..... 43
44 WHIPPOORWILL...AM35	2 machine.....	5	5	62	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10% 44
45 WIDGEON...AM22	2 machine.....	5	5	62	Sun S. B. Co., Chester, Pa.	Cost+10% 45
WILLET...AM54	2 machine.....	5	5	62	Navy yard, Philadelphia	..... 45
46 WOODCOCK...AM14	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.	
	Oct. 6, 1917	Mar. 27, 1918	Aug. 31, 1918	Apr. 8, 1919	.....	Dec. 27, 1919 Feb. 14, 1920	PEACOCK.....	
26	Mar. 4, 1917	July 31, 1917	Nov. 10, 1917	June 15, 1918	.....	Oct. 10, 1918	PELICAN.....	26
27	Mar. 4, 1917	Aug. 29, 1917	Nov. 17, 1917	June 12, 1918	.....	Nov. 21, 1918	PENGUIN.....	27
28	Oct. 6, 1917	May 4, 1918	June 15, 1918	Jan. 29, 1919	.....	July 15, 1919	PIGEON.....	28
29	Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 6, 1918	.....	Apr. 29, 1919	QUAIL.....	29
30	Mar. 4, 1917	Aug. 6, 1917	Dec. 15, 1917	Apr. 25, 1918	.....	June 5, 1918	RAIL.....	30
31	Oct. 6, 1917	May 4, 1918	Aug. 5, 1918	June 7, 1919	.....	Oct. 17, 1919	REDWING.....	31
32	Mar. 4, 1917	Aug. 15, 1917	Mar. 4, 1918	June 17, 1918	.....	Aug. 29, 1918	ROBIN.....	32
33	Oct. 6, 1917	Mar. 28, 1918	May 27, 1918	Sept. 2, 1918	.....	Dec. 4, 1918	SANDERLING....	33
34	Oct. 6, 1917	Dec. 26, 1917	Nov. 15, 1918	Apr. 28, 1919	.....	Oct. 9, 1919	SANDPIPER.....	34
35	Mar. 4, 1917	July 31, 1917	June 15, 1918	Dec. 24, 1918	.....	Mar. 6, 1919	SEA GULL.....	35
36	Mar. 4, 1917	Aug. 15, 1917	Mar. 18, 1918	July 4, 1918	.....	Oct. 8, 1918	SWALLOW.....	36
37	Mar. 4, 1917	Aug. 13, 1917	Dec. 10, 1917	July 4, 1918	.....	Jan. 31, 1919	SWAN.....	37
38	Mar. 4, 1917	Aug. 15, 1917	Sept. 28, 1917	Mar. 2, 1918	.....	June 28, 1918	TANAGER.....	38
39	Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 25, 1918	.....	Aug. 20, 1918	TEAL.....	39
40	Mar. 4, 1917	July 31, 1918	Sept. 7, 1918	May 22, 1919	.....	May 17, 1919	TERN.....	40
41	Mar. 4, 1917	Aug. 7, 1917	May 27, 1918	Sept. 15, 1918	.....	Apr. 25, 1919	THRUSH.....	41
42	Mar. 4, 1917	Sept. 7, 1918	Oct. 19, 1917	Apr. 30, 1918	.....	Dec. 13, 1918	TURKEY.....	42
43	Oct. 6, 1917	Dec. 26, 1917	Nov. 20, 1918	May 26, 1919	.....	Oct. 16, 1919	VIREO.....	43
	Oct. 6, 1917	Dec. 26, 1917	Apr. 28, 1919	July 30, 1919	.....	Dec. 22, 1919 June 16, 1920	WARBLER.....	
44	Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Jan. 28, 1919	.....	Apr. 1, 1919	WHIPPOORWILL..	44
45	Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 5, 1918	.....	July 27, 1918	WIDGEON.....	45
	Oct. 6, 1917	Dec. 26, 1917	May 26, 1919	Sept. 11, 1919	.....	Jan. 29, 1920 May 29, 1920	WILLET.....	
46	Mar. 4, 1917	Sept. 7, 1917	Oct. 19, 1917	May 12, 1918	.....	Feb. 19, 1919	WOODCOCK.....	46

¹ Emergency funds.² Date placed out of commission.³ 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>
1 DUBUQUE ¹.....AG6	200 5	174 0	35 0	12 3	2 1,085	10.66	1,237	13 4	1
2 GENERAL ALAVA.....AG5	.....	212 6	29 9	11 0	1,115	.....	.....	.....	2
3 GREAT NORTHERN.....AG9	.....	509 6	63 1	.....	9,708	.....	.....	28 9	3
4 HANNIBAL ³.....AG1	274 1	263 4	39 3	17 7	4,000	.....	.....	.....	4
5 LEBANON.....AG2	259 6	249 0	43 7 4	17 3	3,285	18.5	.....	.....	5
6 MAHANNA ⁶.....AG8	286 0	274 0	46 0	23 3	6,125	.....	.....	.....	6
7 NANSHAN.....AG3	295 8	285 0	39 0	21 3	5,059	22.7	.....	.....	7
8 PADUCAH ¹.....AG7	200 5	174 0	35 0	12 3	2 1,085	10.66	1,237	13 4	8
9 SATURN ⁶.....AG4	297 1	283 0	40 5	21 3	4,840	22.8	.....	.....	9
Total displacement..	.....	.....	.....	.....	36,302	.....	.....	.....	.....

¹ Composite.² Two-thirds full supply ammunition and stores.³ Hannibal, formerly S. S. Joseph Holland.⁴ Extreme.⁵ Mahanna, built of wood.⁶ Saturn, built of iron.

NOTE.—Dubuque, Hannibal, Mahanna, and Paducah fitted for survey work; others are special fleet auxiliaries. Mahanna, property of U. S. Shipping Board, under loan to the Navy Department, has been ordered returned.

AUXILIARIES—MISCELLANEOUS (AG).

	Speed.	Tonnage.				Depth of hold.	Bunker capacity (42 cubic feet per ton).	Name and official number.	
		United States register.		Panama Canal.					
		Gross.	Net.	Gross.	Net.				
<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					252	DUBUQUE.....	AG6	1
2	10.5					246	GENERAL ALAVA.	AG5	2
3	121.0	8,255	4,184		21 0	* 1,500	GREAT NORTH-ERN.....	AG9	3
4	19.0		1,109		20 0	491	HANNIBAL.....	AG1	4
5	18.5				22 0	192	LEBANON.....	AG2	5
6	111.0	2,016	1,761		24 2	535	MAHANNA.....	AG8	6
7	110.5					425	NANSHAN.....	AG3	7
8	12.85					242	PADUCAH.....	AG7	8
9	111.0	2,596.31	1,437	2,756.59	1,809.82	26 4	SATURN.....	AG4	9

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Ward-room officers.	Chief petty officers.	Men.		
1	4 4", 50 cal.; 1 3", 23 cal. A. A.....	2	Schooner..	9	11	141	DUBUQUE.....	1
2	2-3 pdr.....	1	2.....	5	6	82	GENERAL ALAVA.	2
3	.....			41	24	324	GREAT NORTHERN	3
4	.....	1	2.....	11	30	253	HANNIBAL.....	4
5	.....	1	2 pole.....	12	8	87	LEBANON.....	5
6	.....	1	2 der.....	5		* 89	MAHANNA.....	6
7	.....	1	2.....	12	3	70	NANSHAN.....	7
8	4 4", 50 cal.; 1 3", 23 cal. A. A.....	2	Schooner..	9	11	141	PADUCAH.....	8
9	2 3", 50 cal.....	1	2.....	12	2	73	SATURN.....	9

¹ Estimated.

² Tons of fuel oil.

* Includes chief petty officers; quarters also for 4 hydrographers.

AUXILIARIES—MISCELLANEOUS (AG).

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 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 GREAT NORTH-ERN.	3	Parsons, turb.	.....	.....	.....	.....	12 Mosher.. (Oil.)	60,000	725,000	.....	.....	3
4 HANNIBAL.....	1	Vert., 3-exp...	20½	33	54	39	2 S. E.....	122	3,972	11,100	.....	4
5 LEBANON.....	1	Vert., 3-exp...	19	30	50	30	2 S. E.....	127	3,203	1,000	.....	5
6 MAHANNA.....	2	Vert., 3-exp...	15½	26	44	26	2 E. F. C..	155	5,000	1,400	.....	6
7 NANSHAN.....	1	Vert., 3-exp...	23	38	61	42	2 S. E.....	120	3,365	1,400	.....	7
8 PADUCAH.....	2	Vert., 3-exp...	9	15½	25½	21	2 B. & W..	100	4,200	1,247	1,268	8
9 SATURN.....	1	Vert., 3-exp...	24	39	59	48	4 B. & W..	182	5,092	1,500	.....	9
Total horsepower.....									34,610			

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. ²	(³)	.....	.....	2
3 GREAT NORTH-ERN.	Wm. Cramp & Sons, Philadelphia.	(⁴)	.....	.....	3
4 HANNIBAL.....	J. Blumer & Co., Sunderland, England.	\$147,941	.....	⁵ Apr. 16, 1898	4
5 LEBANON.....	Wm. Cramp & Sons, Philadelphia.	\$225,000	.....	⁶ Apr. 6, 1898	5
6 MAHANNA.....	McEackern & Co., Astoria, Oreg.	.....	.....	⁶ Sep. 20, 1920	6
7 NANSHAN.....	Grangemouth Dockyard Co., Grangemouth, England.	\$155,728	.....	⁵ Apr. 6, 1898	7
8 PADUCAH.....	Gas Engine & Power Co., Morris Heights, N. Y.	355,000	July 1, 1902	July 6, 1903	8
SATURN.....	Harlan & Hollingsworth, Wilmington, Del.	\$290,000	.....	⁵ Apr. 2, 1898	9

¹ Estimated.² Engines and boilers by A. & W. Fletcher Co., Hoboken, N. J.³ Transferred from War Department Feb. 21, 1900, for \$215,000 (Mexican) with the Quiros and Villalobos⁴ Purchase price.⁵ Date of purchase.⁶ Date transferred from Shipping Board.⁷ Estimated shaft horsepower.⁸ Transferred from War Department by Executive order dated July 22, 1921, without transfer of funds.

AUXILIARIES—MISCELLANEOUS (AG).

	Total weight of machinery (wet).	Electric generating sets.				Name.	
		Numbers.	Kilowatts (each).	Volts.	Type.		Builders.
1	133	2 24	125	8-24-400	General Electric.....	DUBUQUE.....AG 6	1
2		{ 1 5 1 10	{ 110 110	4-10-450	{ Terry-Diehl..... General Electric.....	{ GENERAL ALAVA.....AG 5	2
3		4 35	110		Terry-Diehl.....	GREAT NORTHERN.....AG 9	3
4		3 10	125	¹ S. K.	Westinghouse.....	HANNIBAL.....AG 1	4
5		2 12 ¹	125	S. K.	Am. Blower-Westgh.....	LEBANON.....AG 2	5
6		1 10	125		Engberg. Recip. 6x6....	MAHANNA.....AG 8	6
7		{ 1 24 1 12 ¹	{ 125 125	M. P. S. K.	{ General Electric..... Am. Blower-Westgh.....	{ NANSHAN.....AG 3	7
8	133	2 24	125	8-24-400	General Electric.....	PADUCAH.....AG 7	8
9		2 24	125	M. P.	.....do.....	SATURN.....AG 4	9

	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 ² July 27, 1919	DUBUQUE.....	1
2		1895			Mar. 9, 1900 Feb. 6, 1906	GENERAL ALAVA...	2
3		1914		³ Aug. 3, 1921	Aug. 12, 1921	GREAT NORTHERN.	3
4		1898			June 7, 1898 Jan. 22, 1921	HANNIBAL.....	4
5		1894			Apr. 16, 1898 July 1, 1911	LEBANON.....	5
6					Sept. 29, 1920	MAHANNA.....	6
7		1896			1898 Aug. 1, 1914	NANSHAN.....	7
8	Sept. 22, 1903	Oct. 11, 1904	Mar. 6, 1905	Aug. 31, 1905	Sept. 2, 1905 Aug. 16, 1920	PADUCAH.....	8
9		1890			Apr. 11, 1898 Apr. 4, 1917	SATURN.....	9

¹ Turbo.² Date placed out of commission.³ Date taken over from War Department.

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	Name.	Type and remarks.	Dimensions.				
			Length. (B.P.)	Beam.	Mean draft.	Dis- placement.	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	
1	ANNAPOLIS... <i>ex-PG10</i>	Old gunboat.....	168 0	36 0	12 0	1,010	1
2	BOSTON.....	Old cruiser (R. S.).....	277 5	42 2	16 10	3,000	2
3	CHEYENNE... <i>ex-BM10</i>	Old monitor (ex-Wyoming).....	252 0	50 0	12 6	3,225	3
4	CHICAGO..... <i>ex-CA14</i>	Old cruiser (Immobile Sub. T.).....	325 0	482½	19 0	4,500	4
	<i>Coast B. S.¹</i> <i>No. 1.....<i>ex-BB1</i></i>	<i>Old battleship; ²ex-Indiana</i>					
5	COAST B. S. NO. 4..... <i>ex-BB4</i>	Old battleship, ex-Iowa; in use as target ship under radio control.	360 0	72 2½	24 0	11,346	5
	<i>C. T. B. No. 6³.....</i>	<i>Old torpedo boat, ex-Morris</i>					
6	CUMBERLAND.....	Training vessel—sails (R. S.).....	176 5	45 8	16 6	1,800	6
7	ESSEX.....	Old gunboat.....	185 0	35 0	14 3	1,375	7
8	GOPHER.....	Old tender and gunboat, ex-Fern; name changed Dec. 27, 1905.	160 0	28 0	11 9	840	8
	<i>Granite State¹.....</i>	<i>Old sailing frigate New Hampshire;</i> <i>name changed Nov. 30, 1904.</i>					
9	HARTFORD.....	Old corvette (R. S.).....	226 0	43 10	18 2	2,790	9
10	HAWK..... <i>ex-P Y2</i>	Old yacht, ex-Hermione, purchased during war with Spain.	145 0	22 0	11 6	375	10
	<i>Intrepid¹.....</i>	<i>Training vessel—sails</i>					
11	KEARSARGE... <i>ex-BB5</i>	Crane ship No. 1, under conversion...	368 0	72 2½	23 6	11,520	11
12	MONADNOCK... <i>ex-BM3</i>	Old monitor.....	258 6	55 5	14 6	3,990	12
13	NANTUCKET... <i>ex-PG23</i>	Old gunboat, ex-Rockport; originally named Ranger.	177 4	32 0	13 0	1,261	13
14	NEWPORT... <i>ex-PG12</i>	Old gunboat.....	168 0	36 0	12 0	1,010	14
15	OLD CONSTELLATION..	Old sailing frigate.....	176 0	42 0	20 0	1,970	15
16	OLD CONSTITUTION....	.....do.....	175 0	45 0	20 0	2,200	16
17	OREGON..... <i>ex-BB3</i>	Old battleship.....	388 0	69 3	24 0	10,288	17
18	PHILADELPHIA.....	Old cruiser, housed over (R. S.).....	327 6	48 7½	19 6	4,410	18
19	REINA MERCEDES.....	Old Spanish cruiser, housed over(R.S.)	292 0	43 3	16 9	2,835	19
20	SMITH.....	Old destroyer.....	289 0	26 0	8 0	700	20
21	SOUTHERY.....	Old collier, purchased Apr. 16, 1898; housed over.	288 0	38 10		3,100	21
	<i>Sylvia¹.....</i>	<i>Old yacht</i>					
22	TALLAHASSEE... <i>ex-BM9</i>	Old Monitor (ex-Florida).....	252 0	50 0	12 6	3,225	22
23	TOPEKA..... <i>ex-PG35</i>	Old gunboat (ex-Diogenes).....	251 0	35 0	17 8	2,255	23
24	VESUVIUS.....	Old dynamite cruiser.....	252 4	26 6½	10 7	930	24
25	VICKSBURG... <i>ex-PG11</i>	Old gunboat.....	168 0	36 0	12 0	1,010	25
26	WHEELING... <i>ex-PG14</i>	.....do.....	174 0	34 0	12 0	990	26
27	WILMETTE.....	Formerly U. S. Eastland, purchased in 1918.	265 0	38 2	19 6	2,600	27
28	WOLVERINE.....	Old gunboat, ex-Michigan; name changed June 17, 1905.	164 11	27 0	9 0	685	28
29	YANTIC.....	Old gunboat.....	180 0	30 0	12 2	900	29
	Total displacement.....					86,140	

¹ Transferred to the U. S. Fish Commission. ² C. T. B. No. 6 transferred to district craft (unclassified).
³ Length and beam estimated. ⁴ Estimated. ⁵ Depth.

NOTE: All vessels listed were in the Navy List, U. S. Naval Vessels, with slight variations. Wolverine, Yantic, Cheyenne, and Intrepid were in the Navy List for training purposes. Smith and Red sold Aug. 31, 1921.

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	Length over all.	Material of hull.	Year built.	By whom and where built.	Name.	
	<i>Ft. in.</i>					
1	203 6	Composite	1897 [*]	Lewis Nixon, Elizabethport, N. J.	ANNAPOLIS <i>ex-PG10</i>	1
2	288 3	Steel	1883-85	John Roach & Sons, Chester, Pa.	BOSTON	2
3	255 1	Steel	1898-02	Union Iron Works	CHEYENNE <i>ex-BM10</i>	3
4	342 2	Steel	1883-89	John Roach & Sons, Chester, Pa.	CHICAGO <i>ex-CA14</i>	4
5	362 5	Steel	1893-97	Wm. Cramp & Sons, Philadelphia	COAST B. S. NO. 4. <i>ex-BB4</i>	5
6	211 7	Steel	1904	Navy yard, Boston	CUMBERLAND	6
7		Wood	1876	Navy yard, Kittery, Me.	ESSEX	7
8		Wood	1871	Delamater & Stack, New York	GOPHER	8
9		Wood	1858	Navy yard, Boston	HARTFORD	9
10		Steel	1891	Fleming & Ferguson, Paisley, Scotland.	HAWK <i>ex-PY2</i>	10
11	375 4	Steel	1896-99	Newport News S. B. Co.	KEARSARGE <i>ex-BB5</i>	11
12	262 3	Iron	1883-96	Continental I. W., Vallejo, and navy yard, Mare Island.	MONADNOCK <i>ex-BM3</i>	12
13	199 9	Iron	1876	Harlan & Hollingsworth	NANTUCKET <i>ex-PG23</i>	13
14	204 5	Composite	1897	Bath Iron Works	NEWPORT <i>ex-PG12</i>	14
15		Wood	1797	United States, Baltimore, Md.	OLD CONSTELLATION	15
16		Wood	1797	Navy yard, Boston	OLD CONSTITUTION	16
17	351 2	Steel	1890-96	Union Iron Works, San Francisco	OREGON <i>ex-BB3</i>	17
18	335 0	Steel	1887-90	Wm. Cramp & Sons, Philadelphia	PHILADELPHIA	18
19		Iron	1887	Cartagena, Spain	REINA MERCEDES	19
20	293 10	Steel	1908-09	Wm. Cramp & Sons, Philadelphia	SMITH	20
21		Steel	1889	R. Thompson Sons & Co., Sunderland, England.	SOUTHERY	21
22	255 1	Steel	1898-03	Lewis Nixon, Elizabethport, N. J.	TALLAHASSEE <i>ex-BM9</i>	22
23	259 4	Iron	1881	G. Howalt, Kiel, Germany	TOPEKA <i>ex-PG35</i>	23
24	252 4	Steel	1887-90	Wm. Cramp & Sons, Philadelphia ¹	VESUVIUS	24
25	204 5	Composite	1897	Bath Iron Works	VICKSBURG <i>ex-PG11</i>	25
26	189 7	Composite	1897	Union Iron Works	WHEELING <i>ex-PG14</i>	26
27	275 3	Steel	1903	Jens S. B. Co., Port Huron, Mich.	WILMETTE	27
28		Iron	1842-44	Stackhouse & Tomlinson, Pittsburgh, Pa. (Erie, Pa.).	WOLVERINE	28
29		Wood	1864	Navy yard, Philadelphia	YANTIC	29

¹ 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. Sq. ft.	Total heating surface. Sq. ft.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.	In.						
1 ANNAPOLIS.....	2	Vert., 3-exp...	15	24½	40	28	2 B. & W...	100	3,814	1,223	1,227	1
2 BOSTON.....	1	Horiz., compd.	54	.....	74	42	8 S. E.....	382	8,920	4,300	.....	2
3 CHEYENNE.....	2	Vert., 3-exp...	17	26½	40	24	4 B. & W...	216	8,800	2,326	2,452	3
4 CHICAGO.....	2	Horiz., 3-exp...	33½	50½	76	40	4 S. E.....	273	8,553	.....	.....	4
5 COAST B. S. No. 4..	2	Vert., 3-exp...	39	55	85	48	3 D. E. 2S. E.	756	24,682	11,834	12,105	5
6 CUMBERLAND.....	.....	.....	.....	.....	.....	.....	2 S. E.....	49	1,499	.....	.....	6
7 ESSEX.....	1	Vert., 3-exp...	20	32½	53	36	2 B. & W...	39	1,149	1,200	.....	7
8 GOPHER.....	1	Vert., compd..	18	.....	36	30	2 S. E.....	66	2,004	467	.....	8
9 HARTFORD.....	1	Horiz., compd.	35	.....	66	48	4 S. E.....	186	6,340	2,000	.....	9
10 HAWK.....	1	Vert., 4-exp...	15	23 30½	45	30	2 S. E.; 1 aux.	57	1,635	900	.....	10
11 KEARSARGE.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher....	725	31,760	11,674	11,954	11
12 MONADNOCK.....	2	Horiz., 3-exp..	19½	30½	52½	30	4 S. E.....	200	6,242	2,163	.....	12
13 NANTUCKET.....	1	Horiz., compd.	28	.....	42	42	4 S. E.....	120	2,945	1,500	.....	13
14 NEWPORT.....	1	Vert., 3-exp...	15½	23½	36	30	2 S. E.....	78	2,524	998	1,009	14
15 OLD CONSTELLATION	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
16 OLD CONSTITUTION.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
17 OREGON.....	2	Vert., 3-exp...	34½	48	75	42	4 D. E.....	552	16,832	10,890	11,111	17
18 PHILADELPHIA.....	2	Horiz., 3-exp..	38	58	86	40	4 D. E.....	624	20,457	8,688	8,815	18
19 REINA MERCEDES..	.....	.....	.....	.....	.....	.....	2 S. E.....	84	2,948	.....	.....	19
20 SMITH.....	3	Parsons turb.	.....	.....	.....	.....	4 Mosher....	368	18,003	69,946	610,362	20
21 SOUTHERY.....	1	Vert., 3-exp...	21	35	57½	39	2 S. E.; 1 aux.	133	2,831	.....	.....	21
22 TALLHASSEE.....	2	Vert., 3-exp...	17	26½	40	24	4 Mosher....	240	9,504	2,317	2,395	22
23 TOPEKA.....	2	DeLaval gear- ed turb.	.....	.....	.....	.....	2 Ward.....	112	4,894	62,000	.....	23
24 VESUVIUS.....	2	Vert., 3-exp...	21½	31	34	20	4 Normand..	200	8,204	3,975	4,295	24
25 VICKSBURG.....	1	Vert., 3-exp...	15½	23½	36	30	2 S. E.....	78	2,524	1,111	1,118	25
26 WHEELING.....	1	.....do.....	12	18	28	18	.....do.....	60	2,508	1,063	1,080	26
27 WILMETTE.....	2	Vert., 3-exp...	21	34	56	30	3 S. E.....	194	5,693	4,000	.....	27
28 WOLVERINE.....	2	Inclined simple	436	.....	.....	96	2 S. E.....	91	2,572	1,365	.....	28
29 YANTIC.....	1	Comp ⁵	.....	.....	.....	.....	1 S. E.; 1 aux.	.....	.....	.....	310	29
Total horsepower.....								82,087				

¹ Estimated.² Two low-pressure cylinders.³ Paddlewheels.⁴ Two cylinders.⁵ Jet condenser.⁶ Shaft horsepower.

UNCLASSIFIED.

	Total weight of machinery (wct).	Electric generating sets.				Armament.	Rig.		Name.	
		Number.	Kilowatts (each).	Volts.	Builders.		Number of funnels.	Masts.		
1	124	2	10	125	Sturtevant Co.....	1 4", 40 cal.....	1 Sch...	ANNAPOLIS.....	1	
2	663	{ 2 1	{ 16 16	{ 80 80	{ General Electric..... U. I. W.-Edison.....	}	2 2.....	BOSTON.....	2	
3	265	4	32	80	Union Iron Works...		2 12", 40 cal.....	1 1 mil..	CHEYENNE.....	3
4	922	3	24	80	General Electric.....		2 Sch...	CHICAGO.....	4	
5	1,258	3	100	125	.....do.....		2 1 cage; 1 mil.	COAST B. S. No. 4..	5
6	.....	2	24	125	.....do.....		Bark..	CUMBERLAND.....	6
7	.....	.....	.....	.....	.....	3 4" 50 cal. 63-pdr.....	Bark..	ESSEX.....	7
8	.....	.....	.....	.....	.....	3 3-pdr.....	Sch...	GOPHER.....	8
9	1 290	2	16	80	General Electric.....	2 6-pdr.....	1 Bark..	HARTFORD.....	9	
10	.....	1	10	110	.....do.....	1-3 pdr.; 2-1 pdr..	1 2.....	HAWK.....	10
11	1,209	7	50	80-160	.....do.....		.....	KEARSARGE.....	11
12	293	{ 2 2	{ 16 75	{ 80 100- 175	{do..... .....do.....		1 1 mil..	MONADNOCK.....	12	
13	.....	{ 1 1	{ 7 10	{ 110 110	{do..... De Laval-Diehl.....	} 4 4", 50 cal.....	1 Bark..	NANTUCKET.....	13
14	138	2	7.5	110	Engberg.....			1 Bark..	NEWPORT.....	14
15	.....	.....	.....	.....	.....		Ship..	OLD CONSTELLATION	15
16	.....	.....	.....	.....	.....		Ship..	OLD CONSTITUTION..	16
17	1,009	3	100	125	Sturtevant Co.....		2 1 cage; 1 mil.	OREGON.....	17	
18	705	1	24	80	Shepherd-Thresher..		2 (2)....	PHILADELPHIA.....	18	
19	.....	.....	.....	.....	(3).....	4 3-pdr.....	(2)....	REINA MERCEDES...	19
20	250	2	10	125	General Electric.....		4 2.....	SMITH.....	20	
21	.....	.....	.....	.....	.....	2 6-pdr.....	(2)....	SOUTHERY.....	21
22	222	4	32	70	General Electric.....	2 12", 40 cal.....	1 1 mil..	TALLAHASSEE.....	22	
23	.....	2	15	125	.....do.....		2 Brig..	TOPEKA.....	23
24	215	1	10	125	.....do.....		.....	VESUVIUS.....	24
25	138	2	10	125	Sturtevant Co.....		1 Bark..	VICKSBURG.....	25	
26	144	2	8	80	.....do.....		1 Sch...	WHEELING.....	26
27	.....	{ 1 1	{ 35 15	{ 120 120	{ General Electric..... .....do.....	} 4 4", 50 cal; 2-3" 50 cal. A. A.	.....	WILMETTE.....	27
28	1	4	125	Erico-Burke.....			1 Sch...	WOLVERINE.....	28
29	.....	{ 2 2	{ 7 10	{ 110 110	{ Am. Blower-Bullock B. F. Sturtevant Co..	} 4 3pdr.....	1 Bark..	YANTIC.....	29

1 Estimated.

2 Ship housed over.

3 Uses yard current.

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—NONRIGID AIRSHIPS (ZN),

	Description.	Model.	Number on hand July 1, 1921.	Dimensions.				Volume.	
				Length over all.	Height.	Width over fins.	Diameter (maximum).		
1	Nonrigid airship.....	B.....	7	<i>Ft. in.</i> 163 0	<i>Ft. in.</i> 46 0	<i>Ft. in.</i> 40 0	<i>Ft. in.</i> 32 0	<i>Cu. ft.</i> 88,000	1
2	do.....	C.....	4	192 0	54 0	53 6	42 0	182,000	2
3	Nonrigid airship. (T).....	E.....	1	168 0	49 6	40 0	34 0	100,000	3
4	do.....	F.....	1	168 0	48 6	40 0	34 0	100,000	4
5	Semirigid airship (E).....	O.....	1	177 0	58 4	35 1	35 1	127,000	5
6	Nonrigid airship.....	D-6.....	1	200 0	60 0	51 5	43 0	190,000	6
7	do.....	H.....	1	94 0	42 0	32 5	31 6	45,000	7

Engines.					Speed (miles per hour).				
Number.	Builder or type.			R. P. M.	H. P.	Maximum.	Cruising.		
1	1	Curtiss OXX.....			1,400	100	47	35	1
2	2	Hispano-Suiza.....			1,400	150	60	40	2
3	1	do.....			1,400	150	55	35	3
4	1	Union.....			1,400	125	52	35	4
5	2	Colombo.....			1,400	125	54	35	5
6	2	Union.....			1,400	125	58	40	6
7	1	Lawrance.....			1,500	50			7

	Armament.	Crew.	Load (64.4 lbs. per M cu. ft.).		Fuel and oil capacity (normal).	Altitude (maximum).	Endurance.				
			Gross.	Useful.			Full speed.		Cruising speed.		
							Hours.	Miles.	Hours.	Miles.	
1	Lewis gun.....	3	<i>Lbs.</i> 5,660	<i>Lbs.</i> 1,200	<i>Lbs.</i> 220	<i>Feet.</i> 2,400	3.5	167	7.3	258	1
2	4—270-lb. bombs; 1 Lewis gun.	4	11,580	3,480	630	6,200	11.4	684	31.4	1,256	2
3	.....	3	4,910	1,530	550	3,800	6.1	336	15.7	550	3
4	.....	3	6,440	1,640	660	4,400	8.8	458	22.0	770	4
5	.....	3	8,175	2,737	540 800	9,500	4.0	216	8.0	320	5
6	4—270-lb. bombs; 2 Lewis guns.	5	12,220	4,120	1,030	8,000	15.7	910	39.2	1,570	6
7	None.....	2	2,900	1,220	320	8,600	10.7				7

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

Description.	Model.	Number on hand July 1, 1921.	Dimensions.			
			Over-all wing span.	Over-all length.	Height.	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	
1 Airplane, one-place, tractor biplane....	VE-7-SF.....	31	34 1	24 5	8 7	1

Engines.				Speed (miles per hour).		
Number.	Builder or type.	R. P. M.	H. P.	Maximum.	Land-ing.	
1 1	Hispano.....	1,700	180	112	45	1

Armament.	Crew.	Load.		Fuel capacity.		Service ceiling (rate of climb 100 feet per minute).	Climb in 10 minutes.	Endur-ance 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>	Feet.	Hours.	In.
1 1 fixed gun.....	1	2,100	595	30	3	16,000	7,800	2.3	1

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

	Description.	Model.	Number on hand July 1, 1921.	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 monoplane...	Loening M-81 and M-80	47	37 10	24 4	6 9	1
2	Airplane, 2-place, tractor biplane. (T).	Vought VE-7.....	17	34 1	24 5	8 7	2
3	.....do.....	Vought VE-7-G and VE-7-GF.	17	34 1	24 5	8 7	3
4	.....do.....(T).	DH-4-B.....	68	42 6	29 11	11 6	4
5	Airplane, 2-place, tractor biplane. (T).	JN-4-H and JN-6-H	37	43 7	27 1	9 11	5
6	Seaplane, 2-place, 1-float, tractor biplane. (T).	N-9.....	122	53 4	30 10	10 11	6
7	Flying boat, 2-place, pusher biplane. (T).	F. boat.....	6	45 1	27 10	11 4	7
8	.....do.....(T).	M. F. boat.....	87	49 9	28 10	11 7	8
9	.....do.....(T).	Aero. 40.....	38	48 6	28 11	12 7	9

Engines.				Speed (miles per hour).	
Number.	Builder or type.	R. P. M.	H. P.	Maximum.	Landing.
1	1 Hispano-Suiza.....	1,800	300	125	50
2	1 .....do.....	1,700	180	118	45
3	1 .....do.....	1,700	180	116	3
4	1 Liberty.....	1,700	400	125	56
5	1 Hispano-Suiza.....	1,450	150	93	42
6	1 .....do.....	1,450	150	74	37
7	1 Curtiss OXX.....	1,400	100	64	46
8	1 .....do.....	1,400	100	69	43
9	1 .....do.....	1,400	100	71	43

	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>					Feet.	Feet.	Hours.	In.
1	{ 1 Browning gun..... 1 Lewis gun.....	2	2,742	1,062	53	4	18,000	9,000	2.0	1
2	.....	2	2,088	605	30	3	17,000	8,300	2.3	2
3	{ 1 fixed gun..... 1 Lewis gun.....	2	2,305	822	29	3	15,000	6,900	2.0	3
4	2 Marlin guns (forward); 2 Lewis guns (rear).	2	3,582	1,191	76	4.2	19,600	9,000	2.4	4
5	.....	2	2,145	550	31	4	15,000	5,700	2.1	5
6	.....	2	2,750	612	28	4.5	6,600	3,240	2.0	18.0
7	.....	2	2,460	600	38.1	4	3,500	2,300	3.5	18.0
8	.....	2	2,488	638	40	4	3,500	2,000	4.1	16.5
9	.....	2	2,592	623	40	3	3,500	2,000	3.9	15.0

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

	Description.	Model.	Number on hand July 1, 1921.	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.....	1347	62 1	38 6	14 7	1
2	.....do.....	HS-2-L.....		74 1	39 0	14 7	2
3	Flying boat, twin-tractor biplane.....	H-16.....	106	95 1	46 2	17 9	3
4	.....do.....	F-5-L.....	172	103 9	43 4	18 9	4

Engines.					Speed (miles per hour).		
Number.	Builder or type.	R. P. M.	H. P.	Maximum.	Landing.		
						1	
2	1do.....	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>	Feet.	Hours.	In.
1	1 Lewis gun; 2 bombs (230 lbs.)	2	5,910	1,840	125	13.0	2,500	1,725	4.2	21.5	1
2	.....do.....	2	6,432	2,132	141	13.0	2,800	1,800	4.5	22.0	2
3	5 Lewis guns; 2 bombs (230 lbs.)	4	10,900	3,500	307	25.0	9,100	4,200	5.0	26.0	3
4	5 Lewis guns; 4 bombs (230 lbs.)	4	13,000	4,750	495	34.0	6,500	2,625	7.0	27.0	4

¹ All HS-1-L's and HS-2-L's interchangeable; total on hand of both types, 347.

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

	Description.	Model.	Number on hand July 1, 1921.	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.....	25	57 1	33 5	14 2	1
2	Airplane, twin tractor biplane.....	(MBT).....	2	71 5	46 4	14 0	2
3	Airplane, twin tractor biplane.....	(MT).....	7	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.....	1,700	400	92		48	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>						Feet.	Feet.	Hours.	In.
1	1,036-lb. torpedo, type B.....	2	5,440	2,102	100	5	6,800	2,850	3.0	23.0	1
2	1,650-lb. torpedo; 2 Lewis guns	3	10,300	3,683	274	20	8,400	4,200	3.5	.....	2
3	1,650 lb. torpedo; 2 Lewis guns	3	11,900	5,000	283	22	8,000	4,500	3.5	.....	3

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

	Description.	Model.	Number on hand July 1, 1921.	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.....	5	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>						Feet.	Feet.	Hours.	In.
1	6 Lewis guns; 4—230-lb. bombs.	5	23,000	8,900	1,291	90	4,500	2,200	10.5	31.0	1

DISTRICT CRAFT.

SUMMARY.

Type.	Type designation.	Class designation.	Number.	Page.
Ambulance boats	Y	YH	3	285
Barges:				
Coal	Y	YC	342	285
Fueling	Y	YCD	11	297
Fuel-oil	Y	YO	27	297
Seaplane	Y	YV	9	299
Stevedoring	Y	YS	12	299
Torpedo-testing	Y	YTT	4	300
Water	Y	YW	24	301
Derricks:				
Floating	Y	YD	43	302
Seaplane-wrecking	Y	YSD	4	305
Dredges	Y	YM	7	305
Ferry boats and launches	Y	YFB	28	306
Floats, car	Y	YCF	9	307
Lighters:				
Ammunition	Y	YE	27	308
Ash	Y	YA	25	309
Freight	Y	YF	137	310
Garbage	Y	YG	7	316
Pile drivers, floating	Y	YPD	11	317
Scows:				
Heating	Y	YHT	3	318
Mud	Y	YMD	6	318
Tugs, district	Y	YT	89	318
Workshops, floating	Y	YR	11	322
Vessels, district patrol	Y	YP	17	323
Unclassified			23	324
Total			879	
Location of all district craft				326

NOTE.—Of the tugs, barges, etc., listed as "District craft," only those marked * are available for service at sea. Steel coal barges, when properly prepared, are also considered suitable for such service. All other barges included in the yard craft section of the Data Book are primarily intended for harbor, bay, or short coastwise service, and while many of them, if specially prepared, might be transported on the high seas when absolutely necessary, such use would involve grave risk.

Action concerning craft that have been dropped from the list since the previous edition of the Data Book is indicated at the end of each class. Such action has been modified in certain cases since July 1, 1921, as noted on page 331.

AMBULANCE BOATS (YH).

Official No.	Name.	Length.	Breadth.	Displacement.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</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.....	Converted from motor tug No. 101.

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

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>				
YC24 ¹	105 0	31 6	.....	Wood...	Guantanamo....	Navy yard, Pensacola, 1901.	Sheathed; house.
YC49	86 2	29 2	250	...do....	1st district.....	Bangor, Me., 1902...	Sheathed; flush deck.
YC50	85 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; house.
YC57	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC59	86 2	29 2	250	Wood...	Guantanamo....	.....do.....	Condemned, but still in service for gasoline stowage.
YC66 ²	86 2	29 2	250	...do....	.....do.....	Navy yard, Norfolk, 1902.	Sheathed; with house used for housing officers and men.
YC67	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC71 ³	86 2	29 2	250	Wood...	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; house; flush deck.
YC83 ⁴	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.
YC90	86 2	29 2	250	...do....	1st district.....	Navy yard, Boston, 1903.	Sheathed; flashboards; flush deck.
YC91	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC92	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.

¹ Fitted for coal handling.

² Fitted with quarters for Cape Cruz Casilda survey expedition.

³ Recommended for conversion to ash lighter.

⁴ In temporary use as ash lighter.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC93	<i>Ft. in.</i> 86 2	<i>Ft. in.</i> 29 2	<i>Tons.</i> 250	Wood...	1st district.....	Navy yard, Boston, 1903.	Sheathed; flash- boards; flush deck and house.
YC94	86 2	29 2	250	do.....	do.....	do.....	Sheathed; 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; flash- boards.
YC111	86 2	29 2	250	do.....	Guantanamo.....	Navy yard, Pensa- cola, 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							<i>Ex.</i>
YC124	86 2	29 2	250	Wood...	Annapolis.....	Navy yard, Norfolk, 1905.	Sheathed; 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; flash- boards; flush deck.
YC128	110 0	30 0	250	do.....	3d district.....	do.....	Do.
YC129	110 0	30 0	250	do.....	12th district.....	Navy yard, Mare Island, 1907.	Copper sheathed; flash boards; flush- deck.
YC130	110 0	30 0	250	do.....	do.....	do.....	Sheathed; flash boards; flush deck.
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	110 0	30 0	250	do.....	6th district.....	do.....	Do.
YC140							<i>Ex.</i>
YC141 ¹	60 0	20 0	100	Wood...	11th district.....	Navy yard, Mare Island, 1907.	Sheathed; flash- boards.
YC143							<i>Ex.</i>
YC144							<i>Ex.</i>
YC145	110 0	30 0	250	Wood...	16th district.....	Naval station, Ca- vite, 1908.	Sheathed; flash- boards; flush deck.

¹ Repaired and in service.

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; flashboards.
YC147	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC150 ¹	65 0	30 0	100	...do.....	7th district.....	Navy yard, Norfolk, 1908.	Sheathed; flashboards; flush deck.
YC151 ²	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; flashboards; flush deck.
YC153	110 0	30 0	250	...do.....	...do.....	...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; 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; 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 ³	110 0	30 0	250	...do.....	16th district....	Navy yard, New York, 1908.	Sheathed; flashboards.
YC177	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; flashboards; flush decks.
YC178	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; flashboards.
YC180	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC181	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC182	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; flashboards; flush deck.
YC183	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; flashboards.
YC185	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; 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.

¹ Repaired and in service.² Barge dismantled and used by public works officer.³ Sunk 1919; raised and repaired.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC190	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 30 0	<i>Tons.</i> 250	Wood...	13th district....	Navy yard, Puget Sound, 1908.	Sheathed; 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.
YC198	110 0	30 0	250	..do.....	Guantanamo....	Navy yard, Philadelphia, 1908.	Sheathed; flashboards.
YC199	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC200	110 0	30 0	250	..do.....	Halti.....	.....do.....	Do.
YC201	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Do.
YC202	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC203	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC204	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC205	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC206 ¹	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC207	110 0	30 0	250	..do.....	.....do.....	.....do.....	Sheathed; flashboards; flush deck.
YC209	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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC218	.....	.....	.....	Wood.....	.....	.....	<i>Ex.</i>
YC220 ²	110 0	30 0	200	..do.....	11th district....	Navy yard, Mare Island, 1908.	Sheathed; flashboards.
YC221	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC222	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC223	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC224	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC225	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC226	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC230	60 0	20 0	100	Wood...	1st district.....	Navy yard, Boston, 1908.	Sheathed; flashboards; flush deck.
YC231	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC232	110 0	30 0	250	Wood...	7th district....	Navy yard, Pensacola, 1909.	Sheathed; flashboards; flush deck.
YC233	110 0	30 0	250	..do.....	Guantanamo....	.....do.....	Sheathed; flashboards.
YC234	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC235	110 0	30 0	200	Wood...	11th district....	Navy yard, Pensacola, 1909.	Sheathed; flashboards.
YC236	110 0	30 0	250	..do.....	12th district....	.....do.....	Sheathed; flashboards; flush deck.

¹ Fitted for dredging.² Surveyed; to be used for storage.

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; flashboards.
YC239	110 0	30 0	250	..do....	12th district.....	Navy yard, Mare Island, 1910.	Sheathed; flashboards; flush deck.
YC240							<i>Ex.</i>
YC241	110 0	30 0	250	Wood...	12th district.....	Navy yard, Mare Island, 1910.	Sheathed; flashboards; flush deck.
YC242	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC243	110 0	30 0	250	..do....	.....do.....	.....do.....	Do.
YC244	110 0	30 0	200	..do....	11th district.....	.....do.....	Do.
YC245	110 0	30 0	250	..do....	12th district.....	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.	Sheathed, Redwood; flashboards; flush deck.
YC252	110 0	30 0	250	..do....	.....do.....	.....do.....	Copper sheathed; flashboards; flush deck.
YC253	110 0	30 0	250	..do....	.....do.....	.....do.....	Sheathed; flashboards; flush deck.
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 ²	110 0	34 0	500	..do....	3d district.....	.....do.....	Do.
YC259							<i>Ex.</i>
YC261	110 0	34 0	500	Steel...	5th district.....	Wm. Cramp & Sons, Philadelphia, 1912.	Sheathed; flashboards; flush deck.
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 ³	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; flashboards; flush deck.

¹ Surveyed; to be used for storage. ² Fitted as mine planter. ³ 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	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 34 0	<i>Tons.</i> 500	Steel....	12th district....	Wm. Cramp & Sons, Philadelphia, 1913.	Sheathed; flash- boards; flush deck.
YC276	110 0	34 0	500	...do.....	...do.....	...do.....	Do.
YC277	110 0	34 0	500	...do.....	11th district....	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							<i>Ex.</i>
YC281	110 0	34 0	500	Steel....	12th district....	Seattle Construction Co., Seattle, Wash.	Sheathed; flash- boards; flush deck.
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 ¹	110 0	34 0	500	...do.....	5th district....	Navy yard, Ports- mouth, 1914.	Do.
YC287 ¹	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.....	4th district....	Navy yard, Phila- delphia, 1914.	Do.
YC291	110 0	34 0	500	...do.....	5th district....	...do.....	Do.
YC292							<i>Ex.</i>
YC293	110 0	34 0	500	Steel....	...do.....	Navy Yard, Phila- delphia, 1914.	Sheathed; flash- boards; flush deck.
YC294	110 0	34 0	500	...do.....	14th district....	Navy yard, Charles- ton, 1914.	Do.
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; flash- boards.
YC297	110 0	34 0	500	...do.....	11th district....	...do.....	Do.
YC299	110 0	34 0	500	...do.....	1st district....	Navy yard, New York, 1914.	Sheathed; flash- boards; flush deck.
YC300	110 0	34 0	500	...do.....	Santo Domingo..	Navy yard, Norfolk, 1915.	Sheathed; flash- boards.
YC301	110 0	34 0	500	...do.....	4th district....	Navy yard, Norfolk, 1914.	Do.
YC302 ²	110 0	34 0	500	...do.....	Washington....	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; flash boards; 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.....	11th district....	Navy yard, Mare Island, 1915.	Sheathed; flash- boards.

¹ Fitted for laying nets.² Has seaplane launching device.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC309	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 34 0	<i>Tons.</i> 500	Steel....	11th district....	Navy yard, Mare Island, 1915.	Sheathed; flashboards.
YC310	110 0	34 0	500	...do.....	5th district.....	...do.....	Do.
YC311	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC312	110 0	34 0	500	Steel....	11th district....	Navy yard, Mare Island, 1915.	Sheathed; flashboards.
YC313	110 0	34 0	500	...do.....	5th district.....	...do.....	Do.
YC314	110 0	34 0	500	...do.....	13th 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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC335 ¹	110 0	30 0	250	Wood...	6th district....	Carpenter-Watkins Co., Brunswick, Ga.	Flush deck.
YC336	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC337	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC338	110 0	30 0	250	Wood...	6th district....	Carpenter-Watkins Co., Brunswick, Ga.	Sheathed; redwood; flush deck.
YC339	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC340	110 0	30 0	250	Wood...	6th district....	Carpenter-Watkins Co., Brunswick, Ga.	Wood sheathed; flush deck.
YC341 ²	110 0	30 0	250	...do.....	...do.....	...do.....	Flush deck.
YC343	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC344	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YC345	110 0	30 0	250	Wood...	1st district....	Union Ship & Dock Co., Port Jefferson, N. Y.	Flush deck.
YC346	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC347 ³	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC348	110 0	30 0	250	...do.....	...do.....	...do.....	Do.
YC349 ⁴	110 0	30 0	250	...do.....	6th district....	...do.....	Do.
YC350	110 0	30 0	250	...do.....	5th district....	C. L. Rhode & Sons Co., Baltimore, Md., 1918.	Do.
YC354	110 0	32 0	250	...do.....	...do.....	...do.....	Do.

¹ To be sheathed with redwood, untreated and unpainted (Dec. 11, 1919).² To be sheathed with redwood, treated with Navy Special 52C2—Carbolinum (Dec. 11, 1919).³ Salvaged and in service.⁴ Sheathed with tar paper and yellow pine, treated with carbolinum.

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	$\frac{350}{250}$	Wood...	5th district.....	C. L. Rhode & Sons Co., Baltimore, Md., 1918.	
YC356 ¹	110 0	32 0	$\frac{350}{250}$	..do....	Alexandria .....	..do.....	Sheathed; used as gasoline storage.
YC357 ¹	110 0	32 0	$\frac{350}{250}$	..do....	..do.....	..do.....	Do.
YC358	110 0	32 0	250	..do....	13th district.....	Navy yard, Puget Sound, 1918.	Sheathed; redwood; flush deck; used as ammunition lighter.
YC359	110 0	32 0	250	..do....	..do.....	..do.....	Do.
YC360	110 0	32 0	250	..do....	11th district.....	..do.....	Sheathed, redwood; flush deck.
YC361	110 0	32 0	250	..do....	13th district.....	..do.....	Do.
YC362	110 0	32 0	250	..do....	11th district.....	..do.....	Do.
YC365	110 0	32 0	250	..do....	..do.....	..do.....	Do.
YC366	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....	11th district.....	..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....	11th district.....	..do.....	Do.
YC393	110 0	30 0	250	..do....	..do.....	..do.....	Do.
YC394	110 0	30 0	250	..do....	13th district.....	..do.....	Do.
YC395	110 0	30 0	250	..do....	11th district.....	..do.....	Do.
YC396	110 0	30 0	250	..do....	..do.....	..do.....	Do.

¹ One 7,000 and two 3,000 gallon tanks installed for gasoline storage.

COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC404	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 30 0	<i>Tons.</i> 250	Wood...	14th district....	Naval station, Pearl Harbor.	Flush deck; flashboards; sheathed with red wood.
YC405	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC406	110 0	30 0	250	..do.....	.....do.....	.....do.....	Do.
YC407 ¹	110 0	30 0	250	..do.....	.....do.....	Naval station, Pearl Harbor.	Flush deck; flashboards.
YC408	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 ²	112 0	36 0	500	Concrete	1st district ³	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.
YC456 ³	106 4	33 0		..do.....	6th district....	Coastwise Lredging Co., Norfolk, Va., 1918.	Ex-scow No. 12, Id. No. 3259.
YC457	110 0	34 0	500	Steel.....	Washington....	Leonard Construction Co., Chicago, Ill., 1918.	
YC458	110 0	34 0	500	..do.....	6th district....	.....do.....	
YC459	110 0	34 0	500	..do.....	5th district....	.....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.....	

¹ Used for storage at submarine base.² Loaned to city of Boston.³ Formerly floating workshop YR6.

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>				
YC468							<i>Ex.</i>
YC469							<i>Ex.</i>
YC470	110 0	34 0	500	Steel	14th district	Leonard Construction Co., Chicago, Ill., 1918.	
YC471	110 0	34 0	500	do	do	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							<i>Ex.</i>
YC479	110 0	34 0	500	Steel	14th district	Imperial S. B. Co., Detroit, Mich., 1918.	
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							<i>Ex.</i>
YC485							<i>Ex.</i>
YC486	110 0	34 0	500	Steel	5th district	Interlake Engineering Co., Cleveland, Ohio, 1918.	
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	6th district	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.

¹ Loaned to Lighthouse Service.

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>				
YC505	110 0	30 0	250	Wood...	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918.	Flush deck.
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.
YC509	110 0	30 0	250	..do.....	..do.....	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							<i>Ex.</i>
YC522	110 0	30 0	250	Wood...	1st district.....	Holler-Davis-Flood 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.....	8th district.....	New Orleans.....	
YC537	110 0	34 0	500	Steel....	Building.....	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	Wood...	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
YC563							<i>Ex.</i>
YC564							<i>Ex.</i>
YC566							<i>Ex.</i>

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>				
YC568	115 0	30 0	1,200	Wood...	3d district.....	Greenport Basin & Construction Co., Greenport, L. I.	Deep hold, house aft.
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....	...do.....	...do.....	Do.
YC574							<i>Ex.</i>
YC577	115 0	30 0	1,200	Wood...	3d district.....	Clayton S. B. Co., Clayton, N. Y.	Deep hold, house aft.
YC578	115 0	30 0	1,200	...do....	4th district.....	...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							<i>Ex.</i>
YC597							<i>Ex.</i>
YC599	115 0	30 0	1,200	Wood...	3d district.....	Hutchinson Bros., Alexandria Bay, N. Y., 1918.	Do.
YC600	115 0	30 0	1,200	...do....	...do.....	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.—YC57, condemned Sept. 18, 1920; to be used as mooring float. YC67, sold Aug. 16, 1920. YC122, surveyed and condemned Aug. 18, 1920. YC140, surveyed and condemned Oct. 6, 1920. YC143, surveyed and sold Oct. 22, 1920. YC144, surveyed Sept. 13, 1920; to be broken up at Cavite. YC217 and YC218, surveyed and sold Mar. 16, 1920. YC219, surveyed and sold, Mar. 24, 1920. YC221, YC222, and YC223, surveyed and sold Mar. 16, 1920. YC224, surveyed Feb. 9, 1921; destroyed. YC225 and YC226, surveyed and sold Mar. 16, 1920. YC231, surveyed Jan. 12, 1921; to be sold. YC234, surveyed and sold Mar. 16, 1920. YC240, surveyed and condemned Nov. 17, 1920. YC259, surveyed and sold Mar. 15, 1921. YC280, conversion to ammunition lighter YE35, authorized July 8, 1920. YC292, conversion to ammunition lighter YE34, authorized July 8, 1920. YC311, conversion to floating derrick. YD57, authorized Oct. 30, 1920. YC334, surveyed and sold to Waterfront & Foundation Construction Co. YC336, surveyed and sold to Lighterage & Transportation Co. YC337, surveyed; to be sold. YC339, surveyed and sold to Charleston Lighterage & Transportation Co. YC343, surveyed and sold to Waterfront & Foundation Construction Co. YC344, surveyed and sold to Waterfront & Foundation Construction Co. YC468, conversion to ammunition lighter YE36, authorized July 8, 1920. YC469, conversion to ammunition lighter YE37, authorized July 8, 1920. YC478, lost at sea while being towed to Pearl Harbor. YC484, conversion to ammunition lighter YE32, authorized July 8, 1920. YC485, conversion to ammunition lighter YE33, authorized July 8, 1920. YC512, sold Sept. 7, 1920. YC563, YC564, YC566, YC574, YC596, and YC597, surveyed April, 1921; to be sold.

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	11th 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	5th district	Chas. L. Rohde & Sons Co., Baltimore, Md.	K-type crane; clam-shell bucket.
YCD4	85 0	34 0		do	12th district	do	Do.
YCD5	85 0	34 0		do	5th district	do	Do.
YCD6	85 0	34 0		do	12th district	do	Do.
YCD7	85 0	34 0		do	6th district	do	Do.
YCD8							<i>Ex.</i>
YCD9	85 0	34 0		Wood	14th district	Auten Engineering & Construction Co., Albany, N. Y.	K-type crane; clam-shell bucket.
YCD10	85 0	34 0		do	do	do	Do.
YCD11	85 0	34 0		do	4th district	do	Do.
YCD12	85 0	34 0		do	do	do	Do.

NOTE.—YCD8 was wrecked while being towed to west coast; machinery salvaged and to be installed on a 250-ton coal barge.

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 ¹	165 9	25 0	500	do	do	Navy yard, Norfolk, 1915.	Do.
YO8	166 4	25 0	² 190,970	do	12th district	Navy yard, Mare Island, 1915.	Do.
YO9	166 4	25 0	² 190,970	do	11th district	do	Do.
YO11	108 0	22 0	250	do	15th district	Coal barge No. 69 converted, navy yard, Norfolk, 1916.	
YO13	108 0	23 4 $\frac{1}{2}$	250	do	1st district	Coal barge No. 79 converted, navy yard, Portsmouth, 1915.	Flush deck; raised hatches.
YO14	108 0	23 4 $\frac{1}{2}$	250	do	do	Coal barge No. 80 converted, navy yard, Portsmouth, 1915.	Well type, fitted with steam pumps for water pumping.

¹ Temporarily assigned to Charleston.

² Gallons.

FUEL-OIL BARGES (YO).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YO15	<i>Ft. in.</i> 108 0	<i>Ft. in.</i> 23 4 $\frac{1}{2}$	<i>Tons.</i> 250	Steel ...	1st district.....	Coal barge No. 81 converted, navy yard, New York, 1915.	Flush deck, with raised hatches.
YO17	108 0	23 4 $\frac{1}{2}$	250	...do....	Annapolis.....	Coal barge No. 88 converted, navy yard, New York, 1915.	
YO19 ¹	120 5	30 8	² 35,200	Wood...	5th district.....	Purchased from Fenwick & Truitt, Norfolk, Va.	Ex-Swansboro; Id. No. 2684; sheathed creosoted pine.
*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....	11th district.....	.....do.....	Do.
*YO30	160 0	25 0	.....	...do....	.....do.....	Todd S. B., Corp. 1918	Do.
*YO31	160 0	25 0	.....	...do....	5th district.....	.....do.....	Do.
*YO32	160 0	25 00	.....	...do....	3d district.....	.....do.....	Do.
YO36	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YO37	100 6	30 0	² 114,000	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	.....	.....	.....	Steel.....	Building.....	Navy Yard, Charleston.	Authorized May 21, 1920.

¹ Gasoline tanks removed; hull to be surveyed.

² Gallons.

NOTE.—YO41 to 49, inclusive, authorization canceled. YO36, ex-Curaçao (Id. No. 2269), surveyed or sale.

SEAPLANE BARGES (YV).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Breadth.					
YV20	58 0	15 11½	.....	Steel....	7th district.....	Herreshoff Mfg. Co., Bristol, R. I., 1918.	Used temporarily as garbage scow.
YV21	58 0	15 11½	.....	do.....	12th district.....	do.....	
YV23	58 0	15 11½	.....	do.....	11th district.....	do.....	
YV24	58 0	15 11½	.....	do.....	do.....	do.....	
YV48	58 0	15 11½	.....	do.....	Guantanamo.....	B. F. Wood, City Island, N. Y., 1918.	
YV49	72 0	15 11½	.....	do.....	8th district.....	do.....	
YV50 ¹	72 0	15 11½	.....	do.....	3d district.....	Luders Marine Con- struction Co., Stamford, Conn., 1918.	
YV57	72 0	15 11½	.....	do.....	Atlantic Fleet ..	do.....	Assigned to Shawmut.
YV59	72 0	15 11½	.....	do.....	7th district.....	do.....	

¹ Loaned to police department, New York City.

STEVEDORING BARGES (YS).

YS 9	.....	.....	.....	.....	.....	.....	Ex.
YS10	.....	.....	.....	.....	.....	.....	Ex.
YS11	.....	.....	.....	.....	.....	.....	Ex.
YS12	35 4	18 0	.....	Wood...	5th district.....	Navy yard, New York, 1918.	
YS13	.....	.....	.....	.....	.....	.....	Ex.
YS14	35 4	18 0	.....	Wood...	1st district.....	Navy yard, New York, 1918.	Flush deck.
YS15	.....	.....	.....	.....	.....	.....	Ex.
YS39	35 4	18 0	.....	Wood...	3d district.....	Henry B. Nevins Co., City Island, N. Y.	
YS40	.....	.....	.....	.....	.....	.....	Ex.
YS42	35 4	18 0	.....	Wood...	3d district.....	Henry B. Nevins Co., City Island, N. Y.	
YS46	.....	.....	.....	.....	.....	.....	Ex.
YS47	35 4	18 0	.....	Wood...	3d district.....	Henry B. Nevins Co., City Island, N. Y.	
YS50	.....	.....	.....	.....	.....	.....	Ex.
YS51	35 4	18 0	.....	Wood...	1st district.....	Henry B. Nevins Co., City Island, N. Y.	Used as landing float, Jamestown, R. I.
YS63	.....	.....	.....	.....	.....	.....	Ex.
YS67	35 4	18 0	.....	Wood...	7th district.....	E. Macrenaris Co., Tarpon Springs, Fla.	Sheathed, 1" pine; flush deck, with house over ma- chinery.

STEVEDORING BARGES (YS).

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>				
YS68							<i>Ex.</i>
YS69	35 4	18 0		Wood	8th district	Gulf S. B. Co., Madisonville, La.	Sheathed, creosoted pine; flush deck; house over machinery.
YS70	35 4	18 0		do	do	do	Do.
YS71	35 4	18 0		do	do	do	Do.
YS72							<i>Ex.</i>
YS73							<i>Ex.</i>
YS75							<i>Ex.</i>
YS76	35 4	18 0		Wood	8th district	Gulf S. B. Co., Madisonville, La.	Sheathed, creosoted pine; flush deck; house over machinery.
YS77							<i>Ex.</i>
YS78	35 4	18 0		Wood	8th district	Gulf S. B. Co., Madisonville, La.	Sheathed, creosoted pine; flush deck; house over machinery.

NOTE.—YS9, 10, 11, and 63; transferred to lighthouse service July 22, 1920. YS13, transferred to War Department Mar. 14, 1921. YS15, surveyed and sold. YS40, 46, and 50—Surveyed; to be sold. YS68, transferred to Lighthouse Service Oct. 12, 1920. YS72, converted to freight lighter, YF182. YS73, converted to freight lighter, YF183. YS75, converted to freight lighter, YF184. YS77, transferred to War Department Sept. 28, 1920.

TORPEDO TESTING BARGES (YTT).

Official No.	Name.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YTT1	TORPEDO TESTING BARGE NO. 1.	127 0	48 0		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							<i>Ex.</i>
YW5	144 0	23 0	171,000	Steel	1st district	Elizabethport, N. J., 1898.	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	6th district	Navy yard, Norfolk, 1904.	
YW13	92 0	17 0	50,000	do	Guantanamo	Navy yard, Pensacola, 1904.	Flush deck; 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; 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, 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, 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							<i>Ex.</i>
YW25	120 0	23 6	100,000	Steel	Guantanamo	Navy yard, Mare Island, 1915.	Self-propelled.
YW26	45 6	11 8	1 18	Wood	Guam	Guam, 1917 ² .	Copper sheathed.
YW27							<i>Ex.</i>
YW28	66 8	20 8	25,000	Wood	8th district	Naval station, New Orleans, 1918.	Flush deck; house.
YW30	205 4	35 0	1 560	Steel	11th district	Converted at New York, 1920.	Ex-Rintintin; self-propelled.
YW31							<i>Ex.</i>
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.

¹ Tons.² Material fabricated at Cavite.

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	115 0	30 0	.....	.....do.....	3d district.....	Converted at New York, 1919.	Converted coal barge No. 598.
YW47	110 0	30 0	250	.....do.....	11th district.....	Converted at Mare Island, 1920.	Converted coal barge No. 186; sheathed; with flashboards.

NOTE.—YW4, Surveyed and sold. YW24, Dismantled. YW27, Transferred to to War Department Sept. 8, 1920. YW31, ashore and broken up March, 1921.

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; 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.
YD15	.....	.....	.....	.....	.....	.....	Ex.

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>				
YD16	80 0	40 0	20	Wood...	16th district.....	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; 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, Sam....	Naval station, Tutuila, Samoa, 1918.	Copper sheathed.
YD35	108 0	42 0	25	...do....	1st district.....	Navy yard, Boston, 1918.	Do.
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-foot 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.
YD39	125 0	38 0	25	...do....	3d district.....	Purchased from McAllister Bros., New York, 1918; built at Kingston, N. Y., 1904.	Ex-derrick barge No. 62; Id. No. 2729; pontoon hull wooden "A" frame.

FLOATING DEBRICKS (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>				
YD43	90 0	35 0	18	Wood...	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	1 60	...do.....	16th district.....	Converted from freight lighter No. 21, Cavite, 1920.	Sheathed; has house.
YD57	110 0	34 0	1 500	...do.....	12th district.....	Navy yard, Mare Island, 1920.	Converted from YC311.
YD58 ²	120 0	60 0	100	...do.....	1st district.....	Navy Yard, New York, 1920.	Two-ton steel crane 98-foot boom.
YD59	80 0	40 0	20	...do.....	13th district.....	Navy yard, Puget Sound, 1921.	Steam derrick; 70-ft. boom; 3 pumps.

¹ Capacity as a barge.² Material obtained from Army and assembled at New York.

NOTE.—YD15 surveyed and condemned 1920.

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, 1921.	Self-propelled, twin screws, two 90-H. P. engines; catamaran hull.
YSD4	87 3	40 0	5	...do.....	11th district.....	Navy yard, Mare Island, 1920.	Self-propelled, stern wheel.
YSD5	87 3	40 3	5	...do.....	8th district ¹	Navy yard, New Orleans, 1921.	Do.

¹ Building.

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.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.	Breadth.	Material and type.	Allocation.	Where and when built or purchased.	Remarks.
YFB1	ASP.....	<i>Ft. in.</i> 72 0	<i>Ft. in.</i> 12 0	Wooden m. b.	8th dist.	New Orleans, 1902.	Ex-Nahma.
YFB3268	<i>Atlantic</i>						<i>Ex.</i>
YFB2047	PORPOISE.....	185 2	35 9	Steel str.	Wash. yd.	Bath Iron Works, Bath, Me., 1911.	Ex-Moosehead.
YFB1163	NARRAGANSETT...	117 0	43 0	Wooden str.	1st dist..	M. H. Saunders & Sons, Saunders- town, R. I., 1905.	
YFB1227	PATCHOGUE.....	99 9	23 3	...do....	4th dist.	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.....	99 6	12 6	Steel....	Indian- head.	Herreshoff. Mfg. Co., Bristol, R. I.	Ex-torpedo boat Talbot.
YFB11	CALLAO.....	115 3	17 10	Iron str.	16th dist.	Cavite, 1888.....	Ex-PG 37; cap- tured from Spain, 1898.
YFB621	CASTRO.....	75 4	18 3½	Steel str.	12th dist.	Navy yard, Mare Island, 1904.	
YFB4	CYANE.....	99 6	12 6	Steel....	1st dist..	Herreshoff Mfg. Co., Bristol, R. I.	Ex-torpedo boat Gwin.
YFB308	DART.....	71 10	16 7	Steel str.	12th dist.	Navy yard, Mare Island, 1900.	
YFB5	FAITHFUL.....	80 0	24 0	...do....	1st dist..	Herreshoff Mfg. Co., Bristol, R. I.	Ex-Ripple.
YFB6	HUSTLE.....	66 6	13 6	...do....	...do....	Navy yard, Ports- mouth, N. H., 1902.	Ex-Despatch.
YFB280	INCA.....	100 0	28 0	...do....	...do....	Herreshoff Mfg. Co., Bristol, R. I. 1911.	
YFB132	LAUNCH NO. 132..	64 6	16 0	Wood...	1st dist..	Navy yard, Ports- mouth, 1902.	Sheathed.
YFB1048	LAUNCH NO. 1048.	77 1½	19 6	Comp...	...do....	Navy yard, Ports- mouth, 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; fireboat.
YFB3274	MARY M.....	64 0	12 2	Wooden m. b.	Indian- head.	Built, 1904; pur- chased from J. G. White En- gineering Co., 1919.	
YFB8	NAVY YARD.....	80 0	17 0½	Comp...	5th dist.	Navy yard, Nor- folk, 1901.	Sheathed.
YFB663	OTTER.....	77 0	20 0	Comp. str.	6th dist..	Navy yard, Ports- mouth, 1906.	Ex-Kite.
YFB529	<i>Vidette</i>						<i>Ex.</i>

NOTE.—YFB numbers above 11 are identical with S. P. and launch numbers originally assigned.

FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.		Breadth.	Material and type.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>					
YFB10	WAVE.....	105 0	30 0		Steel str.	1st dist..	Navy yard, Charleston, 1916.	
YFB681	WORKING LAUNCH No. 681, SANTA RITA.	65 0	12 5		Wood...	16th dist.	Naval Station, Cavite, 1908.	Coppered.
YFB682	WORKING LAUNCH No. 682, ROZAL.	65 0	13 0	...do.....	...do.....	...do.....	...do.....	Do.
YFB683	WORKING LAUNCH No. 683, CAMIA.	65 0	12 5	...do.....	...do.....	...do.....	...do.....	Do.
YFB684	WORKING LAUNCH No. 684, DAPDAP.	65 0	13 0	...do.....	...do.....	...do.....	...do.....	Do.
YFB685	WORKING LAUNCH No. 685, RIVERA	65 0	12 5	...do.....	...do.....	...do.....	...do.....	Do.
YFB686	<i>Working Launch No. 686.</i>	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YFB687	WORKING LAUNCH No. 687, MAGDALENA.	65 0	12 5		Comp...	16th dist.	Naval Station, Cavite, 1908.	Coppered.

NOTE.—YFB3268, Atlantic; ordered sold; see sale list; YFB529, Vidette, inadvertently listed in 1920 and preceding editions; was surveyed and scrapped October, 1918; YFB686, inadvertently listed in 1920 and preceding editions; was surveyed and sold January, 1919.

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 $\frac{1}{2}$	30 1 $\frac{1}{2}$	1 100	Steel....	Washington.....	Navy yard, Norfolk, 1902.	Was ammunition lighter No. 6; sheathed.
YCF 2	100 7 $\frac{1}{2}$	30 1 $\frac{1}{2}$	1 100	...do.....	...do.....	Navy yard, Norfolk, 1904.	Was ammunition lighter No. 9.
YCF 3	100 7 $\frac{1}{2}$	30 1 $\frac{1}{2}$	1 100	...do.....	...do.....	Navy yard, Norfolk, 1907.	Was ammunition lighter No. 12.
YCF 4	128 0 $\frac{1}{2}$	31 6 $\frac{1}{2}$	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.....	
YCF 10	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YCF 11	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YCF 12	164 0	31 2	250	Steel....	Washington.....	Norfolk, 1921.....	For conveying gun mounts and guns to Indianhead.

¹Estimated.

NOTE.—YCF 10 and 11 transferred to War Department.

AMMUNITION LIGHTERS (YE).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Breadth.						Tons.
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 ¹	90 0	24 0	² 135	...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; house; flush deck.
YE16	90 0	28 0	250	...do.....	...do.....	...do.....	Do.
YE17	80 0	21 0	³ 125	...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	⁴ 620	...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.....	1st 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.

¹ Hold fitted to carry water.² Estimated.³ Deck load.⁴ Displacement.

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>				
YE32	110 0	34 0	500	Steel....	3d district.....	Being converted at navy yard, New York.	Formerly coal barge YC 484.
YE33	110 0	34 0	500	...do....	.....do.....	.....do.....	Formerly coal barge YC 485.
YE34	110 0	34 0	500	...do....	4th district.....	Being converted at navy yard, Philadelphia.	Formerly coal barge YC 292; sheathed.
YE35	110 0	34 0	500	...do....	12th district....	Converted at navy yard, Mare Island.	Formerly coal barge YC 280; sheathed.
YF36	110 0	34 0	500	...do....	14th district....	Converted at Pearl Harbor, 1920.	Formerly coal barge YC 468.
YE37	110 0	34 0	500	...do....	14th district....	.....do.....	Formerly coal barge YC 469.

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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YA13	50 0	20 0	40	Wood....	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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YA25	40 0	20 0	30	Wood....	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 ¹	50 0	15 0	63	...do....	11th district.....	.....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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YA38	50 0	15 0	63	Wood....	12th district.....	Navy yard, Mare Island, 1910.	Flush deck.
YA39	.....	.....	.....	.....	.....	.....	<i>Ex.</i>

¹ In use by yard departments, with temporary house for mechanics.

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>				
YA40 ¹	36 0	15 0	.....	Wood...	4th district.....	Navy yard, Philadelphia, 1912.	Flush deck.
YA41	36 0	15 0	.....	..do.....	..do.....	..do.....	Do.
YA42	50 0	15 0	.....	..do.....	11th 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.....	11th 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	19 0	50	..do.....	16th district.....	Cavite, 1919-20.....	Sheathed.
YA59	50 0	19 0	50	..do.....	..do.....	..do.....	Do.

¹ Fitted for use of divers.

NOTE.—YA6, surveyed Feb. 24, 1921; destroyed; YA24, lost at sea; YA37, surveyed and sold Aug. 8, 1918; since listed inadvertently; YA39, surveyed June 29, 1920; to be sold.

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; 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	.....	.....	.....	.....	.....	.....	Ex.
YF24	60 0	20 0	60	Wood...	16th district.....	Naval station, Cavite, 1908.	Sheathed; covered.
YF29	.....	.....	.....	.....	.....	.....	Ex.
YF30	.....	.....	.....	.....	.....	.....	Ex.

FREIGHT LIGHTERS (YF).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft.in.</i>	<i>Ft.in.</i>						Tons.
YF31	36 6	15 6	20	Wood...	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; house (lorcha).
YF41	110 0	30 0	250	...do....	1st district.....	Norfolk, 1906.....	Sheathed; covered.
YF42	45 0	20 0		...do....	Guam.....	...	Copper sheathed; flush deck.
YF43	45 0	20 0		...do....	...do.....	...	Do.
YF45	90 0	28 0	250	...do....	13th district....	Navy yard, Puget Sound, 1914.	Copper sheathed; flush deck; house.
YF46	90 0	28 0	250	...do....	...do.....	...do.....	Sheathed; flush deck; house.
YF47	90 0	28 0	250	...do....	...do.....	...do.....	Do.
YF48	110 0	30 0	250	...do....	5th district.....	Converted coal barge No. 119, Norfolk, 1913.	Copper sheathed; covered.
YF49	115 0	25 0	250	Compos- ite.	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	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							<i>Et.</i>
YF58	128 0	31 0	300	Wood...	5th district.....	W. E. Thomas & Co., Norfolk, Va., 1917.	Covered.
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.

¹ Temporarily assigned to Alaska.² 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>				
YF64	85 0	30 0	250	Wood...	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; sheathed.
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.
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; house.

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>				
YF88	110 0	30 0	250	Wood...	13th district	Converted coal barge No. 363; navy yard, Puget Sound, 1918.	Redwood sheathed; flush deck; house.
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.
YF96	100 6	32 8	.....	.....do.....	.....do.....	.....do.....	Moran Towing & Inspection Co. No. 84; covered.
YF98	110 0	30 0	250	.....	1st district.....	Ira Bushey & Sons Co., 1918.	Flush deck and house.
YF99	110 0	30 0	250	.....	12th district.....	.....do.....	Do.
YF100	110 0	30 0	250	.....	13th district.....	.....do.....	Covered.
YF101	110 0	30 0	250	.....	.....do.....	.....do.....	Do.
YF102	110 0	30 0	250	.....	14th district.....	.....do.....	Do.
YF103	110 0	30 0	250	.....	.....do.....	.....do.....	Do.
YF104	110 0	30 0	250	.....	.....do.....	.....do.....	Do.
YF105	110 0	30 0	250	.....	.....do.....	.....do.....	Do.
YF106	110 0	30 0	250	.....	4th district.....	.....do.....	Do.
YF107	110 0	30 0	250	.....	3d district.....	.....do.....	Housed over.
YF108	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YF109	110 0	30 0	250	Wood...	5th district.....	Ira Bushey & Sons Co., 1918	Covered.
YF110	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YF111	80 0	30 0	.....	Wood...	7th district.....	Converted at Key West from coal barge No. 412, 1918.	Has house; $\frac{3}{8}$ " wood sheathing.
YF112	² 113 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	² 113 3	31 11	1,200	...do.....	5th district.....	.....do.....	Ex-Pee Jec; Id. No. 3287.
YF114	² 162 3	31 11	1,200	...do.....	.....do.....	.....do.....	Ex-Porter; Id. No. 3304.

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

² Water line; over-all length is 162 feet 3 inches.

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>					
YF116	100 0	30 0	500	Wood...	5th district.....	Purchased from Eugene Coop, New York, 1918; built by Richard Rodermund, 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 Transportation Co., New York, 1918; built by F. A. Verdon, West New Brighton, N. Y., 1914.	Ex-James Logan; Id. No. 2741; self-propelled; covered.	
YF123	85 1	26 10	100	...do.....	...do.....	Purchased from Warner Sugar Refining Co., Englewood, N. J., 1918; built, Athens, N. Y., 1901.	Ex-Commerce; Id. No. 2763; self-propelled; covered.	
YF131	58 0	15 11 ³ / ₄	2,000	Steel....	6th district.....	Herreshoff Mfg. Co., Bristol, R. I., 1918.	Converted seaplane barge No. 26, New York, 1919; flashboards.	
YF133	58 0	15 11 ³ / ₄	2,000	...do.....	Indianhead.....	Robert Jacob, City Island, N. Y., 1918.	Converted seaplane barge No. 31, New York, 1919; flashboards.	
YF135	58 0	15 11 ³ / ₄	2,000	...do.....	...do.....	...do.....	Converted seaplane barge No. 34, New York, 1919; flashboards.	
YF137	58 0	15 11 ³ / ₄	2,000	...do.....	5th district.....	B. F. Wood, City Island, N. Y., 1918.	Converted seaplane barge No. 52, New York, 1919; covered.	
YF138	58 0	11 11 ³ / ₄	2,000	...do.....	...do.....	...do.....	Converted seaplane barge No. 53, New York, 1919; flashboards.	
YF139	58 0	15 11 ³ / ₄	2,000	...do.....	...do.....	Luders Marine Construction Co., Stamford, Conn., 1918.	Converted seaplane barge No. 60, New York, 1919; flashboards.	
YF140	54 6	20 0	82	Wood...	Guam.....	Guam, 1914.....	Flush deck.	
YF141	54 6	20 0	82	...do.....	...do.....	...do.....	Do.	
YF142	.....	.....	.....	.....	.....	.....	Ex.
YF143	.....	.....	.....	.....	.....	.....	Ex.
YF144	45 6	12 0	25	Wood...	Guam.....	Guam, 1914.....	Ex-Sampan No. 3; well deck.	
YF145	45 6	12 0	25	...do.....	...do.....	...do.....	Ex-Sampan No. 4; well deck.	

¹ Cubic feet.

FREIGHT LIGHTERS (YF).

Official No.	Length.		Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.	
	Ft. in.	Ft. in.							Tons.
YF146	45	† 12	0	25	Wood	Guam	Guam, 1914	Ex-Sampan No. 5; well deck.	
YF147	45	6	12	0	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	Mare 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 station, 1917.	Sheathed 1-inch redwood; ex-marine lighter No. 1; flush deck.
YF154	45	0	20	0	30	do	do	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	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	do	Ex-Monarch; flush deck and house.
YF158	84	0	23	0	do	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									Ex.

FREIGHT LIGHTERS (YF)

Official No.	Length.		Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.							Tons.
YF170	68 0	30 0	250	Wood...	Indianhead.....	Purchased from J. G. White Eng. Corp.	Ex-Boo-hoo.	
YF171	.....	.....	.....	.....	.....	.....	Ex.
YF172	30 10	.....	15	Wood...	Annapolis.....	Converted.....	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.	
YF174	56 0	20 0	100	...do....	.....do.....	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.
YF182	35 4	18 0	.....	...do....	Guantanamo.....	Converted Guantanamo, 1920.	Converted from YS72.
YF183 ¹	35 4	18 0	.....	...do....	.....do.....	.....do.....	Converted from YS73.
YF184	35 4	18 0	.....	...do....	.....do.....	.....do.....	Converted from YS75.

¹ Temporarily assigned to Marine Corps, Haiti.

NOTE.—YF23, lost. YF29, and YF30, surveyed Apr. 6, 1921; ordered sold. YF57, lost at sea, Mar. 21, 1921. YF108, surveyed Apr. 4, 1921; ordered sold. YF110, sold Nov. 12, 1920. YF142, and YF143, surveyed Sept. 9, 1921; broken up. YF160, ex-Surprise, ordered surveyed and appraised for sale June 1, 1921. Note in 1920 edition, that Freight Lighter 160 had been converted to water barge 31 is in error. YF168, surveyed July 2, 1919, for scrap. YF171, surveyed for sale Sept. 1, 1920.

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.

¹ Cubic feet.

FLOATING FILE 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; 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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YPD10	55 0	27 0	45	Wood...	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.	Redwood sheathed; copper at turn of bilge; 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, flashboards; 2,000-lb. hammer.
YPD20	60 0	20 0	100	...do.....	1st district.....	Navy yard, Boston, 1906; converted at Newport, R. I., 1913.	Converted from coal barge No. 227; 2,780-lb. hammer.

¹ Pounds.

NOTE.—YPD6, condemned and used as landing float.

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. in.</i>	<i>Ft. in.</i>				
YT1	WAHNETA.....	92 0	20 11¼		5th dist...	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	
YT2	IWANA.....	92 6	20 11½		1st dist....	.....do.....	
YT3	NARKEETA.....	92 6	20 11½		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.	

DISTRICT TUGS (YT).

Official No.	Name and S. P. number.	Length.		Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>			
YT10	TRITON.....	96	9 20	Indian-head.	J. H. Dialogue & Sons, Camden, N. J.; built, 1888.	
*YT11	FORTUNE ^{1,2}	137	0 26	Samoa....	James Tetlow, Boston, Mass.; built, 1865.	
YT12	CAYUGA.....	101	0 21	3d dist....	Maryland Steel Co., Baltimore, Md.; purchased, 1898.	Ex-Powhatan; ex-Peiwood.
YT13	HERCULES ¹	101	6 20	5th dist....	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	
YT14	LIVELY.....	107	0 22	12th dist..	Union Iron Works, San Francisco; purchased, 1898.	Ex-Active.
YT15	MASSASOIT.....	89	5 19	5th dist....	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-A. W. Booth.
YT16	MODOC ¹	96	9 20	4th dist....	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	Ex-Enterprise.
YT17	MOHAWK.....	103	10 24	5th dist....	T. S. Marvel & Co., Newburgh, N. Y.; purchased, 1898.	Ex-T. P. Fowler.
YT18	NOTTOWAY ¹	81	5 18	1st dist....	Newport News S. B. & D. D. Co.; purchased, 1898.	Ex-Accomac; ex-El Toro.
YT19	<i>Nyack</i>					<i>Ex.</i>
YT20	PASSAIC ²	124	4 27	3d dist....	Peter McGiehan, Athens, N. Y.; purchased, 1898.	Ex-Pontiac; ex-Right Arm.
YT21	PAWNEE ²	112	0 27	...do.....	Rodermund & Co., Tompkins Cove, N. Y.; purchased, 1898.	Ex-John Dwight
YT22	ROCKET.....	93	0 28	5th dist....	Pusey & Jones Co., Wilmington, Del.; 1899.	
YT23	SEBAGO.....	99	0 21	6th dist....	J. H. Dialogue & Sons, Camden, N. J.; 1893.	
YT24	TECUMSEH.....	100	9 21	Navy yard, Washington.	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	Ex-Edward Luckenback.
*YT25	VIGILANT.....	116	0 21	12th dist..	Wm. Cramp & Sons, Philadelphia; purchased, 1898.	
YT26	WICOMICO ¹	100	9 21	5th dist....	Neafie & Levy, Philadelphia; purchased, 1898.	Ex-Choctaw; ex-C. G. Coyle.
*YT27	WOMPATUCK.....	130	0 25	16th dist..	Harlan & Hollingsworth, Wilmington, Del.; purchased, 1898.	Ex-Atlas.
YT28	ADVANCE ²....(3057)	107	6 22	5th dist....	M. M. Davis, Solomon's Island, Md.; 1912.	
YT29	BARNETT.....(1149)	111	0 21	8th dist....	J. H. Dialogue & Sons, Camden, N. J.; 1911.	

¹ Built of iron.² Scheduled for sale when relieved.³ Built of wood.

DISTRICT TUGS (YT).

Official No.	Name.	Length.		Breadth.	Allocation.	Where and when built or purchased.	Remarks.	
		<i>Ft.</i>	<i>in.</i>					
YT30	BOUKER No.2.(1275)	95	2 59	9	5th dist...	A. C. Brown & Co., Tot- tenville, N. Y., 1904.	Loaned to city of Norfolk for use as fireboat.	
YT31	SACO.....(2725)	80	0 24	9	7th dist...	A. C. Brown & Co., Tot- tenville, N. Y.	Ex-Alexander Brown.	
YT32	CATAWBA ....(2200)	92	0 22	0	Washing- ton Yard.	Baltimore D. D. & S. B. Co., 1917.	Ex-Howard Greene.	
YT33	MENDOTA.....(773)	140	0 26	0	...do.....	Chas. H. Hillman, Phila- delphia, 1898.	Ex-Concord.	
*YT34	DREADNAUGHT..... (1951)	135	0 28	0	12th dist..	Union Iron Works, San Francisco, 1917.		
YT35	NAUSETT? ¹.....(2671)	88	0 22	6	4th dist...	Chas. Rhodes & Sons, Baltimore, Md.	Ex-Carl R. Gray.	
YT36	SHENANDOAH (1161)	96	0 24	6	Washing- ton Yard.	Johnston Bros., Ferrys- burg, Mich., 1909.	Ex-Francis B. Hackett.	
YT37	<i>Yuma, Ex-A. J. Hud- son.</i>				.....	.....	<i>Ex.</i>
YT38	<i>Lawrence, John L.</i>				.....	.....	<i>Ex.</i>
*YT39	NAVIGATOR...(2225)	134	4 26	0	12th dist..	J. H. Dialogue & Sons, Camden, N. J., 1898.		
YT40	NONPAREIL ² (370)	101	0 25	0	5th dist...	Noank, Conn.....	Loaned to Nor- folk for fireboat Mar. 7, 1921.	
YT41	<i>Osborne, Chase S.</i>				.....	.....	<i>Ex.</i>
*YT42	PENOBSCOT... (982)	121	6 24	6	5th dist...	Risdon Iron Works, San Francisco, 1904.	Ex-Luckenbach No. 5.	
*YT43	POCOMOKE.... (265)	115	0 18	5	11th dist. ³	Pocomoke City, Md., 1902..		
YT44	ADIRONDACK ¹ (1390)	112	8 22	0	8th dist...	J. H. Dialogue & Sons, Camden, N. J., 1881.	Ex-Underwriter.	
YT45	WOOLEY, JAMES ² ...	80	9 21	0	1st dist...	East Boston, Mass., 1897..		
YT46	HARBOR TUG No. 46.	88	0	20	0	6th dist. ⁴ ..	Navy yard, Charleston, 1919.	
YT47	HARBOR TUG No. 47.	88	0	20	0	...do.....	
YT48	HARBOR TUG No. 48.	88	0	20	0	8th dist...	Naval station, New Or- leans, 1919.	Wood sheathing.
YT49	HARBOR TUG No. 49.	88	0	20	0	14th dist..	...do.....	Do,
YT50	HARBOR TUG No. 50.	88	0	20	0	...do.....	...do.....	Do.
YT53	HARBOR TUG No. 53.	88	0	20	0	3d 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.....	

¹ Built of iron.² Built of wood.³ Temporarily with Submarine Division No. 6.⁴ In use by U. S. Marine Corps, Farris Island, S. C.⁵ Returned to Navy; ordered sold Aug. 5, 1921.

DISTRICT TUGS (YT).

Official No.	Name.	Length.	Breadth.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>			
YT56	HARBOR TUG No. 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.
YT61	HARBOR TUG No. 61.	88 0	20 0	3d dist....	Greenport B. & C. Co., Greenport, Long Island.	
YT63	HARBOR TUG No. 63.	88 0	20 0	3d dist....	Hillebrand D. D. Co., Kingston, N. Y.	
YT64	<i>Harbor Tug No. 64.</i>	.....	.....	.....	.....	<i>Ex.</i>
YT67	HARBOR TUG No. 67.	88 0	20 0	3d dist....	Robert Jacob, City Island, N. Y.	
YT68	<i>Harbor Tug No. 68.</i>	.....	.....	.....	.....	<i>Ex.</i>
YT69	HARBOR TUG No. 69.	88 0	20 0	5th dist. 1.	Robert Jacob, City Island, N. Y.	
YT70	HARBOR TUG No. 70.	88 0	20 0	1st dist....	.....do.....	
YT71	HARBOR TUG No. 71.	88 0	20 0	...do.....	Luders Marine Construc- tion 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.....	1½' oak sheath- ing.
YT74	HARBOR TUG No. 74.	88 0	20 0	3d dist....	.....do.....	
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.	

¹ Loaned to U. S. Marine Corps, Quantico, Va.

NOTE.—Harbor and motor tugs 46 to 101 built of wood. Harbor tugs YT46 and YT47 equipped with Ward boilers; YT48 to YT50, YT57 to YT60, YT62 to YT65, YT84 and YT85 with Wickes boilers; YT51 and YT52, YT71 to YT74, YT82 and YT83 with Marine leg. boilers; YT53 to YT56, YT61, YT66 to YT70, YT75 and YT76 with Mod. Heine boilers; YT77 to YT81 with Seabury boilers. Harbor tugs YT46 to YT50, YT53 to YT56, YT71 to YT76, and YT82 to YT85, built with one single non-condensing engine each, cylinder diameter 18 inches, stroke 22 inches. Harbor tugs YT51 and YT52, YT57 to YT70, YT77 to YT81, built with one single noncondensing engine each, cylinder diameter 18 inches, stroke 24 inches. Motor tugs 85 to 101 have one union 4-cycle, 4-cylinder engine, cylinder diameter 12 inches, stroke 15 inches.

DISTRICT TUGS (YT).

Official No.	Name.	Length.		Breadth.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>				
YT86	MOTOR TUG No. 86.	65 0	16 2		11th dist..	Navy yard, Mare Island...	
YT87	MOTOR TUG No. 87.	65 0	16 2		12th dist..	.....do.....	
YT88	MOTOR TUG No. 88.	65 0	16 2		11th dist..	.....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.	
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		13th dist..	.....do.....	
YT99	MOTOR TUG No. 99.	65 0	16 2		12th dist..	.....do.....	
YT102	<i>Alida</i>						<i>Ex.</i>
YT103	<i>Balanga</i>						<i>Ex.</i>
YT104	BANAAG ¹	96 0	16 0		16th dist..	Whompoa Dock Co., Hongkong, China, 1898.	Copper sheathed.
YT105	BARCELO ¹	69 10	12 8		.....do.....	Captured with Cavite, 1898.	Do.
YT106	CHRISTINE ¹	86 6	13 0		.....do.....	Whompoa Dock Co., Hongkong, China.	
YT107	IONA ¹	56 6	10 3		.....do.....	Captured with Cavite, 1898.	Do.
YT108	MERCEDES ²	53 6	9 2		.....do.....	.....do.....	
YT109	PEORIA.....	131 0	25 0		7th dist..	Philadelphia, Pa., 1898....	<i>Ex-at 48.</i>
YT110	UNCAS.....	119 3	25 0		Washing- ton.	Camden, N. J., 1898.....	<i>Ex-at 51.</i>
YT111	DELAWARE (S. P. 487).	140 0	22 6		14th dist. ³	Pocomoke City, Md., 1913.	<i>Ex-at 53.</i>

¹ Composite.² Wood.³ Temporarily with Submarine Division No. 14.

NOTE.—Nyack, YT19; Yuma, ex-A. J. Hudson, YT37; John L. Lawrence, YT38; Chase S. Osborne, YT41; Alida, YT102, and Balanga, YT103, transferred to Stricken and Sale List, under p. 332. Harbor tug No. 64, YT64, sold May 19, 1921; re-sold Sept. 30, 1921. Harbor tug No. 68, YT68, ordered sold July 1, 1921.

FLOATING WORKSHOPS (YR).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</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	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YR4	.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YR5	110 0	30 0	250	Wood...	12th district	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.

FLOATING WORKSHOPS (YR).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft.in.</i>	<i>Ft.in.</i>					
YR8							<i>Ex.</i>
YR9							<i>Ex.</i>
YR10 ¹	101 5	32 6		Wood...	4th district..	Purchased from the Independent Pier Co., Philadelphia, Pa.	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, ¹ 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.

¹ Used in repairing destroyers.

NOTE.—YR3, machinery removed Apr. 2, 1920; hull ordered sold. YR4, reported missing; dropped. YR8, surveyed Dec. 14, 1920; to be scrapped. YR9, returned to original classification as YC456.

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	<i>Daraga</i>						<i>Ex.</i>
YP909	<i>Eaglet</i>						<i>Ex.</i>
YP214	EDITHA.....	Motor Boat.	96 0	14 0	Wood...	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 ¹	Motor boat..	45 0	11 8	Wood...	5th dist...	
YP181	HELORI.....	...do.....	92 4	15 8	...do....	13th dist..	Johnson Bros. & Blanchard, Seattle, Wash.

¹ Loaned to city of Norfolk Aug. 27, 1920.

DISTRICT PATROL VESSELS (YP).

Official No.	Name.	Type.	Length.		Material.	Allocation.	Built by—
			<i>Ft.in.</i>	<i>Ft.in.</i>			
*YP1841	HERRESHOFF No. 306	St. yacht.....	112 5	.....	Steel....	15th dist..	Herreshoff Mfg. Co., Bristol, R. I., 1918.
*YP2235	HERRESHOFF No. 321	.....do.....	114 0	15 11½	.....do.....	13th dist.. (Keyport)	Do.
*YP2840	HERRESHOFF No. 323	St. yacht.....	112 9	15 2	.....do.....	Alexandria	Do.
YP2384	<i>Guard, ex-Floyd Hurst.</i>	.....	.....	.....	.....	.....	<i>Ex.</i>
*YP399	LEGONIA II ¹	St. yacht.....	140 4	22 6	Steel....	5th dist...	Pusey & Jones, Wil- mington, Del., 1909.
YP413	MARIJA ²	Motor boat..	45 6	11 0	.....	6th dist...	Edgar Young, Wil- mington, N. C., 1917.
YP179	PRIVATEER.....	.....do.....	106 3	13 0	Wood....	3d dist....	Gas Engine & Power, Morris Heights, N. Y.
YP2	<i>Relief</i>.....	.....	.....	.....	.....	.....	<i>Ex.</i>
YP3	SANDA ³.....	.....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, New- burgh, N. Y., 1897.
YP93	ZUMEROTA.....	Motor boat..	69 0	14 6	Wood....	7th dist...	Matthews Boat Bldg. Co., Port Clinton, Ohio, 1914.

¹ Legonia II formerly Lydonia, ex-Walucia, ordered sold July 16, 1921.

² Copper sheathed.

³ Loaned to Dock Department, city of New York.

NOTE.—All of the above were purchased during the World War. YP numbers are identical with S. P. numbers originally assigned. Daraga, YP43; Eaglet, YP909; Guard, ex-Floyd Hurst, YP2384; and Relief, YP2, transferred to Stricken and Sale List, p. 332. Herreshoff No. 306, previously transferred to War Department, as indicated on p. 360 of 1920 edition, returned and assigned as above. Herreshoff No. 321, previously on sale, withdrawn and assigned as above. Galatea ordered sold Aug. 8, 1921. Vergana ordered sold Sept. 30, 1921.

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. ¹	Lighter.....	<i>Ft. in.</i> 24 0	Wood.	Olongapo Station, 1911	16th district.
ADVANCE-BASE LIGHTER NO. 2. ¹	.....do.....	24 0	.....do.....	.....do.....	Do.
ADVANCE-BASE LIGHTER NO. 3. ¹	.....do.....	24 0	.....do.....	.....do.....	Do.
ADVANCE-BASE LIGHTER NO. 4. ¹	.....do.....	24 0	.....do.....	.....do.....	Do.
AHDEEK.....(2589)	Motor boat..	36 3	.....do.....	Chas. L. Seabury, Mor- ris, Heights, N. Y.	Loaned to Culver Mil- itary Academy.
<i>Ardent</i>.....	.....	.....	.....	.....	<i>Ex.</i>
ARGO.....	Yawl.....	57 0	.....do.....	Essex, Mass., 1892.....	Naval Academy.
Grampus.....(1708)	Freight and passenger steamer.	128 0	Steel..	Neafe & Levy, Phila- delphia, 1907.	Navy yard, Washing- ton. Ex-Boothbay.

¹ Sheathed with copper.

UNCLASSIFIED.

Name and No.	Type.	Length.	Material.	Where and when built or purchased.	Status July 1, 1920.
BOXER.....	Training brig	<i>Ft. in.</i> 108 0	Wood.	Navy yard, Portsmouth, 1904-5.	Loaned to Interior Department.
CLIO.....(2279)	Freight and passenger steamer.	109 0	Steel..	Clinton S. B. & Repair Co., Philadelphia.	5th district.
*C. T. B. No. 6. Ex-Morris.	Old torpedo boat.	138 3	Steel..	Herreshoff Mfg. Co., Bristol, R. I., 1897.	Out of commission, Newport, R. I.
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.
<i>Hangar Barge No. 1</i>.....	.....	.....	.....	.....	<i>Ex.</i>
HERMES.....	Auxiliary schooner.	89 5	Wood.	W. F. Stone, Oakland, Calif., 1914.	14th District (Aviation).
*HERRESHOFF No. 308.. (2232)	Steam yacht	112 5	Steel..	Herreshoff Mfg. Co., 1917.	Loaned to War Dept. for use of Panama Canal, and known as Gold Star.
<i>Herreshoff No. 322</i>.....	.....	.....	.....	.....	<i>Ex.</i>
*NAHANT ¹.....(1250)	Tug.....	134 7	...do..	J. H. Dialogue & Sons, Camden, N. J., 1913.	Loaned to police department New York City, and known as 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.....	Do.
ROBERT CENTER.....	Sloop.....	66 0	Wood.	Lawley & Son, Naponset, Mass.	Naval Academy.
SAMOSET.....(2000)	Freight and passenger steamer.	103 3	Steel..	Neafe & Levy, Philadelphia, 1897.	3d district.
<i>Seaplane Barge No. 50</i>.....	.....	.....	.....	.....	<i>Ex.</i>
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.
<i>Wild Goose</i>.....	.....	.....	.....	.....	<i>Ex.</i>

¹ Nahant formerly Luckenbach No. 4.

NOTE.—Hangar Barge No. 1, sold Jan. 20, 1921. Ardent (680), Herreshoff No. 322 (2373), and Wild Goose (562), transferred to Stricken and Sale List, under p. 332. Seaplane Barge No. 50, transferred to section carrying such craft.

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, 163, 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, 51.

Torpedo-testing barges: YTT-1, 2.

Water barges: YW-5, 11, 22.

Floating derricks: YD-9, 11, 13, 14, 20, 23, 35, 38, 58.

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

Ammunition lighters: YE-17, 23, 30.

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: Iwana, Penacock, Nottaway, James Wooley; harbor tugs, YT-70, 71, 73.

Floating workshop: YR-15.

Patrol vessels: Constance II, Galatea.

Unclassified: Ardent.

Third Naval District.

Ambulance boat: YH-3.

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

Fuel-oil barges: YO-5, 32.

Seaplane Barge No. 50.

Stevedoring barges: 39, 42, 47.

Water barge: YW-45.

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

Ferryboats and launches: Launch No. 1059.

Ammunition lighters: YE-11, 18, 19, 20, 29, 32, 33.

Freight lighters: YF-1, 2, 7, 92, 93, 94, 95, 96, 107, 112, 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, YH-54, 55, 56, 61, 63, 67, 72, 74, 81, 84.

Floating workshops: YR-12, 13.

District patrol vessels: Privateer, Sanda, Edithia.

Unclassified: Samoset, Traffic, Transfer, Nahant, Sanda.

Fourth Naval District.

Coal barges: YC-83, 136, 255, 256, 290, 301, 506, 541, 542, 543, 544, 545, 546, 547, 548, 551, 552, 570, 571, 572, 578, 579, 594, 602.

Fueling barges: YCD-11, 12.

Fuel oil barge: YO-22.

Water barge: YW-34.

Ferry boats and launches: Patchogue.

Floating derricks: YD-5, 30, 45.

Ammunition lighters: YE-26, 34.

Ash lighters: YA-40, 41.

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

Pile driver: YPD-10.

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

Floating workshop: YR-10.

Unclassified: George F. Pierce.

ALLOCATION OF DISTRICT CRAFT.

Fifth Naval District.

Ambulance boat: YH-2.

Coal barges: YC-118, 120, 125, 261, 262, 263, 264, 265, 266, 267, 268, 270, 271, 272, 273, 282, 284, 286, 291, 293, 295, 303, 305, 310, 313, 317, 318, 319, 350, 354, 355, 431, 432, 434, 459, 486, 488, 501, 502, 503.

Fueling barges: YCD-3, 5.

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

Seaplane barge: YV-57.

Stevedoring barge: YS-12.

Torpedo-testing barge: YTT-3.

Water barges: YW-33.

Floating derricks: YD-7, 8, 26, 31, 36, 43.

Ferryboats and launches: Navy Yard.

Ammunition lighter: YE-25.

Freight lighters: YF-8, 48, 53, 55, 56, 58, 59, 60, 61, 67, 68, 69, 70, 74, 90, 91, 109, 113, 114, 116, 118, 121, 123, 137, 138, 139.

Pile driver: YPD-14.

District tugs: Advance, Bouker No. 2, Hercules, Massasoit, Mohawk, Nonpareil, Penobscot, Rocket, Wahneta, Wicomico; harbor tugs, YT-69, 76, 80, 83.

Floating workshops: YR-2, 6, 7, 17.

District patrol vessels: Bie & Schiott, Legonia II.

Unclassified: Clio.

Sixth Naval District.

Coal barges: YC-137, 169, 213, 335, 338, 340, 341, 349, 441, 442, 456, 458, 489, 535.

Fueling barge: YCD-7.

Fuel-oil barge: YO-38.

Water barges: YW-9, 12.

Floating derrick: YD-1.

Dredges: YM-9, 10.

Ferry boats and launches: Otter.

Ammunition lighter: YE-31.

Ash lighter: YA-29.

Freight lighters: YF-84, 131, 176.

Floating pile driver: YPD-18.

District tugs: Sebago; harbor tugs, YT-46, 47, 79.

Floating workshops: YR-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.

Floating derricks: YD-17, 55.

Freight lighter: YF-111.

Floating pile driver: YPD-19.

District tugs: Peoria, Saco.

District patrol vessel: Zumbrota.

ALLOCATION OF DISTRICT CRAFT.**Eighth Naval District.**

Coal barges: YC-320, 325, 408, 480, 481, 491, 536.
 Seaplane barges: YV-49.
 Stevedoring barges: YS-69, 70, 71, 76, 78.
 Water barge: YW-28.
 Seaplane wrecking derricks: YSD-1, 2, 5.
 Ferry boats and launches: Asp.
 District tugs: Adirondack, Barnett, harbor tug, YT-48.

Ninth Naval District.

Unclassified: Ahdeek.

Eleventh Naval District.

Coal barges: YC-141, 220, 235, 244, 277, 297, 308, 309, 312, 360, 362, 365, 366, 367, 368, 387, 388, 392, 393, 395, 396.
 Fueling barges: YCD-1, 2, 9, 24, 30.
 Fuel-oil barges: YO-9, 24, 30.
 Seaplane barges: YV-23, 24.
 Water barges: YW-30, 47.
 Seaplane wrecking derrick: YSD-4.
 Ash lighters: YA-32, 42, 46.
 Motor tugs: YT-86, 88, 89.
 District tug: Pocomoke.

Twelfth Naval District.

Ambulance boat, YH-1.
 Coal barges: YC-71, 72, 73, 129, 130, 131, 132, 152, 153, 154, 166, 187, 188, 236, 239, 241, 242, 243, 245, 246, 269, 275, 276, 279, 281, 283, 285, 307, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 460, 461, 462, 463, 465, 466.
 Fueling barges: YCD-4, 6.
 Fuel-oil barges: YO-8, 23.
 Seaplane barge: YV-21.
 Water barge: YW-16.
 Floating derricks: YD-27, 33, 57.
 Dredge: YM-2.
 Ferry boats and launches: Admiral Glass, Castro, Dart, Leslie.
 Ammunition lighters: YE-1, 2, 27, 35.
 Ash lighters: YA-23, 31, 38.
 Freight lighters: YF-75, 76, 83, 85, 99.
 Floating pile driver: YPD-4.
 Mud scows: YMD-8, 9.
 District tugs: Unadilla, Lively, Vigilant, Dreadnaught, Navigator, motor tugs, YT-87, 94, 95, 96, 99.
 Floating workshop: YR-5.
 District patrol vessels: Ellen Browning, Vergana.

ALLOCATION OF DISTRICT CRAFT.**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, 394, 445, 447, 448, 467.

Fuel-oil barges: YO-1, 4.

Water barge: YW-23.

Floating derricks: YD-52, 59.

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; motor tug YT-98.

District patrol vessels: Helori, Herreshoff 321.

Fourteenth Naval District.

Coal barges: YC-251, 252, 253, 254, 274, 294, 296, 404, 405, 406, 407, 427, 428, 429, 470, 471, 472, 473, 474, 475, 476, 477, 479, 641, 642

Fueling barges: YCD-9, 10.

Fuel-oil barge: YO-21.

Water barges: YW-10, 15.

Floating derricks: YD-25, 53.

Ammunition lighters: YE-36, 37.

Ash lighters: YA-48, 49.

Freight lighters: YF-102, 103, 104, 105, 153, 154.

Floating pile driver: YPD-16.

District tug: Delaware; motor tugs YT-90, 93.

Harbor tugs: 49, 50.

Unclassified: Hermes.

Fifteenth naval district.

Fuel-oil barge: YO-11.

Patrol vessel: Herreshoff No. 306.

Sixteenth naval district.

Coal barges: YC-145, 146, 147, 175, 177, 178, 180, 181, 182, 183, 185, 238.

Water barge: YW-19.

Floating derricks: YD-16, 19, 47, 56.

Dredge: YM-4.

Ferryboats and launches: Callao, Working Launches Nos. 681, 682, 683, 684, 685, 687.

Ammunition lighters: YE-7, 8.

Ash lighters: YA-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; Banaag, Barcelo, Christine, Iona, Mercedes; motor tug, YT-92.

Unclassified: Advance Base Lighters Nos. 1, 2, 3, 4; Power Floats Nos. 24, 25.

ALLOCATION OF DISTRICT CRAFT.**Alexandria, Va.**

Coal barges: 356, 357.
 Torpedo testing barge: YTT-4.
 Ammunition lighter: YE-28.
 Patrol vessel: Herreshoff No. 323.

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.
 Unclassified: Argo, Robert Center.

Guam.

Water barge: YW-26.
 Dredge: YM-5.
 Freight lighters: YF-42, 43, 140, 141, 144, 145, 146, 147, 149, 150, 151, 152.

Guantanamo.

Coal barges: YC-24, 55, 59, 66, 111, 112, 113, 162, 163, 198, 199, 201, 202, 203, 204, 205, 206, 207, 233, 482, 483, 492, 495, 496, 499.
 Fuel-oil barge: YO-2.
 Water barges: YW-13, 14, 18, 20, 25.
 Ash lighters: YA-25, 26, 27, 28.
 Freight lighters: YF-14, 15, 182, 183, 184.
 Floating pile driver: YPD-13.

Haiti.

Coal barge: YC-200.

Indianhead.

Dredges: YM-7, 8.
 Ferryboats and launches: Berceau, Mary M.
 Freight lighters: YF-64, 65, 66, 73, 133, 135, 148, 156, 157, 158, 170, 173, 174, 175.
 District tugs: Harbor tugs, YT-77, 78, Triton.

San Domingo.

Coal barge: YC-300.
 Potomac.

Atlantic Fleet.

Seaplane barge 57.

St. Thomas.

Water barge: YW-32.
 Freight lighters: YF-163, 164, 165, 166, 167, 168.

ALLOCATION OF DISTRICT CRAFT.

Tutuila, Samoa.

District tug: Fortune.
 Floating derrick 34.

Washington, D. C.

Coal barges: YC-302, 457, 464, 487, 490.
 Fuel-oil barge: YO-37.
 Ferryboats and launches: Porpoise.
 Car floats: YCF-1, 2, 3, 4, 6, 7, 8, 9, 12.
 District tugs: Catawba, Tecumseh, Mendota, Shenandoah, Uncas.
 Unclassified: Grampus.

Building.

Mare Island:

Ambulance boat: YH-3.

Cavite:

Coal barges: YC-537, 538, 539, 540.
 Freight lighters: YF-177, 178, 179, 180, 181.

Charleston:

Fuel-oil barge: YO-40.

NOTE.—Changes since July 1, 1921:

YF-76, 83, 85, 101, 103, 104, and 106 reassigned to 5th Naval District.
 YP-1841, Herreshoff 306, reassigned to 1st Naval District.
 YG-7 reassigned to 11th Naval District.
 YT-47 to be returned by the Marine Corps.
 YT-29, Barnett, reassigned to 5th Naval District.
 YT-48 reassigned to 7th Naval District.
 YT-68 withdrawn from sale and loaned to the District of Columbia.
 YHB, Navy ambulance boat 3, reassigned to 5th Naval District.
 YC-120, 125, 350, 355, 503—Have been surveyed; to be sold.
 YC-231 withdrawn from sale; to be used for stowage purposes.
 YC-281, 314, 316 reassigned to 11th Naval District.
 YC-396, 395 reassigned to 13th Naval District.
 YO-19, hull surveyed; to be sold.
 YO-32 reassigned to 12th Naval District.
 YTT-3 reassigned to 14th Naval District.
 YSD-5 canceled.
 YF-8, 48, 55, 59, 68, 70, 75, 90, 99, 102, 105 surveyed; to be sold.

STRICKEN AND SALE LIST.

This list covers vessels of the Regular Navy and vessels purchased for war service which were disposed of during the year ending June 30, 1921, or which were ordered disposed of as indicated during that period. Sub chasers and small district craft disposed of will be found in sections covering same and are not listed below.

Where no definite stricken date has been furnished the date of actual sale or other disposition marks the separation of the vessel from the naval service.

Vessels loaned, remaining the property of the Navy Department, are continued on the Navy list.

At the end of this section will be found a note of various vessels previously ordered disposed of which have been placed again in service status and included in appropriate sections of the Data Book; also other notes and corrections covering certain vessels indicated.

Name and official number.	Type.	Status July 1, 1921.
<i>Regular Navy.</i>		
A-2.....(3)	Submarine.....	On sale, 16th district. ¹
A-3.....Ex-SS4	do.....	Do. ¹
A-4.....(5)	do.....	Do. ¹
A-5.....Ex-SS6	do.....	Do. ¹
A-6.....(7)	do.....	Do. ¹
A-7.....(8)	do.....	Do. ¹
ADAMS.....	Auxiliary sailing ship.....	Sold Aug. 5, 1920.
AILEEN.....	Converted yacht.....	Sold Oct. 29, 1920.
ALABAMA.....Ex-BB8	Battleship, 2d line.....	To be transferred to War Department for target. (Del'd Sept. 15.) Sold Mar. 19, 1921.
ALIDA.....Ex-YT102	Tug.....	1st district; sale ordered.
ASTORIA.....Ex-AK8	Cargo ship.....	On sale, 16th district. ¹
B-2.....(11)	Submarine.....	do.....
B-3.....Ex-SS12	do.....	do.....
BROOKLYN.....Ex-CA3	Cruiser, 2d line.....	12th district, sale ordered.
C. B. S. No. 1, EX-INDIANA, EX-BB1	Battleship; 2d line.....	Target; sunk 1920.
C. B. S. No. 2, EX-MASSACHUSETTS, EX-BP2	do.....	Stricken Nov. 22, 1920; turned over to War Department for target.
C. T. B. No. 1, EX-FOOTE.....(3)	Coast torpedo boat.....	Stricken Oct. 28, 1919; sold July 19, 1920.
C. T. B. No. 2, EX-ROBBERG.....(4)	do.....	Do.
C. T. B. No. 3, EX-DU PONT.....(7)	do.....	Do.
C. T. B. No. 4, EX-DAHLGREN.....(9)	do.....	Do.
C. T. B. No. 9, EX-SOMERS.....(22)	do.....	Stricken Oct. 7, 1919; sold July 19, 1920.
C. T. B. No. 11, EX-BARNEY.....(25)	do.....	Stricken Oct. 28, 1919; sold July 19, 1920.
C. T. B. No. 12, EX-BIDDLE.....(26)	do.....	Do.
C. T. B. No. 14, EX-DE LONG.....(28)	do.....	Stricken Oct. 7, 1919; sold July 19, 1920.
C. T. B. No. 16, EX-THORNTON.....(33)	do.....	Stricken May 12, 1919; sold Aug. 28, 1920.
CASTINE.....(6)	Gunboat.....	On sale, 8th district (sold Aug. 5, 1921).
CINCINNATI.....(7)	Cruiser.....	Do.
COLUMBIA.....Ex-CA16	Cruiser, 2d line.....	4th district; sale ordered.
CONESTOGA (1128).....Ex-AT514	Tug.....	Stricken July 30, 1921; lost at sea.
EAGLE 25.....Ex-PE25	Patrol vessel (hulk).....	4th district; sale ordered.
G-1.....Ex-SS20	Submarine, 2d line.....	1st district; sale ordered. ²
G-3.....Ex-SS31	do.....	Do.
GRANITE STATE, EX-NEW HAMPSHIRE.....(6)	Old sailing frigate.....	3d district; sale ordered. (Sold Aug. 19.)
HOPKINS.....(6)	Destroyer.....	Stricken Oct. 2, 1919; sold Sept. 7, 1920.
INTREPID.....(6)	Training vessels—sails.....	12th district; sale ordered.
MAINE.....Ex-BB10	Battleship, 2d line.....	4th district; sale ordered.
MARBLEHEAD.....Ex-PG27	Gunboat.....	On sale, 12th district. (Sold Aug. 5, 1921.)
MACHIAS.....(5)	do.....	Sold Oct. 29, 1920.
MIANTONOMOH.....(5)	Monitor (target C).....	5th district; sale ordered.
MINNEAPOLIS.....Ex-CA17	Cruiser, 2d line.....	12th district; sale ordered. (Sold Aug. 5, 1921.)
MEMPHIS, EX-TENNESSEE.....(10)	Wrecked cruiser.....	Ordered resold July 7, 1921.
MISSOURI.....Ex-BB11	Battleship, 2d line.....	4th district; sale ordered.
MOHICAN.....	Old corvette.....	16th district; sale ordered.
MONTEREY.....Ex-BM6	Monitor, 2d line.....	14th district; sale ordered.
NASHVILLE.....Ex-PG7	Gunboat.....	6th district; sale ordered.
NYARK.....Ex-YT19	Tug.....	Sold July 18, 1921.
OZARK.....Ex-BM7	Monitor, 2d line.....	4th district; sale ordered.
PETREL.....(2)	Gunboat.....	Sold Nov. 1, 1920.
PURIFAN.....	Monitor (target B).....	5th district; sale ordered.
RALEIGH.....(8)	Cruiser.....	On sale, 6th district. (Sold Aug. 5, 1921.)
REPOSE, EX-RELIEF.....	Hospital ship.....	On sale, 16th district.
SAMAR.....Ex-PG41	Gunboat.....	Sold Jan. 11, 1921.
SAMOA, EX-STAA TSSEKRETA FR SOLF.....	do.....	Sold Nov. 23, 1920.
SCORPION.....EX-PY3	Yacht.....	Constantinople; on sale.
STANDISH.....	Tug.....	On sale, 5th district. (Sold Aug. 5, 1921.)
SUPPLY.....	Supply ship.....	On sale, 12th district. (Sold Sept. 30.)
SYLVIA.....	Steam yacht.....	On sale, 5th district.

¹ Use as target authorized.

² May be used as target for depth charge experiments.

STRICKEN AND SALE LIST.

Name and official number.	Type.	Status July 1, 1921.
<i>Regular Navy—Continued.</i>		
TERROR.....(4)	Monitor (target D).....	Stricken Dec. 31, 1915; sold as scrap Mar. 10, 1921.
TONOPAH.....Ex-BM8	Monitor, 2d line.....	4th district; sale ordered.
WASP.....	Yacht.....	Stricken Nov. 13, 1919; on sale, 5th district.
WOOLSEY.....Ex-DD77	Destroyer, 1st line.....	Sunk Feb. 26, 1921.
WISCONSIN.....Ex-BB9	Battleship, 2d line.....	4th district; sale ordered.
YANKTON.....	Yacht.....	On sale, 3d district.
YORKTOWN.....	Gunboat.....	On sale, 12th district. (Sold Sept. 30.)
<i>Purchased vessels (transfers).</i>		
ACTUS.....(516)	Steam yacht.....	Transferred to War Department, July 20, 1920.
BARNEGAT.....(1232)	Steam tug.....	Transferred to War Department, Aug. 20, 1920.
DANTZLER, BESSIE H.....(158)	.....do.....	Transferred to War Department, Sept. 9, 1920.
HIAWATHA.....(183)	Motor boat.....	Transferred to Department of Agriculture, Oct. 1, 1920.
ORA.....(75)	.....do.....	Transferred to Department of Agriculture Dec. 6, 1920.
PANAMA.....(101)	.....do.....	Do.
WEEPOSE.....(450)	.....do.....	Transferred to Department of Agriculture Sept. 28, 1920.
YACONA.....(617)	Steam yacht.....	Transferred to War Department (Philippine Government) July 27, 1921.
<i>Purchased vessels (sales, etc.)</i>		
ADMIRAL.....(967)	.....do.....	Sold Oct. 29, 1920.
ALMAX II.....(268)	Motor boat.....	Sold Aug. 23, 1920.
ARCTURUS.....(593)	Steam yacht.....	Sold Oct. 4, 1920.
ARDENT.....(680)	Trawler.....	Sold May 16, 1921.
ATLANTIC.....Ex-YFB3268	Wooden steamer.....	On sale, 6th district. (Sold Sept. 14.)
BAY OCEAN.....(2640)	Motor boat.....	On sale, 12th district. (Sold Aug. 5, 1921.)
BELLA.....(2211)	Cargo steamer.....	Sold Aug. 2, 1920.
BESSIE J. (Ex.) (1919) Ex-YC512	Coal barge.....	Sold Sept. 7, 1920.
BREAKWATER.....(681)	Tug.....	Sold Mar. 31, 1921.
BROWN, ALBERT.....(1050)	.....do.....	Stricken Mar. 27, 1920; disposed of as scrap.
CIGARETTE.....(1234)	Steam yacht.....	Sold Oct. 29, 1920.
CLARK, JAS. H.....(759)	Tug.....	Sold May 16, 1921.
CONWELL, F. G.....(3215)	.....do.....	On sale, 5th district. (Sold Sept. 30.)
CORONA.....(813)	Steam yacht.....	On sale, 3d district. (Sold Oct. 1.)
CULLEN, DOROTHY.....(2183)	.....do.....	Sold July 19, 1920.
CURACAO (EX.).....(Y O36)	Fuel oil barge.....	6th district; sale ordered. (Sold Aug. 5, 1921.)
DARAGA.....Ex-YP43	Motor boat.....	On sale, 1st district. (Sold July 12, 1921.)
EAGLE.....Ex-YP909	.....do.....	On sale, 1st district. (Sold July 14, 1921.)
EMELINE.....(175)	Steam yacht.....	Sold Sept. 22, 1920.
ENDION.....(707)	Motor boat.....	Sold Mar. 19, 1921.
FEARLESS.....(724)	Trawler.....	On sale, 4th district. (Sold Sept. 30.)
GREEN DRAGON.....(742)	Motor boat.....	1st district; held for return to owner at his risk.
GUARD (EX-FLOYD HURST).....	.....do.....	Washington; sale ordered. (Sold Aug. 5, 1921.)
HAUOLI.....(249)	Steam yacht.....	Sold Sept. 7, 1920.
HERRESHOFF No. 322.....(2373)	.....do.....	On sale, 3d district. (Sold July 18, 1921.)
HETMAN.....(1150)	Motor boat.....	Sold Mar. 1, 1921.
ITTY E.....(952)	Motor boat.....	Stricken Mar. 25, 1920; disposed of as scrap.
KEMAH.....(415)	Steam yacht.....	Sold Sept. 2, 1920.
LAWRENCE, JOHN L. (838) Ex-Y T38	Tug.....	7th district; sale ordered.
LEGONIA II.....Ex-YP399	Yacht.....	5th district; sale ordered. (Sold Sept. 30.)
MAGGIE-EX.....(1202)	Barge (housed).....	Sold as scrap July 14, 1920.
MARGARET.....(527)	Steam yacht.....	On sale, 3d district. (Sold Sept. 30.)
NARRAGANSETT.....(2196)	Steamship.....	Sold Aug. 13, 1920.
NAUSHON.....(517)	Steam yacht.....	Sold Nov. 17, 1920.
NONPAREIL (370).....Ex-Y T40	Tug.....	5th district; sale ordered. (Sold Aug. 5, 1921.)
NOPATIN.....(2195)	Steamship.....	Sold July 22, 1920.
OSBORNE, CHASE S. (1121) (Y T41)	Tug.....	On sale, 5th district. (Sold Aug. 5, 1921.)
ONWARD.....(311)	Steam yacht.....	Sold Apr. 23, 1921.
PARTHENIA.....(671)	.....do.....	Sold Aug. 17, 1920.
PATROL No. 6.....(54)	Motor boat.....	Sold Mar. 19, 1921.
PATROL No. 10.....(85)	.....do.....	On sale, 1st district. (Sold Aug. 5, 1921.)
PAWNEE.....(699)	.....do.....	On sale, 1st district. (Sold July 12, 1921.)

STRICKEN AND SALE LIST.

Name and official number.	Type.	Status July 1, 1921.
<i>Purchased vessels (sales, etc.)—Con.</i>		
RAINIER.....	Auxiliary schooner.....	On sale, 12th district. (Resolved Aug. 5, 1921.)
RAVEN III.....(103)	Motor boat.....	Sold June 16, 1920.
RELIEF.....Ex-YP2	do.....	Sold June 4, 1921.
RELIEF.....	Motor boat (ex-Public Health Service).	Sold July 19, 1920.
RIVERSIDE.....	Barge.....	Returned to owner, Nov. 12, 1920.
ROSS, SADIE.....(736)	Tug.....	Sold Aug. 6, 1920.
RUSS.....(1151)	Motor boat.....	Sold Mar. 29, 1921.
SATELLITE.....(1012)	do.....	Stricken Mar. 30, 1920; disposed of as scrap.
SHADOW III.....(102)	do.....	On sale, 6th district. (Sold Aug. 5, 1921.)
SHIRIN.....(915)	do.....	Sold June 29, 1921.
SNAPPER.....(2714)	do.....	Sold Aug. 5, 1920.
SURPRISE-EX.....(3740)	Freight lighter No. 160.....	12th district; sale ordered.
THETIS.....(391)	Motor boat.....	Sold July 19, 1920.
VEGA.....(734)	Steam yacht.....	On sale, 4th district.
VICTORINE, EX-UTOWANA.....(951)	Mine sweeper (trawler).....	Sold Sept. 13, 1920.
WANDERER.....(132)	Steam yacht.....	Sold July 22, 1920.
WILD GOOSE.....(562)	Motor boat.....	Sold Nov. 17, 1920.
WINCHESTER.....(156)	Steam yacht.....	Sold Mar. 9, 1921.
WINTHROP.....(3297)	Tug.....	Sold June 4, 1921.
YENRUT IV.....(3040)	Barge.....	Sold Sept. 13, 1920.
YUMA, EX-ASHER J. HUDSON (3104).....Ex-YT37	Tug.....	8th district; sale ordered. (Sold Aug. 5, 1921.)

NOTE.—The *MLANTONOMOH* and *PURITAN* have not been listed since stricken for use as targets in 1915 and 1913.

The sale of the *MEMPHIS*, listed in the 1920 Data Book as of May 17, 1920, was not consummated. Resales have been made or ordered in the case of certain other vessels sold during the year and not recorded in the Data Book, the latest status being given above.

The *GROSBEAK* (506) should have been listed in this section of the 1920 Data Book, having been sold Mar. 31, 1920.

The *ORA* and *PANAMA*, listed in the 1920 Data Book as on sale, were withdrawn for transfer as above indicated.

HERRESHOFF No. 306 (1841), listed in 1920 Data Book as transferred to War Department, has been returned to the Navy and assigned to district craft. *HERRESHOFF* No. 321, appearing in sale list in 1920 Data Book, was withdrawn for service and assigned to district craft.

The *ONWARD* (311) listed in 1919 edition as transferred to Coast and Geodetic Survey, was returned to the Navy in November, 1920, and sold as above.

The *BALANGA* was incorrectly listed under district tugs at Cavite in 1920 edition, having been previously condemned and sold.

Old sailing ship *ORIOLE* (ex-*DALE*), stricken from the Navy List and transferred to the Treasury Department in 1906, has been returned to the Navy from the Coast Guard Depot, Baltimore, and hulk placed on sale Sept. 15, 1921.

Battleships, monitors, cruisers, and other old vessels ordered disposed of shortly after July 1, and eliminated from Navy List of that date as noted on page 23, are entered accordingly under July 1 status above. Further orders to Oct. 1 include the following:

Submarine A-1 (target E), on deck of monitor *PURITAN*; to be sold with that vessel.

Submarine B-1; to be used as target.

Submarine S-5; salvage abandoned; stricken Aug. 29, 1921.

Old destroyer *SMITH*; ordered sold Aug. 30, 1921.

Gunboat *DOLPHIN*, collier *NERO*, and cargo ship *LONG BEACH*, ordered inspected for sale.

Fleet tug *SEA ROVER* ordered sold Sept. 30, 1921.

Yachts *GALATEA* and *VERGANA* (district craft) ordered sold Aug. 8 and Sept. 30.

District tug *PASSAIC* ordered sold Sept. 24, 1921.

HISTORICAL DATA.

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*.

Group designs under the several classes are indicated by braces or special note, for convenient reference. The name of the first vessel in each group ordinarily represents the "class," the "Indiana class" of coast battleships, for example, covering the old INDIANA (1), MASSACHUSETTS (2), and OREGON (3).

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 355. 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.	Author- ized.	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, Phila- delphia, Pa.	ex-BB1. Used as tar- get; sunk 1920.
C. B. S. No. 1 (Mar. 29, 1919).	1890	.....do.....	ex-BB2. Stricken Nov. 22, 1920; Used as tar- get by War Depart- ment.
MASSACHUSETTS (ex).....(2)	1890	.....do.....	ex-BB3. Unclassified.
C. B. S. No. 2 (Mar. 29, 1919).	1890	Union Iron Works, San Fran- cisco, Calif.	ex-BB4. Target ship (radio control).
OREGON.....(3)	1892	Wm. Cramp & Sons.....	ex-BB5. Being con- verted to crane ship.
IOWA (ex).....(4)	1895	Newport News S. B. Co.....	BB6.
C. B. S. No. 4 (Mar. 29, 1919).	1895	.....do.....	BB7.
KEARSARGE (ex).....(5)	1896	.....do.....	ex-BB8. To be used as target by War De- partment.
KEARSARGE, Crane Ship No. 1 (Aug. 5, 1920).	1896	Wm. Cramp & Sons.....	ex-BB9. Sale ordered.
KENTUCKY.....(6)	1896	.....do.....	ex-BB10. Sale ordered.
ILLINOIS.....(7)	1896	.....do.....	ex-BB11. Sale ordered.
ALABAMA.....(8)	1896	.....do.....	BB12.
WISCONSIN.....(9)	1896	Union Iron Works.....	BB13.
MAINE.....(10)	1898	Wm. Cramp & Sons.....	BB14.
MISSOURI.....(11)	1898	Newport News S. B. Co.....	BB15.
OHIO.....(12)	1898	Union Iron Works.....	BB16.
VIRGINIA.....(13)	1899	Newport News S. B. Co.....	BB17.
NEBRASKA.....(14)	1899	Moran Bros., Seattle, Wash....	
GEORGIA.....(15)	1899	Bath Iron Works, Bath, Me....	
NEW JERSEY.....(16)	1900	Fore River S. & E. Co., Quincy, Mass.	
RHODE ISLAND.....(17)	1900	.....do.....	

LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Authorized.	Builder.	Latest designation or status.
<i>Coast battleships—Continued.</i>			
MISSISSIPPI.....(23)	1903	Wm. Cramp & Sons.....	Stricken July 21, 1914; sold to Greece July 30, 1914.
IDAHO.....(24)	1903	.....do.....	Do.
<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.
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.....	BB34.
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. 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. (Building.)
MARYLAND.....(46)	1916	Newport News S. B. Co.....	BB46.
WASHINGTON.....(47)	1916	New York S. B. Co.....	BB47. (Building.)
WEST VIRGINIA.....(48)	1916	Newport News S. B. Co.....	BB48. (Building.)
SOUTH DAKOTA.....(49)	1916-17	Navy yard, New York.....	BB49. (Building.)
INDIANA.....(50)	1916-17	.....do.....	BB50. (Building.)
MONTANA.....(51)	1916-17	Navy yard, Mare Island.....	BB51. (Building.)
NORTH CAROLINA.....(52)	1916-18	Navy yard, Norfolk.....	BB52. (Building.)
IOWA.....(53)	1916-18	Newport News S. B. Co.....	BB53. (Building.)
MASSACHUSETTS.....(54)	1916-18	Bethlehem S. B. Corp., Quincy	BB54. (Building.)
<i>Monitors.</i>			
*PURITAN.....(1)	1883-87	John Roach & Sons, Chester, Pa., and navy yard, New York	Stricken Feb. 27, 1913; used as target (B); on sale.
*AMPHITRITE.....(2)	1883-87	Harlan & Hollingsworth, Wilmington, Del., and navy yard, Norfolk.	Stricken July 24, 1913; sold Jan. 3, 1920.
*MONADNOCK.....(3)	1883-87	Continental Iron Works, Vallejo, Calif., and navy yard, Mare Island.	Unclassified (ex-BM3).
*TERROR.....(4)	1883-87	Wm. Cramp & Sons and navy yard, New York.	Stricken Dec. 31, 1915; used as target (D); sold Mar. 10, 1921.
*MIANTONOMOH.....(5)	1883-87	John Roach & Sons and navy yard, New York.	Stricken Dec. 31, 1915; -target (C); on sale.
MONTEREY.....(6)	1887	Union Iron Works.....	ex-BM6. Sale ordered.
ARKANSAS (ex).....(7)	1898	Newport News S. B. Co.....	ex BM7. Sale ordered.
NEVADA (ex).....(8)	1898	Bath Iron Works.....	ex-BM8. Sale ordered.
TONOPAH (Mar. 2, 1909.)			
FLORIDA (ex).....(9)	1898	Lewis Nixon, Elizabethport, N. J.	Unclassified (ex-BM9.)
TALLAHASSEE (June 20, 1908.)			
WYOMING (ex).....(10)	1898	Union Iron Works.....	Unclassified (ex-BM 10.)
CHEYENNE (Jan. 1, 1909.)			
<i>Battle cruisers.</i>			
Constitution (ex).....(1)	1916	Bethlehem S. B. Co., Quincy..	CC1. (Building.)
LEXINGTON (Dec. 10, 1917.)			
CONSTELLATION.....(2)	1916	Newport News S. B. Co.....	CC2. (Building.)
SARATOGA.....(3)	1916	New York S. B. Co.....	CC3. (Building.)
Lexington (ex).....(4)	1916	Newport News S. B. Co.....	CC4. (Building.)
RANGER (Dec. 10, 1917.)			
Ranger (ex).....(5)	1916-17	Navy yard, Philadelphia, Pa..	CC5. (Building.)
CONSTITUTION (Dec. 10, 1917.)			
UNITED STATES.....(6)	1916-18	.....do.....	CC6. (Building.)

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.
NEW YORK (ex).....(2)	1888	Wm. Cramp & Sons.....	CA2.
SARATOGA (ex) (Feb. 16, 1911).			
ROCHESTER (Dec. 1, 1917).			
BROOKLYN.....(3)	1892	.....do.....	Ex-CA3. Sale ordered.
PENNSYLVANIA (ex).....(4)	1899	.....do.....	CA4.
PITTSBURGH (Aug. 27, 1912).			
WEST VIRGINIA (ex).....(5)	1899	Newport News S. B. Co.....	CA5.
HUNTINGTON (Nov. 11, 1916).			
CALIFORNIA (ex).....(6)	1899	Union Iron Works.....	Sunk July 19, 1918; stricken Aug. 26, 1918.
SAN DIEGO (Sept. 1, 1914).			
COLORADO (ex).....(7)	1900	Wm. Cramp & Sons.....	CA7.
PUEBLO (Nov. 9, 1916).			
MARYLAND (ex).....(8)	1900	Newport News S. B. Co.....	CA8.
FREDERICK (Nov. 9, 1916).			
SOUTH DAKOTA (ex).....(9)	1900	Union Iron Works.....	CA9.
HURON (June 7, 1920).			
TENNESSEE (ex).....(10)	1902	Wm. Cramp & Sons.....	Stranded Aug. 29, 1916; stricken Dec. 17, 1917; on sale.
MEMPHIS (May 25, 1916).			
WASHINGTON (ex).....(11)	1902	New York S. B. Co.....	CA11.
SEATTLE (Nov. 9, 1916).			
NORTH CAROLINA (ex).....(12)	1904	Newport News S. B. Co.....	CA12.
CHARLOTTE (June 7, 1920).			
MONTANA (ex).....(13)	1904	.....do.....	CA13.
MISSOULA (June 7, 1920).			
<i>Cruisers.</i>			
CHICAGO.....	1883	John Roach & Sons.....	Unclassified. (Ex- CA14) (Ex-CL14).
{ ATLANTA.....	1883	.....do.....	Stricken Apr. 24, 1912; sold 1912.
{ BOSTON.....	1883	.....do.....	Unclassified. (Rec- ship.)
NEWARK.....(1)	1885	Wm. Cramp & Sons.....	Stricken June 26, 1913; trans. to Public- Health Service.
CHARLESTON.....(2)	1885	Union Iron Works.....	Lost Nov. 2, 1899.
BALTIMORE.....(3)	1886	Wm. Cramp & Sons.....	CM1.
PHILADELPHIA.....(4)	1887	.....do.....	Unclassified. (Rec- ship.)
SAN FRANCISCO.....(5)	1887	Union Iron Works.....	CM2.
OLYMPIA.....(6)	1888	.....do.....	CL15 (Ex-CA15).
{ CINCINNATI.....(7)	1888	Navy yard, New York.....	Resold Aug. 5, 1921.
{ RALEIGH.....(8)	1888	Navy yard, Norfolk.....	Sold Aug. 5, 1921.
{ 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.	Ex-PG27. Sold Aug. 5, 1921.
{ COLUMBIA.....(12)	1890	Wm. Cramp & Sons.....	Ex-CA16. Sale or- dered.
{ MINNEAPOLIS.....(13)	1891	.....do.....	Ex-CA17. Sold Aug. 5, 1921.
DENVER.....(14)	1899	Neafe & Levy, Philadelphia, Pa.	CL16 (Ex-PG28).
DES MOINES.....(15)	1899	Fore River S. & E. Co.....	CL17 (Ex-PG29).
CHATTANOOGA.....(16)	1899	Crescent Shipyard, Elizabeth- port, N. J.	CL18 (Ex-PG30).
GALVESTON.....(17)	1899	Wm. R. Trigg Co., Richmond, Va.	CL19 (Ex-PG31).
TACOMA.....(18)	1899	Union Iron Works.....	CL20 (Ex-PG32).
CLEVELAND.....(19)	1899	Bath Iron Works.....	CL21 (Ex-PG33).
ST. LOUIS.....(20)	1900	Neafe & 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.

LIST OF VESSELS BUILT FOR U. S. NAVY.

Names and serial numbers.	Authorized.	Builder.	Latest designation or status.
<i>Scout cruisers—Continued.</i>			
(OMAHA).....(4)	1916	Todd D. D. & Const. Co.....	CL4. (Building.)
MILWAUKEE.....(5)	1916	.....do.....	CL5. (Building.)
CINCINNATI.....(6)	1916	Todd D. D. & Const. Co.....	CL6. (Building.)
RALEIGH.....(7)	1916	Bethlehem S. B. Corp, Quincy.	CL7. (Building.)
DETROIT.....(8)	1916-17	.....do.....	CL8. (Building.)
RICHMOND.....(9)	1916-17	Wm. Cramp & Sons.....	CL9. (Building.)
CONCORD.....(10)	1916-17	.....do.....	CL10. (Building.)
TRENTON.....(11)	1916-18	.....do.....	CL11. (Building.)
MARBLEHEAD.....(12)	1916-18	.....do.....	CL12. (Building.)
MEMPHIS.....(13)	1916-18	.....do.....	CL13. (Building.)
<i>Gunboats.</i>			
YORKTOWN.....(1)	1885	Wm. Cramp & Sons.....	On sale.
PETREL.....(2)	1885	Columbian Iron Works.....	Sold Nov. 1, 1920.
CONCORD.....(3)	1887	W. F. Palmer & Co., Chester, Pa.	Trans. to 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.....	Sold Oct. 29, 1920.
CASTINE.....(6)	1889	.....do.....	Sold Aug. 5, 1921.
NASHVILLE.....(7)	1893	Newport News S. B. Co.....	Ex-PG7. Sale ordered.
WILMINGTON.....(8)	1893	.....do.....	PG8.
HELENA.....(9)	1893	.....do.....	PG9.
ANNAPOLIS.....(10)	1895	Lewis Nixon, Elizabethport, N. J.	Unclassified. (Ex-PG10.)
VICKSBURG.....(11)	1895	Bath Iron Works.....	Unclassified. (Ex-PG11.)
NEWPORT.....(12)	1895	.....do.....	Unclassified. (Ex-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.....	Unclassified. (Ex-PG14.)
MARIETTA.....(15)	1895	.....do.....	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.
ASHVILLE.....(21)	1916	Navy yard, Charleston.....	PG21.
TULSA.....(22)	1916-18	.....do.....	PG22. (Building.)
<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—	Authorized.	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, U. 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. Sold June 3, 1918.

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>				
{ DALHGREN (ex).....(9) C. T. B. No. 4 (Aug. 1, 1918).	Rear Admiral J. A. Dahlgren, U. S. N.	1896	Bath Iron Works.	Stricken Oct. 28, 1918; sold July 19, 1920.
{ 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.	District craft. (unclassified),
{ 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.	()	Schieffau Works, Elbing, Germany.	Stricken Oct. 7, 1919; sold July, 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. T. B. No. 10 (Aug. 1, 1918).	Ensign Worth Bagley, U. S. N.	1898	Bath Iron Works..	Stricken Mar. 31, 1919; sold Mar. Apr. 9,
{ 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.
{ DE LONG (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.
{ SHUBBRICK (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	Neafe & 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; to be used as target.
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.
PATTERSON.....(36)	Commodore D. T. Patterson, U. S. N.	1909	Wm. Cramp & Sons.	DD36.

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>				
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.

Names and serial numbers.	Named in memory of—	Authorized.	Builder.	Latest designation or status.
<i>Destroyers—Continued.</i>				
Wickes Class (75-185).				
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.....	Ex-DD77. Sunk Feb. 26, 1921.
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. Kim- berly, 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. String- ham, U. S. N.	1916	.....do.....	DD83.
DYER.....(84)	Capt. N. M. Dyer, U. S. N...	1916	.....do.....	DD84.
COLHOUN.....(85)	Rear Admiral E. R. Col- houn, 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. Fair- fax, 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. Strib- ling, 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).	Commander M. F. Maury, U. S. N.	1916-17	.....do.....	DM5.
MAURY.....(100)	Lieut. P. V. H. Lansdale, U. S. N.	1916-17	.....do.....	DM6.
LANSDALE.....(101)	Rear Admiral A. T. Mahan, U. S. N.	1916-17	.....do.....	DM7.
MAHAN.....(102)	Rear Admiral W. S. Schley, U. S. N.	1916-17	Union Iron Works.	DD103.
SCHLEY.....(103)	Capt. Stephen Champlin, U. S. N.	1916-17	.....do.....	DD104.
CHAMPLIN.....(104)	Capt. James Mugford, U. S. N.	1916-17	.....do.....	DD105.
MUGFORD.....(105)	Capt. Samuel Chew, U. S. N.	1916-17	.....do.....	DD106.
CHEW.....(106)	Commodore John Hazel- wood, U. S. N.	1916-17	.....do.....	DD107.
HAZELWOOD.....(107)	Capt. J. F. Williams, U. S. N.	1916-17	.....do.....	DD108.
WILLIAMS.....(108)	Capt. W. M. Crane, U. S. N.	1916-17	.....do.....	DD109.
CRANE.....(109)	Capt. E. B. Hart, U. S. N.; Lieut. Commander J. E. Hart, U. S. N.	1917	.....do.....	DM8.
HART.....(110)	Capt. D. N. Ingraham, U. S. N.	1917	.....do.....	DM9.
INGRAHAM.....(111)	Lieut. A. C. Ludlow, U. S. N.	1917	.....do.....	DM10.
LUDLOW.....(112)	Capt. J. P. Rathburne, U. S. N.	1917	Wm. Cramp & Sons.	DD113.
RATHBURNE.....(113)	Capt. Silas Talbot, U. S. N...	1917	.....do.....	DD114.
TALBOT.....(114)	Capt. Daniel Waters, U. S. N.	1917	.....do.....	DD115.
WATERS.....(115)	Capt. J. H. Dent, U. S. N...	1917	.....do.....	DD116.
DENT.....(116)	Midshipman John Dorsey, U. S. N.	1917	.....do.....	DD117.
DORSEY.....(117)	Lieut. Commander Edw. Lea, U. S. N.	1917	.....do.....	DD118.
LEA.....(118)				

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>				
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.
BRESE.....(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.
TATNALL.....(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.
<i>Cowell (ex).....(139)</i> WARD.	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.....	DD162.

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>				
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.
<i>Rodgers (ex).....(170)</i>				
KALE (Dec. 23, 1918).	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)	Sergt. 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. Renshaw, 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 seaman, 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 Hopewell, 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 Class (186-387).				
CLEMSON.....(186)	Midshipman H. A. Clemson, U. S. N.	1917	.....do.....	DD186.
DAHLGREN.....(187)	Rear Admiral J. A. Dahlgren, U. S. N.	1917	.....do.....	DD187.
GOLDSBOROUGH.....(188)	Rear Admiral L. M. Goldsborough, 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, Secretary of the Navy.	1917	.....do.....	DD192.
ABEL P. UPSHUR.....(193)	Hon. A. P. Upshur, Secretary 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, Secretary 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, Secretary of the Navy.	1917	Wm. Cramp & Sons S. & E. B. Co.	DD206.
SOUTHARD.....(207)	Hon. S. L. Southard, Secretary 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.

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>				
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	DT216.
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	DT219.
MACLEISH..... (220)	Lieut. K. Macleish, U. S. N.	1917	do	DD220.
SIMPSON..... (221)	Rear Admiral Edw. Simpson, U. S. N.	1917	do	DT221.
BULMER..... (222)	Capt. R. C. Bulmer, U. S. N.	1917	do	DT222.
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	DT232.
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.
<i>Kalk (ex)</i> (254)	Commodore John Rodgers, U. S. N.	1917	do	DD254.
RODGERS (Dec. 23, 1918.)				
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—	Author-ized.	Builder.	Latest designation or status.
<i>Destroyers—Continued.</i>				
BANCROFT.....(256)	Hon. George Bancroft, Sec- retary of the Navy.	1917	Bethlehem S. B. Corp., Quincy.	DD256.
WELLES.....(257)	Hon. Gideon Welles, Sec- retary of the Navy.	1917	.....do.....	DD257.
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	Bethlehem S. B. Corp., Squantum.	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. Ed- wards, U. S. N.	1917	.....do.....	DD265.
Anthony (ex).....(266)	Commander S. D. Greene, U. S. N.	1917	.....do.....	DD266.
GREENE (Apr. 13, 1918).	Midshipman E. J. Ballard, U. S. N.	1917	.....do.....	DD267.
BALLARD.....(267)	Rear Admiral W. B. Shu- brick, U. S. N.	1917	.....do.....	DD268.
SHUBRICK.....(268)	Rear Admiral Theodorus Bailey, U. S. N.	1917	.....do.....	DD269.
BAILEY.....(269)	Capt. J. S. Thornton, U. S. N.	1917	.....do.....	DD270.
THORNTON.....(270)	Commodore Chas. Morris, U. S. N.	1917	.....do.....	DD271.
MORRIS.....(271)	Commodore Thos. Tingey, U. S. N.	1917	.....do.....	DD272.
TINGEY.....(272)	Lieut. Chas. Swasey, U. S. N.	1917	.....do.....	DD273.
SWASEY.....(273)	Rear Admiral R. W. Meade, U. S. N.; Brig. Gen. R. L. Meade, U. S. M. C.	1917	.....do.....	DD274.
MEADE.....(274)	Capt. Arthur Sinclair, U. S. N.	1917	.....do.....	DD275.
SINCLAIR.....(275)	Col. C. G. McCawley, U. S. M. C.	1917	.....do.....	DD276.
MCCAWLEY.....(276)	Hon. W. H. Moody, Secre- tary of the Navy.	1917	.....do.....	DD277.
MOODY.....(277)	Hon. David Henshaw, Secre- tary of the Navy.	1917	.....do.....	DD278.
HENSHAW.....(278)	Hon. G. V. L. Meyer, Secre- tary of the Navy.	1917	.....do.....	DD279.
MEYER.....(279)	Brig. Gen. C. A. Doyen, U. S. M. C.	1917	.....do.....	DD280.
DOYEN.....(280)	Junior Lieut. W. J. Sharkey, U. S. N.	1917	.....do.....	DD281.
SHARKEY.....(281)	Hon. Isaac Toucey, Secre- tary of the Navy.	1917	.....do.....	DD282.
TOUCEY.....(282)	Act. Vol. Lieut. Comdr. J. B. Breck, U. S. N.	1917	.....do.....	DD283.
BRECK.....(283)	Rear Admiral B. F. Isher- wood, U. S. N.	1917	.....do.....	DD284.
ISHERWOOD.....(284)	Rear Admiral A. L. Case, U. S. N.	1917	.....do.....	DD285.
CASE.....(285)	Rear Admiral J. L. Lardner, U. S. N.	1917	.....do.....	DD286.
LARDNER.....(286)	Master C. F. Putnam, U. S. N.	1917	.....do.....	DD287.
PUTNAM.....(287)	Rear Admiral J. L. Worden, U. S. N.	1917	.....do.....	DD288.
WORDEN.....(288)	Lieut. Commander C. W. Flusser, U. S. N.	1917	.....do.....	DD289.
FLUSSER.....(289)	Capt. Richard Dale, U. S. N.	1917	.....do.....	DD290.
DALE.....(290)	Rear Admiral G. A. Con- verse, U. S. N.	1917	.....do.....	DD291.
CONVERSE.....(291)	Capt. S. C. Reid, U. S. N.	1917	.....do.....	DD292.
REID.....(292)	Ensign W. D. Billingsley, U. S. N.	1917	.....do.....	DD293.
BILLINGSLEY.....(293)	Charles L. Ausburn, C. P. O., U. S. N.	1917	.....do.....	DD294.
CHARLES AUSBURN.....(294)	W. E. Osborne, D. S., U. S. N.	1917	.....do.....	DD295.
OSBORNE.....(295)	Capt. Isaac Chauncey, U. S. N.	1917	Bethlehem S. B. Corp., San Fran- cisco, Calif.	DD296.
CHAUNCEY.....(296)	Capt. E. C. Fuller, U. S. M. C.	1917	.....do.....	DD297.
FULLER.....(297)	Capt. John Percival, U. S. N.	1917	.....do.....	DC298.
PERCIVAL.....(298)				

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. P. 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.
LAVALLETTE.....(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.
FARENHOLT.....(332)	Rear Admiral Oscar W. Farenholt, U. S. N.	1917	do	DD332.
SUMNER.....(333)	Capt. A. M. Sumner, U. S. M. C.	1917	do	DD333.
CORRY.....(334)	Lt. Comdr. Wm. M. Corry, Jr., U. S. N.	1917	do	DD334.
MELVIN.....(335)	Lieut. John T. Melvin, U. S. R. F.	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. ¹
TREVER.....(339)	Lieut. Commander G. A. Trever, U. S. N.	1917	do	DD339. ¹
PERRY.....(340)	Commander O. H. Perry, U. S. N., Capt. M. C. Perry, U. S. N.	1917	do	DD340. ¹
DECATUR.....(341)	Commodore Stephen Decatur, U. S. N.	1917	do	DD341. ¹

¹ Building.

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.
PRUITT.....(347)	Corpl. J. H. Pruitt, U. S. M. C.	1916-18	.....do.....	DD347.
*.....(348)	.....	1916-18	Not yet under construction or contract.	
.....(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>				
<i>Niagara</i> (ex).....(1)				
FULTON (Feb. 10, 1913).	Robert Fulton (inventor)...	1911	New London Ship & Engine Co.	AS1.
BUSHNELL.....(2)	David Bushnell (inventor)..	1912	Seattle Construction & D. D. Co.	AS2.
HOLLAND.....(3)	J. P. Holland (inventor)....	1916-17	Navy yard, Puget Sound.	AS3. (Building.)
<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. (Building.)
{ WHITNEY.....(4)	Hon. W. C. Whitney, Secretary of the Navy.	1916-18	Navy yard, Boston	AD4. (Building.)
<i>Transports.</i>				
HENDERSON.....(1)	Brig. 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 or contract.	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; target.
A-2 (Nov. 17, 1911).			
GRAMPUS (ex).....(4)	1896-99	Union Iron Works (for J. P. Holland T. B. Co.).	Ex. SS4. Stricken July, 1921; target.
A-3 (Nov. 17, 1911).			
MOCCASIN (ex).....(5)	1896-99	Crescent Shipyard (for J. P. Holland T. B. Co.).	Stricken May 26, 1920; target.
A-4 (Nov. 17, 1911).			
PIKE (ex).....(6)	1896-99	Union Iron Works, San Francisco (for J. P. Holland T. B. Co.).	Ex. SS6. Stricken July, 1921; target.
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; target
A-6 (Nov. 17, 1911).		.....do.....	Do.
SHARK (ex).....(8)	1896-99	.....do.....	Do.
A-7 (Nov. 17, 1911).			
OCTOPUS (ex).....(9)	1896-99	Fore River S. B. Co. (for Electric Boat Co.).	Stricken; sold Apr. 1, 1920.
C-1 (Nov. 17, 1911).		.....do.....	SS10.
VIPER (ex).....(10)	1904	.....do.....	Stricken May 26, 1920; target
B-1 (Nov. 17, 1911).			
CUTTLEFISH (ex).....(11)	1904	.....do.....	Ex-SS12. Stricken July, 1921; target.
B-2 (Nov. 17, 1911).			
TARANTULA (ex).....(12)	1904	.....do.....	Stricken; sold Apr. 12, 1920.
B-3 (Nov. 17, 1911).			
STINGRAY (ex).....(13)	1906	.....do.....	Do.
C-2 (Nov. 17, 1911).			
TARPON (ex).....(14)	1906	.....do.....	Do.
C-3 (Nov. 17, 1911).			
BONITA (ex).....(15)	1906	.....do.....	Do.
C-4 (Nov. 17, 1911).			
SNAPPER (ex).....(16)	1906	.....do.....	Do.
C-5 (Nov. 17, 1911).			
NARWHAL (ex).....(17)	1906	.....do.....	SS17.
D-1 (Nov. 17, 1911).			
GRAYLING (ex).....(18)	1906	.....do.....	SS18.
D-2 (Nov. 17, 1911).			
SALMON (ex).....(19)	1906	.....do.....	SS19.
D-3 (Nov. 17, 1911).			
SEAL (ex).....(19½)	1906-07	Lake Torpedo Boat Co.	Ex-SS20. Sale ordered. ¹
G-1 (Nov. 17, 1911).			
CARP (ex).....(20)	1908	Union Iron Works (for Electric Boat Co.).	Sunk Dec. 17, 1917.
F-1 (Nov. 17, 1911).		.....do.....	SS21.
BARRACUDA (ex).....(21)	1908	The Moran Co. (for Electric Boat Co.).	SS22.
F-2 (Nov. 17, 1911).		.....do.....	Sunk Mar. 25, 1915.
PICKEREL (ex).....(22)	1908	.....do.....	SS24.
F-3 (Nov. 17, 1911).			
FRATE (ex).....(23)	1908	Fore River S. B. Co. (for Electric Boat Co.).	SS25.
F-4 (Nov. 17, 1911).		.....do.....	Stricken; sold Apr. 16, 1920.
SKIPJACK (ex).....(24)	1908	Wm. Cramp & Sons (for American Laurenti Co.).	Stricken July 30, 1919; stricken Sept. 11, 1919.
E-1 (Nov. 17, 1911).		Lake Torpedo Boat Co.	Stranded Mar. 12, 1920; sold June, 1920.
STURGEON (ex).....(25)	1908	.....do.....	SS29.
E-2 (Nov. 17, 1911).			
THRASHER (ex).....(26)	1908	Union Iron Works (for Electric Boat Co.).	SS30.
G-4 (Nov. 17, 1911).		The Moran Co. (for Electric Boat Co.).	Ex-SS31. Sale ordered.
TUNA (ex).....(27)	1908	Lake Torpedo Boat Co.	SS32.
G-2 (Nov. 17, 1911).		.....do.....	SS33.
SEAWOLF (ex).....(28)	1909	.....do.....	SS34.
H-1 (Nov. 17, 1911).		Union Iron Works (for Electric Boat Co.).	SS35.
NAUTILUS (ex).....(29)	1909	The Moran Co. (for Electric Boat Co.).	SS36.
H-2 (Nov. 17, 1911).		Fore River S. B. Co. (for Electric Boat Co.).	SS37.
GARFISH (ex).....(30)	1909	.....do.....	SS38.
H-3 (Nov. 17, 1911).		The Moran Co. (for Electric Boat Co.).	SS39.
TURBOT (ex).....(31)	1909	Lake Torpedo Boat Co.	SS40.
G-3 (Nov. 17, 1911).		.....do.....	SS41.
HADDOCK (ex).....(32)	1909	Fore River S. B. Co. (for Electric Boat Co.).	SS42.
K-1 (Nov. 17, 1911).		.....do.....	SS43.
CACHALOT (ex).....(33)	1909	.....do.....	SS44.
K-2 (Nov. 17, 1911).		Union Iron Works (for Electric Boat Co.).	SS45.
ORCA (ex).....(34)	1909	The Moran Co. (for Electric Boat Co.).	SS46.
K-3 (Nov. 17, 1911).		Fore River S. B. Co. (for Electric Boat Co.).	SS47.
WALRUS (ex).....(35)	1909	.....do.....	SS48.
K-4 (Nov. 17, 1911).		Fore River S. B. Co. (for Electric Boat Co.).	
K-5.....(36)	1911	.....do.....	
K-6.....(37)	1911	.....do.....	
K-7.....(38)	1911	Union Iron Works (for Electric Boat Co.).	
K-8.....(39)	1911	.....do.....	
L-1.....(40)	1912	Fore River S. B. Co. (for Electric Boat Co.).	
L-2.....(41)	1912	.....do.....	
L-3.....(42)	1912	.....do.....	
L-4.....(43)	1912	.....do.....	
L-5.....(44)	1912	Lake Torpedo Boat Co.	
L-6.....(45)	1912	Craig S. B. Co. (for Lake T. B. Co.).	
L-7.....(46)	1912	.....do.....	
M-1.....(47)	1912	Fore River S. B. Co. (for Electric Boat Co.).	
L-8.....(48)	1913	Navy yard, Portsmouth.	

¹ May be used as target for depth charge experiments.

LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	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. (Building.)
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	Navy yard, Puget Sound.....	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. ¹	SS75.
O-15.....(76)	1915	do. ¹	SS76.
O-16.....(77)	1915	do. ¹	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. ²
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. (Building.)
S-11.....(116)	1916-17	do.....	Do.
S-12.....(117)	1916-17	do.....	Do.
S-13.....(118)	1916-17	do.....	Do.

¹ Lake type; completed at Mare Island. ² Ex-SS110. Sunk Sept. 1, 1920. Stricken Aug. 29, 1921.

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. (Building.)
S-19.....(124)	1916-17	do.....	SS124. Do.
S-20.....(125)	1916-17	do.....	SS125. Do.
S-21.....(126)	1916-17	do.....	SS126. Do.
S-22.....(127)	1917	do.....	SS127. Do.
S-23.....(128)	1917	do.....	SS128. Do.
S-24.....(129)	1917	do.....	SS129. Do.
S-25.....(130)	1917	do.....	SS130. Do.
S-26.....(131)	1917	do.....	SS131. Do.
S-27.....(132)	1917	do.....	SS132. Do.
S-28.....(133)	1917	do.....	SS133. Do.
S-29.....(134)	1917	do.....	SS134. Do.
S-30.....(135)	1917	Bethlehem S. B. Corp., San Francisco (for Electric Boat Co.).	SS135.
S-31.....(136)	1917	do.....	SS136. (Building.)
S-32.....(137)	1917	do.....	SS137. Do.
S-33.....(138)	1917	do.....	SS138. Do.
S-34.....(139)	1917	do.....	SS139. Do.
S-35.....(140)	1917	do.....	SS140. Do.
S-36.....(141)	1917	do.....	SS141. Do.
S-37.....(142)	1917	do.....	SS142. Do.
S-38.....(143)	1917	do.....	SS143. Do.
S-39.....(144)	1917	do.....	SS144. Do.
S-40.....(145)	1917	do.....	SS145. Do.
S-41.....(146)	1917	do.....	SS146. Do.
*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. (Building.)
S-43.....(154)	1916-18	do.....	SS154. Do.
S-44.....(155)	1916-18	do.....	SS155. Do.
S-45.....(156)	1916-18	do.....	SS156. Do.
S-46.....(157)	1916-18	do.....	SS157. Do.
S-47.....(158)	1916-18	do.....	SS158. Do.
S-48.....(159)	1916-18	Lake Torpedo Boat Co.....	SS159. Do.
S-49.....(160)	1916-18	do.....	SS160. Do.
S-50.....(161)	1916-18	do.....	SS161. Do.
S-51.....(162)	1916-18	do.....	SS162. Do.
<i>Fleet submarines.</i>			
V-1.....(163)	1916-18	Navy yard, Portsmouth.....	SF4. (Building.)
V-2.....(164)	1916-18	do.....	SF5. Do.
V-3.....(165)	1916-18	do.....	SF6. Do.
*V-4.....(166)	1916-18	Not yet under construction or contract.	SF7.
*V-5.....(167)	1916-18	do.....	ST8.
*V-6.....(168)	1916-18	do.....	ST9.
*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.
<i>Practice vessel (Naval Academy).</i>			
BANCROFT.....	1888	Moore & Sons, Elizabethport, N. J.	Stricken June 30, 1906; transferred 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 target.
<i>Training vessel (Naval Academy).</i>			
CHESAPEAKE (ex).....	1897	Bath Iron Works.....	Stricken Oct. 12, 1916. Sold Dec. 7, 1916.
SEVERN (June 15, 1905).			
<i>Steel training ships (sail).</i>			
{CUMBERLAND.....	1903	Navy yard, Boston.....	Unclassified.
{INTREPID.....	1903	Navy yard, Mare Island.....	Sale ordered.
<i>Wooden brig.</i>			
BOXER.....	1903	Navy yard, Portsmouth.....	Loaned to Interior Department May 7, 1920.
<i>Fleet colliers.</i>			
{Erie (ex)..... (1)	1904-06	Navy yard, New York.....	AR4.
{VESTAL (Oct. 25, 1905)			
{Ontario (ex)..... (2)	1904	Navy yard, Mare Island.....	AF3.
{PROMETHEUS (Oct, 1905)			
{JUPITER (ex)..... (3)	1908-11	.....do.....	CV1.
{*LANGLEY (April, 1920).			
{CYCLARS..... (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.
<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. (Building.)
<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.
{IWANA..... (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).			
Comanche (ex).....(20)	1917	American S. B. Co., Buffalo, N. Y.	AT20.
SAGAMORE.....			
Ammonoosuc (ex).....(21)	1917	Ferguson Steel & Iron Co., Buffalo, N. Y.	AT21.
BAGADUCE (Feb. 24, 1919).			
Chimo (ex).....(22)	1917	do.....	AT22.
TADOUSAC (Feb. 24, 1919).			
KALMIA.....(23)	1917	do.....	AT23.
KEWAYDIN.....(24)	1917	do.....	AT24.
UMPQUA.....(25)	1917	do.....	AT25.
WANDANK.....(26)	1917	do.....	AT26.
Iosco (ex).....(27)	1917	Navy yard, Puget Sound.....	AT27.
TATNUCK (Feb. 24, 1919).			
Katahdin (ex).....(28)	1917	do.....	AT28.
SUNNADIN (Feb. 24, 1919).			
Kickapoo (ex).....(29)	1917	do.....	AT29.
MAHOPAC (Feb. 24, 1919).			
Watauga (ex).....(30)	1917	do.....	AT30.
SCIOTA (Feb. 24, 1919).			
Oconee (ex).....(31)	1917	do.....	AT31.
KOKA (Feb. 24, 1919).			
Yucca (ex).....(32)	1917	do.....	AT32.
NAPA (Feb. 24, 1919).			
Nipsic (ex).....(33)	1917	do.....	AT33.
PINOLA (Feb. 24, 1919).			
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.
PLOYER.....(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.

LIST OF VESSELS BUILT FOR U. S. NAVY.

Name and serial number.	Authorized.	Builder.	Latest designation or status.
<i>Mine sweepers—Continued.</i>			
SEAGULL.....(30)	1917	Gas, E. & P. Co.....	AM30.
TERN.....(31)	1917	.....do.....	AM31.
FLAMINGO.....(32)	1917	New Jersey D. D. & Trans. Co.	AM32.
PENGUIN.....(33)	1917	.....do.....	AM33.
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.
GREBE.....(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 PALOS was originally authorized in the act of May 4, 1898, to replace the U. S. S. MICHIGAN, to be constructed on the Great Lakes or their connecting waters and to conform with existing treaties and conventions. The appropriations never having been utilized under such conditions, were made available, in the act of Aug. 22, 1912, for the construction of a river gunboat. The MONOCACY was appropriated for as a river gunboat in the act of Mar. 4, 1911, and was designated river gunboat No. 1 until changed by department order of Dec. 2, 1912. These vessels were fabricated at Mare Island and finally assembled and completed in China.

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.

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).

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.

The naval act of July 12, 1921, provides that no part of sums appropriated for increase of Navy shall be expended except for vessels already under construction, thus suspending action upon 12 destroyers, 6 fleet submarines, and 1 transport authorized in the act of Aug. 29, 1916, but not ordered built.

Biographical sketches of individuals for whom destroyers and other vessels are named appear in the next section.

HISTORICAL DATA.

NAMES SELECTED FOR NAVAL VESSELS.

The biographical sketches given below are copied principally from General Orders as issued by the Navy Department in assigning names to destroyers and auxiliaries of special types. They are followed by historical notes in connection with names assigned to battleships, battle cruisers, and light cruisers, authorized in the three-year program of August 29, 1916, including sketches of all earlier vessels bearing such names.

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—STOCTON. 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. 246.
- 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—TRUXTUN. 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—PRESTON. See Destroyer No. 327.
 Destroyer No. 20—FLUSSER. See Destroyer No. 289.
 Destroyer No. 21—REID. See Destroyer No. 292.
 Destroyer No. 22—PAULDING—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 *Hartford* 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 Soley* 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. *Epervier*, on April 29, 1814; the *Epervier* 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—MAYRANT—named in memory of Capt. John Mayrant, 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 Mayrant."
- 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 *Roanoke*, and in command of the *Seneca*. He commanded the *Seneca* at the Battle of Port Royal, November 7, 1861. He commanded the *Patapasco* 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 *Philadelphia* 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. Truxton 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 *Engle*, 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 1864 he commanded the *Metrocomet* 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 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 *Oneida*, 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, Warrenton 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, 1846; 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 forecabin division in action between the *Constitution* and the *Jawa*, 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 Aloft*, 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 Port 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 *Pawnee* 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—MCDUGAL—named in memory of Rear Admiral David McDougal, U. S. Navy, who was born September 27, 1809, 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 Shimonoseki 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 Delafield, 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 bows 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, Wermland, 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 1790 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 *Pawnee*; 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 *Penguin* 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 1733, 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 *Omeida*, 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 *Winthrop*, 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 *Le Berceau* 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 *Hartford* 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 *Beldicere*; 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 23, 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 *Trippie* 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 *Andrea 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 Cadwallader 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 *Confedercy*; 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 Logansport, 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 Hijo, 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 Hijo, Japan.

Destroyer No. 96—STRIBLING—named in memory of Rear Admiral Cornelius Kinchiloe 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; 1818 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, 1801; blown up by explosion on the ketch *Intrepid*, September 4, 1804, 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 23, 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 *Nantucket* 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 *Brandwine* 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—**LANDALE**—named in memory of Lieut. Philip Van Horne Landale; 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 1879 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 Port 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, 1884-1888; 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 38 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 *Hope* 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 1728; 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 Charleston, 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 *Grayton* 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 *Constitution* 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 *Harriet 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, 1844; 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—BRESEE—named in memory of 'apt. Kidder Randolph Breesee; 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 Nooaheevah, 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. 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 *Choctaw*, 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 Millikens 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—TATNALL—named in memory of Capt. Josiah Tatnall; 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 13, 1885; *crushed* 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 *Patapsco* 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 Basseterre 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 *Mijestic*, *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 to 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 findings 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 *Argus* 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 1811-1824 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 1885, 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 *Harford* 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 1912.

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 Crowninshield, 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 *Truxtun*, 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 *Junia*, 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 Battou, 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 Freeborn* 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 1786. 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 Uphur, 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 *Carondelet* 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 conveying 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 *Tigress* on *Polaris* relief expedition; 1874-1877 cruised on the Pacific station; 1878 special service on the *Constitution* to Paris Exposition; 1877-1889 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 *Manley* March 20, 1918. The *Manley*, 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 much 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, 1813. 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. 28—**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 28, 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-eighth, 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. Faulding. 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. 153—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, Guyamas, 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, 1882.

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 6, 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 *Hirt* 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 24-25, 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 *Preble*, 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 Hatteras 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 strong picket thrown across the point in front of the enemy's batteries, thus preventing their making a reconnaissance 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 *Metcomet* 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, which caught all the floating 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 vessel 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 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 13, 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 26, 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, 1894. 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. Sigbee, 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 feat 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. Eaton 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 *Guerriere*, 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 *Cheapeake* 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, 1886; 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 Maedonough, 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 lightship 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 Malherbes 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, 1862. In September, 1827, while convoying 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—**SEMMES**—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 *Mackinac*. 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. UFSHUR**—named in memory of the former Secretary of the Navy Abel P. Ufshur; 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 13, 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 *Belvidere*, June 23, 1812; commanded the *Spitfire* 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 this 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. 206—CHANDLER—named in memory of Hon. William Eaton Chandler, Secretary of the Navy, 1832-1836; 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, 1882, 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 Taliferro. 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, 1908; 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 *Aguania*.

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 *Gamcock*; 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 *Vixen* and took part in the attack on forts of Alvarado, Tobacco, and Tuxpan; the *Vixen* 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*, Fast India Station; took part in the bombardment of the Barrier Forts in Canton River, China. Civil War—commanded monitor *Passaic* 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 *Mohiteon*, 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, 1903; commander July 1, 1913; captain (T) July 1, 1913; 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 sobriquet 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, 1816; 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; 1894-1896 attached to the *Brooklyn*; 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 5, 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 *Prudence*, 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 1779, he whipped the *Serapis* after his own ship was practically a wreck. He moved his men to the *Serapis* 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—HARTFIELD—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 Saucus, 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 Squadsrons; 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, 1751; died at Reading, Pa., January 12, 1838. 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, 1784, 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 Vierzy; 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-8* he was selected from her officers for instructional patrol on board the H. M. S. *H-6*, 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; 1863 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. *Tuscarora* 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 captives who 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 28, 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 28, 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 1890 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 *Eduard*, the first Navy prize. In 1781, while returning from conveying to France our minister, Laurens, in the *Alliance*, he captured the *Atlanta* and *Trepasa*, 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 fleet 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*, and looted 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 *Canonicus* 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, 1866-1873, 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, 1837; 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, 1809, 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 his 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 1852-54 was on the Japan expedition under Commodore Perry; commanded the U. S. S. *Monticello* and the U. S. S. *Seminoles* 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 1892.

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 *Marion* until December 1, 1862; in command of the *Cayuga* from December 2, 1862, until killed, April 18, 1863, in boat expedition in Sabine Pass, by the Confederates.

Destroyer No. 203—LAUR—named in memory of Midshipman Henry Laub; born in York, Pa. Appointed a midshipman October 1, 1809, 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. 234—MCLANAHAN—named in memory of Passed Midshipman Temant McLanahan; born in Louisiana. Appointed a midshipman December 12, 1839; passed midshipman July 2, 1845; served on the loop of war *Preble* in the Mediterranean Squadron; *Delaware*, *Brandycine*, 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. Hewwood; 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 *Merrimac* 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 *Chesapeake* 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—SHUBRICK—named in memory of Rear Admiral William Branford Shubrick, 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 Shepard 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 *Winnona* 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 commended 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 *Ganges*, 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 guerilla 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 December 5, 1857; 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 Statesenate 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. *Niphon* 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 *Spitefire*; 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 *Troquois* 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 escaping 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—**PURNAM**—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. *Kearsarge*, Asiatic Squadron; 1876, stationed at San Francisco, Calif.; 1877-78 U. S. S. schoolship *Jamestown*; 1878-80 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 *Covelin*.

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 *Merimac* 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, 1884. 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 *Albemarle*, 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, 1756; died in Philadelphia, Pa., February 26, 1826. Appointed midshipman 1778; 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 Truxton 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 AUSBURN**—named in memory of Charles L. Ausburn, 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, 1908, 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 Ausburn 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 Bouresches, 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

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 1799 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, 1833. 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 Campbells 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 *Essex* 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 part 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 Francess town, 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 *Owenside* 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—NICOLAS—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 Esek 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 10, 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, 1876.

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, 1832; 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 commanded 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 *Tyler*, 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—**SELFIDGE**—named in memory of Rear Admiral Thomas O. Selfridge, U. S. Navy; born in Boston, Mass., April 24, 1804; died in Waverly, Mass., October 15, 1902. Appointed midshipman January 1, 1818; rear admiral, retired, July 25, 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 Mulje 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 400 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 *Omeida*; 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. 19—**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 *Gettysburg* 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 6, 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, 1814; 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 1818-1820 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. 332—FARENHOLT—named in memory of Rear Admiral Oscar W. Farenholt, U. S. Navy, born in San Antonio, Tex., May 2, 1843; died at Mare Island, Calif., June 30, 1920. Entered the Navy as a seaman, April 24, 1861, and served on flagship *Wabash* under Admiral Dupont in engagements at Fort Hatteras, Port Royal, and Fort Pulaski, 1861-62. Discharged and reenlisted February, 1863; assigned to the monitor *Catskill* and participated in engagements with the defenses of Charleston Harbor and storming of Fort Sumter, 1863-64; appointed acting ensign August 19, 1864; took part in operations of the North Atlantic Blockading Squadron until after the surrender of Fort Fisher, January 15, 1865; March 12, 1868, commissioned ensign in the Regular Navy; promoted to master the same year; lieutenant, March 1, 1870; lieutenant commander, May 11, 1882; commander, June 19, 1892; captain, September 25, 1899; Rear Admiral, September 1, 1901; retired, September 1, 1901. After being commissioned in the regular service he held important positions on shore; his last sea service was in command of the *Monocacy*, Asiatic station.

Destroyer No. 333—SUMNER—named in memory of Capt. Allen M. Sumner, U. S. Marine Corps; born in Boston, Mass., October 1, 1882; died in action in France, July 19, 1918; appointed second lieutenant in the Marine Corps, March 15, 1907; served continuously until January 1, 1914, when he resigned; appointed first lieutenant March 22, 1917; sailed for duty in France August 5, 1917; killed in action by enemy shell fire during the advance on Tigny July 19, 1918; buried on the field; posthumously awarded *croix de guerre* with gilt star. During the advance from Viercy he accompanied one of his platoons to the front, keeping all his men under cover while he alone watched for signals for the advance. In so doing he saved the lives of many of his men without regard for his own safety.

Destroyer No. 334—CORY—named in memory of Lieutenant Commander William Merrill Cory, U. S. Navy; born in Quincy, Fla., October 5, 1889; died in Hartford, Conn., October 7, 1920. Appointed midshipman June 20, 1906; commissioned lieutenant commander July 1, 1918; served on U. S. S. *Kansas*, 1911-1915; March 6, 1916, designated naval aviator for duty in flying craft with the *North Carolina* and *Washington*; August 22, 1917, assigned to duty in Europe with United States Naval Aviation Forces; later ordered to command United States naval air station at Le Croisic, Loire, France, first operating unit from United States during the World War; November 7, 1917, assumed the duty; this success and skill as Air Pilot on this station won for him the cross of a chevalier of the Legion of Honor from France; June 7, 1918, ordered to command naval air station at Brest, Finisterre; remained there until end of the demobilization; June 5, 1919, assigned to the United States Aeronautical Mission to Europe and represented the United States in Aeronautic Interallied Commission of Control; June 1, 1920, ordered to the United States as aid for aviation, staff of Admiral H. B. Wilson, commander in chief of the Atlantic Fleet; held this position at the time of his death, which was occasioned by inhaling flame from a burning airplane after its crash; though badly wounded he was endeavoring to rescue his companion from the burning plane.

Destroyer No. 335—MELVIN—named in memory of Lieut. (junior grade) John T. Melvin, U. S. Naval Reserve Force; born in Selma, Ala., October 16, 1887; died at sea November 5, 1917. Appointed midshipman, United States Naval Academy, July 6, 1907; graduated June 2, 1911; ensign July 7, 1911; promoted to lieutenant (junior grade) March 22, 1915; resigned August 20, 1915. Appointed lieutenant (junior grade), United States Naval Reserve Force, February 9, 1917, and assigned to duty at New Haven, Conn., attached to the patrol boat *Alecco* and lost his life when that vessel was sunk by a German submarine in the war zone. The *Alecco* was the first American war vessel to go down in the World War.

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 Thiacourt, 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 *Philadelphia*, 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—**HUBBER**—named in memory of first Lieut. Henry L. Hulbert, U. S. Marine Corps; born January 12, 1837, in Kingston upon Hull, Yorkshire, England; killed in action near Mount Blanco, October 8, 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 *Marietas*. On October 26, 1901, Midshipman Noa, with an armed crew of six men, put off in a small boat from the *Marietas* 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, 1882. He was educated 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 Westerville, 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 *Onedia* 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 1881-1890; 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—**FRUIT**—named in memory of Corp. John H. Fruit, 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 8, 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—**DOBBIN**—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 Ferry 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 1835 to 1839. 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—BUSHELL—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 *Cerberus*, anchored off New London, in 1777.

Submarine tender No. 3—HOLLAND—named in memory of John Philip Holland, inventor; born at Liscaconnor, 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 1903, 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.

BATTLESHIPS.

Battleship No. 45—COLORADO—named for State of Colorado—third vessel so called. The first vessel named COLORADO was a steam screw frigate of 3,400 tons, carrying 40 guns; named for the Colorado River; keel laid in May, 1854, at the Gosport (Norfolk) Navy Yard, under act of Congress dated April 6, 1854; launched June 19, 1856. Civil War: 1861, flagship of Flag Officer Wm. Mervine, U. S. Navy; took part in operations at Pensacola and vicinity; destroyed Confederate privateer *Judah*; established the blockade from Key West, Fla., to the Rio Grande, Tex.; 1862, attached to the West Gulf Squadron, commanded by Capt. Theodoros Bailey, U. S. Navy, operating at South West Pass, Mississippi River, and Mobile Bay; 1863, attached to the North Atlantic Blockading Squadron; 1864-65, flagship of First Division, North Atlantic Squadron, Commodore H. K. Thatcher, U. S. Navy; took active part in attacks on Fort Fisher, N. C., December 24-25, and in its capture January 13-15, 1865; 1866-1874, flagship on various stations; 1875-1884, receiving ship, navy yard, New York; sold February 14, 1885.

The second vessel named COLORADO was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated June 7, 1900; named for State of Colorado; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia; keel laid April 25, 1901; launched April 25, 1903; commissioned January 19, 1905; from 1908, attached to the Atlantic Fleet; 1915, flagship, commander in chief, Pacific Reserve Fleet; name changed to *Pueblo*, for a city of Colorado, November 9, 1916; served in cruiser and transport force during World War; receiving ship at New York, 1921.

Battleship No. 46—MARYLAND—named for the State of Maryland—third vessel so called. The first vessel named MARYLAND was a ship of 380 tons, carrying 20 guns and a crew of 180 men; built in Baltimore; purchased for the Navy in 1799; cruised in the West Indies during the naval war with France, 1799-1800, as one of Commodore Silas Talbot's squadron; sold in 1801.

The second vessel named MARYLAND was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated June 7, 1900; named for State of Maryland; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; keel laid October 29, 1901; launched September 12, 1903; commissioned April 18, 1905; name changed to *Frederick*, for a city of Maryland, November 9, 1916; attached to cruiser and transport force during World War; flagship of train, Pacific Fleet, 1921.

Battleship No. 47—WASHINGTON—named for State of Washington—fifth vessel so called. The first vessel named WASHINGTON was a galley; 8 guns; 80 men. In a running fight to the southward, October 13, 1776, on Lake Champlain, the WASHINGTON was captured off Split Rock by the British, after severe losses.

The second vessel named WASHINGTON was a ship of 32 guns; built at Philadelphia in 1776; burned in Delaware Bay by the British in 1778; had never received her armament.

The third vessel named WASHINGTON was a ship of 2,250 tons, carrying 74 guns and 750 men; laid down at navy yard, Portsmouth, N. H., in 1813; launched July, 1814; cruised in the Mediterranean and various stations; broken up at New York in 1843.

The fourth vessel named WASHINGTON was an armored cruiser of 14,500 tons; authorized by act of Congress dated July 1, 1902; named for State of Washington; built by the New York Shipbuilding Co., Camden, N. J.; keel laid September 23, 1903; launched March 18, 1905; commissioned August 7, 1906; name changed to *Seattle*, for a city of Washington, November 9, 1916; attached to cruiser and transport force as flagship during World War; out of commission, navy yard, Puget Sound, 1921.

Battleship No. 48—WEST VIRGINIA—named for the State of West Virginia—second vessel so called. The first vessel named WEST VIRGINIA was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated March 3, 1899; named for State of West Virginia; built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va.; keel laid September 16, 1901; launched April 18, 1903; commissioned February 23, 1905; name changed to *Huntington*, for a city of West Virginia, November 9, 1916; attached to cruiser and transport force during World War; out of commission, navy yard, Portsmouth, N. H., 1921.

Battleship No. 49—SOUTH DAKOTA—named for State of South Dakota—second vessel so called. The first vessel named SOUTH DAKOTA was an armored cruiser of 13,680 tons displacement, authorized by act of Congress dated June 7, 1900; named for State of South Dakota; built by the Union Iron Works, an Francisco, Calif.; keel laid September 30, 1902; launched July 21, 1904; commissioned January 27, 1906; name changed to *Huron*, for a city of South Dakota, June 7, 1920; flagship of Asiatic Fleet, 1921.

Battleship No. 50—INDIANA—named for State of Indiana—second vessel so called. The first vessel named INDIANA was a coast battleship (No. 1) of 10,288 tons, authorized by act of Congress dated June 30, 1890; named for State of Indiana; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; keel laid May 7, 1891; launched February 28, 1893; commissioned November 20, 1895; one of Admiral Sampson's squadron in the Spanish-American War; commanded by Capt. Henry C. Taylor, took part in the battle of Santiago Bay and destruction of Spanish fleet, July 3, 1898; name changed to coast battleship No. 1, March 29, 1919; used as target for experimental firing, 1920.

Battleship No. 51—MONTANA—named for State of Montana—second vessel so called. The first vessel named MONTANA was an armored cruiser of 14,500 tons displacement, authorized by act of Congress dated April 27, 1904; named for State of Montana; built by the Newport News Shipbuilding Co., Newport News, Va.; keel laid April 29, 1905; launched December 15, 1906; commissioned July 21, 1908; attached to cruiser and transport force during World War; name changed to *Missoula*, for a city of Montana, June 7, 1920; out of commission, navy yard, Puget Sound, 1921.

Battleship No. 52—NORTH CAROLINA—named for State of North Carolina—third vessel so called. The first vessel named NORTH CAROLINA was a sailing frigate of 2,633 tons, carrying 74 guns; launched at Philadelphia, September, 1820; cruised as flagship of the Mediterranean Squadron 1825-1827; last cruise was in the Pacific as flagship of Commodore H. E. Ballard; 1839-1866, receiving ship, navy yard, New York; sold in 1867.

The second vessel named NORTH CAROLINA was an armored cruiser of 14,500 tons displacement authorized by act of Congress dated April 27, 1904; named for State of North Carolina; built by the Newport News Shipbuilding Co., Newport News, Va.; keel laid March 21, 1905; launched October 6, 1906; commissioned May 7, 1908; attached to cruiser and transport force during World War; name changed to *Charlotte*, for city of North Carolina, June 7, 1920; out of commission, navy yard, Puget Sound, 1921.

Battleship No. 53—IOWA—named for State of Iowa—second vessel so called. The first vessel named IOWA was a coast battleship (No. 4) of 11,346 tons displacement, authorized by act of Congress dated July 19, 1892; named for State of Iowa; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia; keel laid August 5, 1893; launched March 28, 1896; commissioned June 16, 1897; one of Admiral Sampson's squadron during Spanish-American War; commanded by Capt. Robley D. Evans, took part in battle of Santiago Bay and destruction of Spanish fleet, July 3, 1898; name changed to coast battleship No. 4, March 29, 1919; specially fitted for experimental target under radio control, 1920-21.

Battleship No. 54—MASSACHUSETTS—named for State of Massachusetts—fifth vessel so called. The first vessel named MASSACHUSETTS was a screw steamer of 765 tons, carrying 4 guns, built at Boston, Mass., in 1845, for the Army and transferred to the Navy in 1846; served on coast of California during Mexican War; attached to Pacific Squadron 1849; was in Puget Sound 1856-57, for suppression of hostile Indians; converted into a storeship at navy yard, Mare Island, in 1862; name changed to *Farralones* and served during Civil War; sold at San Francisco, Calif., 1867.

The second vessel named MASSACHUSETTS was a supply ship of 1,155 tons, carrying 5 guns, purchased at Boston, Mass., May 3, 1861; served during Civil War; sold October 1, 1867.

The third vessel named MASSACHUSETTS was an ironclad monitor of 2,107 tons, carrying 4 guns, built at the navy yard, Portsmouth, N. H., 1863-1866, and originally known as the *Passaconaway*; broken up, 1884.

The fourth vessel named MASSACHUSETTS was a coast battleship (No. 2) of 10,288 tons displacement, authorized by act of Congress dated June 30, 1890; named for State of Massachusetts; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia; keel laid June 5, 1891; launched June 10, 1893; commissioned June 10, 1896; one of Admiral Sampson's squadron during Spanish-American War; under command of Capt. Francis J. Higginson, took part in bombardment of Santiago, May 31, 1898, June 6, 1898, and other engagements, but was not at battle of Santiago July 3, due to absence coaling; name changed to coast battleship No. 2, March 29, 1919; transferred to War Department for target, 1921.

BATTLE CRUISERS.

Battle cruiser No. 1—**LEXINGTON**—fourth vessel so called.

The first vessel named **LEXINGTON** was a brig of 16 guns, purchased and fitted out at Philadelphia as authorized by an act of the Continental Congress dated October 13, 1775; named in commemoration of the first battle of the Revolutionary War; said to have been the first Continental vessel ready for sea, but was prevented by ice from leaving the river until March, 1776; April 6, 1776, commanded by Capt. John Barry, captured armed sloop *Edward*, tender to H. B. M. S. *Liverpool*, and in August of same year captured several other British vessels. While in command of Capt. Wm. Hallock, returning from the West Indies, the **LEXINGTON** was captured by H. B. M. S. *Pearl*; her crew was not removed and they recaptured the vessel, carrying her into Baltimore, Md., where she was refitted; under command of Capt. Lambert Wickes, in 1777, sailed for European waters, where, from April to June, she harassed British commerce in the English Channel and on the coast of France; in September, 1777, under command of Capt. H. Johnson, was captured off Ushant, France, by H. B. M. S. *Alert*, after an engagement of 3½ hours.

The second vessel named **LEXINGTON** was a sloop of war, 691 tons, carrying 18 guns, built at the navy yard, New York, 1825; cruised on special service from Labrador to Trinidad, 1827; converted into a store ship, 1844; transporting troops and on blockading duty Mexican War, 1846-1848; 1853-1855, store ship of Commodore Perry's expedition to Japan; sold in 1855.

The third vessel named **LEXINGTON** was a sidewheel ironclad steamer of 500 tons, carrying 7 guns, built at Pittsburgh, Pa., 1860; purchased by the Army; transferred to the Navy, June, 1861; rendered valuable service in Civil War, 1861-1863, on western rivers; took prominent part in engagements of Western Flotilla under flag officers A. H. Foote and C. H. Davis; sold August 17, 1865.

Battle cruiser No. 1 was originally to have been known as the *Constitution*, but name was changed to **LEXINGTON** December 10, 1917, prior to laying down.

Battle cruiser No. 2—**CONSTELLATION**—the second vessel so called.

The first vessel named **CONSTELLATION** was a sailing frigate of 1,970 tons displacement carrying 36 guns, authorized by act of Congress dated March 27, 1794; built by the United States Government under supervision of Naval Constructor David Stoddard and Commodore Thomas Truxtun, U. S. Navy, at Baltimore, Md.; keel laid 1795; launched September 7, 1797; celebrated for her fine sailing qualities; flagship of Commodore Truxtun's squadron in West Indies during war with France, 1798-1800; took many prizes; February 9, 1799, off St. Kitts, engaged and captured French frigate *L'Insurgente*; February 2, 1800, received the surrender of French frigate *La Vengeance* after a running fight of five hours; prize escaped in the darkness; war of 1812, blockaded at Norfolk by British fleet; June 20-23, 1813, her boats assisted in capture, off Cranes Island, Va., of boats of British squadron; in the engagement 90 British were killed or wounded and 43 taken prisoners; Civil War, 1862-1865, engaged in search of Confederate vessels; 1873-1892, practice ship for midshipmen, Naval Academy, Annapolis, Md.; 1893-1920, training ship for apprentices; Newport, R. I.; name changed to *Old Constellation*, October 30, 1917.

Battle cruiser No. 3—**SARATOGA**—fourth vessel so called.

The first vessel named **SARATOGA** was a sloop of war of 18 guns, authorized by acts of the Continental Congress dated November 20, 1776, and July 25, 1777; built at Philadelphia; commanded by Capt. John Young, October 9, 1780, captured four British vessels; fought engagements with British armed brig *Elizabeth*; lost at sea March, 1781.

The second vessel named **SARATOGA** was a ship of 734 tons, carrying 26 guns, built under direction of Commodore Thomas Macdonough at Vergennes, Vt., by the firm of Adam & Noah Brown; launched April 11, 1814, within 40 days after timber was cut from the forest; flagship of Commodore Thomas Macdonough in battle of Lake Champlain, September 11, 1814, and received surrender of the British squadron; sold at Whitehall, New York, 1825.

The third vessel named **SARATOGA** was a sloop of war of 1,025 tons, carrying 22 guns; laid down at the navy yard, Portsmouth, N. H., 1842; launched July 26, 1842; cruised on various stations 1842-1861 and was with Commodore Perry's expedition to Japan; Civil War, in South Atlantic Blockading Squadron; took part in numerous expeditions and captures of property; was gunnery ship at Annapolis and school ship for naval apprentices; loaned to the State of Pennsylvania for many years as public marine school ship; sold August 14, 1907.

The fourth vessel named **SARATOGA** was an armored cruiser of 3,150 tons displacement authorized by act of Congress dated September 7, 1883; built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; originally named *New York*, for the city of New York; keel laid September 30, 1890; launched December 2, 1891; commissioned August 1, 1893; as the *New York* was flagship of Rear Admiral W. T. Sampson during Spanish-American War; took part in engagements of April 27, May 12, June 6 and 16, and July 3, 1898, the last resulting in the defeat and surrender of Cervera's squadron off Santiago; name changed from *New York* to **SARATOGA**, February 16, 1911, and from **SARATOGA** to *Rochester*, December 1, 1917.

Battle cruiser No. 4—**RANGER**—fifth vessel so called.

The first vessel named **RANGER** was a ship of 308 tons, carrying 18 guns, built by order of the Continental Congress; launched May 10, 1777, at Langdon's Shipyard, Portsmouth, N. H., and originally christened *New Hampshire*; commanded by Capt. John Paul Jones, sailed for France early in 1778; April 23, 1778, captured and burned the shipping at St. Mary's Isle, Scotland; the following day engaged and captured H. B. M. S. *Drake*; under command of Lieut. Thos. Simpson, 1779, took many prizes; May 12, 1780, was captured off Charleston, S. C., by the British and taken into the British fleet.

The second vessel named **RANGER** was a small schooner carrying 1 gun, purchased at Baltimore, Md., 1814; no record of any important service; sold 1816.

The third vessel named **RANGER** was a brig of 14 guns, purchased in 1814; one of Commodore Isaac Chauncey's squadron on Lake Ontario; took active part in engagements; sold May 15, 1821.

The fourth vessel named **RANGER** was an iron gunboat of 1,261 tons displacement carrying 12 guns; built by Harlan & Hollingsworth, Wilmington, Del., 1873-1876; cruised on various stations and on survey duty; transferred July 1, 1909, to Public Marine School, Boston, Mass.; name changed to *Rockport* October 30, 1917, and to *Nantucket* February 20, 1918.

Battle cruiser No. 4 was originally to have been known as the *Lexington* but name was changed to **RANGER** December 10, 1917, prior to laying down.

Battle cruiser No. 5—**CONSTITUTION**—second vessel so called.

The first vessel named **CONSTITUTION** was a sailing frigate of 2,200 tons displacement carrying 44 guns, authorized by act of Congress dated March 27, 1794; designed by Naval Constructor Joshua Humphreys; built at Hart's Shipyard, Boston, Mass., under supervision of a board of naval captains and Naval Constructor Geo. Claghorne; keel laid November, 1794; launched October 21, 1797; 1798-1801, naval war with France, cruised in West Indies and captured three small vessels; War of 1812, made her reputation and won name of *Old Ironsides*; August 19, 1812, commanded by Capt. Isaac Hull, engaged and captured H. B. M. S. *Guerriere*; December 29, 1812, commanded by Capt. Wm. Bainbridge; fought and captured H. B. M. S. *Java*; February 15, 1814, commanded by Capt. Charles Stewart, engaged and captured H. B. M. S. *Pictou* and 3 small vessels; February 20, 1815, commanded by Capt. Charles Stewart, captured in night engagement both H. B. M. S. *Cyane* and *Levant*, fighting both ships at the same time; cruised as flagship on various

stations; school ship at Naval Academy during and after Civil War; twice condemned to be broken up, public sentiment secured her rebuilding; \$100,000 provided for such purpose in 1906, following which vessel was restored, and has since been on exhibition at Boston Navy Yard.

Battle cruiser No. 5 was originally to have been known as the *Ranger*, but name was changed to CONSTRUCTION December 10, 1917, prior to laying down.

Battle cruiser No. 6—UNITED STATES—second vessel so called.

The first vessel named UNITED STATES was a sailing frigate of 1,576 tons (old measurement), carrying 44 guns, authorized by act of Congress dated March 27, 1794; launched at Philadelphia May 10, 1797; 1798-1801; naval war with France, one of the squadron of Commodore John Barry cruising in West Indies with orders to capture French vessels; captured 8 French privateers; War of 1812, October 11, 1812, commanded by Capt. Stephen Decatur, captured British ship *Mandarin*; October 25, 1812, under command of Capt. Stephen Decatur, captured H. B. M. S. *Macedonian* and carried her to New London through Long Island Sound; was blockaded in New London from December 4, 1812, until May 12, 1813; 1816, sent to Algiers under Commodore Wm. Bainbridge to negotiate treaty; 1849, laid up in ordinary at Norfolk Navy Yard; set on fire but not destroyed when that yard was abandoned by the Federal forces in 1861; used by Confederates as receiving ship until 1862, when she was sunk but afterwards raised; December, 1865, placed in dry dock and broken up.

LIGHT (SCOUT) CRUISERS.

Light (scout) cruiser No. 4—OMAHA—named in honor of the city of Omaha, Nebr.—the second vessel so called.

The first vessel named OMAHA was a sloop of war of 2,400 tons displacement carrying 12 guns; laid down at navy yard, Philadelphia, in 1868; named for the city of Omaha; launched June 10, 1869; placed in commission September 12, 1872; cruised on various stations; attached to the South Pacific station under command of Rear Admiral Geo. H. Preble; made cruises around the coast of South America to Hongkong, Vladivostok, Yokohama, Honolulu, and Guatemala. On the night of February 8, 1890, during an extensive fire occurring on shore in the native town of Hodogaya, a suburb of Kanagawa, a detachment of officers and men was landed from the OMAHA at the request of the United States consul general and rendered excellent service in checking the flames. The assistance was cordially acknowledged by the governor of Kanagawa. Vessel under command, at different periods, of Capt. John C. Feiber, U. S. Navy, Commander Wm. K. Mayo, U. S. Navy, Capt. P. C. Johnson, and Capt. L. A. Kimberly, U. S. Navy; transferred to Marine-Hospital Service, 1895; sold 1915.

Light (scout) cruiser No. 5—MILWAUKEE—named in honor of the city of Milwaukee, Wis.—third vessel so called.

The first vessel named MILWAUKEE was an ironclad monitor of 970 tons, carrying 4 guns, built 1863-64 by James B. Eads, St. Louis Mo.; Civil War, attached to South Atlantic Blockading Squadron. Sunk by torpedo in Blakely River, Fla., March 28, 1865.

The second vessel named MILWAUKEE was a cruiser of 9,700 tons displacement authorized by act of Congress dated June 7, 1900; named for city of Milwaukee; built by the Union Iron Works, San Francisco, Calif.; keel laid July 30, 1902; launched September 10, 1904; commissioned December 11, 1906; cruised in Pacific waters; ordered to San Salvador to protect the American interests and made trips around California and Mexico under command, at different times, of Commander Charles A. Gove, U. S. Navy, Commander Charles C. Rogers, U. S. Navy, and other officers; ran ashore January 17, 1913; after failure to salvage, was sold August, 1919.

Light (scout) cruiser No. 6—CINCINNATI—named in honor of the city of Cincinnati, Ohio—third vessel so called.

The first vessel named CINCINNATI was an ironclad gunboat of 512 tons, carrying 14 guns, built 1861-62, by James B. Eads, St. Louis, Mo.; Civil War, actively engaged in operations of naval forces on western waters and Mississippi Squadron, 1862-63, under command of Lieut. Commander George M. Bache; sunk by Confederate batteries at Vicksburg, Miss., May 27, 1863; raised and sold at New Orleans March 28, 1866.

The second vessel named CINCINNATI was a protected cruiser of 3,183 tons displacement, authorized by act of Congress dated September 7, 1888; named for city of Cincinnati, Ohio; built at the navy yard, New York; keel laid in January, 1890; launched November 10, 1892; commissioned June 16, 1894; attached to North Atlantic station under command of Rear Admiral R. W. Meade, U. S. Navy, and Rear Admiral F. M. Bunce, U. S. Navy, afterwards assigned to the European station and in 1897 to the South Atlantic station; January 11, 1897, the commander in chief of the South Atlantic station was ordered to proceed with the CINCINNATI from Montevideo to Para on the north coast of Brazil; March 15, 1898, ordered to proceed to Port Antonio, Jamaica; Spanish American War, under fire April 27, 1898, off Matanzas, Cuba; sold August 5, 1921.

Light (scout) cruiser No. 7—RALEIGH—named in honor of city of Raleigh, N. C.—third vessel so called.

The first vessel named RALEIGH was a frigate of 697 tons, carrying 32 guns, authorized by the Continental Congress December 13, 1775; built at Portsmouth, N. H., under direction of John Langdon, continental agent; keel laid March 21, 1775; launched May 21, 1775; commanded by Capt. Thomas Thompson, cruised on coast of United States and made several prizes; August, 1777, sailed for France; September 4, 1777, engaged and captured H. B. M. S. *Druid*; 1778, commanded by Capt. John Barry; captured after an action of 9 hours by H. B. M. S. *Experiment* and *Wallace* and *Uncorn*, off Boston. Capt. Barry ran the RALEIGH ashore and escaped capture with 133 of his men, the vessel being afterwards hauled off the rocks and taken into the British service.

The second vessel named RALEIGH was a protected cruiser of 3,183 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Raleigh, N. C.; built at navy yard, Norfolk; keel laid in December, 1888; launched March 31, 1892; commissioned April 17, 1894; attached to the North Atlantic station, European station, Asiatic station; one of Asiatic Squadron, under Commodore Dewey, 1898; in battle of Manila Bay May 1, 1898; received surrender of batteries of Corregidor, El Fraile, and Pale Cabello; destroyed munitions of war; paroled garrisons; July 7, 1898, took Grand Island; at capture of Manila August 13, 1898; vessel under command at different periods of Capt. M. Miller, U. S. Navy, Capt. J. C. Barclay, U. S. Navy, Capt. J. B. Coghlan, U. S. Navy, the last named being in command at the battle of Manila Bay; sold August 5, 1921.

Light (scout) cruiser No. 8—DETROIT—named in honor of the city of Detroit, Mich.—fourth vessel so called.

The first vessel named DETROIT was a ship of 400 tons carrying 19 guns, captured from the British September 10, 1813, at the battle of Lake Erie, by Commodore O. H. Perry; taken into the U. S. Navy, carried to Erie, and sunk in Little Bay; sold 1837.

The second vessel named DETROIT was a screw steamer of 1,380 tons and 12 guns, started about the close of the Civil War; not completed.

The third vessel named DETROIT was a protected cruiser of 2,072 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Detroit, Mich.; built by the Columbian Iron Works, Baltimore, Md.; keel laid in February, 1890; launched October 28, 1891; commissioned July 20, 1893; attached to the Atlantic station under command of Rear Admiral O. F. Stanton, U. S. Navy, com-

mander in chief; attached to the Asiatic station, under command of Rear Admiral John Irwin, U. S. Navy, Rear Admiral James S. Skerrett and Rear Admiral C. C. Carpenter, U. S. Navy, commanders in chief; October 1, 1894, under command of Commander W. H. Brownson, U. S. Navy, the *DETROIT* weathered an extraordinarily heavy gale that devastated the southern coast en route from Fortress Monroe to St. Thomas; during Spanish-American War was stationed off the Harbor of Habana, under command of Commander H. J. Dayton; engaged May 12, 1898, at San Juan, P. R.; stricken from Navy list July 12, 1910; sold in 1911.

Light (scout) cruiser No. 9—*RICHMOND*—named in honor of the city of Richmond, Va.—third vessel so called.

The first vessel named *RICHMOND* was a frigate of 200 tons carrying 18 guns, purchased at Norfolk, 1798; 1799-1800, naval war with France, cruised in West Indies, squadrons of Commodores Thos. Truxtun and Silas Talbot; sold at New York, 1781.

The second vessel named *RICHMOND* was a steam sloop of 2,700 tons displacement; laid down at the navy yard; Norfolk, in 1858; launched January 26, 1860; named for the city of Richmond, Va.; Civil War, November, 1861, commanded by Capt. John Pope, U. S. Navy, took part in operations for defense of Fort Pickens and Pensacola, Fla.; 1862-1864, attached to Admiral Farragut's West Gulf Squadron; April 24-25, 1862, took part in capture of forts below New Orleans; in prominent operations on Mississippi River under command of Commander James Alden, U. S. Navy; October 9-12, 1862, took part in engagement with and destruction of ram *Manassas*; with Admiral Farragut at battle of Mobile Bay August 5, 1864; April 24, 1865, assisted in capture of Confederate S. S. *Webb*; attached to South Atlantic station 1888-1890 under command of Capt. A. V. Reed, U. S. Navy; for a number of years receiving ship at navy yards, Philadelphia and Norfolk; sold 1919.

Light (scout) cruiser No. 10—*CONCORD*—named in honor of the city of Concord, Mass.—third vessel so called.

The first vessel named *CONCORD* was a sloop of 700 tons carrying 18 guns, built in 1828, at the navy yard, Portsmouth, N. H.; cruised on various stations 1830-1842; October 2, 1842, wrecked in the Mozambique Channel, east coast of Africa; her commander, Lieut. Wm. E. Boerum; the pursur, Benjamin F. Hart; and Seaman James Davis, were drowned in attempting to cross the bar in captain's gig.

The second vessel named *CONCORD* was a steel gunboat of 1,700 tons displacement, authorized by act of Congress dated March 3, 1887; built by N. F. Palmer, jr., & Co., Chester, Pa.; named for the city of Concord, Mass.; keel laid in May, 1888, launched March 8, 1890; commissioned February 14, 1891; assigned to North Atlantic Squadron under command of Rear Admiral Bancroft Gherardi; cruised in West Indies and made trip to Venezuela to protect American interests; Spanish-American War, under command of Commander Asa Walker, U. S. Navy, with Commodore Dewey, took part in battle of Manila Bay May 1, 1898; July 7, 1898, with the *Raleigh*, proceeded to Subig Bay and captured Isla Grande, at its entrance, without serious resistance; October 16, 1899, bombarded Bonati; vessel under command at various other periods of Commander O. A. Batcheller, U. S. Navy; Commander Edwin White, U. S. Navy; Commander C. F. Goodrich, U. S. Navy; and Commander J. E. Craig, U. S. Navy; stricken from the navy list December 31, 1915, and transferred to Treasury Department.

Light (scout) cruiser No. 11—*TRENTON*—named in honor of the city of Trenton, N. J.—second vessel so called.

The first vessel named *TRENTON* was a steam sloop of 2,300 tons, carrying 19 guns; laid down at the navy yard, New York, 1875; launched January 1, 1876; named for the city of Trenton, N. J.; commissioned February 14, 1877. First cruise as flagship, European station, 1877-1880, under command of Rear Admiral John C. Howell, U. S. Navy; 1881 participated in Yorktown celebration. Attached to Asiatic station under command of Rear Admiral J. L. Davis; 1883, visited France, Italy, China, Japan, and Egypt; afterwards attached to Pacific station, commanded by Rear Admiral L. A. Kimberly, U. S. Navy, in command of naval forces; March 16, 1889, wrecked in the Harbor of Apia, Samoa; Capt. N. H. Farquhar in command of the *TRENTON* at that time, showed great care and good judgment in handling the vessel through the terrific gale, several officers and men being injured, but only one man lost.

Light (scout) cruiser No. 12—*MARBLEHEAD*—named in honor of the city of Marblehead, Mass.—third vessel so called.

The first vessel named *MARBLEHEAD* was a gunboat of 570 tons, built at Newburyport, Mass., by G. W. Jackman, jr.; launched October 16, 1861; named for the city of Marblehead, Mass.; Civil War, 1862-63, actively engaged in operations of North and South Atlantic Blockading Squadrons; 1864, practice ship for midshipmen, U. S. Naval Academy (June 7 to November 5, 1864, cruising in search of Confederate vessels); sold September 30, 1868.

The second vessel named *MARBLEHEAD* was a protected cruiser of 2,072 tons displacement, authorized by act of Congress dated September 7, 1888; named for the city of Marblehead, Mass.; built at the City Point Works, Boston, Mass.; keel laid in October, 1890; launched August 11, 1892; commissioned April 2, 1891; attached to the North Atlantic station, Commander Charles O'Neil commanding; attached to European station under the command of Rear Admiral W. A. Kirkland and Rear Admiral T. O. Selfridge, U. S. Navy; Spanish-American War, under command of Commander B. H. McCalla, U. S. Navy, was under fire at Cienfuegos, Cuba, April 29, 1898, other officers in command of the vessel included Commander T. F. Jewell, U. S. Navy; Commander W. W. Mead, U. S. Navy; and Commander H. G. O. Colby, U. S. Navy; sold August 5, 1921.

Light (scout) cruiser No. 13—*MEMPHIS*—named in honor of the city of Memphis, Tenn.—third vessel so called.

The first vessel named *MEMPHIS* was a screw steamer of 791 tons, blockade runner captured July 31, 1862; built in England; purchased from prize court by Government, 1862, and given a battery of 7 guns; 1832-63, attached to South Atlantic Blockading Squadron under command of Lieut. Commander R. G. Watmough; in attack of Confederate ironclads on United States fleet, off Charleston, S. C., January 31, 1863, towed disabled vessel out of action and helped wounded; sold July 9, 1869.

The second vessel named *MEMPHIS* was an armored cruiser of 14,500 tons displacement, authorized by act of Congress, dated July 1, 1902; built by Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, Pa.; originally named *Tennessee*, for the State of Tennessee; keel laid June 20, 1903; launched December 3, 1904; commissioned July 17, 1906; 1916, flagship of cruiser force in West Indies; August 29, 1916, while lying off the city of San Domingo, was driven ashore by tidal wave and completely wrecked; stricken from Navy list December 17, 1917; sold in wrecked condition.

VESSELS FITTED WITH FLAG OFFICER'S QUARTERS.

Battleships.

Arizona (Division).....	BB39	Minnesota.....	BB22	South Dakota (Division).....	BB49
Arkansas (Division).....	BB33	Montana (Division).....	BB51	Texas (Division).....	BB35
California (Fleet).....	BB44	New Jersey.....	BB16	Utah (Division).....	BB31
Connecticut.....	BB18	New Mexico (Fleet).....	BB40	Vermont.....	BB20
Florida (Division).....	BB30	New York (Division).....	BB34	Virginia.....	BB13
Georgia.....	BB15	North Carolina (Division).....	BB52	West Virginia (Fleet).....	BB48
Indiana (Division).....	BB50	Ohio.....	BB12	Wyoming (Division).....	BB32
Iowa (Squadron).....	BB53	Pennsylvania (Fleet).....	BB38		
Louisiana.....	BB19	Rhode Island.....	BB17		
Maryland (Division).....	BB46				
Massachusetts (Division).....	BB54				

Battle Cruisers.

Constellation (Division).....	CC2	Lexington (Division).....	CC1	United States (Squadron).....	CC6
Constitution (Squadron).....	CC5	Ranger (Division).....	CC4		
		Saratoga (Division).....	CC3		

Cruisers, Second Line.

Charleston.....	CA22	Huron (Fleet).....	CA9	Rochester.....	CA2
Frederick.....	CA8	Pittsburgh.....	CA4	Seattle.....	CA11
Huntington.....	CA5	Pueblo.....	CA7		

Light Cruisers.

Birmingham.....	CL2	Marblehead (Division).....	CL12	Richmond (Squadron).....	CL9
Chester.....	CL1	Olympia.....	CL15	Salem.....	CL3
Concord (Squadron).....	CL10			Trenton (Division).....	CL11

Mine Layers.

Baltimore.....	CM1	San Francisco.....	CM2
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Auxiliaries.

Black Hawk, destroyer tender.....	AD9	Bushnell, submarine tender.....	AS2
Dixie, destroyer tender.....	AD1	Camden, submarine tender.....	AS6
Dobbin, destroyer tender.....	AD3	Fulton, submarine tender.....	AS1
Leonidas, destroyer tender.....	AD7	Holland, submarine tender.....	AS3
Melville, destroyer tender.....	AD2	Rainbow, submarine tender.....	AS7
Panther, destroyer tender.....	AD6	Savannah, submarine tender.....	AS8
Whitney, destroyer tender.....	AD4	Vestal, repair ship.....	AR4
Bridgeport, destroyer tender.....	AD10	Great Northern, fleet auxiliary.....	AG9
Beaver, submarine tender.....	AS5		

**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	140,067	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.

**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
Total.....	323	1,169,576	326	1,270,590	336	1,359,534	343	1,352,135	352	1,439,780

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
Total.....	42	279,036	49	236,748	43	201,103	50	300,311	58	273,054

* 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. ¹						Under construction.					
	July 1, 1917.		July 1, 1918.		July 1, 1919. ²		July 1, 1917.		July 1, 1918.		July 1, 1919. ³	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement. ⁴
		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.
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 ¹	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

¹ Does not include vessels in temporary war service.² Includes purchased vessels added to Navy List.³ 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.⁴ Estimated.⁵ Design modified, with increased displacement.

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

Class and type.	Fit for service, including those under repair.				Under construction.				Totals.			
	July 1, 1920.		July 1, 1921.		July 1, 1920.		July 1, 1921.		July 1, 1920.		July 1, 1921.	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
<i>Battleships.</i>												
Battleships, 1st line.....	16	Tons. 435,750	16	Tons. 435,750	11	Tons. 421,900	11	Tons. 421,900	27	Tons. 857,650	27	Tons. 857,650
Battleships, 2d line.....	21	296,704	16	238,312					21	296,704	16	238,312
Monitors, 2d line.....	6	20,974							6	20,974		
Subtotal.....	43	753,428	32	674,062	11	421,900	11	421,900	54	1,175,328	43	1,095,962
<i>Cruisers.</i>												
Battle cruisers, 1st line.....					6	261,000	6	261,000	6	261,000	6	261,000
Cruisers, 2d line.....	16	173,730	11	139,450					16	173,730	11	139,450
Light cruisers, 1st line.....					10	71,000	10	75,000	10	71,000	10	75,000
Light cruisers, 2d line.....	3	11,250	12	43,175					3	11,250	12	43,175
Aircraft carrier, 2d line.....					1	19,360	1	19,360	1	19,360	1	19,360
Mine layers, 2d line.....	4	16,096	4	16,096					4	16,096	4	16,096
Subtotal.....	23	201,076	27	198,721	17	351,360	17	355,360	40	552,436	44	554,081
<i>Destroyers.</i>												
Destroyers, 1st line.....	214	252,578	279	331,483	70	85,009	4	4,860	284	337,587	283	336,343
Destroyers, 2d line.....	21	15,582	21	15,582					21	15,582	21	15,582
Light mine layers.....	14	16,674	14	16,674					14	16,674	14	16,674
Subtotal.....	249	284,834	314	363,739	70	85,009	4	4,860	319	369,843	318	368,599
<i>Submarines.</i>												
Submarines, 1st line.....	49	22,961	57	35,017	45		37	32,554	94	22,961	94	67,571
Submarines, 2d line.....	48	17,202	46	16,409					48	17,202	46	16,409
Fleet submarines, 1st line.....	1		2		5		4		6		6	
Subtotal.....	98	40,163	105	51,426	50		41	32,554	148	40,163	146	83,980
<i>Patrol vessels.</i>												
Eagles.....	55	27,500	54	27,000					55	27,500	54	27,000
Submarine chasers.....	112	8,624	71	5,467					112	8,624	71	5,467
Gunboats.....	28	44,183	11	9,233	2	3,150	1	1,575	30	47,333	12	10,808
Yachts.....	10	10,072	8	8,922					10	10,072	8	8,922
Subtotal.....	205	90,379	144	50,622	2	3,150	1	1,575	207	93,529	145	52,197
Total fighting ships.....	618	1,369,880	622	1,338,570	150	861,419	74	816,249	768	2,231,299	696	2,154,819
<i>Auxiliaries.</i>												
Special types.....	46	304,445	49	339,273	8	87,040	5	55,440	54	391,485	54	394,713
Fuel ships.....	22	288,306	25	325,286	3	46,400	1	14,800	25	334,706	26	340,086
Tugs.....	40	33,580	40	34,811	4	4,000			44	37,580	40	34,811
Mine sweepers.....	46	43,700	46	43,700					46	43,700	46	43,700
Subtotal.....	154	670,031	160	743,070	15	137,440	6	70,240	169	807,471	166	813,310
Grand total.....	772	2,039,911	782	2,081,640	165	998,859	80	886,489	937	3,038,770	862	2,968,129

¹ Langley, under conversion; displacement subject to correction.

² Includes aircraft tender Wright, under conversion.

NOTES.—In addition to vessels under construction above, 12 destroyers, 6 fleet submarines, and 1 transport are authorized, but not under construction or contract, further action being suspended under the act of July 12, 1921.

Estimated displacement of light cruisers, first line, increased as indicated for 1921.

Olympia and gunboats of over 3,000 tons reclassified as light cruisers, second line, in 1921.

Displacement of submarines above include only those for which such characteristic data is given in 1920 and 1921 editions, respectively. Summaries are further exclusive of old vessels still listed, but rated as "unclassified," to the number of 23, displacing 71,546 tons in 1920, and 29, displacing 86,140 tons in 1921. District vessels, vessels loaned to other departments, and vessels definitely scheduled for sale or other dispositions are omitted from summaries.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, OCT. 1, 1921.

Name and number.	Builder.	Per cent of completion, Oct. 1, 1920.	
		Total.	Ship.
<i>Battleships (BB).</i>			
Colorado (BB45).....(45)	New York S. B. Corporation (Camden).....	80.7	79.2
Washington (BB47).....(47)	.....do.....	69.7	63.5
West Virginia (BB48).....(48)	Newport News S. B. & D. D. Co.....	62.5	55.5
South Dakota (BB49).....(49)	New York Navy Yard.....	34.6	27.0
Indiana (BB50).....(50)	.....do.....	32.5	24.3
Montana (BB51).....(51)	Mare Island Navy Yard.....	27.6	19.0
North Carolina (BB52).....(52)	Norfolk Navy Yard.....	36.6	27.1
Iowa (BB53).....(53)	Newport News S. B. & D. D. Co.....	29.5	25.0
Massachusetts (BB54).....(54)	Bethlehem S. B. Corporation (Quincy).....	10.4	3.9
<i>Battle cruisers (CC).</i>			
Lexington (CC1).....(1)	Bethlehem S. B. Corporation (Fore River)....	25.5	16.5
Constellation (CC2).....(2)	Newport News S. B. & D. D. Co.....	14.5	12.6
Saratoga (CC3).....(3)	New York S. B. Corporation (Camden).....	28.4	20.0
Ranger (CC4).....(4)	Newport News S. B. & D. D. Co.....	2.7	1.1
Constitution (CC5).....(5)	Philadelphia Navy Yard.....	11.1	6.3
United States (CC6).....(6)	.....do.....	10.7	5.9
<i>Scout (light) cruisers (CL).</i>			
Omaha (CL4).....(4)	Todd D. D. & Const. Corporation (Tacoma)...	94.7	87.9
Milwaukee (CL5).....(5)	.....do.....	92.5	84.6
Cincinnati (CL6).....(6)	.....do.....	87.4	80.8
Raleigh (CL7).....(7)	Bethlehem S. B. Corporation (Quincy).....	63.7	45.6
Detroit (CL8).....(8)	.....do.....	68.5	50.6
Richmond (CL9).....(9)	Wm. Cramp & Sons Co. (Philadelphia).....	74.0	64.0
Concord (CL10).....(10)	.....do.....	68.0	53.0
Trenton (CL11).....(11)	.....do.....	51.0	35.0
Marblehead (CL12).....(12)	.....do.....	46.0	30.0
Memphis (CL13).....(13)	.....do.....	40.0	25.0
<i>Patrol vessels.</i>			
Tulsa (PG22), gunboat.....(22)	Charleston Navy Yard.....	70.8	54.6
<i>Auxiliaries.</i>			
Medusa (AR1), repair ship.....(1)	Puget Sound Navy Yard.....	69.3	53.9
Dobbin (AD3), des. tender.....(3)	Philadelphia Navy Yard.....	66.3	66.0
Whitney (AD4), des. tender.....(4)	Boston Navy Yard.....	34.9	31.1
Holland (AS3), submarine tender.....(3)	Puget Sound Navy Yard.....	21.5	5.5
Wright (AZ1), aircraft tender.....	Tietjen & Lang (Hoboken).....	92.0	.....
<i>Destroyers (DD).</i>			
Wasmuth (DD338).....(338)	Mare Island Navy Yard.....	99.5	99.5
Trever (DD339).....(339)	.....do.....	97.5	97.5
Perry (DD340).....(340)	.....do.....	75.3	74.5
Decatur (DD341).....(341)	.....do.....	70.2	69.4
<i>Submarines (SS).</i>			
S-10 (SS115).....(115)	Portsmouth (N. H.) Navy Yard.....	93.9	92.7
S-11 (SS116).....(116)	.....do.....	91.8	90.0
S-12 (SS117).....(117)	.....do.....	91.0	88.5
S-13 (SS118).....(118)	.....do.....	87.6	82.7
S-18 (SS123).....(123)	Electric Boat Co. (Quincy).....	97.0	97.0
S-19 (SS124).....(124)	.....do.....	96.5	96.5
S-20 (SS125).....(125)	.....do.....	98.5	98.5

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, OCT. 1, 1920—Continued.

Number and name.	Builder.	Per cent of completion, Oct. 1, 1921.	
		Total.	Ship.
<i>Submarines (SS)—Continued.</i>			
S-21 (SS126).....(126)	Electric Boat Co. (Quincy).....	94.9	94.9
S-22 (SS127).....(127)	.....do.....	95.8	95.8
S-23 (SS128).....(128)	.....do.....	94.0	94.0
S-24 (SS129).....(129)	.....do.....	93.0	93.0
S-25 (SS130).....(130)	.....do.....	93.5	93.5
S-26 (SS131).....(131)	.....do.....	92.4	91.9
S-27 (SS132).....(132)	.....do.....	91.0	90.0
S-28 (SS133).....(133)	.....do.....	91.6	90.9
S-29 (SS134).....(134)	.....do.....	90.5	89.0
S-31 (SS136).....(136)	Electric Boat Co. (San Francisco).....	97.5	97.3
S-32 (SS137).....(137)	.....do.....	95.9	95.3
S-33 (SS138).....(138)	.....do.....	99.2	99.2
S-34 (SS139).....(139)	.....do.....	95.3	94.6
S-35 (SS140).....(140)	.....do.....	92.6	91.5
S-36 (SS141).....(141)	.....do.....	89.7	87.9
S-37 (SS142).....(142)	.....do.....	87.5	85.1
S-38 (SS143).....(143)	.....do.....	81.6	77.8
S-39 (SS144).....(144)	.....do.....	78.1	73.5
S-40 (SS145).....(145)	.....do.....	77.0	72.1
S-41 (SS146).....(146)	.....do.....	78.7	74.2
S-42 (SS153).....(153)	Electric Boat Co. (Quincy).....	74.4	59.8
S-43 (SS154).....(154)	.....do.....	74.9	60.6
S-44 (SS155).....(155)	.....do.....	73.0	58.1
S-45 (SS156).....(156)	.....do.....	73.5	58.7
S-46 (SS157).....(157)	.....do.....	72.1	56.9
S-47 (SS158).....(158)	.....do.....	71.4	56.1
S-48 (SS159).....(159)	Lake T. B. Co. (Bridgeport).....	97.5	97.5
S-49 (SS160).....(160)	.....do.....	95.3	95.3
S-50 (SS161).....(161)	.....do.....	91.6	91.6
S-51 (SS162).....(162)	.....do.....	88.4	88.4
<i>Fleet submarines (SF).</i>			
T-2 (SF2).....(60)	Electric Boat Co. (Quincy).....	99.3	99.3
V-1 (SF4).....(163)	Portsmouth (N. H.) Navy Yard.....	4.7	.....
V-2 (SF5).....(164)	.....do.....	4.7	.....
V-3 (SF6).....(165)	.....do.....	4.7	.....

NOTES.—Battleships California (BB44) and Maryland (BB46) and fuel ship Pecos (AO6) completed and commissioned since July 1, 1921.

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.....

The naval act of July 12, 1921, provides that no part of sums appropriated for increase of Navy shall be expended except for vessels already under construction, thus suspending further action on the transport, 12 destroyers, and 6 fleet submarines indicated above.

SUBJECT INDEX.

	Page.
Advance base lighters.....	324
Aircraft.....	275
Heavier-than-air.....	278
Lighter-than-air.....	276
Aircraft carriers:	
First line.....	10
Second line.....	68
Aircraft tenders:	
Lighter-than-air.....	206
Heavier-than-air.....	20
Airships:	
Rigid.....	276
Nonrigid.....	277
Ambulance boats.....	285
Ammunition lighters.....	308
Ammunition ships.....	232
Ash lighters.....	309
Auxiliaries.....	198
Balloons, kite.....	276
Barges:	
Coal.....	285
Fueling.....	297
Fuel-oil.....	297
Seaplane.....	299
Stevedoring.....	299
Torpedo-testing.....	300
Water.....	301
Battle cruisers:	
First line.....	42
Second line.....	10
Battleships:	
First line.....	24
Second line.....	34
Car floats.....	307
Cargo ships.....	234
Chasers, submarine.....	182
Coal barges.....	285
Colliers.....	216
Craft, air.....	275
Craft, district.....	283
Cruiser submarines.....	17
Cruisers, battle:	
First line.....	42
Second line.....	10
Cruisers:	
First line.....	10
Second line.....	46
Cruisers, light:	
First line.....	54
Second line.....	60
Derricks:	
Floating.....	302
Seaplane wrecking.....	305
Destroyers:	
First line.....	74
Second line.....	140
Destroyer leaders.....	15

	Page.
Destroyer tenders.....	198
District craft.....	283
Location of.....	326
Unclassified.....	324
District patrol vessels.....	323
District tugs.....	318
Dredges.....	305
Drivers, pile.....	317
Eagles, patrol vessels.....	178
Ferryboats and launches.....	306
Fighting planes.....	278
Flagships, list of vessels fitted as.....	391
Fleet planes.....	281
Fleet submarines:	
First line.....	178
Second line.....	17
Fleet tugs.....	242
Floating derricks.....	302
Floating pile drivers.....	317
Floating workshops.....	322
Floats, car.....	307
Freight lighters.....	310
Fueling barges.....	297
Fuel-oil barges.....	297
Fuel ships:	
Coal.....	216
Oil.....	224
Garbage lighters.....	316
Gunboats, patrol vessels.....	188
Harbor tugs.....	320
Heating scows.....	318
Heavier-than-air craft.....	278
Heavier-than-air Aircraft tenders.....	20
Hospital ships.....	240
Kite balloons.....	276
Launches and ferryboats.....	306
Launches, working.....	307
Light cruisers:	
First line.....	54
Second line.....	60
Light mine layers.....	146
Lighter-than-air craft.....	276
Lighter-than-air Aircraft tenders.....	206
Lighters:	
Advance base.....	324
Ammunition.....	308
Ash.....	309
Freight.....	310
Garbage.....	316
Location of district craft.....	326
Mine layers:	
First line.....	10
Second line.....	70
Light.....	146
Mine-laying submarines.....	17
Mine sweepers.....	254
Miscellaneous, auxiliaries.....	266
Miscellaneous naval vessels (unclassified).....	270
Miscellaneous district craft (unclassified).....	324
Monitors:	
First line.....	9
Second line.....	9
Motor tugs.....	322
Mud scows.....	318
Nonrigid airships.....	277
Observation planes.....	279

	Page.
Oilers.....	224
Oil barges.....	297
Patrol planes.....	280
Patrol vessels:	
District.....	323
Eagles.....	178
Gunboats.....	188
Submarine chasers.....	182
Yachts.....	194
Pile drivers, floating.....	317
Planes:	
Fighting.....	278
Fleet.....	281
Observation.....	279
Patrol.....	280
Scouting.....	7
Torpedo and bombing.....	281
Refrigerator ships (under Storeships).....	212
Repair ships.....	208
Rigid airships.....	276
Sales of vessels.....	332
Scouting planes.....	7
Scows:	
Heating.....	318
Mud.....	318
Seaplane barges.....	299
Seaplane wrecking derricks.....	305
Stevedoring barges.....	299
Storeships.....	212
Strength of Navy at various dates, tables.....	392
Stricken and sale list of vessels.....	332
Submarine chasers.....	182
Submarines:	
Cruiser.....	17
First line.....	152
Second line.....	168
Fleet, first line.....	178
Fleet, second line.....	17
Mine-laying.....	17
Submarine tenders.....	202
Summaries of naval vessels.....	392
Sweepers, mine.....	254
Tankers (oilers).....	224
Tenders:	
Aircraft.....	206
Destroyer.....	198
Submarines.....	202
Torpedo and bombing planes.....	281
Torpedo-testing barges.....	300
Transports.....	238
Tugs:	
District.....	318
Fleet.....	242
Harbor.....	320
Motor.....	322
Unclassified, district craft.....	324
Unclassified naval vessels.....	270
Unserviceable vessels (unclassified).....	270
Vessels stricken and sold.....	332
Vessels transferred to other departments.....	333
Water barges.....	301
Working launches.....	307
Workshops, floating.....	322
Wrecking derricks for seaplanes.....	305
Yachts, patrol vessels.....	194

SHIPS' DATA INDEX.

[For numerical list of vessels by type and class now in service, see page 9. For numerical list of vessels by types, as authorized by Congress, see page 335. Battleships, destroyers, tugs, and mine sweepers are grouped under "Ship index," following this section.]

Name.	Type.	Page.	Name.	Type.	Page.
AA-1 to AA-3 (ex)....	Fleet submarines, 1st line.	178	Bailey..... DD269	Destroyer, 1st line..	74
Aaron Ward... DD132	Destroyer, 1st line..	134	Bainbridge... DD246	do.....	74
A-2, A-4, A-6, A-7....	Old submarines....	332	Balanga... ex-YT103	Tug.....	334
A-3 and A-5.....	Submarines, 2d line	168	Balch..... DD50	Destroyer, 1st line..	74
Abarenda..... AC3	Collier.....	216	Ballard..... DD267	do.....	74
Abbot..... DD184	Destroyer, 1st line..	74	Baltimore..... CM1	Mine layer, 2d line,	70
Abel P. Upshur.....	do.....	134	Banaag..... YT104	ex cruiser.....	322
Accomac (ex)..... YF18	District tug.....	319	Bancroft..... DD256	District tug.....	322
Active (ex)..... YT14	do.....	319	Barcelo..... YT105	Destroyer, 1st line..	74
Actus (516).....	Yacht.....	333	Barker..... DD213	Tug.....	333
Adams.....	Old auxiliary sailing ship.	332	Barnegat (1232)....	Oiler.....	224
Adirondack (1390)....	District tug.....	320	Barnes, Robert L....	do.....	319
Admiral (967).....	Yacht.....	333	Barnett (1149).... Y T29	District tug.....	332
Admiral Glass... YFB2	Ferryboat.....	306	Barney (ex) (25)....	Old coast torp. boat.	74
Advance (3057).... Y T28	District tug.....	319	Barney..... DD149	Destroyer, 1st line..	74
Ahdeek (2589)....	Motor boat.....	324	Barry..... DD248	do.....	234
Aileen.....	Yacht.....	332	Bath..... AK4	Cargo ship.....	333
Ajax..... AC14	Collier.....	216	Bay Ocean (2640)....	Motor ship.....	140
Alabama..... ex-YFB8	Battleship, 2d line.	332	Beale..... DD40	Destroyer, 2d line..	234
Alameda..... AO10	Oiler.....	224	Beaufort..... AK6	Cargo ship.....	202
Alava, General... A G5	Fleet tender.....	266	Beaver..... AS5	Submarine tender...	74
Albany..... CL23	Light cr., 2d line	60	Belknap..... DD251	Destroyer, 1st line..	74
Alden..... DD211	Destroyer, 1st line..	74	Bell..... DD95	do.....	333
Alert..... AS4	Sub. tender, ex-gunboat.	202	Bella (2211).....	Cargo steamer.....	74
Alex. Brown (ex) (2725)	District tug.....	320	Benham..... DD49	Destroyer, 1st line..	306
Algoma..... Y T31	Fleet tug.....	332	Berceau..... YFB3	Ferryboat.....	74
Alida..... Y T102	District tug.....	242	Bernadou..... DD153	Destroyer, 1st line..	333
Allegheny..... AT19	Fleet tug.....	74	Bessie H. Dantzier... (3158)	Coal barge.....	333
Allen..... DD66	Destroyer, 1st line.	333	Bessie J. (ex) (1919) ex-Y C512	Destroyer, 1st line..	332
Almaz II (268)....	Motor boat.....	140	Biddle..... DD151	Old coast torp. boat.	323
Ammen..... DD35	Destroyer, 2d line	330	Biddle (ex) (26)....	Motor boat.....	74
Amphitrite (2)....	Old monitor.....	332	Bie & Schlott. Y P2871	Destroyer, 1st line..	60
Annapolis... ex-PG10	Old gunboat.....	270	Billingsley... DD293	Light cr., 2d line..	254
Anthony..... DM12	Light mine layer...	316	Birmingham... CL2	Mine sweeper.....	198
Apache (ex)..... YF176	Freight lighter...	194	Bittern..... AM36	Destroyer tender...	74
Aramis..... PY7	Yacht.....	242	Black Hawk..... AD9	Destroyer, 1st line..	254
Arapahoe..... AT14	Fleet tug.....	333	Blakeley..... DD150	Mine sweeper.....	80
Areturus (593)....	Yacht.....	333	Bobolink..... AM20	Destroyer, 1st line..	316
Ardent (680).....	Trawler.....	224	Boggs..... DD136	Freight lighter.....	319
Arethusa..... AO7	Oiler.....	324	Boo-hoo (ex)..... YF170	District tug.....	324
Argo.....	Yawl.....	24	Booth, A. W. (ex)....	Steamer.....	80
Arizona..... BB39	Battleship, 1st line.	24	Boothbay (ex) (1708)	Destroyer, 1st line..	270
Arkansas..... BB33	do.....	42	Borie..... DD215	Receiving ship, ex-cruiser.	320
Arkansas (ex) ex-BM7	Old monitor.....	70	Boston.....	District tug.....	325
Arcootook..... CM3	Mine layer, 2d line.	334	Bouker No. 2 (1275)....	Old training brig...	80
Asher J. Hudson (ex) (3104) ex-Y T37	Tug.....	188	Boxer..... Y T30	Destroyer, 1st line..	254
Asheville..... PG21	Gunboat.....	306	Branch..... DD197	Mine sweeper.....	224
Asp..... YFB1	Motor boat.....	316	Brant..... AM24	Oiler.....	333
Aspinet (ex)..... YF176	Freight lighter...	332	Brazos..... A O4	Tug.....	80
Astoria..... ex-AK8	Cargo ship.....	316	Breakwater (681)....	Destroyer, 1st line..	80
Atlantic... ex-YFB268	Steamer.....	254	Breck..... DD283	do.....	80
Auk..... AM38	Mine sweeper.....	74	Breckinridge... DD148	do.....	80
Aulick..... DD258	Destroyer, 1st line..	74	Breese..... DD122	do.....	212
Ausburn, Charles... DD294	do.....	254	Bridge..... AF1	Store ship.....	198
Avocet..... AM19	Mine sweeper.....	74	Bridgeport..... AD10	Destroyer tender...	332
Aylwin..... DD47	Destroyer, 1st line..	168	Brooklyn... ex-CA3	Old cruiser.....	80
B-1.....	Submarine, 2d line.	332	Brooks..... DD232	Destroyer, 1st line..	80
B-2 and B-3.....	Old submarines....	74	Broome..... DD210	do.....	333
Babbitt..... DD128	Destroyer, 1st line..	74	Brown, Albert (1050)....	Tug.....	320
Badger..... DD126	do.....	74	Brown, Alex..... Y T31	District tug.....	323
Badger, George F... DD196	do.....	242	Browning, Ellen... Y P3234	Motor boat.....	80
Bagaduce..... AT21	Fleet tug.....	74	Bruce..... DD329	Destroyer, 1st line..	216
Bagley..... DD185	Destroyer, 1st line..		Brutus..... AC15	Collier.....	

Name.	Type.	Page.	Name.	Type.	Page.
Buchanan.....DD131	Destroyer, 1st line..	80	Conner.....DD72	Destroyer, 1st line..	86
Buffalo.....AD8	Destroyer tender...	198	Constance II...YP633	Motor boat.....	323
Bulmer.....DD222	Destroyer, 1st line..	83	Constellation...CC2	Battle cr., 1st line..	42
Burnes, John Francis..	do.....	80	Constellation, Old..	Old frigate.....	270
DD299			Constitution...CC5	Battle cr., 1st line..	42
Burns.....DM11	Light mine layer.....	148	Constitution, Old..	Old frigate.....	270
Burrows.....DD29	Destroyer, 2d line..	140	Contocook.....AT36	Fleet tug.....	242
Bush.....DD166	Destroyer, 1st line..	80	Converse.....DD291	Destroyer, 1st line..	86
Bushnell.....A82	Submarine tender.....	202	Conwell, Francis G.	Tug.....	333
Cassar.....AC16	Collier.....	216	Conyngham.....DD58	Destroyer, 1st line..	86
Caldwell.....DD69	Destroyer, 1st line..	80	Cormorant.....AM40	Mine sweeper.....	254
California.....BB44	Battleship, 1st line..	24	Corona (813).....	Yacht.....	333
Callao.....YFB11	Ferryboat.....	306	Corry.....DD334	Destroyer, 1st line..	86
Camden.....AS6	Submarine tender.....	202	Cowell.....DD167	do.....	86
Camia.....YFB683	Launch.....	307	Coyle, C. G. (ex) YP26	District tug.....	319
Captain Dud (ex) (3507)	Floating derrick....	304	Crane.....DD109	Destroyer, 1st line..	86
YD43			Crane Ship No. 1 (Kear-	Old battleship.....	270
Cardinal.....AM6	Mine sweeper.....	254	sarge).....		
Carl R. Gray (ex) YP35	District tug.....	320	Craven.....DD70	Destroyer, 1st line..	86
Carrabasset.....AT35	Tug.....	242	Crosby.....DD164	do.....	86
Case.....DD285	Destroyer, 1st line..	80	Crowninshield DD134	do.....	86
Cassin.....DD43	do.....	80	Culgoa.....AF3	Storeship.....	212
Castine (6).....	Old gunboat.....	332	Cullen, Dorothy (2183)	Tug.....	333
Castro.....YFB621	Ferryboat.....	306	Cumberland.....	Old training vessel..	270
Catawba (2200)...YT32	District tug.....	320	Cummings.....DD44	Destroyer, 1st line..	86
Catherine Johnson (ex)	Freight lighter.....	315	Curacao (ex) ex-YO336	Fuel-oil barge.....	333
YF161			Curlew.....AM8	Mine sweeper.....	254
Cayuga.....YT12	District tug.....	391	Cushing.....DD55	Destroyer, 1st line..	86
Celtic.....AF2	Storeship.....	212	Cuyama.....AO3	Oiler.....	224
Center, Robert.....	Sloop.....	325	Cyane.....YFB4	Ferryboat.....	306
Challenge.....AT59	Fleet tug.....	242	D-1 to D-3.....	Submarines, 2d line	168
Champlin.....DD104	Destroyer, 1st line..	80	Dahlgren.....DD187	Destroyer, 1st line..	86
Chandler.....DD206	do.....	80	Dahlgren (ex) (9).....	Old torpedo boat....	332
Charles Ausburn.....	do.....	74	Dale.....DD290	Destroyer, 1st line..	86
DD294			Dallas.....DD199	do.....	86
Charleston.....CA19	Cruiser, 2d line....	46	Dantzler, Bessie H.	Tug.....	333
Charlotte.....CA12	do.....	46	Dapdap.....YFB684	Launch.....	307
Chase.....DD323	Destroyer, 1st line..	80	Daraga.....ex-YP43	Motor boat.....	333
Chase S. Osborne (1121)	Tug.....	333	Dart.....YFB308	Ferry launch.....	306
ex-YT41			Davis.....DD65	Destroyer, 1st line..	86
Chattanooga.....CL18	Light cr., 2d line..	60	Decatur.....DD341	do.....	86
Chauncey.....DD296	Destroyer, 1st line..	80	Defiance (ex)...AT59	Fleet tug.....	245
Chemung.....AT18	Fleet tug.....	242	Delaware.....BB28	Battleship, 1st line..	24
Chester.....CL1	Light cr., 2d line..	60	Delaware (SP467).....	Tug.....	322
Chew.....DD106	Destroyer, 1st line..	80	YT111		
Chewink.....AM39	Mine sweeper.....	254	De Long.....DD129	Destroyer, 1st line..	86
Cheyenne.....ex-BM10	Old monitor.....	270	De Long (ex) (28).....	Old torpedo boat....	332
Chicago.....ex-CA14	Old cruiser.....	270	Delphy.....DD261	Destroyer, 1st line..	86
Childs.....DD241	Destroyer, 1st line..	80	Dent.....DD116	do.....	86
Choctaw (ex)...YT26	District tug.....	319	Denver.....CL16	Light cr., 2d line..	60
Christine.....YT106	do.....	322	Des Moines.....CL17	do.....	60
Cigarette (1234).....	Yacht.....	333	Despatch.....PY8	Yacht.....	194
Cincinnati (7).....	Old cruiser.....	332	Despatch (ex)...YFB6	Ferry launch.....	306
Cincinnati.....CL6	Light cr., 1st line..	54	Detroit.....CL8	Light cr., 1st line..	54
Clarinda.....YF185	Motor boat.....	323	Dickerson.....DD157	Destroyer, 1st line..	86
Clark, James H. (759).....	Tug.....	333	Dixie.....AD1	Destroyer tender....	198
Claxton.....DD140	Destroyer, 1st line..	80	Dobbin.....AD3	do.....	198
Clemson.....DD186	do.....	80	Dolphin.....PG24	Gunboat.....	188
Cleveland.....CL21	Light cr., 2d line..	60	Donaldson No. 5 (ex)	Coal barge.....	295
Clio (2279).....	Freight and pas-	325	YC548		
senger steamer.....	Old battleship.....	332	Dorothy Cullen (2183).....	Tug.....	333
Coast B. S. No. 1.....			Dorsey.....DD117	Destroyer, 1st line..	86
ex-BB1			Downes.....DD45	do.....	86
Coast B. S. No. 2.....	do.....	332	Doyen.....DD280	do.....	86
ex-BB2			Drayton.....DD23	Destroyer, 2d line..	140
Coast B. S. No. 4.....	Old battleship (tar-	270	Dreadnaught...YT34	District tug.....	320
ex-BB4	get).....		Dubuque.....AG6	Survey ship, ex-	266
Coast torpedo boats,		332		gunboat.....	
old.....			Dud, Captain (ex)	Floating derrick....	304
Coast torpedo boat		324	(3507).....YD43		
No. 6.....			Duncan.....DD46	Destroyer, 1st line..	86
Coghlan.....DD326	Destroyer, 1st line..	80	Du Pont.....DD152	do.....	86
Cole.....DD155	do.....	80	Du Pont (ex) (7).....	Old torpedo boat....	332
Colhoun.....DD85	do.....	86	Dwight, John (ex).....	District tug.....	319
Colorado.....BB45	Battleship, 1st line..	24	YT21		
Colorado (ex)...CA7	Cruiser, 2d line....	46	Dyer.....DD84	Destroyer, 1st line..	86
Columbia.....ex-CA16	Old cruiser.....	332	E-1 and E-2.....	Submarines, 2d line	168
Comanche (ex)...AT20	Fleet tug.....	248	Eagle 25.....ex-PE25	Patrol.....	332
Comfort.....AH3	Hospital ship.....	240	Eagles.....	Patrol vessels.....	178
Commerce (ex) (2763)	Freight lighter.....	314	Eaglet.....ex-YP909	Motor boat.....	333
YF123			Eastland (ex).....	Old gunboat.....	270
Concord (773)...YT33	District tug.....	320	Edithia.....YP214	Motor boat.....	323
Concord.....C 10	Light cr., 1st line..	54	Edsall.....DD219	Destroyer, 1st line..	92
Conestoga.....ex-AT54	Tug.....	332	Edward Luckenbach	District tug.....	319
Connecticut.....BB18	Battleship, 2d line..	34	(ex).....YT24		

Name.	Type.	Page.	Name.	Type.	Page.
Edwards..... DD265	Destroyer, 1st line..	92	Gridley..... DD92	Destroyer, 1st line..	92
Edwards, John D.	do.....	92	Grosbeak (506)..... AK5	Motor boat.....	334
DD216			Gulfport.....	Cargo ship.....	234
Eider..... AM17	Mine sweeper.....	254	Guard..... ex-Y P2384	Motor boat.....	333
Eicano..... PG38	Gunboat.....	188	Gwin (ex)..... YFB4	Ferryboat, ex-tor-	306
Ellen Browning	Motor boat.....	323		pedo boat.....	
YP3234			Gwin..... DD71	Destroyer, 1st line..	98
Elliott..... DD146	Destroyer, 1st line..	92	H-2 to H-9.....	Submarines, 2d line.	168
Ellis..... DD154	do.....	92	Hackett, Francis B.	District tug.....	320
Emeline (175).....	Yacht.....	333	(1161)..... ex-YT36		
Endion (707).....	Mo'or boat.....	333	Hale..... DD133	Destroyer, 1st line..	98
Enterprise (ex) YT16	District tug.....	319	Hamilton..... DD141	do.....	98
Ericsson..... DD56	Destroyer, 1st line..	92	Hamilton, Paul DD307	do.....	98
Essex.....	Old gunboat.....	270	Hancock..... AP3	Transport.....	238
Estelle (747).....	Motor boat.....	325	Hangar Barge No. 1..	do.....	325
Evans..... DD78	Destroyer, 1st line..	92	Hannibal..... AG1	Survey ship, ex-col-	266
F-2 and F-3.....	Submarines, 2d line	168		lier.....	
Fairfax..... DD93	Destroyer, 1st line..	92	Haraden..... DD183	Destroyer, 1st line..	98
Faithful..... YFB5	Ferry launch.....	306	Harding..... DD91	do.....	98
Falcon..... AM28	Mine sweeper.....	254	Harry (ex) (3536).....	Floating workshop..	323
Fanning..... DD37	Destroyer, 2d line..	140			
Farenholt..... DD332	Destroyer, 1st line..	92	Hart..... DM8	Light mine layer...	146
Farquhar..... DD304	do.....	92	Hartford.....	Old corvette.....	270
Farragut..... DD300	do.....	92	Hatfield..... DD231	Destroyer, 1st line..	98
Fashion (ex) (755).....	Freight lighter.....	314	Hauli (249).....	Yacht.....	333
YF116			Havana (ex)..... AH3	Hospital ship.....	240
Favorite (1385).....	Salvage tug.....	325	Hawk..... ex-PY2	Old yacht.....	270
Fearless (ex)..... AT46	Fleet tug.....	242	Hazelwood..... DD107	Destroyer, 1st line..	98
Fearless (724).....	Tug.....	333	Helena..... PG9	Gunboat.....	188
Fearless (ex)..... YF158	Freight lighter.....	315	Helena..... YP230	Motor boat.....	323
Fern (ex).....	Old gunboat.....	270	Helor..... YP181	Yacht.....	323
Finch..... AM9	Mine sweeper.....	254	Henderson..... AP1	Transport.....	238
Flamingo..... AM32	do.....	254	Henley..... DD39	Destroyer, 2d line..	140
Florida..... BB30	Battleship, 1st line.	42	Henshaw..... DD278	Destroyer, 1st line..	98
Florida (ex)..... ex-BM9	Old monitor.....	24	Herbert..... DD160	do.....	98
Floyd Hurst.....	Motor boat.....	333	Hercules (ex)..... YD11	Floating derrick....	302
ex-Y P2384			Hercules..... YT13	District tug.....	319
Flusser..... DD289	Destroyer, 1st line..	92	Hercules (ex) (3190).....	Ammunition lighter	308
Foote..... DD169	do.....	92	YE30		
Foote (ex) (3).....	Old torpedo boat...	332	Hermes.....	Auxiliary schooner..	325
Ford..... DD228	Destroyer, 1st line..	92	Herndon..... DD198	Destroyer, 1st line..	98
Fortune..... YT11	District tug.....	319	Heron..... AM10	Mine sweeper.....	254
Fowler, T. P. (ex).....	do.....	319	Herreshoff No. 306	Yacht.....	324
YT17			(1841)..... YP1841		
Fox..... DD234	Destroyer, 1st line..	92	Herreshoff No. 308	do.....	325
Francis G. Conwell..	Tug.....	333	(2232)		
Fred D. U. Robbins	Freight lighter.....	314	Herreshoff No. 321	do.....	324
(ex) (3647)..... YF118			(2235)..... YP2235		
Fredrick..... CA8	Cruiser, 2d line.....	46	Herreshoff No. 322	Motor boat.....	333
Fuller..... DD297	Destroyer, 1st line..	92	(2373)		
Fulton..... AS1	Submarine tender..	202	Herreshoff No. 323	Yacht.....	324
G-1 and G-3.....	Old submarines.....	332	YP2840		
Galatea..... YP714	Yacht.....	323	Hetman (1150).....	Motor boat.....	333
Galveston..... CL19	Light cr., 2d line..	60	Heywood..... AP2	Transport.....	238
Gamble..... DD123	Destroyer, 1st line..	92	Iliawatha (183).....	Motor boat.....	333
Gannet..... AM41	Mine sweeper.....	254	Hogan..... DD178	Destroyer, 1st line..	98
General Alava..... AG5	Fleet tender.....	266	Holland..... AS3	Submarine tender..	202
Genesee..... AT55	Fleet tug.....	242	Hopewell..... DD181	Destroyer, 1st line..	98
Geo. F. Pierce (648)...	Freight and passen-	325	Hopkins (6).....	Old destroyer.....	332
	ger steamer.....		Hopkins..... DD249	Destroyer, 1st line..	98
George E. Badger.....	Destroyer, 1st line..	74	Houston..... AK1	Cargo ship.....	234
DD196			Hovey..... DD208	Destroyer, 1st line..	98
Georgia..... BB15	Battleship, 2d line..	34	Howard..... DD179	do.....	98
Gillis..... DD260	Destroyer, 1st line..	92	Howard Greene (ex)	District tug.....	320
Gilmer..... DD233	do.....	92	(2200)..... YT32		
Glaefer..... AF4	Store ship.....	212	Hudson (ex) (2121)...	Floating derrick....	304
Goff..... DD247	Destroyer, 1st line..	92	YD44		
Goldsborough..... DD188	do.....	92	Hudson, Asher J. (ex)	Tug.....	334
Gold Star.....	Yacht.....	325	(3104)..... ex-YT37		
Goliah (1494).....	Tug.....	325	Hulbert..... DD342	Destroyer, 1st line..	98
Gopher.....	Old gunboat.....	270	Hull..... DD330	do.....	98
Gordon (ex)..... YR12	Floating workshop..	323	Humphreys..... DD236	do.....	98
Graham..... DD192	Destroyer, 1st line..	92	Hunt..... DD194	do.....	98
Grampus (1708).....	Steamer.....	324	Huntington..... CA5	Cruiser, 2d line.....	46
Granite State.....	Old frigate.....	332	Huron..... CA9	do.....	46
Gray, Carl R. (ex) (2671)	District tug.....	320	Huron (ex)..... AT19	Fleet tug.....	242
YT35			Hurst, Floyd (ex)	Motor boat.....	333
Great Northern.....	Fleet aux.....	266	ex-Y P2384		
Grebe..... AM43	Mine sweeper.....	254	Hustle..... YF16	Ferry launch.....	306
Green Dragon (742)...	Motor boat.....	333	Hylan, John F. (1250)...	Tug.....	325
Greene..... DD266	Destroyer, 1st line..	92	Idaho..... BB42	Battleship, 1st line.	24
Greene, Howard (ex).....	District tug.....	320	Illinois..... BB7	Battleship, 2d line.	34
(2200)..... YT32			Inca..... YFB280	Ferryboat.....	306
Greer..... DD145	Destroyer, 1st line..	92	Indian Head (ex).....	Freight lighter.....	315
Gregory..... DD82	do.....	92	YF156		

Name.	Type.	Page.	Name.	Type.	Page.
Indiana (ex).....ex-BB1	Old battleship.....	332	Launch No. 1059.....	Ferry launch.....	306
Indiana.....BB50	Battleship, 1st line..	24	La Vallette.....YFB1059		
Ingraham.....DM9	Light mine layer.....	146	Lawrence.....DD315	Destroyer, 1st line..	104
Ingram, Osmond.....	Destroyer, 1st line..	98	Lawrence.....DD250	do.....	104
	DD255		Lawrence, John L. (S. P. 838). ex-YT38	Tug.....	333
Intrepid.....	Old training vessel..	332	Lawrence M. Sullivan (ex) (1933). Y E29	Ammunition lighter	306
Iona.....YT107	District tug.....	322	Lea.....DD118	Destroyer, 1st line..	104
Iowa (ex).....ex-BB4	Old battleship.....	270	Leary.....DD158	do.....	104
Iowa.....BB53	Battleship, 1st line..	24	Lebanon.....AG2	Fleet tender.....	266
Iroquois.....AT46	Fleet tug.....	242	Lee, S. P.....DD310	Destroyer, 1st line..	104
Isabel.....PY10	Yacht.....	194	Legonia II.....YP399	Yacht.....	333
Isherwood.....DD284	Destroyer, 1st line..	98	Leonidas.....AD7	Destroyer tender.....	198
Israel.....DM3	Light mine layer.....	146	Leslie.....YFB7	Ferry boat.....	306
Itty E. (962).....	Motor boat.....	333	Lexington.....CC1	Battle cr., 1st line.	42
Iuka.....AT37	Fleet tug.....	242	Litchfield.....DD336	Destroyer, 1st line..	104
Iwana.....YT2	District tug.....	318	Little.....DD79	do.....	104
Jacob Jones.....DD130	Destroyer, 1st line..	98	Lively.....YT14	District tug.....	319
James H. Clark (759).....	Tug.....	333	Logan, James (ex) (2741).....YF121	Freight lighter.....	314
James K. Paulding.....	Destroyer, 1st line..	116	Long.....DD209	Destroyer, 1st line..	104
	DD238		Long Beach.....AK9	Cargo ship.....	234
James Logan (ex) (2741).....Y F121	Freight lighter.....	314	Louisiana.....BB19	Battleship, 2d line..	34
James Reuben.....DD245	Destroyer, 1st line..	98	Luce.....DM4	Light mine layer.....	146
James Wooley.....YT45	District tug.....	320	Luckenbach, Edward (ex). Y T24	District tug.....	319
Jarvis.....DD38	Destroyer, 2d line..	140	Lukenbach No. 5 (ex) (982).....Y T42	do.....	320
Jason.....AC12	Collier.....	216	Ludlow.....DM10	Light mine layer.....	146
Jenkins.....DD42	Destroyer, 2d line..	140	Lydonia (ex).....Y P399	Yacht.....	324
J. Fred Talbot.....DD156	Destroyer, 1st line..	128	Lykens.....AT56	Fleet tug.....	242
John D. Edwards.....	District tug.....	319	M-1.....	Submarine, 2d line.	174
	Y T21		Macdonough.....DD331	Destroyer, 1st line..	104
John D. Edwards.....	Destroyer, 1st line..	92	Machias (5).....	Old gunboat.....	332
	DD216		Mackenzie.....DD175	Destroyer, 1st line..	104
John F. Hylan (1250).....	Tug.....	325	MacLeish.....DD220	do.....	104
John Francis Burnes.....	Destroyer, 1st line..	80	Maddox.....DD168	do.....	104
	DD299		Magdalena.....YFB687	Working launch.....	307
John L. Lawrence (S. P. 838). ex-YT38	Tug.....	333	Maggie (ex) (1202).....	Barge.....	333
Johnson, Catherine (ex) (390).....Y F161	Freight lighter.....	315	Mahan.....DM7	Light mine layer.....	146
Jones, Jacob.....DD130	Destroyer, 1st line..	98	Mahanna.....AG8	Survey ship.....	266
Jones, Paul.....DD230	do.....	98	Mahopac.....AT29	Fleet tug.....	242
Jones, William.....DD308	do.....	98	Maine.....ex-BB10	Old battleship.....	254
Jouett.....DD41	Destroyer, 2d line..	140	Mallard.....AM44	Mine sweeper.....	332
Jupiter (ex).....CV1	Aircraft carrier ex-collier.	68	Manley.....DD74	Destroyer, 1st line..	104
			Marblehead.....ex-PG27	Old cruiser.....	332
K-1 to K-8.....	Submarines, 2d line	168	Marblehead.....CL12	Light cr., 1st line.	54
Kalk.....DD170	Destroyer, 1st line..	104	Marcus.....DD321	Destroyer, 1st line..	104
Kalmia.....AT23	Fleet tug.....	242	Margaret (527).....	Yacht.....	333
Kanawha.....AO1	Oiler.....	224	Marija.....Y P413	Motor boat.....	324
Kane.....DD235	Destroyer, 1st line..	104	Mars.....AC6	Collier.....	216
Kansas.....BB21	Battleship, 2d line.	34	Mary M.....YFB3274	Launch.....	306
Kaweah.....	E. F. tanker.....	224	Maryland.....BB46	Battleship, 1st line.	24
Kearsarge, crane ship No. 1. ex-BB5	Old battleship.....	270	Maryland (ex).....CA8	Cruiser, 2d line.....	46
			Mason.....DD191	Destroyer, 1st line..	110
Kemah (415).....	Yacht.....	333	Massachusetts (ex) ex-BB2	Old battleship.....	332
Kennedy.....DD306	Destroyer, 1st line..	104	Massachusetts.....BB54	Battleship, 1st line.	24
Kennison.....DD138	do.....	104	Massasoit.....Y T15	District tug.....	319
Kentucky.....BB6	Battleship, 2d line.	34	Mattole.....	E. F. tanker.....	224
Keosauqua.....AT38	Fleet tug.....	242	Maumee.....AO2	Oiler.....	224
Kewadin.....AT24	do.....	242	Maury.....DM5	Light mine layer.....	146
Kidder.....DD319	Destroyer, 1st line..	104	Mayflower.....PY1	Yacht.....	194
Kilty.....DD137	do.....	104	Mayrant.....DD31	Destroyer, 2d line..	140
Kimberly.....DD80	do.....	104	McCall.....DD28	do.....	140
Kineo (ex).....AT39	Fleet tug.....	242	McCalla.....DD253	Destroyer, 1st line..	110
King.....DD242	Destroyer, 1st line..	104	McCawley.....DD276	do.....	110
Kingfisher.....AM25	Minesweeper.....	256	McCook.....DD252	do.....	110
Kite (ex).....YFB663	Ferry launch.....	306	McCormick.....DD223	do.....	110
Kittery.....AK2	Cargo ship.....	234	McDermut.....DD262	do.....	110
Koka.....AT31	Fleet tug.....	242	McDougal.....DD54	do.....	110
L-1.....	Submarine, 2d line.	168	McFarland.....DD237	do.....	110
L-2 to L-11.....	Submarines, 2d line.	174	McKean.....DD90	do.....	110
Lamberton.....DD119	Destroyer, 1st line..	104	McKee.....DD87	do.....	110
Lamson.....DD328	do.....	104	McLanahan.....DD264	do.....	110
Langlely.....CV1	Aircraft carrier, 2d line.	68	McMath (ex) (3303).....Y F112	Freight lighter.....	308
			Meade.....DD274	Destroyer, 1st line..	110
Landsale.....DM6	Light mine layer.....	146	Medusa.....AR1	Repair ship.....	208
Lapwing.....AM1	Minesweeper.....	254	Melville.....AD2	Destroyer tender.....	198
Laramie.....	E. F. tanker.....	224	Melvin.....DD335	Destroyer, 1st line..	110
Lardner.....DD286	Destroyer, 1st line..	104	Memphis (10).....	Old armored cruiser	332
Lark.....AM21	Minesweeper.....	254	Memphis.....CL13	Light cr., 1st line.	54
Laub.....DD263	Destroyer, 1st line..	104	Mendota (773).....Y T33	District tug.....	320
Launch No. 132.....	Ferry launch.....	306			
	YFB132				
Launch No. 1048.....	do.....	306			
	YFB1045				

Name.	Type.	Page.	Name.	Type.	Page.
Mercedes.....YT108	District tug.....	322	O-1 to O-16.....	Submarines, 1st line	152
Mercy.....A14	Hospital ship.....	240	O'Bannon.....DD177	Destroyer, 1st line	110
Meredith.....DD165	Destroyer, 1st line	110	O'Brien.....DD51	do.....	110
Mervine.....DD322	do.....	110	Ohio.....BB12	Battleship, 2d line	34
Meyer.....DD279	do.....	110	Oklahoma.....BB37	Battleship, 1st line	24
Miantonomoh (5)	Old monitor.....	332	Old Constellation.....	Old frigate.....	270
Michigan.....BB27	Battleship, 2d line	34	Old Constitution.....	do.....	270
Michigan (ex).....	Old gunboat.....	270	Olympia.....CL15	Light cr., 2d line	60
Milwaukee.....CL5	Light cr., 1st line	54	Omaha.....CL4	Light cr., 1st line	54
Minneapolis (ex).....CA17	Old cruiser.....	332	Ontario.....AT13	Fleet tug.....	248
Minnesota.....BB22	Battleship, 2d line	34	Onward (311).....	Steam yacht.....	333
Mississippi.....BB41	Battleship, 1st line	24	Ora (75).....	Motor boat.....	333
Missoula.....CA13	Cruiser, 2d line	46	Oregon.....ex-BB3	Old battleship	270
Missouri.....ex-BB11	Old battleship	332	Orion.....AM7	Mine sweeper	254
Modoc.....YT16	District tug.....	319	Orion.....AC11	Collier.....	216
Mohave.....AT15	Fleet tug.....	242	Ortolan.....AM45	Mine sweeper	254
Mohawk.....YT17	District tug.....	319	Osborne.....DD295	Destroyer, 1st line	116
Mohican.....	Old corvette.....	332	Osborne, Chase S. (1121)	Tug.....	333
Modoc (ex).....YM8	Dredge.....	305	Osceola.....ex-YT41		
Monadnock (ex).....BM3	Old monitor.....	270	Osmond Ingram.....AT47	Fleet tug.....	248
Monaghan.....DP32	Destroyer, 2d line	140		Destroyer, 1st line	98
Monarch (ex).....YF157	Freight lighter	315			
Monocacy.....PG20	Gunboat.....	188	Osprey.....AM29	Mine sweeper.....	254
Monocacy (ex).....AT55	Fleet tug.....	242	Otter.....YFB663	Ferryboat.....	306
Montana.....BB51	Battleship, 1st line	24	Overton.....DD239	Destroyer, 1st line	116
Montana (ex).....CA13	Cruiser, 2d line	46	Owl.....AM2	Mine sweeper.....	254
Montralm.....AT39	Fleet tug.....	242	Ozark.....ex-BM7	Old monitor.....	332
Monterey.....ex-BM6	Old monitor.....	332	Paducah.....AG7	Survey ship, ex-gun-boat	266
Montgomery.....DD121	Destroyer, 1st line	110			
Moody.....DD277	do.....	110	Palmer.....DD161	Destroyer, 1st line	116
Moosehead (ex).....	Ferryboat.....	306	Falos.....PG16	Gunboat.....	188
YFB2047			Fampanga.....PG39	do.....	188
Morris (ex).....	Old torpedo boat.....	325	Panama (101).....	Motor boat.....	333
Morris.....DD271	Destroyer, 1st line	110	Panther.....AD6	Destroyer tender	198
Mugford.....DD105	do.....	110	Parker.....DD48	Destroyer, 1st line	116
Mullany.....DD325	do.....	110	Parrott.....DD218	do.....	116
Murray.....DM2	Light mine layer	146	Parthenia (671).....	Yacht.....	333
N-1 to N-7.....	Submarines, 2d line	174	Partridge.....AM16	Mine sweeper.....	254
Nahant (1250).....	Tug.....	325	Passaic.....YT20	District tug.....	319
Nahma (ex).....YFB1	Motor boat.....	306	Fatapsoo.....AT10	Fleet tug.....	248
Nanshan.....AG3	Fleet tender.....	266	Fatchogue.....YFB1227	Ferry boat.....	306
Nantucket.....ex-PG23	Old gunboat.....	270	Fatoka.....AO9	Oil.....	234
Napa.....AT32	Fleet tug.....	242	Patoka.....AO9	Motor boat.....	234
Narkeeta.....AT13	District tug.....	318	Patrol No. 6 (54).....	do.....	333
Narragansett YFB1163	Ferry boat.....	306	Patrol No. 10 (85).....	do.....	333
Narragansett (2106).....	River steamer.....	333	Fatterson.....DD36	Destroyer, 2d line	140
Nashville.....ex-YG7	Old gunboat.....	332	Fatuxent.....AT11	Fleet tug.....	248
Nausett (2671).....YT35	District tug.....	320	Faulding.....DD22	Destroyer, 2d line	140
Nausnon (517).....	Yacht.....	333	Faulding, James K.....	Destroyer, 1st line	116
Navajo.....AT52	Fleet tug.....	248			
Navigator (2225).....YT39	District tug.....	320	Paul Hamilton DD307	do.....	98
Navy Yard.....YFB8	Ferry launch.....	306	Paul Jones.....DD230	do.....	98
Nebraska.....BB14	Battleship, 2d line	34	Fawnee.....YT21	District tug.....	319
Neches.....AO5	Oil.....	224	Fawnee (699).....	Motor boat.....	333
Neptune.....AC8	Collier.....	216	Fawtucket.....YT7	District tug.....	318
Nereus.....AC10	do.....	216	Feacock.....AM46	Mine sweeper.....	260
Nero.....AC17	Collier.....	216	Feary.....DD226	Destroyer, 1st line	116
Nevada.....BB36	Battleship, 1st line	24	Feos.....AO6	Oil.....	224
Nevada (ex).....ex-BM8	Old monitor.....	42	Fee Jee (ex) (3287).....	Freight lighter.....	308
New Hampshire.....BB25	Battleship, 2d line	34			
New Jersey.....BB16	do.....	34	Pelican.....YF113	Mine sweeper.....	260
New Mexico.....BB4	Battleship, 1st line	24	Penacook.....AM27	District tug.....	318
New Orleans.....CL22	Light cr., 2d line	60	Penguin.....YF6	Mine sweeper.....	260
Newport.....ex-PG12	Old gunboat.....	270	Pennsylvania.....B38	Battleship, 1st line	24
Newport News.....K3	Cargo ship.....	234	Pennsylvania (ex).....	Cruiser, 2d line.....	46
New York.....BB34	Battleship, 1st line	24			
New York (ex).....CA2	Cruiser, 2d line	46	Penobscot (982).....YT42	District tug.....	320
Niagara.....CA2	Yacht.....	194	Pensacola.....AK7	Cargo ship.....	234
Nicholas.....DD311	Destroyer, 1st line	110	Pentucket.....YT8	District tug.....	318
Nicholson.....DD52	do.....	110	Penwood (ex).....YT12	do.....	319
Nitro.....AE2	Ammunition ship.....	232	Peoria.....YT109	District tug.....	322
Noa.....DD343	Destroyer, 1st line	110	Percival.....DD298	Destroyer, 1st line	116
Nokomis.....PY6	Yacht.....	194	Perkins.....DD26	Destroyer, 2d line	140
Nonpareil (370).....ex-YT40	Tug.....	333	Ferry.....DD340	Destroyer, 1st line	116
			Petrel (2).....	Old gunboat.....	332
Nopatin (2195).....	Steamer.....	333	Philadelphia.....	Old cruiser.....	270
North Carolina (ex).....CA12	Cruiser, 2d line.....	46	Phillip.....DD76	Destroyer, 1st line	116
North Carolina.....BB52	Battleship, 1st line	24	Pierce, Geo. F. (648).....	Freight and pas-enger steamer	325
North Dakota.....BB29	do.....	24			
North Pole (ex) (2147).....YD45	Floating derrick.....	304	Pigeon.....AM47	Mine sweeper.....	260
Nottaway.....YT18	District tug.....	319	Pillsbury.....DD227	Destroyer, 1st line	116
Nyaak.....ex-YT19	Tug.....	332	Pinola.....AT33	Fleet tug.....	248
			Piscataqua.....AT49	do.....	248
			Pittsburgh.....CA4	Cruiser, 2d line.....	46
			Pocomoke (265).....YT43	District tug.....	320

Name.	Type.	Page.	Name.	Type.	Page.
Pompey.....AF5	Store ship.....	212	Salem.....CL3	Light cr., 2d line..	60
Pontiac (ex).....YT20	Fleet tug.....	319	Salinas.....	E. F. tanker.....	224
Pope.....DD225	Destroyer, 1st line.	116	Samar.....ex-PG41	Old gunboat.....	332
Porpoise.....YFB2047	Ferryboat.....	306	Samoa.....	do.....	332
Porter (ex) (3304).	Freight lighter.....	313	Samoset.....YT5	District tug.....	319
YF114			Samoset (2000).....	Freight and pas- senger steamer.	325
Porter.....DD59	Destroyer, 1st line..	116	Sampson.....DD63	Destroyer, 1st line.	122
Potomac.....AT50	Fleet tug.....	248	Sanda.....YP3	Motor boat.....	324
Powhatan (ex).YT12	District tug.....	319	Sanderling.....AM37	Mine sweeper.....	260
Prairie.....AD5	Destroyer tender.....	198	Sandpiper.....AM51	do.....	260
Preble.....DD345	Destroyer, 1st line..	116	Sands.....DD243	Destroyer, 1st line.	122
Preston.....DD327	do.....	116	San Francisco.....CM2	Mine layer, 2d line, ex-cruiser.	70
Preston, William B.	do.....	116	Santa Rita.....YFB681	Launch.....	307
DD344			Sapelo.....AO18	Oiler.....	224
Privateer.....YP179	Motor boat.....	324	Sara Thompson.....AO8	do.....	224
Prometheus.....AR3	Repair ship.....	201	Saratoga.....CC3	Battle cr., 1st line.	42
Proteus.....AC9	Collier.....	216	Saratoga (ex).....CA2	Cruiser, 2d line.....	46
Pruitt.....DD347	Destroyer, 1st line..	116	Satellite (1012).....	Motor boat.....	334
Pueblo.....CA7	Cruiser, 2d line.....	46	Satterlee.....DD190	Destroyer, 1st line.	122
Puritan.....	Old monitor.....	332	Saturm.....AG94	Fleet tender.....	266
Putnam.....DD287	Destroyer, 1st line..	116	Savannah.....AS8	Submarine tender.	202
Pyro.....AE1	Ammunition ship.....	224	Schenck.....DD159	Destroyer, 1st line.	122
Quail.....AM15	Mine sweeper.....	260	Schley.....DD103	do.....	122
Quincy.....AK10	Cargo ship.....	234	Schley (ex).....DM4	Light mine layer..	146
Quiros.....PG40	Gunboat.....	188	Scorpion.....ex-PY3	Old yacht.....	332
R-1 to R-20	Submarines, 1st line	152	Sciota.....AT30	Fleet tug.....	248
R-21 to R-27.....	do.....	158	Sea Gull.....AM30	Mine sweeper.....	260
Radford.....DD120	Destroyer, 1st line..	116	Sea Gull (ex).....YM7	Dredge.....	305
Rail.....AM26	Mine sweeper.....	260	Sea Rover.....AT57	Fleet tug.....	248
Rainbow.....AS7	Submarine tender.....	202	Seattle.....CA11	Cruiser, 2d line.....	46
Rainier.....	Auxiliary schooner.	334	Sebago.....YT23	District tug.....	319
Raleigh (8).....	Old cruiser.....	332	Selbridge.....DD320	Destroyer, 1st line.	122
Raleigh.....CL7	Light cr., 1st line..	54	Semmes.....DD189	do.....	122
Ramapo.....AO12	Oiler.....	224	Sepulga.....	E. F. tanker.....	224
Ramsay.....DD124	Destroyer, 1st line..	116	Shadow III (102).....	Motor boat.....	334
Ranger.....CC4	Battle cr., 1st line..	42	Shady Side.....YFB2079	Ferryboat.....	306
Ranger (ex).....ex-PG23	Old gunboat.....	270	Sharkey.....DD281	Destroyer, 1st line.	122
Rapidan.....	E. F. tanker.....	224	Shaw.....DD68	do.....	122
Rappahannock.....AF6	Store ship.....	212	Shawmut.....CM4	Mine layer, 2d line..	70
Rathburne.....DD113	Destroyer, 1st line..	116	Shenandoah.....YT36	District tug.....	320
Raven III (ex) (103).	Motor boat.....	334	Shirk (915).....	Motor boat.....	334
Redwing.....AM48	Mine sweeper.....	260	Shirk.....DD318	Destroyer, 1st line.	122
Reid.....DD292	Destroyer, 1st line..	116	Shubrick.....DD268	do.....	122
Reina Mercedes.....	Old cruiser.....	270	Sicard.....DD346	do.....	122
Relief.....ex-YP2	Motor boat.....	334	Sigourney.....DD81	do.....	122
Relief.....AH1	Hospital ship.....	240	Simpson.....DD221	do.....	122
Relief.....	Motor boat (P. H. S.)	333	Sinclair.....DD275	do.....	122
Relief (ex).....	Old hospital ship..	332	Sloat.....DD316	do.....	122
Reno.....DD303	Destroyer, 1st line..	116	Smith (17).....	Old destroyer.....	270
Renshaw.....DD176	do.....	116	Smith, Robert.DD324	Destroyer, 1st line.	122
Repose.....	Old hospital ship..	332	Smith Thompson.....	do.....	128
Reuben James.DD245	Destroyer, 1st line..	98	DD212		
Rhode Island.....BB17	Battleship, 2d line..	34	Snapper (2714).....	Motor boat.....	334
Richmond.....CL9	Light cr., 1st line..	54	Solace.....AH2	Hospital ship.....	240
Right Arm (ex).YT20	District tug.....	319	Somers.....DD301	Destroyer, 1st line.	122
Ringgold.....DD89	Destroyer, 1st line..	116	Somers (ex) (22).....	Old torpedo boat..	332
Rintintin (ex).YW30	Water barge.....	301	Sonoma.....AT12	Fleet tug.....	248
Ripple (ex).....YFB5	Ferryboat.....	306	Sotoyomo.....YT9	District tug.....	318
Rivera.....YFB685	Working launch.....	307	Southard.....DD207	Destroyer, 1st line.	122
Riverside.....	Barge.....	334	South Carolina..BB26	Battleship, 2d line.	34
Rizal.....DM14	Light mine layer.....	146	South Dakota.....BB49	Battleship, 1st line.	24
Robbins, Fred D. U.	Freight lighter.....	314	South Dakota (ex).	Cruiser, 2d line.....	46
(ex) (3647).YF118			CA9		
Robert Center.....	Sloop.....	325	Southery.....	Old collier.....	270
Robert L. Barnes.....	Oiler.....	224	S. P. 103, ex-Raven III.	Motor boat.....	334
AO14			S. P. 467, ex-Delaware.	District tug.....	322
Robert Smith.DD324	Destroyer, 1st line..	122	YT111		
Robin.....AM3	Mine sweeper.....	260	S. P. 681, ex-Breakwater	Tug.....	333
Robinson.....DD88	Destroyer, 1st line..	122	S. P. 699, ex-Pawnee	Motor boat.....	333
Rochester.....CA2	Cruiser, 2d line.....	46	S. P. Lee.....DD310	Destroyer, 1st line.	104
Rocket.....YT22	District tug.....	319	Sproston.....DM13	Light mine layer..	146
Rockport (ex).....	Old gunboat.....	270	Standish.....	Tug.....	332
ex-PG23			Stansbury.....DD180	Destroyer, 1st line.	122
Rodgers.....DD254	Destroyer, 1st line..	122	Sterett.....DD27	Destroyer, 2d line.	140
Rodgers (ex) (4).....	Old torpedo boat..	332	Stevens.....DD86	Destroyer, 1st line.	122
Roe.....DD24	Destroyer, 2d line..	140	Stewart.....DD224	do.....	122
Roper.....DD147	Destroyer, 1st line..	122	St. Louis.....CA18	Cruiser, 2d line.....	46
Ross, Sadie (736).....	Tug.....	334	Stockton.....DD73	Destroyer, 1st line.	128
Rowan.....DD64	Destroyer, 1st line..	122	Stoddert.....DD302	do.....	128
Rozal.....YFB682	Launch.....	307	Stribling.....DM1	Light mine layer..	146
Russ (1151).....	Motor boat.....	334	Stringham.....DD83	Destroyer, 1st line.	128
S-1 to S-30.....	Submarines, 1st line	158	Sturtevant.....DD240	do.....	128
S-31 to S-51.....	do.....	164	Submarine chasers.		
Saco (2725).....YT31	District tug.....	320	Sullivan, Lawrence M.	Ammunition lighter	308
Sacramento.....PG19	Gunboat.....	188	(ex) (1933).YE29		
Sadie Ross (736).....	Tug.....	334			
Sagamore.....AT20	Fleet tug.....	248			

Name.	Type.	Page.	Name.	Type.	Page.
Summer..... DD333	Destroyer, 1st line..	128	Victor No. 3 (ex) YD3	Floating derrick...	302
Sunnadin..... AT28	Fleet tug.....	248	Victorine (951).....	Ex-mine sweeper...	334
Supply.....	Old supply ship.....	332	Vidette..... YFB529	Ferry launch.....	307
Surprise (ex) (3740).....	Lighter.....	334	Vigilant..... YT25	District tug.....	319
Swallow..... AM4	Mine sweeper.....	260	Villalobos..... PG42	Gunboat.....	188
Swan..... AM34	do.....	260	Vireo..... AM52	Mine sweeper.....	260
Swansboro (ex) (2684).....	Fuel-oil barge.....	298	Virginia..... BB13	Battleship, 2d line..	34
YO19			Vixen..... PY4	Yacht.....	194
Swasey..... DD273	Destroyer, 1st line..	128	Vulcan..... AC5	Collier.....	216
Sylph..... PY5	Yacht.....	194	Wadsworth..... DD60	Destroyer, 1st line..	134
Sylvia.....	Old yacht.....	332	Wahneta..... YT1	District tug.....	319
T-1 to T-3.....	Fleet submarines, 1st line.....	178	Wainwright..... DD62	Destroyer, 1st line..	134
Tacoma..... CL20	Light cr., 2d line..	60	Walke..... DD34	Destroyer, 2d line..	140
Tadousac..... AT22	Fleet tug.....	248	Walker..... DD163	Destroyer, 1st line..	134
Talbot (ex)..... YFB3	Ferry boat, ex-tor- pedo boat.....	306	Walucia (ex)..... YP399	Yacht.....	324
			Wandank..... AT26	Fleet tug.....	248
Talbot..... DD114	Destroyer, 1st line..	128	Wanderer (132).....	Yacht.....	334
Talbot, J. Fred.....	do.....	128	Wando..... AT17	Fleet tug.....	248
DD156			Warbler..... AM53	Mine sweeper.....	260
Tallahassee..... ex-BM9	Old monitor.....	270	Ward..... DD139	Destroyer, 1st line..	134
Tanager..... AM5	Mine sweeper.....	260	Ward, Aaron..... DD132	do.....	134
Tarbell..... DD142	Destroyer, 1st line..	128	Warrington..... DD30	Destroyer, 2d line..	140
Tatnuck..... AT27	Fleet tug.....	248	Washington..... BB47	Battleship, 1st line..	24
Tattnall..... DD125	Destroyer, 1st line..	128	Washington (ex) CA11	Cruiser, 2d line.....	46
Taylor..... DD94	do.....	128	Wasmuth..... DD338	Destroyer, 1st line..	134
Teal..... AM23	Mine sweeper.....	260	Wasp.....	Old yacht.....	333
Tecumseh..... YT24	District tug.....	319	Waters..... DD115	Destroyer, 1st line..	134
Tennessee..... BB43	Battleship, 1st line..	24	Wave..... YFB10	Ferryboat.....	307
Tennessee (ex) (10).....	Old armored cruiser	332	Weehawken (ex) (882).....	Ammunition lighter	308
Tern..... AM31	Mine sweeper.....	260	YE28		
Terror (4).....	Old monitor.....	333	Weepose (450).....	Motor boat.....	333
Terry..... DD25	Destroyer, 2d line..	140	Welborn C. Wood.....	Destroyer, 1st line..	134
Texas..... BB35	Battleship, 1st line..	24	DD195		
Thatcher..... DD162	Destroyer, 1st line..	128	Welles..... DD257	do.....	134
Thetis (391).....	Motor boat.....	334	West Virginia..... BB48	Battleship, 1st line..	24
Thomas..... DD182	Destroyer, 1st line..	128	West Virginia (ex) CA5	Cruiser, 2d line.....	46
Thompson..... DD305	do.....	128	Wheeling..... ex-PG14	Old gunboat.....	270
Thompson, Sara..... AO8	Oiler.....	224	Whipple..... DD217	Destroyer, 1st line..	134
Thompson, Smith.....	Destroyer, 1st line..	128	Whippoorwill..... AM35	Mine sweeper.....	260
DD212			Whitney..... AD4	Destroyer tender.....	198
Thornton..... DD270	do.....	128	Wicks..... DD75	Destroyer, 1st line..	134
Thornton (ex) (33).....	Old torpedo boat.....	332	Wicomco..... YT26	District tug.....	319
Thrush..... AM18	Mine sweeper.....	260	Widgeon..... AM22	Mine sweeper.....	260
Tillamook..... AT16	Fleet tug.....	248	Wild Goose (562).....	Motor boat.....	334
Tillman..... DD135	Destroyer, 1st line..	128	Wilkes..... DD66	Destroyer, 1st line..	134
Tingey..... DD272	do.....	128	Willet..... AM54	Mine sweeper.....	260
Tippecanoe.....	E. F. tanker.....	224	William B. Preston.....	Destroyer, 1st line..	116
Tonopah..... ex-BM8	Old monitor.....	333	DD344		
Topeka..... ex-PG35	Old gunboat.....	270	William Jones..... DD308	do.....	98
Toucey..... DD282	Destroyer, 1st line..	128	Williams..... DD108	do.....	134
Tracy..... DD214	do.....	128	Williamson..... DD244	do.....	134
Traffic.....	Freight steamer.....	325	Wilmette.....	Old gunboat.....	270
Transfer.....	do.....	325	Wilmington..... PG8	Gunboat.....	188
Trenton..... CL11	Light cr., 1st line..	54	Winchester (156).....	Yacht.....	334
Trever..... DD339	Destroyer, 1st line..	128	Winslow..... DD53	Destroyer, 1st line..	134
Trinity..... AO13	Oiler.....	224	Winthrop (ex)..... AT47	Fleet tug.....	248
Trippe..... DD33	Destroyer, 2d line..	140	Winthrop (3297).....	Tug.....	334
Triton..... YT10	District tug.....	319	Wisconsin..... ex-BB9	Old battleship.....	333
Truxtun..... DD229	Destroyer, 1st line..	128	Wolverine.....	Old gunboat.....	270
Tucker..... DD57	do.....	128	Wompatuck..... YT27	District tug.....	319
Tulsa..... PG27	Gunboat.....	188	Wood..... DD317	Destroyer, 1st line..	134
Turkey..... AM13	Mine sweeper.....	260	Wood, Welborn C.....	do.....	134
Turner..... DD259	Destroyer, 1st line..	128	DD195		
Twiggs..... DD127	do.....	128	Woodbury..... DD309	do.....	134
Umpqua..... AT25	Fleet tug.....	248	Woodcock..... AM14	Mine sweeper.....	260
Unadilla..... YF4	District tug.....	318	Wooley, James..... YT45	District tug.....	320
Uncas..... YT10	do.....	322	Woolsey..... ex-DD77	Destroyer.....	333
Undaunted..... AT58	Fleet tug.....	248	Worden..... DD288	Destroyer, 1st line..	134
Underwriter (ex) (1390).....	District tug.....	320	Wright..... AZ1	Aircraft tender.....	206
YT44			Wyoming..... BB32	Battleship, 1st line..	24
United States..... CC6	Battle cr., 1st line..	42	Wyoming (ex).....	Old monitor.....	42
Upshur..... DD144	Destroyer, 1st line..	134	ex-BM10		
Upshur, Abel P. DD193	do.....	134	Yaona (617).....	Yacht.....	333
Ufar..... BB31	Battleship, 1st line..	24	Yankton.....	Old yacht.....	333
Utowana (ex) (951).....	Ex-mine sweeper.....	334	Yantic.....	Old gunboat.....	270
V-1 to V-9.....	Fleet submarines, 1st line.....	178	Yarborough..... DD314	Destroyer, 1st line..	134
Vega (734).....	Yacht.....	334	Yarnall..... DD143	do.....	134
Veragua..... YP519	do.....	324	Yenrut IV (3040).....	Barge.....	334
Vermont..... BB20	Battleship, 2d line..	34	Yorktown (1).....	Old gunboat.....	333
Vestal..... AR4	Repair ship.....	208	Young..... DD312	Destroyer, 1st line..	134
Vesuvius.....	Old dynamite gun vessel.....	270	Yuma (3104) ex-YT37	Tug.....	334
Vicksburg..... ex-PG11	Old gunboat.....	270	Zane..... DD337	Destroyer, 1st line..	134
			Zeilin..... DD313	do.....	134
			Zumbrota..... YP93	Motor boat.....	324

SHIP INDEX.

[Battleships, destroyers, tugs, and mine sweepers in original numerical order, as indicated, the destroyers being listed also alphabetically for convenient reference. Destroyers whose names appear in italics are now classed as light mine layers.]

Battleships:	Mine sweepers—Con.	Tugs—Continued.	Destroyers—Contd.
(1) Indiana (old).	(16) Partridge.	(31) Koka.	(61) Jacob Jones.
(2) Massachusetts (old).	(17) Eider.	(32) Napa.	(62) Wainwright.
(3) Oregon.	(18) Thrush.	(33) Pinola.	(63) Sampson.
(4) Iowa (old).	(19) Avocet.	(34) Algorma.	(64) Rowan.
(5) Kearsarge.	(20) Bobolink.	(35) Carrabasset.	(65) Davis.
(6) Kentucky.	(21) Lark.	(36) Contocook.	(66) Allen.
(7) Illinois.	(22) Widgeon.	(37) Iuka.	(67) Wilkes.
(8) Alabama.	(23) Teal.	(38) Keosauqua.	(68) Shaw.
(9) Wisconsin.	(24) Brant.	(39) Montcalm.	(69) Caldwell.
(10) Maine.	(25) Kingfisher.	(40) to (45) (canceled).	(70) Craven.
(11) Missouri.	(26) Rail.	Destroyers:	(71) Gwin.
(12) Ohio.	(27) Pelican.	(1) Bainbridge.	(72) Conner.
(13) Virginia.	(28) Falcon.	(2) Barry.	(73) Stockton.
(14) Nebraska.	(29) Osprey.	(3) Chauncey.	(74) Manley.
(15) Georgia.	(30) Seagull.	(4) Dale.	(75) Wilkes.
(16) New Jersey.	(31) Tern.	(5) Decatur.	(76) Philip.
(17) Rhode Island.	(32) Flamingo.	(6) Hopkins.	(77) Woolsey.
(18) Connecticut.	(33) Penguin.	(7) Hull.	(78) Evans.
(19) Louisiana.	(34) Swan.	(8) Lawrence.	(79) Little.
(20) Vermont.	(35) Whippoorwill.	(9) Macdonough.	(80) Kimberly.
(21) Kansas.	(36) Bittern.	(10) Paul Jones.	(81) Sigourney.
(22) Minnesota.	(37) Sanderling.	(11) Perry.	(82) Gregory.
(23) Mississippi (old).	(38) Auk.	(12) Preble.	(83) Stringham.
(24) Idaho (old).	(39) Chewink.	(13) Stewart.	(84) Dyer.
(25) New Hampshire.	(40) Cormorant.	(14) Truxtun.	(85) Colhoun.
(26) South Carolina.	(41) Gannet.	(15) Whipple.	(86) Stevens.
(27) Michigan.	(42) Goshawk (canceled).	(16) Worden.	(87) McKee.
(28) Delaware.	(43) Grebe.	(17) Smith.	(88) Robinson.
(29) North Dakota.	(44) Mallard.	(18) Lamson.	(89) Ringgold.
(30) Florida.	(45) Ortolan.	(19) Preston.	(90) McKean.
(31) Utah.	(46) Peacock.	(20) Flusser.	(91) Harding.
(32) Wyoming.	(47) Pigeon.	(21) Reid.	(92) Gridley.
(33) Arkansas.	(48) Redwing.	(22) Paulding.	(93) Fairfax.
(34) New York.	(49) Raven (canceled).	(23) Drayton.	(94) Taylor.
(35) Texas.	(50) Shrike (canceled).	(24) Roe.	(95) Bell.
(36) Nevada.	(51) Sandpiper.	(25) Terry.	(96) Stribling.
(37) Oklahoma.	(52) Vireo.	(26) Perkins.	(97) Murray.
(38) Pennsylvania.	(53) Warbler.	(27) Sterett.	(98) Israel.
(39) Arizona.	(54) Willet.	(28) McCall.	(99) Luce.
(40) New Mexico.	Tugs:	(29) Burrows.	(100) Maury.
(41) Mississippi.	(1) Wahneta.	(30) Warrington.	(101) Lansdale.
(42) Idaho.	(2) Iwana.	(31) Mayrant.	(102) Mahan.
(43) Tennessee.	(3) Narkeeta.	(32) Monaghan.	(103) Schley.
(44) California.	(4) Unadilla.	(33) Trippe.	(104) Champlin.
(45) Colorado.	(5) Samoset.	(34) Walke.	(105) Mugford.
(46) Maryland.	(6) Peacock.	(35) Ammen.	(106) Chew.
(47) Washington.	(7) Pawtucket.	(36) Patterson.	(107) Hazelwood.
(48) West Virginia.	(8) Pentucket.	(37) Fanning.	(108) Williams.
(49) South Dakota.	(9) Sotoyomo.	(38) Jarvis.	(109) Crane.
(50) Indiana.	(10) Patapsco.	(39) Henley.	(110) Hart.
(51) Montana.	(11) Patuxent.	(40) Beale.	(111) Ingraham.
(52) North Carolina.	(12) Sonoma.	(41) Jouett.	(112) Ludlow.
(53) Iowa.	(13) Ontario.	(42) Jenkins.	(113) Rathburne.
(54) Massachusetts.	(14) Arapahoe.	(43) Cassin.	(114) Talbot.
Mine sweepers:	(15) Mohave.	(44) Cummings.	(115) Waters.
(1) Lapwing.	(16) Tillamook.	(45) Downes.	(116) Dent.
(2) Owl.	(17) Wando.	(46) Duncan.	(117) Dorsey.
(3) Robin.	(18) Chemung.	(47) Aylwin.	(118) Lea.
(4) Swallow.	(19) Allegheny.	(48) Parker.	(119) Lamberton.
(5) Tanager.	(20) Sagamore.	(49) Benham.	(120) Radford.
(6) Cardinal.	(21) Bagaduce.	(50) Balch.	(121) Montgomery.
(7) Oriole.	(22) Tadousac.	(51) O'Brien.	(122) Breece.
(8) Curlew.	(23) Kalmia.	(52) Nicholson.	(123) Gamble.
(9) Finch.	(24) Kewaydin.	(53) Winslow.	(124) Ramsay.
(10) Heron.	(25) Umpqua.	(54) McDougal.	(125) Tattall.
(11) Condor (canceled).	(26) Wandank.	(55) Cushing.	(126) Badger.
(12) Plover (canceled).	(27) Tatnuck.	(56) Ericsson.	(127) Twiggs.
(13) Turkey.	(28) Sunnadin.	(57) Tucker.	(128) Babbitt.
(14) Woodcock.	(29) Mahopac.	(58) Conyngham.	(129) De Long.
(15) Quail.	(30) Sciota.	(59) Forter.	(130) Jacob Jones.
		(60) Wadsworth.	(131) Buchanan.

Destroyers—Contd.
 (132) Aaron Ward.
 (133) Hale.
 (134) Crowninshield.
 (135) Tl iman.
 (136) Boggs.
 (137) Kilty.
 (138) Kennison.
 (139) Ward.
 (140) Claxton.
 (141) Hamilton.
 (142) Tarbell.
 (143) Yarnall.
 (144) Upshur.
 (145) Greer.
 (146) Elliot.
 (147) Roper.
 (148) Breckinridge.
 (149) Barney.
 (150) Blakeley.
 (151) Biddle.
 (152) Du Pont.
 (153) Bernadou.
 (154) Ellis.
 (155) Cole.
 (156) J. Fred Talbott.
 (157) Dickerson.
 (158) Leary.
 (159) Schenck.
 (160) Herbert.
 (161) Palmer.
 (162) Thatcher.
 (163) Walker.
 (164) Crosby.
 (165) Meredith.
 (166) Bush.
 (167) Cowell.
 (168) Maddox.
 (169) Foote.
 (170) Kalk.
 (171) Burns.
 (172) Anthony.
 (173) Sproston.
 (174) Rizal.
 (175) Mackenzie.
 (176) Ranshaw.
 (177) O'Bannon.
 (178) Hogan.
 (179) Howard.
 (180) Stansbury.
 (181) Hopewell.
 (182) Thomas.
 (183) Haraden.
 (184) Abbot.
 (185) Bagley.
 (186) Clemson.
 (187) Dahlgren.
 (188) Goldsborough.
 (189) Semmes.
 (190) Saterlee.
 (191) Mason.
 (192) Graham.
 (193) Abel P. Upshur.
 (194) Hunt.
 (195) Welborn C. Wood.
 (196) George E. Badger.
 (197) Branch.
 (198) Herndon.
 (199) Dallas.
 (200)
 (201)
 (202)
 (203) Canceled.
 (204)
 (205)
 (206) Chandler.
 (207) Southard.
 (208) Hovey.
 (209) Long.
 (210) Broome.
 (211) Alden.
 (212) Smith Thomp-son.
 (213) Barker.
 (214) Tracey.
 (215) Borie.

Destroyers—Contd.
 (216) John D. Ed-wards.
 (217) Whipple.
 (218) Parrott.
 (219) Edsall.
 (220) MacLeish.
 (221) Simpson.
 (222) Bulmer.
 (223) McCormick.
 (224) Stewart.
 (225) Pope.
 (226) Perry.
 (227) Pillsbury.
 (228) Ford.
 (229) Truxtun.
 (230) Paul Jones.
 (231) Hatfield.
 (232) Brooks.
 (233) Gilmer.
 (234) Fox.
 (235) Kane.
 (236) Humphreys.
 (237) McFarland.
 (238) James K. Paul-ding.
 (239) Overton.
 (240) Sturtevant.
 (241) Childs.
 (242) King.
 (243) Sands.
 (244) Williamson.
 (245) Reuben James.
 (246) Bainbridge.
 (247) Goff.
 (248) Barry.
 (249) Hopkins.
 (250) Lawrence.
 (251) Belknap.
 (252) McCook.
 (253) McCalla.
 (254) Rodgers.
 (255) Osmond Ingram.
 (256) Bancroft.
 (257) Welles.
 (258) Aulick.
 (259) Turner.
 (260) Gillis.
 (261) Delphy.
 (262) McDermut.
 (263) Laub.
 (264) McLanahan.
 (265) Edwards.
 (266) Greene.
 (267) Ballard.
 (268) Shubrick.
 (269) Bailey.
 (270) Thornton.
 (271) Morris.
 (272) Tingey.
 (273) Swasey.
 (274) Meade.
 (275) Sinclair.
 (276) McCawley.
 (277) Moody.
 (278) Henshaw.
 (279) Meyer.
 (280) Doyen.
 (281) Sharkey.
 (282) Toucey.
 (283) Breck.
 (284) Isherwood.
 (285) Case.
 (286) Lardner.
 (287) Putnam.
 (288) Worden.
 (289) Flusser.
 (290) Dale.
 (291) Converse.
 (292) Reid.
 (293) Billingsley.
 (294) Charles Aus-burne.
 (295) Osborne.
 (296) Chauncey.
 (297) Fuller.
 (298) Percival.

Destroyers—Contd.
 (299) John Francis Burnes.
 (300) Farragut.
 (301) Somers.
 (302) Stoddert.
 (303) Reno.
 (304) Farquhar.
 (305) Thompson.
 (306) Kennedy.
 (307) Paul Hamilton.
 (308) William Jones.
 (309) Woodbury.
 (310) S. P. Lee.
 (311) Nicholas.
 (312) Young.
 (313) Zeilin.
 (314) Yarborough.
 (315) LaVallette.
 (316) Sloat.
 (317) Wood.
 (318) Shirk.
 (319) Kiddier.
 (320) Selfridge.
 (321) Marcus.
 (322) Mervine.
 (323) Chase.
 (324) Robert Smith.
 (325) Mullany.
 (326) Coghlan.
 (327) Preston.
 (328) Lamson.
 (329) Bruce.
 (330) Hull.
 (331) MacDonough.
 (332) Farenholt.
 (333) Sumner.
 (334) Corry.
 (335) Melvin.
 (336) Litchfield.
 (337) Zane.
 (338) Wasmuth.
 (339) Trever.
 (340) Perry.
 (341) Decatur.
 (342) Hulbert.
 (343) Noa.
 (344) William B. Pres-ton.
 (345) Preble.
 (346) Sicard.
 (347) Pruitt.
 (348)
 (349)
 (350)
 (351)
 (352)
 (353)
 (354)
 (355)
 (356)
 (357)
 (358)
 (359)
 Destroyers (alphabeti-cally):
 (184) Abbot.
 (211) Alden.
 (66) Allen.
 (72) Anthony.
 (253) Aulick.
 (294) Ausburn, Charles.
 (47) Aylwin.
 (128) Babbitt.
 (126) Badger.
 (196) Badger, George F.
 (185) Bagley.
 (209) Bailey.
 (246) Bainbridge.
 (1) Bainbridge (old)
 (50) Balch.
 (267) Ballard.
 (256) Bancroft.
 (213) Barker.
 (149) Barney.
 (248) Barry.
 (2) Barry (old).
 (251) Belknap.

Destroyers (alphabeti-cally)—Continued.
 (95) Bell.
 (49) Benham.
 (153) Bernadou.
 (151) Biddle.
 (293) Billingsley.
 (150) Blakeley.
 (136) Boggs.
 (215) Borie.
 (197) Branch.
 (263) Breck.
 (148) Breckinridge.
 (122) Breece.
 (232) Brooks.
 (210) Broome.
 (329) Bruce.
 (131) Buchanan.
 (222) Bulmer.
 (299) Burnes, John Francis.
 (171) Burns.
 (166) Bush.
 (69) Caldwell.
 (285) Case.
 (43) Cassin.
 (104) Champlin.
 (206) Chandler.
 (323) Chase.
 (296) Chauncey.
 (3) Chauncey (old).
 (106) Chew.
 (241) Childs.
 (140) Claxton.
 (186) Clemson.
 (326) Coghlan.
 (155) Cole.
 (85) Colhoun.
 (72) Conner.
 (291) Converse.
 (58) Conyngham.
 (334) Corry.
 (167) Cowell.
 (109) Crane.
 (70) Craven.
 (164) Crosby.
 (134) Crowninshield.
 (44) Cummings.
 (55) Cushing.
 (187) Dahlgren.
 (290) Dale.
 (4) Dale (old).
 (199) Dallas.
 (65) Davis.
 (341) Decatur.
 (5) Decatur (old).
 (129) De Long.
 (261) Delphy.
 (116) Dent.
 (157) Dickerson.
 (117) Dorsey.
 (45) Downes.
 (280) Doyen.
 (46) Duncan.
 (152) Du Pont.
 (84) Dyer.
 (219) Edsall.
 (265) Edwards.
 (216) Edwards, John D.
 (146) Elliot.
 (154) Ellis.
 (56) Ericsson.
 (78) Evans.
 (93) Fairfax.
 (332) Farenholt.
 (304) Farragut.
 (300) Flusser.
 (289) Flusser.
 (169) Foote.
 (228) Ford.
 (234) Fox.
 (267) Fuller.
 (123) Gamble.
 (260) Gillis.
 (233) Gilmer.
 (247) Goff.
 (188) Goldsborough.
 (192) Graham.

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|--|--|--|--|
| Destroyers (alphabetically)—Continued. | Destroyers (alphabetically)—Continued. | Destroyers (alphabetically)—Continued. | Destroyers (alphabetically)—Continued. |
| (286) Greene. | (158) Leary. | (340) Perry. | (240) Sturtevant. |
| (145) Groer. | (310) Lee, S. P. | (11) Perry (old). | (333) Sumner. |
| (82) Gregory. | (336) Litchfield. | (76) Philip. | (273) Swasey. |
| (92) Gridley. | (79) Little. | (227) Pillsbury. | (114) Talbot. |
| (71) Gwin. | (209) Long. | (225) Pope. | (156) Tablott, J. Fred |
| (133) Hale. | (99) Luce. | (59) Porter. | (142) Tarbell. |
| (141) Hamilton. | (112) Ludlow. | (345) Preble. | (125) Tattnell. |
| (307) Hamilton, Paul. | (331) Macdonough. | (12) Preble (old). | (94) Taylor. |
| (183) Haraden. | (9) Macdonough
(old). | (327) Preston. | (162) Thatcher. |
| (91) Harding. | (175) MacKenzie. | (344) Preston, William
B. | (182) Thomas. |
| (110) Hart. | (220) MacLeish. | (347) Pruitt. | (305) Thompson. |
| (231) Hatfield. | (168) Maddox. | (287) Putnam. | (212) Thompson |
| (107) Hazelwood. | (103) Maher. | (120) Radford. | (270) Thornton. |
| (278) Henshaw. | (74) Manley. | (124) Ramsay. | (135) Tillman. |
| (160) Herbert. | (321) Marcus. | (113) Rathburne. | (272) Tingey. |
| (198) Herndon. | (191) Mason. | (292) Reid. | (282) Toucey. |
| (178) Hogan. | (100) Mawry. | (303) Reno. | (214) Tracy. |
| (181) Hopewell. | (253) McCalla. | (176) Renshaw. | (339) Trever. |
| (249) Hopkins. | (276) McCawley. | (89) Ringgold. | (229) Truxtun. |
| (6) Hopkins (old). | (252) McCook. | (174) Rial. | (14) Truxtun (old). |
| (208) Hovey. | (223) McCormick. | (88) Robinson. | (57) Tucker. |
| (179) Howard. | (282) McDermutt. | (85) Rodgers. | (259) Turner. |
| (342) Hulbert. | (54) McDougal. | (147) Roper. | (127) Twiggs. |
| (330) Hull. | (237) McFarland. | (64) Rowan. | (144) Upshur. |
| (7) Hull (old). | (90) McKean. | (63) Sampson. | (193) Upshur, Abel P. |
| (236) Humphreys. | (274) Meade. | (243) Sands. | (60) Wadsworth. |
| (194) Hunt. | (335) Melvin. | (190) Satterlee. | (62) Wainwright. |
| (111) Ingraham. | (185) Meredith. | (159) Schenck. | (163) Walker. |
| (255) Ingram, Osmond. | (322) Mervine. | (103) Schley. | (139) Ward. |
| (284) Isherwood. | (279) Meyer. | (320) Selfridge. | (132) Ward, Aaron. |
| (98) Israel. | (121) Montgomery. | (189) Semmes. | (338) Wasmuth. |
| (245) James, Reuben. | (277) Moody. | (281) Sharkey. | (115) Waters. |
| (130) Jones, Jacob. | (271) Morris. | (68) Shaw. | (257) Welles. |
| (230) Jones, Paul. | (105) Mugford. | (318) Shirk. | (217) Whipple. |
| (10) Jones, Paul (old). | (325) Mullany. | (288) Shubrick. | (15) Whipple (old). |
| (308) Jones, William. | (97) Murray. | (346) Sicard. | (75) Wickes. |
| (170) Kalk. | (311) Nicholas. | (81) Sigourney. | (67) Wilkes. |
| (235) Kane. | (52) Nicholson. | (221) Simpson. | (108) Williams. |
| (306) Kennedy. | (343) Noa. | (275) Sinclair. | (244) Williamson. |
| (138) Kennison. | (177) O'Bannon. | (316) Sloat. | (53) Winslow. |
| (319) Kidder. | (51) O'Brien. | (324) Smith, Robert. | (317) Wood. |
| (137) Kilty. | (295) Osborne. | (301) Somers. | (195) Wood, Welborn
C. |
| (80) Kimberly. | (239) Overton. | (207) Southard. | (309) Woodbury. |
| (242) King. | (61) Palmer. | (173) Sproston. | (77) Woolsey. |
| (119) Lamberton. | (48) Parker. | (180) Stansbury. | (288) Worden. |
| (328) Lamson. | (218) Parrott. | (86) Stevens. | (16) Worden (old). |
| (107) Lansdale. | (238) Paulding, James
K. | (224) Stewart. | (314) Yarborough. |
| (286) Lardner. | (226) Peary. | (13) Stewart (old). | (143) Yarnall. |
| (263) Laub. | (298) Percival. | (73) Stockton. | (312) Young. |
| (315) La Vallette. | | (302) Stoddert. | (337) Zane. |
| (250) Lawrence. | | (96) Stribling. | (313) Zeilin. |
| (8) Lawrence (old). | | (83) Stringham. | |
| (118) Lea. | | | |

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