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U.S. NAVY DEPARTMENT

SHIPS' DATA  
U. S. NAVAL VESSELS

JULY 1, 1922



WASHINGTON  
GOVERNMENT PRINTING OFFICE  
1922

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1922

The SHIPS' DATA BOOK for 1922 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.*

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## 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.

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

## 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."

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 <sup>1</sup> .....	.....	.....	27+
Aircraft carrier, second line <sup>1</sup> .....	.....	.....	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 <sup>2</sup> .....	.....	.....	.....
Eagle.....	4'-3''	500-100	14+
Submarine chaser.....	3''	100—	14—
Gunboat.....	6'-3''	3,000-500	.....

<sup>1</sup> Equipped with flying-off deck.

<sup>2</sup> Equipped to lay anchored mines.

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.

## 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, 1922, 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 following tabulated data sections, as indexed, and which are alphabetically arranged. On page 365 will be found historical data containing a list of all vessels built for the United States Navy and which have been acquired for naval use since 1833, 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, 1922.	Home yard, July 1, 1922.
<b>BATTLESHIPS—FIRST LINE (BB).</b>		
DELAWARE..... BB28	Atlantic Fleet	Boston.
NORTH DAKOTA..... BB29	do	Do.
FLORIDA..... BB30	do	Do.
UTAH..... BB31	European waters	Do.
WYOMING..... BB32	Atlantic Fleet	New York.
ARKANSAS..... BB33	do	Do.
NEW YORK..... BB34	Pacific Fleet	Puget Sound.
TEXAS..... BB35	do	Do.
NEVADA..... BB36	do	Do.
OKLAHOMA..... BB37	do	Do.
PENNSYLVANIA..... BB38	do	Do.
ARIZONA..... BB39	do	Do.
NEW MEXICO..... BB40	do	Do.
MISSISSIPPI..... BB41	do	Do.
IDAHO..... BB42	do	Do.
TENNESSEE..... BB43	do	Do.
CALIFORNIA..... BB44	do	Do.
COLORADO..... BB45	do	
MARYLAND..... BB46	Atlantic Fleet	
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	
<b>BATTLESHIPS—SECOND LINE (OBB).</b>		
OHIO..... BB12	Out of commission (on sale)	Philadelphia.
VIRGINIA..... BB13	do	Mare Island.
NEBRASKA..... BB14	do	Do.
GEORGIA..... BB15	do	Do.
NEW JERSEY..... BB16	do	Do.
RHODE ISLAND..... BB17	do	Do.
CONNECTICUT..... BB18	Pacific Fleet	Do.
LOUISIANA..... BB19	Out of commission	Philadelphia.
VERMONT..... BB20	do	Mare Island.
KANSAS..... BB21	do	Philadelphia.
MINNESOTA..... BB22	do	Do.
NEW HAMPSHIRE..... BB25	do	Do.
SOUTH CAROLINA..... BB26	do	Do.
MICHIGAN..... BB27	do	Do.
<b>MONITORS—FIRST LINE (BM).</b>		
(None.)		
<b>MONITORS—SECOND LINE (OBM).</b>		
(None.)		
<b>BATTLE CRUISERS—FIRST LINE (CC).</b>		
LEXINGTON..... CC1	Building	
CONSTELLATION..... CC2	do	
SARATOGA..... CV3	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, 1922.	Home yard, July 1, 1922.
<b>BATTLE CRUISERS—SECOND LINE (OCC).</b>		
(None.)		
<b>CRUISERS—FIRST LINE (CA).</b>		
(None.)		
<b>CRUISERS—SECOND LINE (OCA).</b>		
ROCHESTER.....CA2	Atlantic Fleet.....	New York.
PITTSBURGH.....CA4	To be assigned (out of commission).....	Portsmouth.
HUNTINGTON.....CA5	Out of commission.....	Do.
PUEBLO.....CA7	R. S., navy yard New York.....	Puget Sound.
FREDERICK.....CA8	Out of commission.....	Do.
HURON.....CA9	Asiatic Fleet.....	Do.
SEATTLE.....CA11	Out of commission.....	Do.
CHARLOTTE.....CA12	.....do.....	Do.
MISSOULA.....CA13	.....do.....	Do.
ST. LOUIS.....CA18	.....do.....	Philadelphia.
CHARLESTON.....CA19	Pacific Fleet.....	Puget Sound.
<b>LIGHT CRUISERS—FIRST LINE (CL).</b>		
OMAHA.....CL4	Building.....	
MILWAUKEE.....CL5	.....do.....	
CINCINNATI.....CL6	.....do.....	
RALEIGH.....CL7	.....do.....	
DETROIT.....CL8	.....do.....	
RICHMOND.....CL9	.....do.....	
CONCORD.....CL10	.....do.....	
TRENTON.....CL11	.....do.....	
MARBLEHEAD.....CL12	.....do.....	
MEMPHIS.....CL13	.....do.....	
<b>LIGHT CRUISERS—SECOND LINE (OCL).</b>		
CHESTER.....CL1	Out of commission.....	Boston.
BIRMINGHAM.....CL2	Special Service Squadron.....	Do.
SALEM.....CL3	Out of commission.....	Mare Island.
OLYMPIA.....CL15	To be placed out of commission.....	Philadelphia.
DENVER.....CL16	Special Service Squadron.....	Boston.
DES MOINES.....CL17	Out of commission.....	Portsmouth.
CHATTANOOGA.....CL18	.....do.....	Boston.
GALVESTON.....CL19	Special Service Squadron.....	Do.
TACOMA.....CL20	.....do.....	Do.
CLEVELAND.....CL21	.....do.....	Do.
NEW ORLEANS.....CL22	Asiatic Fleet (to be placed out).....	Cavite.
ALBANY.....CL23	.....do.....	Do.
<b>AIRCRAFT CARRIERS—FIRST LINE (CV).</b>		
<b>AIRCRAFT CARRIERS—SECOND LINE (OCV).</b>		
LANGLEY.....CV1	Unassigned.....	Norfolk.
<b>MINELAYERS—FIRST LINE (CM).</b>		
(None.)		
<b>MINELAYERS—SECOND LINE (OCM).</b>		
BALTIMORE.....CM1	Pacific Fleet (ordered out).....	Pearl Harbor.
SAN FRANCISCO.....CM2	Atlantic Fleet (out of commission).....	Portsmouth.
AROOSTOOK.....CM3	Pacific Fleet.....	Mare Island.
SHAWMUT.....CM4	Atlantic Fleet (Mine Force).....	Philadelphia.
<b>DESTROYERS—FIRST LINE (DD).</b>		
CASSIN.....DD43	Out of commission.....	Norfolk.
CUMMINGS.....DD44	.....do.....	Charleston
DOWNES.....DD45	.....do.....	Norfolk.
DUNCAN.....DD46	.....do.....	Do.
AYLWIN.....DD47	.....do.....	Do.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Homeyard, July 1, 1922.
DESTROYERS—FIRST LINE (DD)— Continued.		
PARKER..... DD48	Out of commission.....	Norfolk.
BENHAM..... DD49	do.....	Do.
BALCH..... DD50	do.....	Do.
O'BRIEN..... DD51	do.....	Charleston.
NICHOLSON..... DD52	do.....	Do.
WINSLOW..... DD53	do.....	Do.
MCDUGAL..... DD54	do.....	Do.
CUSHING..... DD55	do.....	Do.
ERICSSON..... DD56	do.....	Do.
TUCKER..... DD57	do.....	Do.
CONYNGHAM..... DD58	do.....	Do.
PORTER..... DD59	do.....	Do.
WADSWORTH..... DD60	do.....	Do.
WAINWRIGHT..... DD62	do.....	Do.
SAMPSON..... DD63	do.....	New York.
ROWAN..... DD64	do.....	Do.
DAVIS..... DD65	do.....	Do.
ALLEN..... DD66	do.....	Do.
WILKES..... DD67	do.....	Boston.
SHAW..... DD68	do.....	New York
CALDWELL..... DD69	do.....	Norfolk.
CRAVEN..... DD70	do.....	Do.
GWIN..... DD71	do.....	Do.
CONNER..... DD72	do.....	Do.
STOCKTON..... DD73	do.....	Do.
MANLEY..... DD74	do.....	Do.
WICKES..... DD75	do.....	Puget Sound.
PHILIP..... DD76	do.....	Do.
EVANS..... DD78	do.....	Do.
LITTLE..... DD79	do.....	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	do.....	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.
KATHBURNE..... DD113	do.....	Cavite.
TALBOT..... DD114	do.....	Do.
WATERS..... DD115	do.....	Do.
DENT..... DD116	do.....	Do.
DORSEY..... DD117	do.....	Do.
LEA..... DD118	do.....	Puget Sound.
LAMBERTON..... DD119	do.....	Mare Island.
RADFORD..... DD120	do.....	Do.
MONTGOMERY..... DD121	do.....	Do.
BREESE..... DD122	do.....	Do.
GAMBLE..... DD123	do.....	Do.
RAMSAY..... DD124	do.....	Do.
TATTNALL..... DD125	do.....	Do.
BADGER..... DD126	do.....	Do.
TWIGGS..... DD127	do.....	Do.
BABBITT..... DD128	do.....	Do.
JACOB JONES..... DD130	do.....	Do.
BUCHANAN..... DD131	do.....	Puget Sound.
AARON WARD..... DD132	do.....	Do.
HALE..... DD133	do.....	Philadelphia.
CROWNSHIELD..... DD134	do.....	Do.
TILLMAN..... DD135	do.....	Do.
BOGGS..... DD136	do.....	Mare Island.
KILTY..... DD137	do.....	Do.
KENNISON..... DD138	do.....	Do.
WARD..... DD139	do.....	Do.



## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
DESTROYERS—FIRST LINE (DD)— Continued.		
CLAXTON.....	DD140	Out of commission.....
HAMILTON.....	DD141	do.....
TARBELL.....	DD142	do.....
YARNALL.....	DD143	do.....
UPSHUR.....	DD144	do.....
GREER.....	DD145	do.....
ELLIOT.....	DD146	do.....
ROPER.....	DD147	do.....
BRECKINRIDGE.....	DD148	do.....
BARNEY.....	DD149	do.....
BLAKELEY.....	DD150	do.....
BIDDLE.....	DD151	do.....
DU PONT.....	DD152	do.....
BERNADOU.....	DD153	do.....
ELLIS.....	DD154	do.....
COLE.....	DD155	do.....
J. FRED TALBOTT.....	DD156	do.....
DICKERSON.....	DD157	do.....
LEARY.....	DD158	do.....
SCHENCK.....	DD159	do.....
HERBERT.....	DD160	do.....
PALMER.....	DD161	do.....
THATCHER.....	DD162	do.....
WALKER.....	DD163	do.....
CROSBY.....	DD164	do.....
MEREDITH.....	DD165	do.....
BUSH.....	DD166	do.....
COWELL.....	DD167	do.....
MADDOX.....	DD168	do.....
FOOTE.....	DD169	do.....
KALK.....	DD170	do.....
MACKENZIE.....	DD175	do.....
RENSHAW.....	DD176	do.....
O'BANNON.....	DD177	do.....
HOGAN.....	DD178	do.....
HOWARD.....	DD179	do.....
STANSBURY.....	DD180	do.....
HOPEWELL.....	DD181	do.....
THOMAS.....	DD182	do.....
HARADEN.....	DD183	do.....
ABBOT.....	DD184	do.....
BAGLEY.....	DD185	do.....
CLEMSON.....	DD186	do.....
DAHLGREN.....	DD187	do.....
GOLDSBOROUGH.....	DD188	do.....
SEMMES.....	DD189	do.....
SATTERLEE.....	DD190	do.....
MASON.....	DD191	do.....
ABEL P. UPSHUR.....	DD193	do.....
HUNT.....	DD194	do.....
WELBORN C. WOOD.....	DD195	do.....
GEORGE E. BADGER.....	DD196	do.....
BRANCH.....	DD197	do.....
HERNDON.....	DD198	do.....
DALLAS.....	DD199	do.....
CHANDLER.....	DD206	do.....
SOUTHARD.....	DD207	do.....
HOVEY.....	DD208	do.....
LONG.....	DD209	do.....
BROOME.....	DD210	do.....
ALDEN.....	DD211	do.....
SMITH THOMPSON.....	DD212	Asiatic Fleet.....
BARKER.....	DD213	do.....
TRACEY.....	DD214	do.....
BORIE.....	DD215	do.....
JOHN D. EDWARDS.....	DD216	do.....
WHIPPLE.....	DD217	do.....
FARROTT.....	DD218	do.....
EDSALL.....	DD219	do.....
MACLEISH.....	DD220	do.....
SIMPSON.....	DD221	do.....
BULMER.....	DD222	do.....
MCCORMICK.....	DD223	do.....
STEWART.....	DD224	Asiatic Fleet.....
POPE.....	DD225	do.....
PEARY.....	DD226	do.....
PILLSBURY.....	DD227	do.....
JOHN D. FORD.....	DD228	do.....
TRUXTUN.....	DD229	do.....
PAUL JONES.....	DD230	do.....

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station July 1, 1922.	Home yard, July 1, 1922.
DESTROYERS—FIRST LINE (DD)— Continued.		
HATFIELD.....	DD231 Atlantic Fleet.	New York.
BROOKS.....	DD232 do.	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 do.	Do.
OVERTON.....	DD239 do.	Do.
STURTEVANT.....	DD240 do.	Do.
CHILDS.....	DD241 do.	Do.
KING.....	DD242 do.	Do.
SANDS.....	DD243 do.	Do.
WILLIAMSON.....	DD244 do.	Do.
REUBEN JAMES.....	DD245 do.	Do.
BAINBRIDGE.....	DD246 do.	Do.
GOFF.....	DD247 do.	Do.
BARRY.....	DD248 do.	Do.
HOPKINS.....	DD249 do.	Do.
LAWRENCE.....	DD250 Europe	Dc.
BELKNAP.....	DD251 Out of commission	Boston.
McCOOK.....	DD252 do.	Do.
McCALLA.....	DD253 do.	Do.
RODGERS.....	DD254 do.	Do.
OSMOND INGRAM.....	DD255 do.	Do.
BANCROFT.....	DD256 do.	Do.
WELLES.....	DD257 do.	Puget Sound.
AULICK.....	DD258 do.	Do.
TURNER.....	DD259 do.	Do.
GILLIS.....	DD260 do.	Do.
DELPHY.....	DD261 Pacific Fleet.	Do.
McDERMUT.....	DD262 do.	Do.
LAUB.....	DD263 Out of commission	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.	Dc.
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.
STODDERT.....	DD302 do.	Do.
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.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>DESTROYERS—FIRST LINE (DD)—</b>		
Continued.		
S. P. LEE.....	DD310 Pacific Fleet.....	Puget Sound
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 Atlantic Fleet.....	Boston.
PRESTON.....	DD327 ..do.....	Do.
LAMSON.....	DD328 ..do.....	Do.
BRUCE.....	DD329 ..do.....	Do.
HULL.....	DD330 Pacific Fleet.....	Mare Island.
MACDONOUGH.....	DD331 ..do.....	Do.
FARENHOLT.....	DD332 ..do.....	Do.
SUMNER.....	DD333 ..do.....	Do.
COBRY.....	DD334 ..do.....	Do.
MELVIN.....	DD335 ..do.....	Do.
LITCHFIELD.....	DD336 Europe.....	New York.
ZANE.....	DD337 Out of commission.....	Cavite.
WASMUTH.....	DD338 ..do.....	Mare Island.
TREVER.....	DD339 Not commissioned.....	Do.
PERRY.....	DD340 ..do.....	Do.
DECATUR.....	DD341 ..do.....	Do.
HULBERT.....	DD342 Asiatic 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.
<b>DESTROYERS—SECOND LINE (ODD).</b>		
PAULDING.....	DD22 Out of commission.....	Philadelphia.
DRAYTON.....	DD23 ..do.....	Do.
ROE.....	DD24 ..do.....	Do.
TERRY.....	DD25 ..do.....	Do.
PERRINS.....	DD26 ..do.....	Do.
STERETT.....	DD27 ..do.....	Do.
MCCALL.....	DD28 ..do.....	Do.
BURROWS.....	DD29 ..do.....	Do.
WARRINGTON.....	DD30 ..do.....	Do.
MAYRANT.....	DD31 ..do.....	Do.
MONAGHAN.....	DD32 ..do.....	Do.
TRIPPE.....	DD33 ..do.....	Do.
WALKE.....	DD34 ..do.....	Do.
AMMEN.....	DD35 ..do.....	Do.
PATTERSON.....	DD36 ..do.....	Do.
FANNING.....	DD37 ..do.....	Do.
JARVIS.....	DD38 ..do.....	Do.
HENLEY.....	DD39 ..do.....	Do.
BEALE.....	DD40 ..do.....	Do.
JOUETT.....	DD41 ..do.....	Do.
JENKINS.....	DD42 ..do.....	Do.
<b>DESTROYER LEADERS (DL).</b>		
(None.)		
<b>LIGHT MINELAYERS (DM).</b>		
STRIBLING.....	DM1 Out of commission.....	Pearl Harbor.
MURRAY.....	DM2 ..do.....	Boston.
ISRAEL.....	DM3 ..do.....	Do.
LUCE.....	DM4 ..do.....	Do.
MAURY.....	DM5 Atlantic Fleet.....	Do.
LANSDALE.....	DM6 Out of commission.....	Do.
MAHAN.....	DM7 Atlantic Fleet.....	Do.
HART.....	DM8 Asiatic Fleet.....	Cavite.
INGRAHAM.....	DM9 Out of commission.....	Pearl Harbor.
LUDLOW.....	DM10 Pacific Fleet.....	Do.
BURNS.....	DM11 Out of commission.....	Do.
ANTHONY.....	DM12 ..do.....	Do.
SPROSTON.....	DM13 ..do.....	Do.
RIZAL.....	DM14 Asiatic Fleet.....	Cavite.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>SUBMARINES—FIRST LINE (SS).</b>		
O-1.....	SS62 Division 8, New London.....	Portsmouth.
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, Pacific Fleet.....	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 do.....	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.....	SS101 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.....	Cavite.
S-3.....	SS107 Division 12.....	Pearl Harbor.
S-4.....	SS109 do.....	Cavite.
S-6.....	SS111 do.....	Do.
S-7.....	SS112 do.....	Do.
S-8.....	SS113 do.....	Do.
S-9.....	SS114 do.....	Do.
S-10.....	SS115 Building, Division 20.....	Portsmouth.
S-11.....	SS116 do.....	Do.
S-12.....	SS117 do.....	Portsmouth..
S-13.....	SS118 do.....	Do.
S-14.....	SS119 Division 18.....	Cavite.
S-15.....	SS120 do.....	Do.
S-16.....	SS121 do.....	Do.
S-17.....	SS122 do.....	Do.
S-18.....	SS123 Building, Division 11—Atlantic.....	Boston.
S-19.....	SS124 do.....	Do.
S-20.....	SS125 do.....	Do.
S-21.....	SS126 do.....	Do.
S-22.....	SS127 do.....	Do.
S-23.....	SS128 do.....	Do.
S-24.....	SS129 do.....	Do.
S-25.....	SS130 do.....	Do.
S-26.....	SS131 Building, Division 3—Atlantic.....	Philadelphia..
S-27.....	SS132 do.....	Do.
S-28.....	SS133 do.....	Do.
S-29.....	SS134 do.....	Do.
S-30.....	SS135 Division 16.....	Mare Island..
S-31.....	SS136 Division 16 (building).....	Do.
S-32.....	SS137 do.....	Do.
S-33.....	SS138 do.....	Do.
S-34.....	SS139 do.....	Do.
S-35.....	SS140 Building, Division 16.....	Do.
S-36.....	SS141 do.....	Do.
S-37.....	SS142 do.....	Do.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>SUBMARINES—FIRST LINE (SS)—Con.</b>		
S-38.....	SS143 Building Division 17.....	Mare Island.
S-39.....	SS144 do.....	Do.
S-40.....	SS145 do.....	Do.
S-41.....	SS146 do.....	Do.
S-42.....	SS153 do.....	Portsmouth.
S-43.....	SS154 do.....	Do.
S-44.....	SS155 Building Division 3—Atlantic.....	Do.
S-45.....	SS156 do.....	Do.
S-46.....	SS157 do.....	Do.
S-47.....	SS158 do.....	Do.
S-48.....	SS159 Building Division 4.....	Do.
S-49.....	SS160 do.....	Do.
S-50.....	SS161 do.....	Do.
S-51.....	SS162 do.....	Do.
<b>SUBMARINES—SECOND LINE (OSS).</b>		
H-2.....	SS299 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-2.....	SS41 do.....	Philadelphia
L-3.....	SS42 do.....	Do.
L-5.....	SS44 Division 6, San Pedro.....	Mare Island.
L-6.....	SS45 do.....	Do.
L-7.....	SS46 do.....	Do.
L-8.....	SS48 do.....	Do.
L-9.....	SS49 In ordinary.....	Philadelphia
L-11.....	SS51 do.....	Do.
N-1.....	SS53 Division 2, New London (reserve)...	Do.
N-2.....	SS54 Exp. Div., New London (reserve)...	Portsmouth.
N-3.....	SS55 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.
<b>FLEET SUBMARINES—FIRST LINE (SF).</b>		
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.....	
<b>FLEET SUBMARINES, SECOND LINE (OSF).</b>		
(None.)		
<b>CRUISER SUBMARINES (SC).</b>		
(None.)		
<b>MINELAYING SUBMARINES (SM).</b>		
(None.)		
<b>PATROL VESSELS—EAGLES (PE).</b>		
EAGLE 1.....	PE1 Out of commission.....	Portsmouth.
EAGLE 2.....	PE2 do.....	Do.
EAGLE 3.....	PE3 do.....	Do.
EAGLE 4.....	PE4 do.....	Do.
EAGLE 5.....	PE5 do.....	Do.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>PATROL VESSELS—EAGLES (PE)—</b>		
Continued.		
EAGLE 6.....	PE6	Out of commission.....
EAGLE 7.....	PE7	.....do.....
EAGLE 8.....	PE8	.....do.....
EAGLE 9.....	PE9	Fifth district (Tr. Res.).....
EAGLE 10.....	PE10	Fourteenth district (out of com.)...
EAGLE 11.....	PE11	Submarine tender, San Pedro.....
EAGLE 12.....	PE12	Eleventh district (Tr. Res.).....
EAGLE 13.....	PE13	Third district (Tr. Res.).....
EAGLE 14.....	PE14	Submarine tender, Pearl Harbor.....
EAGLE 15.....	PE15	Third district (Tr. Res.).....
EAGLE 17.....	PE17	Unassigned (wrecked).....
EAGLE 18.....	PE18	Out of commission.....
EAGLE 19.....	PE19	First district (Tr. Res.).....
EAGLE 23.....	PE23	Quantico, Va.....
EAGLE 24.....	PE24	In ordinary, Portsmouth.....
EAGLE 26.....	PE26	Third district (Tr. Res.).....
EAGLE 27.....	PE27	.....do.....
EAGLE 28.....	PE28	In ordinary, Portsmouth.....
EAGLE 29.....	PE29	First district (Tr. Res.).....
EAGLE 31.....	PE31	Submarine tender, Coco Solo.....
EAGLE 32.....	PE32	Twelfth district.....
EAGLE 33.....	PE33	Submarine tender, New London.....
EAGLE 34.....	PE34	Twelfth district (Tr. Res.).....
EAGLE 35.....	PE35	.....do.....
EAGLE 36.....	PE36	Eighth district (Tr. Res.).....
EAGLE 37.....	PE37	Out of commission.....
EAGLE 38.....	PE38	Thirteenth district (Tr. Res.).....
EAGLE 39.....	PE39	Seventh district (Tr. Res.).....
EAGLE 40.....	PE40	Fourteenth district.....
EAGLE 41.....	PE41	Out of commission.....
EAGLE 42.....	PE42	First district (Tr. Res.).....
EAGLE 43.....	PE43	Eighth district, out of com.....
EAGLE 44.....	PE44	Third district (Tr. Res.).....
EAGLE 45.....	PE45	In ordinary, Portsmouth.....
EAGLE 46.....	PE46	Portsmouth.....
EAGLE 47.....	PE47	Twelfth district (Tr. Res.).....
EAGLE 48.....	PE48	In ordinary, Portsmouth.....
EAGLE 49.....	PE49	Eleventh district (Tr. Res.).....
EAGLE 50.....	PE50	In ordinary, Portsmouth.....
EAGLE 51.....	PE51	New York Naval Reserves.....
EAGLE 52.....	PE52	In ordinary, Portsmouth.....
EAGLE 53.....	PE53	Eighth district (out of com.).....
EAGLE 54.....	PE54	New York Naval Reserves.....
EAGLE 55.....	PE55	In ordinary Portsmouth.....
EAGLE 56.....	PE56	.....do.....
EAGLE 57.....	PE57	Thirteenth district (Tr. Res.).....
EAGLE 58.....	PE58	Fourteenth district.....
EAGLE 59.....	PE59	Third district (Tr. Res.).....
EAGLE 60.....	PE60	Naval Academy.....
<b>PATROL VESSELS—SUBMARINE</b>		
<b>CHASERS (PC).</b>		
SC-57.....	PC57	Naval Academy.....
SC-63.....	PC63	Ninth district, U. S. N. R. F.....
SC-64.....	PC64	.....do.....
SC-69.....	PC69	Seventh district, U. S. N. R. F.....
SC-102.....	PC102	Naval Academy.....
SC-103.....	PC103	Third district, U. S. N. R. F.....
SC-104.....	PC104	Seventh district, U. S. N. R. F.....
SC-143.....	PC143	Third district, U. S. N. R. F.....
SC-144.....	PC144	Loaned to State of Florida.....
SC-159.....	PC159	Seventh district.....
SC-185.....	PC185	Indianhead.....
SC-188.....	PC188	Loaned U. S. M. C. (Quantico).....
SC-191.....	PC191	Eighth district, U. S. N. R. F.....
SC-192.....	PC192	Indianhead.....
SC-210.....	PC210	Washington, U. S. N. R. F.....
SC-214.....	PC214	Haiti.....
SC-223.....	PC223	.....do.....
SC-224.....	PC224	Third district, U. S. N. R. F.....
SC-229.....	PC229	Naval Academy.....
SC-231.....	PC231	.....do.....
SC-237.....	PC237	.....do.....
SC-251.....	PC251	Indianhead (out of com.).....
SC-271.....	PC271	Third district, U. S. N. R. F.....
SC-284.....	PC284	Fifteenth district.....
		Pearl Harbor.
		Do.
		Do.
		Portsmouth.
		Pearl Harbor.
		Mare Island.
		Do.
		Portsmouth.
		Pearl Harbor.
		Norfolk.
		Do.
		Portsmouth.
		Do.
		Do.
		Do.
		Portsmouth.
		Do.
		Norfolk.
		Norfolk.
		Portsmouth.
		Do.
		Do.
		Philadelphia.
		Mare Island.
		Philadelphia.
		Mare Island.
		Do.
		Portsmouth.
		Do.
		Puget Sound.
		Key West.
		Pearl Harbor.
		Portsmouth.
		Do.
		Do.
		Mare Island.
		Portsmouth.
		Mare Island.
		Portsmouth.
		Do.
		Do.
		Charleston.
		Portsmouth.
		Do.
		Do.
		Puget Sound.
		Pearl Harbor.
		Portsmouth.
		Norfolk.
		Norfolk.
		Charleston.
		Do.
		Key West.
		Norfolk.
		Key West.
		Do.
		Charleston.
		Washington.
		Do.
		Do.
		Do.
		Washington.
		Do.
		Norfolk.
		Do.
		Do.
		Washington.
		Canal Zone.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>PATROL VESSELS—SUBMARINE CHASERS (PC)—Continued.</b>		
SC-285.....	PC285	Fifteenth district.....
SC-287.....	PC287	Out of commission (on sale).....
SC-306.....	PC306	Out of commission.....
SC-320.....	PC320	Out of commission.....
SC-326.....	PC326	Naval Academy.....
SC-328.....	PC328	.....
SC-330.....	PC330	Ninth district, U. S. N. R. F.....
SC-340.....	PC340	St. Thomas.....
SC-341.....	PC341	Out of commission.....
SC-412.....	PC412	Ninth district, U. S. N. R. F.....
SC-419.....	PC419	.....do.....
SC-428.....	PC428	Loaned to City of Baltimore.....
SC-431.....	PC431	3d District, U. S. N. R. F.....
SC-432.....	PC432	Ninth district, U. S. N. R. F.....
SC-433.....	PC433	3d District, U. S. N. R. F.....
SC-437.....	PC437	.....do.....
SC-440.....	PC440	Naval Academy.....
SC-443.....	PC443	Santo Domingo.....
SC-444.....	PC444	Out of commission.....
<b>PATROL VESSELS—GUNBOATS (PG).</b>		
HELENA.....	PG9	Ordered home.....
PALOS.....	PG16	.....do.....
SACRAMENTO.....	PG19	Asiatic Fleet.....
MONOCACY.....	PG20	.....do.....
ASHEVILLE.....	PG21	.....do.....
TULSA.....	PG22	Building.....
ELCANO.....	PG38	Asiatic Fleet.....
PAMPANGA.....	PG39	.....do.....
QUITROS.....	PG40	.....do.....
VILLALOBOS.....	PG42	.....do.....
<b>PATROL VESSELS—YACHTS (PY). CONVERTED.</b>		
MAYFLOWER.....	PY1	Navy Department tender.....
SCORPION.....	PY3	Ordered out of commission.....
VIXEN.....	PY4	Station ship, Virgin Islands.....
SYLPH.....	PY5	Navy yard, Washington.....
NOKOMIS.....	PY6	Santo Domingo, tender.....
ARAMIS.....	PY7	Out of commission.....
DESPATCH.....	PY8	.....do.....
NIAGARA.....	PY9	.....do.....
ISABEL.....	PY10	Asiatic Fleet.....
<b>AUXILIARIES—DESTROYER TENDERS (AD).</b>		
MELVILLE.....	AD2	Pacific Fleet.....
DOBBIN.....	AD3	Building.....
WHITNEY.....	AD4	.....do.....
PRAIRIE.....	AD5	To go out of commission.....
BUFFALO.....	AD8	Pacific Fleet.....
BLACK HAWK.....	AD9	Atlantic Fleet.....
BRIDGEPORT.....	AD10	.....do.....
ALTAIR.....	AD11	.....do.....
DENEbola.....	AD12	.....do.....
RIGEL.....	AD13	.....do.....
<b>AUXILIARIES—SUBMARINE TENDERS (AS).</b>		
FULTON.....	AS1	Divisions 2 and 8.....
BUSHNELL.....	AS2	Division 15.....
HOLLAND.....	AS3	Building.....
BEAVER.....	AS5	Division 18.....
CAMDEN.....	AS6	Division 9.....
RAINBOW.....	AS7	Division 12.....
SAVANNAH.....	AS8	Unassigned.....
CANOPUS.....	AS9	.....do.....
<b>AUXILIARIES—LIGHTER-THAN-AIR AIRCRAFT TENDERS (AZ).</b>		
WRIGHT.....	AZ1	Atlantic Air Squadron.....

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>AUXILIARIES—HEAVIER-THAN-AIR AIRCRAFT TENDERS (AV).</b>		
(None.)		
<b>AUXILIARIES—REPAIR SHIPS (AR).</b>		
MEDUSA..... AR1	Building.....	Unassigned.
PROMETHEUS..... AR3	Atlantic train.....	Norfolk.
VESTAL..... AR4	Pacific train.....	Mare Island.
<b>AUXILIARIES—STORESHIPS (AF).</b>		
BRIDGE..... AF1	Atlantic train.....	New York.
CELTIC..... AF2	N. T. S., ordered out of commission.	Mare Island.
Pompey..... AF5	Sixteenth district.....	Cavite.
RAPPAHANNOCK..... AF6	Pacific train.....	Mare Island.
ARCTIC..... AF7	do.....	New York.
BOREAS..... AF8	Out of commission.....	
YUKON..... AF9	do.....	
<b>AUXILIARIES—COLLIERS (AC).</b>		
VULCAN..... AC5	Out of commission.....	Puget Sound.
MARS..... AC6	do.....	Norfolk.
NEPTUNE..... AC8	do (ordered).....	Do.
PROTEUS..... AC9	Atlantic train.....	Do.
NEREUS..... AC10	Out of commission (ordered).....	Do.
ORION..... AC11	Naval transportation service.....	Do.
JASON..... AC12	Pacific train.....	Mare Island.
ABARENDA..... AC13	Asiatic Fleet.....	Cavite.
AJAX..... AC14	Receiving ship.....	Do.
CAESAR..... AC16	Out of commission (ordered).....	Norfolk.
<b>AUXILIARIES—OILERS (AO).</b>		
KANAWHA..... AO1	Pacific train.....	Mare Island.
MAUMEE..... AO2	Out of commission.....	New York.
CUYAMA..... AO3	Pacific train.....	Mare Island.
BRAZOS..... AO4	Atlantic train.....	Boston.
NECHES..... AO5	Pacific train.....	Mare Island.
PECOS..... AO6	Asiatic fleet.....	Cavite.
ARETHUSA..... AO7	Out of commission.....	Norfolk.
THOMPSON, SARA..... AO8	Oil depot, Cavite.....	Cavite.
PATOKA..... AO9	Naval Transportation Service.....	Mare Island.
SAPELO..... AO11	do.....	Norfolk.
RAMAPO..... AO12	do.....	Mare Island.
TRINITY..... AO13	do.....	Norfolk.
BARNES, ROBERT L..... AO14	Oil depot, Guam.....	Cavite.
KAWAIAH..... AO15	Out of commission.....	Philadelphia.
LARAMIE..... AO16	do.....	Norfolk.
MATTOLE..... AO17	do.....	
RAPIDAN..... AO18	do.....	Do.
SALINAS..... AO19	do.....	Philadelphia.
SEPULGA..... AO20	do.....	Mare Island.
TIPPECANOE..... AO21	do.....	
<b>AUXILIARIES—AMMUNITION SHIPS (AE).</b>		
PYRO..... AE1	Naval Transportation Service.....	Puget Sound.
NITRO..... AE2	do.....	Do.
<b>AUXILIARIES—CARGO SHIPS (AK).</b>		
KITTERY..... AK2	Naval Transportation Service.....	Norfolk.
NEWPORT NEWS..... AK3	do.....	Mare Island.
BATH..... AK4	Out of commission.....	Cavite.
BEAUFORT..... AK6	do.....	Portsmouth.
CAPELLA..... AK13	Naval Transportation Service.....	Norfolk.
REGULUS..... AK14	Out of commission.....	
SIRIUS..... AK15	Naval Transportation Service.....	Do.
SPICA..... AK16	Out of commission.....	
VEGA..... AK17	Naval Transportation Service.....	Mare Island.
<b>AUXILIARIES—TRANSPORTS (AP).</b>		
HENDERSON..... AP1	Naval Transportation Service.....	Philadelphia.
HEYWOOD..... AP2	Not yet under construction.....	
ARGONNE..... AP4	Naval Transportation Service.....	Do.
CHAUMONT..... AP5	do.....	Do.



## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>AUXILIARIES—HOSPITAL SHIPS (AH).</b>		
RELIEF.....	AH1 Atlantic Fleet.....	Philadelphia.
SOLACE.....	AH2 Out of commission.....	Portsmouth.
COMFORT.....	AH3 In ordinary.....	Mare Island.
MERCY.....	AH4 Pacific train.....	Do.
<b>AUXILIARIES—FLEET TUGS (AT).</b>		
PATAPSCO.....	AT10 San Domingo.....	Portsmouth.
PATUXENT.....	AT11 Fifteenth district.....	Do.
SONOMA.....	AT12 Pacific train.....	Mare Island.
ONTARIO.....	AT13 Samoa.....	Do.
ARAPAHOE.....	AT14 Out of commission.....	Philadelphia.
MOHAVE.....	AT15 First district.....	Norfolk.
TILLAMOOK.....	AT16 Twelfth district.....	Mare Island.
WANDO.....	AT17 Out of commission.....	Charleston.
CHEMUNG.....	AT18 Naval Academy.....	Norfolk.
ALLEGHENY.....	AT19 Naval Air Station, Pensacola.....	Charleston.
SAGAMORE.....	AT20 Third district.....	New York.
BAGADUCE.....	AT21 Out of commission.....	Do.
TADOUSSAC.....	AT22 Virgin Islands.....	Charleston.
KALMIA.....	AT23 Fourth district.....	Philadelphia.
KEWAYDIN.....	AT24 Hampton Roads.....	Norfolk.
UMPUA.....	AT25 Sixth district.....	Charleston.
WANDANK.....	AT26 First 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 Out of commission.....	Mare Island.
ALGORMA.....	AT34 do.....	Norfolk.
CARRABASSET.....	AT35 do.....	Do.
CONTOCOOK.....	AT36 Atlantic Fleet.....	Do.
IUKA.....	AT37 Third district.....	New York.
KEOSANQUA.....	AT38 Out of commission.....	Pearl Harbor.
MONTCALM.....	AT39 Guantanamo.....	Charleston.
IROQUOIS.....	AT46 Thirteenth district.....	Puget Sound.
OSCEOLA.....	A 147 Haiti.....	Charleston.
PISCATAQUA.....	AT49 Out of commission.....	Cavite.
POTOMAC.....	AT59 do.....	Charleston.
NAVAJO.....	AT52 Fourteenth district.....	Pearl Harbor.
GENESEE.....	AT55 Sixteenth naval district.....	Cavite.
LYKENS.....	AT56 Out of commission.....	New York.
UNDAUNTED.....	AT58 Twelfth district.....	Mare Island.
CHALLENGE.....	AT59 Out of commission.....	Puget Sound.
BAY SPRING.....	AT60 Seventh district.....	New York.
<b>AUXILIARIES—MINE SWEEPERS (AM).</b>		
LAPWING.....	AM1 Out of commission.....	Pearl Harbor.
OWL.....	AM2 Fifth district.....	New York.
ROBIN.....	AM3 Atlantic Fleet.....	Charleston.
SWALLOW.....	AM4 Thirteenth district.....	Mare Island.
TANAGER.....	AM5 Pacific Fleet.....	Pearl Harbor.
CARDINAL.....	AM6 do.....	Mare Island.
ORIOLE.....	AM7 Out of commission.....	Pearl Harbor.
CURLEW.....	AM8 Sub. base, H. Rds.....	Portsmouth.
FINCH.....	AM9 Asiatic Fleet.....	Cavite.
HERON.....	AM10 Out of commission.....	Do.
TURKEY.....	AM13 do.....	Pearl Harbor.
WOODCOCK.....	AM14 do.....	Portsmouth.
QUAIL.....	AM15 Transport, Atlantic Fleet.....	Do.
PARTRIDGE.....	AM16 Pacific Fleet.....	Mare Island.
ELDER.....	AM17 Out of Commission.....	Pearl Harbor.
THRUSH.....	AM18 do.....	Do.
AVOCET.....	AM19 do.....	Cavite.
BOBOLINK.....	AM20 Atlantic Fleet.....	Charleston.
LARK.....	AM21 do.....	Portsmouth.
WIDGEON.....	AM22 Out of commission.....	Mare Island.
TEAL.....	AM23 Atlantic Air Squadron.....	Philadelphia.
BRANT.....	AM24 Pacific Fleet.....	Mare Island.
KINGFISHER.....	AM25 do.....	Do.
RAIL.....	AM26 Atlantic Fleet.....	Charleston.
PELICAN.....	AM27 Out of commission.....	Pearl Harbor.
FALCON.....	AM28 Atlantic submarine salvage.....	Charleston.
SEAGULL.....	AM30 Sub. base, Pearl Harbor.....	Pearl Harbor.
TERN.....	AM31 Pacific Fleet.....	Mare Island.
FLAMINGO.....	AM32 Out of commission.....	Portsmouth.
PENGUIN.....	AM33 do.....	Pearl Harbor.

## LIST OF NAVAL VESSELS—Continued.

Type, name, and identification number.	Duty or station, July 1, 1922.	Home yard, July 1, 1922.
<b>AUXILIARIES—MINE SWEEPERS (AM)—Continued.</b>		
SWAN.....AM34	Out of commission.....	Portsmouth.
WHIPPOORWILL.....AM35	Pacific Fleet.....	Pearl Harbor.
BITTERN.....AM36	Asiatic Fleet.....	Cavite.
SANDELLING.....AM37	Out of commission.....	Pearl Harbor.
CHEWINK.....AM39	Sub. base, New London.....	Portsmouth.
CORMORANT.....AM40	Special service (Bu. Ordnance).....	Norfolk.
GANNET.....AM41	Pacific Air Squadron.....	Mare Island.
GREBE.....AM43	Out of commission.....	Portsmouth.
MALLARD.....AM44	Atlantic Fleet.....	Do.
ORTOLAN.....AM45	Sub. base, San Pedro.....	Mare Island.
PEACOCK.....AM46	Loaned to Shipping Board.....	Charleston.
PIGEON.....AM47	Out of commission.....	Pearl Harbor.
REDWING.....AM48	do.....	Charleston.
SANDPIPER.....AM51	Atlantic Air Squadron.....	Philadelphia.
VIREO.....AM52	Atlantic Fleet.....	Charleston.
WARBLER.....AM53	Loaned to Shipping Board.....	Philadelphia.
WILLET.....AM54	do.....	Do.
<b>AUXILIARIES—MISCELLANEOUS (AG).</b>		
HANNIBAL.....AG1	Survey ship.....	Philadelphia.
GENERAL ALAVA.....AG5	Asiatic Fleet.....	Cavite.
ANTARES.....AG10	.....	Norfolk.
PROCYON.....AG11	.....	.....
GOLD STAR.....AG12	Naval Transportation Service.....	Puget Sound.
PENSACOLA.....AG13	Station ship, Guam.....	Mare Island.
<b>UNCLASSIFIED.</b>		
ANNAPOLIS..... <i>Ex-PG10</i>	State school ship, Pennsylvania.....	Philadelphia.
BOSTON.....	Twelfth naval district (rec. ship).....	Mare Island.
BRIARCLIFF.....	Third district, Naval Militia.....	.....
CHEYENNE..... <i>Ex-BM10</i>	Baltimore, Md., U. S. N. R. F.....	Norfolk.
CHICAGO..... <i>Ex-CA14 Ex-CL14</i>	S/m Division 14.....	Pearl Harbor.
COAST B. S. No. 4..... <i>Ex-BE4</i>	Out of commission.....	Philadelphia.
COMMODORE.....	Ninth district, U. S. N. R. F.....	.....
CUMBERLAND.....	Naval Academy (out of com.).....	Norfolk.
DUBUQUE..... <i>Ex-AG6</i>	Ninth district, U. S. N. R. F.....	Portsmouth.
ESSEX.....	Ninth naval district, U. S. N. R. F.....	.....
GOPHER.....	do.....	.....
HANCOCK..... <i>Ex-AP3</i>	Fourteenth district (station ship).....	Pearl Harbor.
HARTFORD.....	Station ship Charleston.....	Charleston.
HAWK..... <i>Ex-PY2</i>	Ninth naval district, U. S. N. R. F.....	.....
ILLINOIS..... <i>Ex-BB7</i>	Naval Militia, New York State.....	.....
KEARSARGE..... <i>Ex-BB5</i>	Crane ship (under conversion).....	Philadelphia.
MONADNOCK..... <i>Ex-BM3</i>	Out of commission.....	Cavite.
NANTUCKET..... <i>Ex-PG23</i>	State school ship Massachusetts.....	.....
NEWPORT..... <i>Ex-PG12</i>	State school ship New York.....	New York.
OLD CONSTELLATION.....	First naval district (station ship).....	.....
OLD CONSTITUTION.....	First naval district (out of com.).....	.....
OREGON..... <i>Ex-BB3</i>	Out of commission.....	Puget Sound.
PADUCAH..... <i>Ex-AG7</i>	Ninth district U. S. N. R. F.....	Portsmouth.
PHILADELPHIA.....	Receiving ship, Puget Sound.....	Puget Sound.
REINA MERCEDES.....	Naval Academy (station ship).....	Norfolk.
SOUTHERY.....	Receiving ship, Boston.....	Portsmouth.
STURGEON BAY.....	Third district, U. S. N. R. F.....	.....
WHEELING..... <i>Ex-PG14</i>	Eighth district, U. S. N. R. F.....	Charleston.
WILMETTE.....	Ninth naval district U. S. N. R. F.....	.....
WILMINGTON..... <i>Ex-PG8</i>	Ninth 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.—The treaty limiting naval armament, when ratified, will require that the Delaware and North Dakota be stricken from the Navy list upon completion of the Colorado and West Virginia, one to be scrapped, and the other to be used as a target.

Construction is suspended on the following vessels pending ratification of the treaty limiting naval armament which requires them to be scrapped: Washington, South Dakota, Indiana, Montana, North Carolina, Iowa, Massachusetts, Constellation, Ranger, Constitution, and United States.

The Lexington and Saratoga are scheduled for conversion into Aircraft Carriers.

The following vessels are to be scrapped upon ratification of the treaty limiting naval armament: Connecticut, Georgia, Kansas, Louisiana, Michigan, Minnesota, Nebraska, New Hampshire, New Jersey, Rhode Island, South Carolina, Vermont, and Virginia.

## BATTLESHIPS—FIRST LINE (BB).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal). <sup>2</sup>	Tons per inch-immersion.	Displacement.	Draft aft.	
1	ARIZONA <sup>3</sup> .....BB39	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	1
2	ARKANSAS <sup>4</sup> .....BB33	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	2
3	CALIFORNIA <sup>4</sup> .....BB44	624 0	600 0	97 3½	30 3	32,300	101.0	33,190	31 0	3
4	COLORADO.....BB45	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 ¾	4
5	DELAWARE.....BB28	518 9	510 0	85 2½	26 11	<sup>5</sup> 20,000	71.7	<sup>6</sup> 22,060	28 10	5
6	FLORIDA <sup>5</sup> .....BB30	521 6	510 0	88 2½	28 6	21,825	74.0	23,033	30 1	6
7	IDAHO.....BB42	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	7
8	INDIANA <sup>6</sup> .....BB50	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	8
9	IOWA <sup>7</sup> .....BB53	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	9
10	MARYLAND <sup>8</sup> .....BB46	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 ¾	10
11	MASSACHUSETTS <sup>8</sup> .....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 <sup>8</sup> .....BB51	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	13
14	NEVADA.....BB36	583 0	575 0	95 2½	28 6	27,500	93.25	28,400	29 7	14
15	NEW MEXICO <sup>4</sup> .....BB40	624 0	600 0	97 4½	30 0	32,000	100.7	33,000	31 0½	15
16	NEW YORK <sup>8</sup> .....BB34	573 0	565 0	95 2½	28 6	27,000	91.8	28,367	29 7	16
17	NORTH CAROLINA <sup>8</sup> .....BB52	684 0	660 0	105 0	33 0	43,200	117.0	.....	.....	17
18	NORTH DAKOTA.....BB29	518 9	510 0	85. 2½	26 11	<sup>5</sup> 20,000	71.7	<sup>6</sup> 22,060	28 10	18
19	OKLAHOMA.....BB37	583 0	575 0	95 2½	28 6	27,500	93.25	28,400	29 7½	19
20	PENNSYLVANIA <sup>4</sup> .....BB38	608 0	600 0	97 0½	28 10	31,400	101.5	32,567	29 10	20
21	SOUTH DAKOTA <sup>8</sup> .....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 <sup>8</sup> .....BB35	573 0	565 0	95 2½	28 6	27,000	91.8 <sup>8</sup>	28,367	29 7	23
24	UTAH <sup>8</sup> .....BB31	521 6	510 0	88 2½	28 6	21,825	74.0	23,033	30 1	24
25	WASHINGTON.....BB47	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 ¾	25
26	WEST VIRGINIA <sup>4</sup> .....BB48	624 0	600 0	97 3½	30 6	32,600	101.1	33,590	31 ¾	26
27	WYOMING <sup>8</sup> .....BB32	562 0	554 0	93 2½	28 6	26,000	88.5	27,243	29 7	27
	Total normal displacement.....					857,650				

<sup>1</sup> Length on designed water line.<sup>2</sup> Two-thirds full supply of stores and fuel; full supply of ammunition.<sup>3</sup> Fitted as a flagship (division.)<sup>4</sup> Fitted as flagship (fleet.)<sup>5</sup> Two-thirds full supply of ammunition.<sup>6</sup> Exclusive of 380 tons of oil fuel.<sup>7</sup> 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	<sup>1</sup> 31,400	<sup>1</sup> 21.0	.....	.....	.....	1	2 cage...	ARIZONA.....	BB39	1
2	25,546	21.05	.....	.....	.....	2	2 cage...	ARKANSAS.....	BB33	2
3	<sup>1</sup> 32,300	21.46	.....	.....	.....	2	2 cage...	CALIFORNIA.....	BB44	3
4	<sup>1</sup> 32,600	<sup>1</sup> 21.0	.....	.....	.....	2	2 cage...	COLORADO.....	BB45	4
5	20,099	21.56	.....	.....	.....	2	2 cage...	DELAWARE.....	BB28	5
6	21,240	22.08	.....	.....	.....	2	2 cage...	FLORIDA.....	BB30	6
7	32,819	21.29	.....	.....	.....	1	2 cage...	IDAHO.....	BB42	7
8	<sup>1</sup> 43,200	<sup>1</sup> 23.0	.....	.....	.....	<sup>1</sup> 1	2 cage...	INDIANA.....	BB50	8
9	<sup>1</sup> 43,200	<sup>1</sup> 23.0	.....	.....	.....	<sup>1</sup> 1	2 cage...	IOWA.....	BB53	9
10	<sup>1</sup> 32,600	21.76	.....	.....	.....	2	2 cage...	MARYLAND.....	BB46	10
11	<sup>1</sup> 43,200	<sup>1</sup> 23.0	.....	.....	.....	<sup>1</sup> 1	2 cage...	MASSACHUSETTS.....	BB54	11
12	32,650	21.09	.....	.....	.....	1	2 cage...	MISSISSIPPI.....	BB41	12
13	<sup>1</sup> 43,200	<sup>1</sup> 23.0	.....	.....	.....	<sup>1</sup> 1	2 cage...	MONTANA.....	BB51	13
14	<sup>2</sup> 27,135	<sup>2</sup> 20.53	.....	.....	.....	1	2 cage...	NEVADA.....	BB36	14
15	<sup>1</sup> 32,000	21.08	.....	.....	.....	1	2 cage...	NEW MEXICO.....	BB40	15
16	26,342	21.47	.....	.....	.....	2	2 cage...	NEW YORK.....	BB34	16
17	<sup>1</sup> 43,200	<sup>1</sup> 23.0	.....	.....	.....	<sup>1</sup> 1	2 cage...	NORTH CAROLINA.....	BB52	17
18	20,020	21.01	.....	.....	.....	2	2 cage...	NORTH DAKOTA.....	BB29	18
19	<sup>2</sup> 27,286	<sup>2</sup> 20.58	.....	.....	.....	1	2 cage...	OKLAHOMA.....	BB37	19
20	<sup>2</sup> 30,812	<sup>2</sup> 21.05	.....	.....	.....	1	2 cage...	PENNSYLVANIA.....	BB38	20
21	<sup>1</sup> 43,200	<sup>1</sup> 23.0	.....	.....	.....	<sup>1</sup> 1	2 cage...	SOUTH DAKOTA.....	BB49	21
22	<sup>1</sup> 32,300	<sup>1</sup> 21.0	.....	.....	.....	2	2 cage...	TENNESSEE.....	BB43	22
23	26,250	21.05	.....	.....	.....	2	2 cage...	TEXAS.....	BB35	23
24	21,282	21.04	.....	.....	.....	2	2 cage...	UTAH.....	BB31	24
25	<sup>1</sup> 32,600	<sup>1</sup> 21.0	.....	.....	.....	2	2 cage...	WASHINGTON.....	BB47	25
26	<sup>1</sup> 32,600	<sup>1</sup> 21.0	.....	.....	.....	2	2 cage...	WEST VIRGINIA.....	BB48	26
27	25,085	21.22	.....	.....	.....	2	2 cage...	WYOMING.....	BB32	27

<sup>1</sup> Estimated.<sup>2</sup> Quadruple.<sup>3</sup> 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. Sq. ft.	Total heating surface. Sq. ft.	Main engines.	Total maximum.	
1 ARIZONA.....	4	Parsons turb. (geared cruising).	12 B. & W.....	(Oil)	55,332 <sup>1</sup>	34,000.....	1	
2 ARKANSAS.....	4	Parsons turbine.....	12 B. & W.....	<sup>2</sup> 1,428	64,234	28,533	26,319	2
3 CALIFORNIA.....	4	G. E. turb., electric drive <sup>3</sup> ..	8 Bu. Exp.....	(Oil)	50,984	30,950	.....	3
4 COLORADO.....	4	Westgh. turb., elect. drive <sup>3</sup> ..	8 B. & W.....	(Oil)	41,768 <sup>4</sup>	28,900	.....	4
5 DELAWARE.....	2	Vert. 3-exp. <sup>5</sup> .....	14 B. & W.....	<sup>2</sup> 1,439	55,800 <sup>6</sup>	28,578 <sup>6</sup>	29,529	5
6 FLORIDA.....	4	Parsons turbine.....	12 B. & W.....	<sup>2</sup> 1,428	64,234	40,511	41,810	6
7 IDAHO.....	4	Parsons turb. (geared cruising).	9 B. & W.....	(Oil)	55,458	33,100	.....	7
8 INDIANA.....	4	Westgh. turb., elect. drive <sup>3</sup> ..	12 W. Forster.	(Oil)	82,800 <sup>4</sup>	60,000	.....	8
9 IOWA.....	4	G. E. turb., electric drive <sup>3</sup> ..	12 W. Forster.	(Oil)	82,800 <sup>4</sup>	60,000	.....	9
10 MARYLAND.....	4	G. E. turb., electric drive <sup>3</sup> ..	8 B. & W.....	(Oil)	41,768 <sup>4</sup>	36,167	.....	10
11 MASSACHUSETTS.....	4	G. E. turb., electric drive <sup>3</sup> ..	12 Yarrow.....	(Oil)	74,652 <sup>4</sup>	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 <sup>3</sup> ..	12 Bu. Exp....	(Oil)	74,040 <sup>4</sup>	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 <sup>3</sup> ..	9 B. & W <sup>8</sup> .....	(Oil)	55,458 <sup>4</sup>	31,197	.....	15
16 NEW YORK.....	2	Vert. 3-exp. <sup>7</sup> .....	14 B. & W.....	<sup>2</sup> 1,554	62,214 <sup>4</sup>	29,687	.....	16
17 NORTH CAROLINA.....	4	Westgh. turb., electric drive <sup>3</sup> ..	12 Bu. Exp....	(Oil)	74,040 <sup>4</sup>	60,000	.....	17
18 NORTH DAKOTA.....	2	Parsons turb., red. gear.....	14 B. & W.....	<sup>2</sup> 1,439	55,800 <sup>6</sup>	31,300	32,307	18
19 OKLAHOMA.....	2	Vert. 3-exp. <sup>9</sup> .....	12 B. & W.....	(Oil)	48,000 <sup>4</sup>	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 <sup>3</sup> ..	12 W. Forster.	(Oil)	82,800 <sup>4</sup>	60,000	.....	21
22 TENNESSEE.....	4	Westgh. turb., elect. drive <sup>3</sup> ..	8 B. & W.....	(Oil)	41,768 <sup>4</sup>	29,609	.....	22

<sup>1</sup> Estimated.<sup>2</sup> Coal and oil burning.<sup>3</sup> Two main generators, four propelling motors.<sup>4</sup> Superheating surface.<sup>5</sup> 38½×57×76×76

48

<sup>6</sup> Indicated horsepower<sup>7</sup> 39×63×83×83

48

<sup>8</sup> Eight with superheaters.<sup>9</sup> 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.	
1	2,462	2 300 2 300	120-240 1240	6-300- $\frac{4}{1000}$ 6-300- $\frac{4}{1000}$	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- $\frac{4}{1000}$	.....do.....	CALIFORNIA.....BB44 3
4	2,002	6 300	120-240	6-300- $\frac{4}{1000}$	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	2,703	4 300	120-240	6-300- $\frac{4}{1000}$	.....do.....	IDAHO.....BB42 7
8	2,778	2 500	1240	6-500- $\frac{4}{1000}$	Westinghouse.....	INDIANA.....BB50 8
9	2,692	2 500	1240	6-500- $\frac{4}{1000}$	General Electric.....	IOWA.....BB53 9
10	2,002	6 300	120-240	6-300- $\frac{4}{1000}$	.....do.....	MARYLAND.....BB46 10
11	2,692	2 500	1240	6-500- $\frac{4}{1000}$	.....do.....	MASSACHUSETTS.....BB54 11
12	2,298	4 300	120-240	6-300- $\frac{4}{1000}$	.....do.....	MISSISSIPPI.....BB41 12
13	2,778	2 500	1240	6-500- $\frac{4}{1000}$	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- $\frac{4}{1000}$	.....do.....	NEW MEXICO.....BB40 15
16	2,348	4 300	125	6-300-1500	.....do.....	NEW YORK.....BB34 16
17	2,778	2 500	1240	6-500- $\frac{4}{1000}$	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	2 500	1240	6-500- $\frac{4}{1000}$	Westinghouse.....	SOUTH DAKOTA.....BB49 21
22	2,045	6 300	120-240	6-300- $\frac{4}{1000}$	.....do.....	TENNESSEE.....BB43 22

<sup>1</sup> With 120-volt balancers.<sup>2</sup> Estimate.<sup>3</sup> 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.
				Sq. ft.	Sq. ft.		
23 TEXAS.....	2	Vert. 3-exp. <sup>4</sup> .....	14 B. & W..	1,554	62,213	28,373	23
					<sup>3</sup> 3,267		
24 UTAH.....	4	Parsons turbine.....	12 B. & W..	1,428	64,234	27,026	24
25 WASHINGTON.....	4	Westgh. turb., elect. drive <sup>1</sup> ..	8 B. & W....	(Oil)	41,768	28,900	25
					<sup>4</sup> 4,168		
26 WEST VIRGINIA...	4	G. E. turb., elect. drive <sup>1</sup> ....	8 B. & W....	(Oil)	41,768	28,900	26
					<sup>4</sup> 4,168		
27 WYOMING.....	4	Parsons turbine.....	12 B. & W..	1,428	64,234	31,437	27
Total horsepower.....							1,002,025

<sup>1</sup> Two main generators, four propelling motors.<sup>2</sup> Estimated.<sup>3</sup> Superheating surface.<sup>4</sup> 39' × 63' × 83' × 83'

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<sup>5</sup> Eight boilers with superheat.<sup>6</sup> Coal and oil burning.<sup>7</sup> 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.	
23	2,271	4	300	125	6-300-1500	General Electric.....	TEXAS..... BB35 23
21	2,064	4	300	125	6-300-1500	.....do.....	UTAH..... BB31 24
25	2,002	6	300	120-240	6-300- $\frac{1}{2}$ ***	Westinghouse.....	WASHINGTON..... BB47 25
26	2,002	6	300	120-240	6-300- $\frac{1}{2}$ ***	General Electric.....	WEST VIRGINIA..... BB48 26
27	2,095	4	300	125	6-300-1500	.....do.....	WYOMING..... BB32 27

<sup>1</sup> Estimated.



## BATTLESHIPS—FIRST LINE (BB).

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

<sup>1</sup> In four turrets.<sup>2</sup> In six turrets.<sup>3</sup> In five turrets.<sup>4</sup> 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.	Chief petty officers.	Marines.	Other enlisted men.			
1	27	28	12	57	75	1,175	ARIZONA.....	B B39	1
2	25	28	12	58	75	1,231	ARKANSAS.....	B B33	2
3	26	28	12	60	75	1,206	CALIFORNIA.....	B B44	3
4	26	28	12	60	75	1,206	COLORADO.....	B B45	4
5	25	27	12	57	64	1,141	DELAWARE.....	B B28	5
6	25	27	12	57	64	1,139	FLORIDA.....	B B30	6
7	27	28	12	57	75	1,175	IDAHO.....	B B42	7
8	24	30	13	67	75	1,406	INDIANA.....	B B50	8
9	24	30	13	67	75	1,406	IOWA.....	B B53	9
10	26	28	12	60	75	1,206	MARYLAND.....	B B46	10
11	24	30	13	67	75	1,406	MASSACHUSETTS.....	B B54	11
12	27	28	12	57	75	1,175	MISSISSIPPI.....	B B41	12
13	24	30	13	67	.....	1,406	MONTANA.....	B B51	13
14	25	27	12	57	75	1,129	NEVADA.....	B B36	14
15	27	28	12	60	75	1,212	NEW MEXICO.....	B B40	15
16	25	28	12	58	75	1,250	NEW YORK.....	B B34	16
17	24	30	13	67	.....	1,406	NORTH CAROLINA.....	B B52	17
18	25	27	12	57	64	1,139	NORTH DAKOTA.....	B B29	18
19	25	27	12	57	75	1,129	OKLAHOMA.....	B B37	19
20	27	28	12	57	75	1,181	PENNSYLVANIA.....	B B38	20
21	24	30	13	67	75	1,406	SOUTH DAKOTA.....	B B49	21
22	26	28	12	60	75	1,206	TENNESSEE.....	B B43	22
23	25	28	12	58	75	1,250	TEXAS.....	B B35	23
24	25	27	12	57	64	1,139	UTAH.....	B B31	24
25	26	28	12	60	75	1,206	WASHINGTON.....	B B47	25
26	26	28	12	60	75	1,206	WEST VIRGINIA.....	B B48	26
27	25	28	12	59	75	1,230	WYOMING.....	B B32	27

## 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	1 June 24, 1913	1
2	ARKANSAS.....BB33	New York S. B. Co.....	4,675,000	Mar. 3, 1909	Sept. 25, 1909	2
3	CALIFORNIA.....BB44	Navy yard, Mare Island.....	1 12,750,000	Mar. 3, 1915	1 Jan. 5, 1916	3
4	COLORADO.....BB45	New York S. B. Co.....	Cost+fee.	Aug. 29, 1916	1 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	1 Nov. 24, 1908	6
7	IDAHO.....BB42	New York S. B. Co.....	7,250,000	June 30, 1914	Nov. 9, 1914	7
8	INDIANA.....BB50	Navy yard, New York.....	1 21,000,000	1 Mar. 4, 1917	1 July 2, 1918	8
9	IOWA.....BB53	Newport News S. B. Co.....	Cost+fee.	1 July 1, 1918	Oct. 27, 1919	9
10	MARYLAND.....BB46	.....do.....	Cost+fee.	Aug. 29, 1916	1 Dec. 5, 1916	10
11	MASSACHUSETTS...BB54	Beth. S. B. Corp., Quincy....	Cost+fee.	1 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	1 Mar. 4, 1917	1 July 2, 1918	13
14	NEVADA.....BB36	Fore River S. B. Co.....	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	1 Oct. 20, 1914	15
16	NEW YORK.....BB34	.....do.....	1 6,400,000	June 24, 1910	1 May 1, 1911	16
17	NORTH CAROLINA..BB52	Navy Yard, Norfolk.....	1 21,000,000	1 July 1, 1918	1 July 2, 1918	17
18	NORTH DAKOTA..BB29	Fore River S. B. Co.....	4,377,000	Mar. 2, 1907	Aug. 6, 1907	18
19	OKLAHOMA.....BB37	New York S. B. Co.....	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	1 Mar. 4, 1917	1 July 2, 1918	21
22	TENNESSEE.....BB43	.....do.....	1 12,750,000	Mar. 3, 1915	1 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.....	3,946,000	May 13, 1908	Nov. 24, 1908	24
25	WASHINGTON.....BB47	.....do.....	Cost+fee.	Aug. 29, 1916	1 Jan. 17, 1917	25
26	WEST VIRGINIA...BB48	Newport News S. B. Co.....	Cost+fee.	Aug. 29, 1916	1 Dec. 5, 1916	26
27	WYOMING.....BB32	Wm. Cramp & Sons.....	4,450,000	Mar. 3, 1909	Oct. 14, 1909	27

<sup>1</sup> Limit of cost.<sup>2</sup> Date assigned to yard.<sup>3</sup> Supplementary contract, July 17, 1917, and Oct. 11, 1920.<sup>4</sup> Beginning of construction period.<sup>5</sup> Together with act of Aug. 29, 1916.<sup>6</sup> Supplementary contracts, May 29, 1917, and June 18, 1920.

## BATTLESHIPS—FIRST LINE (BB).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Mar. 16, 1914	June 19, 1915	Sept. 15, 1916	.....	Oct. 17, 1916	ARIZONA.....	1
2	Jan. 25, 1910	Jan. 14, 1911	May 25, 1912	Sept. 14, 1912	Sept. 17, 1912	ARKANSAS.....	2
3	Oct. 25, 1916	Nov. 20, 1919	Jan. 9, 1919	.....	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	Nov. 19, 1921	.....	.....	.....	WEST VIRGINIA.....	26
27	Feb. 9, 1910	May 25, 1911	June 14, 1912	Sept. 23, 1912	Sept. 25, 1912	WYOMING.....	27

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

## BATTLESHIPS—SECOND LINE (OBB).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal fuel and two-thirds full supply of ammunition and stores.			Full load.		
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
									<i>Ft. in.</i>
1 CONNECTICUT <sup>2</sup> .....BB18	456 4	450 0	76 10 <sup>4</sup>	24 6	16,000	63.14	17,666	26 8	1
2 GEORGIA <sup>2 5</sup> .....BB15	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10	2
3 KANSAS.....BB21	456 4	450 0	76 10	24 6	16,000	63.14	17,650	26 8	3
4 LOUISIANA <sup>2</sup> .....BB19	456 4	450 0	76 10	24 6	16,000	63.14	17,666	26 8	4
5 MICHIGAN.....BB27	452 9	450 0	80 2½	24 6	16,000	64.2	17,617	27 1	5
6 MINNESOTA <sup>2</sup> .....BB22	456 4	450 0	76 10	24 6	16,000	63.14	17,650	26 8	6
7 NEBRASKA <sup>5</sup> .....BB14	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10	7
8 NEW HAMPSHIRE.....BB25	456 4	450 0	76 10	24 6	16,000	63.14	17,784	27 0	8
9 NEW JERSEY <sup>2 5</sup> .....BB16	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10	9
10 OHIO <sup>2 5</sup> .....BB12	393 10	388 0	72 2½	23 7	12,500	51.25	13,500	25 4	10
11 RHODE ISLAND <sup>2 5</sup> .....BB17	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10	11
12 SOUTH CAROLINA.....BB26	452 9	450 0	80 2½	24 6	16,000	64.2	17,617	27 1	12
13 VERMONT <sup>2</sup> .....BB20	455 10	450 0	76 10	24 6	16,000	63.14	17,650	26 8	13
14 VIRGINIA <sup>2 5</sup> .....BB13	441 3	435 0	76 2½	23 9	14,948	60.95	16,094	25 10	14
Total normal displacement.....					215,240				

<sup>1</sup> Length on designed water line.<sup>2</sup> Fitted as a flagship.<sup>3</sup> Full supply of ammunition and stores; normal coal.<sup>4</sup> Two-thirds full supply of ammunition.<sup>5</sup> Georgia, Nebraska, New Jersey, Rhode Island, and Virginia placed on sale July 12, 1922; Ohio placed on sale August 14, 1922.

## 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.	Marines.		Other enlisted men.	
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	16,000	18.09	2,445	3	2 cage...	21	22	12	40	1,103	KANSAS.....BB21	3
4	16,000	18.82	2,446	3	2 cage...	21	22	12	40	1,103	LOUISIANA.....BB19	4
5	16,064	18.79	2,437	2	2 cage...	17	18	12	44	988	MICHIGAN.....BB27	5
6	16,002	18.85	2,420	3	2 cage...	21	22	12	40	1,103	MINNESOTA.....BB22	6
7	14,865	19.06	1,969	3	2 cage...	28	22	12	40	972	NEBRASKA.....BB14	7
8	16,145	18.16	2,582	3	2 cage...	21	22	12	40	1,103	NEW HAMPSHIRE...BB25	8
9	14,930	19.18	1,993	3	2 cage...	28	22	12	40	972	NEW JERSEY.....BB16	9
10	12,500	17.82	2,331	3	2 cage...	21	22	11	35	930	OHIO.....BB12	10
11	14,920	19.01	2,031	3	2 cage...	28	22	12	40	972	RHODE ISLAND....BB17	11
12	16,136	18.86	2,433	2	2 cage...	17	18	12	44	988	SOUTH CAROLINA...BB26	12
13	16,000	18.33	2,486	3	2 cage...	21	22	12	40	1,103	VERMONT.....BB20	13
14	14,980	19.01	1,970	3	2 cage...	28	22	12	40	972	VIRGINIA.....BB13	14

## BATTLESHIPS—SECOND LINE (OBB).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.			
		Type.	Cylinder diameters.				Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.	Stroke.						
1 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 KANSAS.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,098	52,752	19,302	19,757	3
4 LOUISIANA.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	20,443	21,350	4
5 MICHIGAN.....	2	Vert., 3-exp...	32	52	1 72	48	12 B. & W..	1,050	(42,500 24,720)	16,016	16,517	5
6 MINNESOTA.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,100	52,752	19,896	20,572	6
7 NEBRASKA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,339	56,385	20,947	21,911	7
8 NEW HAMPSHIRE..	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,100	47,112	17,537	18,104	8
9 NEW JERSEY.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,342	56,184	22,805	23,570	9
10 OHIO.....	2	Vert., 3-exp...	35½	53	1 63	48	{12 Thorny- croft. }	924	60,130	15,951	16,507	10
11 RHODE ISLAND....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,342	56,184	19,890	20,627	11
12 SOUTH CAROLINA..	2	Vert., 3-exp...	32	52	1 72	48	12 B. & W..	1,050	(42,500 24,720)	17,651	18,357	12
13 VERMONT.....	2	Vert., 3-exp...	32½	53	1 61	48	12 B. & W..	1,097	52,752	17,824	18,249	13
14 VIRGINIA.....	2	Vert., 3-exp...	35	57	1 66	48	12 B. & W..	1,356	58,086	22,501	23,468	14
Total horsepower.....										284,977		

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

<sup>2</sup> Superheating surface.

## BATTLESHIPS—SECOND LINE (OBB).

	Total weight of machinery (Wgt).	Electric generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
1	1,648	{ 2 200 4 100 }	125	{ M. P. C. C. C.	Moore-G. E. Co..... Terry-Diehl.....	CONNECTICUT.....	BB18	1
2	1,769	{ 2 100 6 50 }	125 125	10-100-350 8-50-400	General Electric.....	GEORGIA.....	BB15	2
3	1,562	8 100	125	10-100-350	.....do.....	KANSAS.....	BB21	3
4	1,596	8 100	125	10-100-350	.....do.....	LOUISIANA.....	BB19	4
5	1,555	4 200	125	14-200-1700	.....do.....	MICHIGAN.....	BB27	5
6	1,599	8 100	125	10-100-350	.....do.....	MINNESOTA.....	BB22	6
7	1,689	{ 2 100 6 50 }	125 125	10-100-350 8-50-400	General Electric.....	NEBRASKA.....	BB14	7
8	1,558	{ 4 100 2 200 }	125 125	8-100-350 14-200-1700	.....do.....	NEW HAMPSHIRE.....	BB25	8
9	1,737	{ 2 100 6 50 }	125 125	10-100-350 8-50-400	Sturtevant-G. E. Co.....	NEW JERSEY.....	BB16	9
10	1,371	{ 4 50 4 32 }	80 80	6-50-350 4-32-400	Union Iron Works.....	OHIO.....	BB12	10
11	1,734	{ 2 100 6 50 }	125 125	10-100-350 8-50-400	Sturtevant-G. E. Co.....	RHODE ISLAND.....	BB17	11
12	1,533	4 200	125	14-200-1700	General Electric.....	SOUTH CAROLINA.....	BB26	12
13	1,559	8 100	125	10-100-350	.....do.....	VERMONT.....	BB20	13
14	1,835	3 200	125	16-200-444 <sup>1</sup> 11 <sup>1</sup>	Moore-G. E. Co.....	VIRGINIA.....	BB13	14

<sup>1</sup> Turbo generators.



## BATTLESHIPS—SECOND LINE (OBB).

Name and official number.		Armament.					Torpedo tubes submerged.
		Guns.					
		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	KANSAS.....BB21	{4 12", 45 cal... 8 8", 45 cal....}	12 3", 50 cal...	2 3", 50 cal..	2 6-pdr.	4 21"	3
4	LOUISIANA.....BB19	{4 12", 45 cal... 8 8", 45 cal....}	12 3", 50 cal...	2 3", 50 cal..	2 6-pdr.	4 21"	4
5	MICHIGAN.....BB27	8 12", 45 cal...	12 3", 50 cal...	2 3", 50 cal..	2 3-pdr.	2 21"	5
6	MINNESOTA.....BB22	{4 12", 45 cal... 8 8", 45 cal....}	12 3", 50 cal...	2 3", 50 cal..	4 6-pdr.	4 21"	6
7	NEBRASKA.....BB14	{4 12", 40 cal... 8 8", 45 cal....}	8 3", 50 cal....	2 3", 50 cal..	2 3-pdr.	4 21"	7
8	NEW HAMPSHIRE.....BB25	{4 12", 45 cal... 8 8", 45 cal....}	12 3", 50 cal...	2 3", 50 cal..	2 6-pdr.	4 21"	8
9	NEW JERSEY.....BB16	{4 12", 40 cal... 8 8", 45 cal....}	6 3", 50 cal....	2 3", 50 cal..	4 3-pdr.	4 21"	9
10	OHIO.....BB12						10
11	RHODE ISLAND.....BB17	{4 12", 40 cal... 8 8", 45 cal....}	6 3", 50 cal....	2 3", 50 cal..	2 5-pdr.	4 21"	11
12	SOUTH CAROLINA.....BB26	8 12", 45 cal...	12 3", 50 cal...	2 3", 50 cal..	4 6-pdr.	2 21"	12
13	VERMONT.....BB20	{4 12", 45 cal... 8 8", 45 cal....}	12 3", 50 cal...	2 3", 50 cal..	4 6-pdr.	4 21"	13
14	VIRGINIA.....BB13	{4 12", 40 cal... 8 8", 45 cal....}	6 3", 50 cal....	2 3", 50 cal..	4 6-pdr.	4 21"	14

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

## BATTLESHIPS—SECOND LINE (OBB).

Hull armor thickness.			Gun protection.			Protective deck, total thickness.			Name.		
Water-line belt amidships.			Size of guns.	Thickness.		At ends.		Amidships.			
Top.	Water line.	Bottom.		Turrets.	Barbettes.	Forward.	Aft.				
In.	In.	In.	In.	In.	In.	In.	In.				
1	11	11	9	{ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	CONNECTICUT.....	1
2	11	11	8	{ 12-8 8	12-8-6 6½-6	10-7½ 6-4	3	3	1½-3	GEORGIA.....	2
3	9	9	9	{ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	KANSAS.....	3
4	11	11	9	{ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	LOUISIANA.....	4
5	11	10½	9	12	12-8	10-8	1½	3	1½	MICHIGAN.....	5
6	9	9	9	{ 12-8 8	12-8 6½-6	10-7½ 6-4	3	3	1½-3	MINNESOTA.....	6
7	11	11	8	{ 12-8 8	12-6 6½-6	10-7½ 6	3	3	1½-3	NEBRASKA.....	7
8	9	9	9	{ 12-8 8	12-8 6½-6	11-7½ 6-4	3	3	1½-3	NEW HAMPSHIRE.....	8
9	11	11	8	{ 12-8 8	12-8-6 6½-6	10-7½ 6-4	3	3	1½-3	NEW JERSEY.....	9
10	11	11	7½	12	12	12-8	2½-2½	2½-4	2½	OHIO.....	10
11	11	11	8	{ 12-8 8	12-8-6 6½-6	10-7½ 6-4	3	3	1½-3	RHODE ISLAND.....	11
12	11	10½	9	12	12-8	10-8	1½	3	1½	SOUTH CAROLINA.....	12
13	9	9	9	{ 12-8 8	12-8 6½-6	10-7½ 6	3	3	1½-3	VERMONT.....	13
14	11	11	8	{ 12-8 8	12-8-6 6½-6	10-7½ 6	3	3	1½-3	VIRGINIA.....	14

<sup>1</sup> 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.....	<sup>1</sup> 4,600,000	July 1, 1902	<sup>2</sup> Oct. 15, 1902	1
2	GEORGIA..... BB15	Bath Iron Works.....	3,590,000	Mar. 3, 1899	Feb. 18, 1901	2
3	KANSAS..... BB21	New York S. B. Co.....	4,165,000	Mar. 3, 1903	June 16, 1903	3
4	LOUISIANA..... BB19	Newport News S. B. Co.....	3,990,000	July 1, 1902	Oct. 15, 1902	4
5	MICHIGAN..... BB27	New York S. B. Co.....	3,585,000	Mar. 3, 1905	July 20, 1906	5
6	MINNESOTA..... BB22	Newport News S. B. Co.....	4,110,000	Mar. 3, 1903	June 20, 1903	6
7	NEBRASKA..... BB14	Moran Bros., Seattle.....	3,733,600	Mar. 3, 1899	Mar. 7, 1901	7
8	NEW HAMPSHIRE BB25	New York S. B. Co.....	3,748,000	Apr. 27, 1904	Dec. 27, 1904	8
9	NEW JERSEY.... BB16	Fore River S. & E. Co.....	3,405,000	June 7, 1900	Feb. 15, 1901	6
10	OHIO..... BB12	Union Iron Works.....	2,899,000	May 4, 1898	Oct. 5, 1898	10
11	RHODE ISLAND... BB17	Fore River S. & E. Co.....	3,405,000	June 7, 1900	Feb. 15, 1901	11
12	SOUTH CAROLINA. BB26	Wm. Cramp & Sons.....	3,540,000	Mar. 3, 1905	July 21, 1906	12
13	VERMONT..... BB20	Fore River S. & E. Co.....	4,179,000	Mar. 3, 1903	June 20, 1903	13
14	VIRGINIA..... BB13	Newport New S. B. Co.....	3,590,000	Mar. 3, 1899	Feb. 15, 1901	14

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

## BATTLESHIPS—SECOND LINE (OBB).

	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	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, 1903	Sept. 24, 1908 July 15, 1920	GEORGIA.....	2
3	Feb. 10, 1904	Aug. 12, 1905	Dec. 16, 1906	Apr. 5, 1907	Apr. 18, 1907 Dec. 16, 1921	KANSAS.....	3
4	Feb. 7, 1903	Aug. 27, 1904	Mar. 15, 1906	May 21, 1906	June 2, 1906 Oct. 20, 1920	LOUISIANA.....	4
5	Dec. 17, 1906	May 26, 1908	Nov. 20, 1909	Aug. 31, 1909	Jan. 4, 1910 Feb. 11, 1922	MICHIGAN.....	5
6	Oct. 27, 1903	Apr. 8, 1905	Dec. 20, 1906	Mar. 4, 1907	Mar. 9, 1907 Dec. 1, 1921	MINNESOTA.....	6
7	July 4, 1902	Oct. 7, 1904	Mar. 7, 1904	May 31, 1907	July 1, 1907 July 2, 1920	NEBRASKA.....	7
8	May 1, 1905	June 30, 1906	Feb. 27, 1908	Mar. 14, 1908	Mar. 19, 1908 Oct. 1, 1921	NEW HAMPSHIRE.....	8
9	Apr. 2, 1902	Nov. 10, 1904	Feb. 15, 1904	May 12, 1906	May 12, 1906 Aug. 6, 1920	NEW JERSEY.....	9
10	Apr. 22, 1899	May 18, 1901	June 5, 1901	Sept. 10, 1904	Oct. 4, 1904 May 31, 1922	OHIO.....	10
11	May 1, 1902	May 17, 1904	Feb. 15, 1904	Feb. 12, 1906	Feb. 19, 1906 June 30, 1920	RHODE ISLAND.....	11
12	Dec. 18, 1906	July 11, 1908	Dec. 21, 1909	Nov. 5, 1909	Mar. 1, 1910 Dec. 15, 1922	SOUTH CAROLINA.....	12
13	May 21, 1904	Aug. 31, 1905	Dec. 20, 1906	Feb. 11, 1907	Mar. 4, 1907 June 30, 1920	VERMONT.....	13
14	May 21, 1902	Apr. 5, 1904	Feb. 15, 1904	May 5, 1906	May 7, 1906 Aug. 13, 1920	VIRGINIA.....	14

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

## BATTLE CRUISERS—FIRST LINE (CC).

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on load water line. <sup>2</sup>	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 CONSTELLATION <sup>3</sup> .....CC2	874 0	850 0	101 8½	31 0	43,500	133	.....	1
2 CONSTITUTION <sup>4</sup> .....CC5	874 0	850 0	101 8½	31 0	43,500	133	.....	2
3 LEXINGTON <sup>3,5</sup> .....CC1	874 0	850 0	101 8½	31 0	43,500	133	.....	3
4 RANGER <sup>3</sup> .....CC4	874 0	850 0	101 8½	31 0	43,500	133	.....	4
5 SARATOGA <sup>3,5</sup> .....CC3	874 0	850 0	101 8½	31 0	43,500	138	.....	5
6 UNITED STATES <sup>4</sup> .....CC6	874 0	850 0	101 8½	31 0	43,500	133	.....	6
Total normal displacement.....					261,000			

<sup>1</sup> Length on designed water line.<sup>2</sup> Extreme breadth, 105 feet 5½ inches.<sup>3</sup> Fitted as flagship (division).<sup>4</sup> Fitted as flagship (squadron).<sup>5</sup> Lexington and Saratoga scheduled for conversion into aircraft carriers 1st line (CV2 and CV3, respectively) as authorized by act of Congress dated July 1, 1922.

## 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 <sup>1</sup> 43,500	1 33.25	.....	.....	.....	2	2 cage...	CONSTELLATION.....CC2 1
2 <sup>1</sup> 43,500	1 33.25	.....	.....	.....	2	2 cage...	CONSTITUTION.....CC5 2
3 <sup>1</sup> 43,500	1 33.25	.....	.....	.....	2	2 cage...	LEXINGTON.....CC1 3
4 <sup>1</sup> 43,500	1 33.25	.....	.....	.....	2	2 cage...	RANGER.....CC4 4
5 <sup>1</sup> 43,500	1 33.25	.....	.....	.....	2	2 cage...	SARATOGA.....CC3 5
6 <sup>1</sup> 43,500	1 33.25	.....	.....	.....	2	2 cage...	UNITED STATES.....CC6 6

<sup>1</sup> 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.	.....	8 21".....	1
2	CONSTITUTION.....	8 16", 50 cal.	16 6", 53 cal.	4 3", 50 cal.	4 6-pdr.	.....	8 21".....	2
3	LEXINGTON.....	8 16", 50 cal.	16 6", 53 cal.	4 3", 50 cal.	4 6-pdr.	.....	8 21".....	3
4	RANGER.....	8 16", 50 cal.	16 6", 53 cal.	4 3", 50 cal.	4 6-pdr.	.....	8 21".....	4
5	SARATOGA.....	8 16", 50 cal.	16 6", 53 cal.	4 3", 50 cal.	4 6-pdr.	.....	8 21".....	5
6	UNITED STATES.....	8 16", 50 cal.	16 6", 53 cal.	4 3", 50 cal.	4 6-pdr.	.....	8 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.	
					<i>Sq. ft.</i>			
1	CONSTELLATION.....	4	West. turb. elect. drive <sup>1</sup> .....	16 W. Forster.....	2 198,000	2 180,000	.....	1
2	CONSTITUTION.....	4	G. E. turb. elect. drive <sup>1</sup> .....	16.....	2 198,000	2 180,000	.....	2
3	LEXINGTON.....	4	G. E. turb. elect. drive <sup>1</sup> .....	16 Yarow.....	2 198,000	2 180,000	.....	3
4	RANGER.....	4	West. turb. elect. drive <sup>1</sup> .....	16 W. Forster.....	2 198,000	2 180,000	.....	4
5	SARATOGA.....	4	G. E. turb. elect. drive <sup>1</sup> .....	16 W. Forster.....	2 198,000	2 180,000	.....	5
6	UNITED STATES.....	4	G. E. turb. elect. drive <sup>1</sup> .....	16.....	2 198,000	2 180,000	.....	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	6 May 24, 1917	1
2	CONSTITUTION.....CC5	Navy yard, Philadelphia.....	\$23,000,000	5 Mar. 4, 1917	7 Mar. 19, 1917	2
3	LEXINGTON.....CC1	Fore River S. B. Corp.....	Cost+Fee.	Aug. 29, 1916	Apr. 26, 1917	3
4	RANGER.....CC4	Newport News S. B. Co.....	Cost+Fee.	Aug. 29, 1916	6 May 24, 1917	4
5	SARATOGA.....CC3	New York S. B. Corp.....	Cost+Fee.	Aug. 29, 1916	May 5, 1917	5
6	UNITED STATES.....CC6	Navy yard, Philadelphia.....	\$23,000,000	6 July 1, 1918	7 July 2, 1918	6

<sup>1</sup> Four main generators; eight propelling motors.

<sup>2</sup> Also 18,000 square feet superheating surface.

<sup>3</sup> Estimated.

<sup>4</sup> Limit of cost.

<sup>5</sup> Together with act of Aug. 29, 1916.

<sup>6</sup> Contract modified June 17, 1920.

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

## BATTLE CRUISERS—FIRST LINE (CC).

Messrs (complement).							Name.	
Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Marines.	Other enlisted Men.			
1	24	30	14	75	75	CONSTITUTION .....	CC2	1
2	24	30	14	75	75	CONSTITUTION .....	CC5	2
3	24	30	14	75	75	LEXINGTON .....	CC1	3
4	24	30	14	75	75	RANGER .....	CC4	4
5	24	30	14	75	75	SARATOGA .....	CC3	5
6	24	30	14	75	75	UNITED STATES .....	CC6	6

Total weight of machinery (wtb). Tons.	Electric turbo-generating sets.					Name and official number.		
	Number.	Kilowatts (each).	Volts.	Type.	Builders.			
1 6,172	* 6	500	* 240	6-500- $\frac{4400}{500}$	Westinghouse.....	CONSTITUTION .....	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					CONSTITUTION.....	CC2	1
2	Sept. 25, 1920					CONSTITUTION .....	CC5	2
3	Jan. 8, 1921					LEXINGTON .....	CC1	3
4	Jan. 23, 1921					RANGER.....	CC4	4
5	Sept. 25, 1920					SARATOGA .....	CC3	5
6	do					UNITED STATES....	CC6	6

<sup>1</sup> Estimated.

<sup>2</sup> Two sets noncondensing, four sets condensing.

<sup>3</sup> With 120 volt balancers.



## CRUISERS—SECOND LINE (OCA).

	Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
		Length over all.	Length between perpendiculars. <sup>1</sup>	Breadth on lead 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	CHARLESTON <sup>2</sup> .....CA19	426 6	424 0	66 0	22 6	<sup>3</sup> 9,700	44.85	10,839	24 10	1
2	CHARLOTTE.....CA12	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11	2
3	FREDERICK <sup>2</sup> .....CA8	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	3
4	HUNTINGTON <sup>4</sup> .....CA5	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	4
5	HURON <sup>4</sup> .....CA9	503 11	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	5
6	MISSOULA.....CA13	504 5	502 0	72 10½	25 0	14,500	59.7	15,981	26 11	6
7	PITTSBURGH <sup>2</sup> .....CA4	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	7
8	PUEBLO <sup>2</sup> .....CA7	504 0	502 0	69 6½	24 1	13,680	57.8	15,138	26 1	8
9	ROCHESTER <sup>2</sup> .....CA2	384 0	380 6	64 10	23 3	<sup>5</sup> 8,150	39.0	8,900	26 4	9
10	SEATTLE <sup>2</sup> .....CA11	504 5	502 0	72 10½	25 0	14,500	59.7	15,712	26 11	10
11	ST. LOUIS.....CA18	426 6	424 0	66 0	22 6	<sup>3</sup> 9,700	44.85	10,839	24 10	11
Total normal displacement.....						139,450				

<sup>1</sup> Length on designed water line.<sup>2</sup> Fitted as a flagship.<sup>3</sup> Two-thirds full supply of ammunition and stores.<sup>4</sup> Fleet flagship.<sup>5</sup> 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.	Marines.	Other enlisted men.		
	Tons.	Knots.	Tons.										
1	9,681	22.04	1,818	4	2 military.	16	14	10	27	64	654	CHARLESTON.....CA19	1
2	14,518	21.91	2,164	4	1 cage; 1 mil.	19	14	11	36	64	820	CHARLOTTE .....CA12	2
3	13,749	22.41	2,098	4	1 cage; 1 mil.	19	14	11	33	64	757	FREDERICK .....CA8	3
4	13,750	22.15	2,098	4	1 cage; 1 mil.	19	14	11	33	64	757	HUNTINGTON .....CA5	4
5	13,750	22.24	2,233	4	1 cage; 1 mil.	19	14	11	34	64	757	HURON .....CA9	5
6	14,531	22.26	2,164	4	1 cage; 1 mil.	19	14	11	38	64	818	MISSOULA .....CA13	6
7	13,810	22.44	1,992	4	1 cage; 1 mil.	19	14	11	34	64	757	PITTSBURGH .....CA4	7
8	13,780	22.24	1,976	4	1 cage; 1 mil.	19	14	11	33	64	757	PUEBLO .....CA7	8
9	8,480	21.00	<sup>1</sup> 1,100	3	2 military.	18	15	10	26	64	518	ROCHESTER .....CA2	9
10	14,500	22.27	2,062	4	1 cage; 1 mil.	19	14	11	38	64	820	SEATTLE .....CA11	10
11	9,665	22.13	1,793	4	2 military.	16	14	10	27	64	654	ST. LOUIS .....CA18	11

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

## CRUISERS—SECOND LINE (OCA).

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 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 . & W..	1,590	68,000	27,489	28,280	6
7 PITTSBURGH.....	2	Vert., 3-exp...	38½	63½	1 74	48	8 Mod. Niel. 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	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.....											295,572	

¹ Two low-pressure cylinders.

² Two engines on each shaft.

³ Superheat surface 4,800 square feet.

## CRUISERS—SECOND LINE (OCA).

	Total weight of machinery (wet).	Electric generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
	Tons.							
1	1,834	{ 2 100 3 50	125 125	125	10-100-350 8-50-400	General Electric.....	CHARLESTON ..... CA19	1
2	2,104	6 100	125	125	8-100-350	..... do .....	CHARLOTTE ..... CA12	2
3	2,072	{ 3 100 4 50	125 125	125	10-100-350 8-50-400	..... do .....	FREDERICK ..... CA8	3
4	2,066	{ 3 100 4 50	125 125	125	10-100-350 8-50-400	..... do .....	HUNTINGTON..... CA5	4
5	2,191	{ 3 100 4 50	125 125	125	8-100-275 6-50-350	Union Iron Works.....	HURON ..... CA9	5
6	2,106	6 100	125	125	8-100-350	General Electric.....	MISOULA ..... CA13	6
7	2,185	{ 3 100 4 50	125 125	125	10-100-350 8-50-400	..... do .....	PITTSBURGH..... CA4	7
8	2,185	{ 3 100 4 50	125 125	125	10-100-350 8-50-400	..... do .....	PUEBLO ..... CA7	8
9	1,470	4 50	125	125	6-50-400	Forbes-C. & C. Electric Co..	ROCHESTER..... CA2	9
10	2,148	6 100	125	125	10-100-350	General Electric.....	SEATTLE ..... CA11	10
11	1,777	{ 2 100 3 50	125 125	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. <sup>1</sup>	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal...	4 6-pdr.....	4 21".... 2
3	FREDERICK.....CA8	4 8", 45 cal. <sup>1</sup>	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal...	4 3-pdr.....	2 18".... 3
4	HUNTINGTON.....CA5	4 8", 45 cal. <sup>1</sup>	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal...	4 3-pdr.....	2 18".... 4
5	HURON.....CA9	4 8", 45 cal. <sup>1</sup>	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal...	4 3-pdr.....	2 18".... 5
6	MISSOULA.....CA13	4 10", 40 cal. <sup>1</sup>	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal...	4 3-pdr.....	4 21".... 6
7	PITTSBURGH.....CA4	4 8", 45 cal. <sup>1</sup>	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal...	4 3-pdr.....	2 18".... 7
8	PUEBLO.....CA7	4 8", 45 cal. <sup>1</sup>	14 6", 50 cal.; 10 3", 50 cal.	2 3", 50 cal...	4 3-pdr.....	2 18".... 8
9	ROCHESTER.....CA2	4 8", 45 cal. <sup>1</sup>	8 5", 50 cal....	2 3", 50 cal...	2 3-pdr.....	..... 9
10	SEATTLE.....CA11	4 10", 40 cal. <sup>1</sup>	16 6", 50 cal.; 12 3", 50 cal.	2 3", 50 cal...	4 6-pdr.....	4 21".... 10
11	ST. LOUIS.....CA18	12 6", 50 cal...	4 3", 50 cal....	2 3", 50 cal...	2 3-pdr.....	..... 11

<sup>1</sup> 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.				
In.	In.	In.	In.	In.	In.	In.	In.				
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.....CAS	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.....	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.....	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, 1908 Feb. 13, 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, 1908 Apr. 5, 1917	HURON.....CA9	5
6	Apr. 29, 1905	Dec. 15, 1906	Jan. 3, 1908	July 10, 1908	July 21, 1908 Feb. 2, 1921	MISSOULA.....CA13	6
7	Aug. 7, 1901	Aug. 22, 1903	Jan. 10, 1904	Mar. 9, 1905	Mar. 9, 1905 Oct. 15, 1921	PITTSBURGH.....CA4	7
8	Apr. 25, 1901	Apr. 25, 1903	Jan. 10, 1904	Jan. 10, 1905	Jan. 19, 1905 June 4, 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 Mar. 3, 1922	ST. LOUIS.....CA18	11

<sup>1</sup> 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. <sup>1</sup>	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>
1	CINCINNATI .....CL6	555 6	550 0	55 0	14 3	7,500	50.8	.....	1
2	CONCORD <sup>2</sup> .....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 <sup>3</sup> .....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 <sup>3</sup> .....CL9	555 6	550 0	55 0	14 3	7,500	50.8	.....	9
10	TRENTON <sup>3</sup> .....CL11	555 6	550 0	55 0	14 3	7,500	50.8	.....	10
Total normal displacement.....						75,000			

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

## LIGHT CRUISERS—FIRST LINE (CL).

Trial.		Fuel capacity.			Rig.		Name and official number.
Displacement. <sup>1</sup>	Speed. <sup>1</sup>	Coal.	Fuel oil.		Number of funnels.	Masts.	
		42 cubic feet per ton.	40 cubic feet per ton.	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

<sup>1</sup>Estimated.

## LIGHT CRUISERS—FIRST LINE (CL).

Name.	Number of propellers.	Engines.	Boilers (oil burning).		Shaft horsepower on trial.	
		Type.	Number and type.	Total heating sur- face.	Main engines. <sup>1</sup>	Total maximum.
1 CINCINNATI .....	4	Westgh. Pars. turb., red., gear..	12 Yarrow.....	<i>Sq. ft.</i> 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 MARBLEHEAD....	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	

<sup>1</sup> Estimated.

## LIGHT CRUISERS—FIRST LINE (CL).

	Total weight of machinery (wet).	Electric turbo-generating sets.				Name and official number.	
		Number.	Kilowatts (each).	Volts.	Type.		
	Tons.						
1	11,587	{ 2 50 2 100 }	125	{ 4-50-3600 6-100-1100 }	General Electric .....	CINCINNATI .....	CL6 1
2	11,587	{ 2 50 2 100 }	125	{ 8-50-1100 8-100-2400 }	Westinghouse .....	CONCORD .....	CL10 2
3	11,587	{ 2 50 2 100 }	125	{ 4-50-3600 6-100-1100 }	General Electric .....	DETROIT .....	CL8 3
4	11,587	{ 2 50 2 100 }	125	{ 8-50-1100 8-100-2400 }	Westinghouse .....	MARBLEHEAD .....	CL12 4
5	11,587	{ 2 50 2 100 }	125	{ 8-50-1100 8-100-2400 }	..... do .....	MEMPHIS .....	CL13 5
6	11,587	{ 2 50 2 100 }	125	{ 4-50-3600 6-100-1100 }	General Electric .....	MILWAUKEE .....	CL5 6
7	11,587	{ 2 50 2 100 }	125	{ 4-50-3600 6-100-1100 }	..... do .....	OMAHA .....	CL4 7
8	11,587	{ 2 50 2 100 }	125	{ 4-50-3600 6-100-1100 }	..... do .....	RALEIGH .....	CL7 8
9	11,587	{ 2 50 2 100 }	125	{ 8-50-1100 8-100-2400 }	Westinghouse .....	RICHMOND .....	CL9 9
10	11,587	{ 2 50 2 100 }	125	{ 8-50-1100 8-100-2400 }	..... do .....	TRENTON .....	CL11 10

<sup>1</sup> 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. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	1
2	CONCORD.....CL10	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	2
3	DETROIT.....CL8	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	3
4	MARBLEHEAD.....CL12	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	4
5	MEMPHIS.....CL13	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	5
6	MILWAUKEE.....CL5	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	6
7	OMAHA.....CL4	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	7
8	RALEIGH.....CL7	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	8
9	RICHMOND.....CL9	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-pdr. saluting.	2 21" triple; 2 21" twin.	9
10	TRENTON.....CL11	12 6", 53 cal. <sup>1</sup> .....	4 3", 50 cal. A. A.; 23-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.....	Aug. 29, 1916	{ Aug. 27, 1917 2 Feb. 21, 1919 } 1
2	CONCORD.....CL10	Wm. Cramp & Sons.....	*Mar. 4, 1917	{ July 30, 1917 2 July 11, 1919 } 2
3	DETROIT.....CL8	Beth. S. B. Corp., Quincy..	*Mar. 4, 1917	{ Aug. 21, 1917 2 June 12, 1919 } 3
4	MARBLEHEAD.....CL12	Wm. Cramp & Sons.....	*July 1, 1918	Jan. 24, 1919 4
5	MEMPHIS.....CL13	.....do.....	.....do.....	Jan. 24, 1919 5
6	MILWAUKEE.....CL5	Todd D. D. & Con. Co.....	Aug. 29, 1916	{ Aug. 27, 1917 2 Feb. 21, 1919 } 6
7	OMAHA.....CL4	.....do.....	.....do.....	{ Dec. 26, 1916 2 Feb. 21, 1919 } 7
8	RALEIGH.....CL7	Beth. S. B. Corp., Quincy..	.....do.....	{ Aug. 21, 1917 2 June 12, 1919 } 8
9	RICHMOND.....CL9	Wm. Cramp & Sons.....	*Mar. 4, 1917	{ July 30, 1917 2 July 11, 1919 } 9
10	TRENTON.....CL11	.....do.....	*July 1, 1918	Jan. 24, 1919 10

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

<sup>2</sup> Date of supplementary contract.

<sup>3</sup> 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.	Marines.	Other enlisted men.		
1	19	10	29		390	CINCINNATI.....	1
2	19	10	29		390	CONCORD.....	2
3	19	10	29		390	DETROIT.....	3
4	19	10	29		390	MARBLEHEAD.....	4
5	19	10	29		390	MEMPHIS.....	5
6	19	10	29		390	MILWAUKEE.....	6
7	19	10	29		390	OMAHA.....	7
8	19	10	29		390	RALEIGH.....	8
9	19	10	29		390	RICHMOND.....	9
10	19	10	29		390	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	Dec. 15, 1921				CONCORD.....	2
3	Nov. 10, 1920	June 29, 1922	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	Sept. 29, 1921				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 <sup>1</sup> .....CL23 <i>Ex-PG38</i>	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1 1
2	BIRMINGHAM <sup>2</sup> .....CL2	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9 2
3	CHATTANOOGA <sup>3</sup> .....CL18 <i>Ex-PG30</i>	308 11	292 0	44 0	15 9	3,200	22.3	3,514	17 0 3
4	CHESTER <sup>2</sup> .....CL1	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9 4
5	CLEVELAND <sup>2</sup> .....CL21 <i>Ex-PG33</i>	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0 5
6	DENVER <sup>2</sup> .....CL16 <i>Ex-PG28</i>	308 9	292 0	44 0	15 9	3,200	22.3	3,514	17 0 6
7	DES MOINES <sup>2</sup> .....CL17 <i>Ex-PG29</i>	309 10	292 0	44 0	18 9	3,200	22.3	3,514	17 0 7
8	GALVESTON <sup>2</sup> .....CL19 <i>Ex-PG31</i>	308 10	292 0	44 0	15 9	3,200	22.3	3,514	17 0 8
9	NEW ORLEANS <sup>1</sup> .....CL22 <i>Ex-PG34</i>	354 10	346 0	43 9	16 10	3,430	23.0	3,954	19 1 9
10	OLYMPIA <sup>2</sup> .....CL15 <i>Ex-CA15</i>	344 1	340 0	53 0½	21 6	5,865	29.35	6,558	25 0 10
11	SALEM <sup>2</sup> .....CL3	423 1	420 0	47 1	16 9	3,750	31.0	4,687	18 9 11
12	TACOMA <sup>1</sup> .....CL20 <i>Ex-PG32</i>	308 6	292 0	44 0	15 9	3,200	22.3	3,514	17 0 12
Total normal displacement....						43,175			

<sup>1</sup> Sheathed with teak below water line.<sup>2</sup> Fitted as flagship.<sup>3</sup> Sheathed with Georgia pine below water line.

NOTE.—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 mil....	ALBANY.....CL23	1
2	3,720	24.33	<sup>1</sup> 1,433	.....	.....	2.....	BIRMINGHAM.....CL2	2
3	3,207	16.65	<sup>2</sup> 739	.....	.....	Schooner	CHATTANOOGA.....CL18	3
4	3,673	26.52	<sup>1</sup> 1,408	.....	.....	4 2.....	CHESTER.....CL1	4
5	3,202	16.45	<sup>2</sup> 737	.....	.....	2 Schooner	CLEVELAND.....CL21	5
6	3,200	16.75	<sup>2</sup> 727	.....	.....	2 Schooner	DENVER.....CL16	6
7	3,196	16.65	<sup>2</sup> 705	.....	.....	2 Schooner	DES MOINES.....CL17	7
8	3,255	16.41	<sup>2</sup> 741	.....	.....	2 Schooner	GALVESTON.....CL19	8
9	.....	<sup>3</sup> 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	<sup>1</sup> 1,433	.....	.....	4 2.....	SALEM.....CL3	11
12	3,211	16.58	<sup>2</sup> 727	.....	.....	2 Schooner	TACOMA.....CL20	12

<sup>1</sup> Calculated to 6 inches below beams.<sup>2</sup> Calculated to bottom of beams.<sup>3</sup> 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.						Sq. ft.
1 ALBANY.....	2	Vert., 3-exp. <sup>1</sup> ..	31	46	70	30	4 D. E. <sup>1</sup> ....	468	13,156 <sup>2</sup>	7,083	7,500	1
2 BIRMINGHAM...	2	Vert., 3-exp...	28½	45	62	36	12 Fore 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	Parson turb.	.....	.....	.....	.....	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 <sup>3</sup> ..	31	46	70	30	4 D. E.; 1 auxil.	432	14,378	7,500	.....	.....
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 Fore 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.....										128,657		

<sup>1</sup> Built by R. & W. Hawthorn, Leslie & Co. (Ltd.), Newcastle on Tyne, England.

<sup>2</sup> Two low-pressure cylinders.

<sup>3</sup> Estimated.

<sup>4</sup> Shaft horsepower of main turbines.

<sup>5</sup> Built by Humphreys & Tennant (Ltd.), London, England.

<sup>6</sup> Estimated shaft horsepower of main turbines.

## LIGHT CRUISERS—SECOND LINE (OCL).

	Total weight of machinery (wet).	Electric generating sets.				Type.	Builders.	Name and official number.	
		Number.	Kilowatts (each).	Volts.					
1	650	2	50	125	8-50-400	General Electric.....	ALBANY.....	CL23	
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 <sup>1</sup>	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	800	{ 2 2	{ 32 35	{ 125 125	{ MP. Recip.. CC. Turbo...}		}.....do.....	SALEM.....	CL3
12	442	4	24	80	4-24-400	Union Iron Works.....		TACOMA.....	CL20

<sup>1</sup>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; 2 3-pdr.....			1
2 BIRMINGHAM.....CL2	4 5", 51 cal.....	2 3", 50 cal.; 1 3", 50 cal. A. A.; 2 3-pdr. saluting.		2-21"	2
3 CHATTANOOGA.....CL18	8 5", 50 cal.....	13", 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.; 2 3-pdr. saluting.		2-21"	4
5 CLEVELAND.....CL21	8 5", 50 cal.....	13", 50 cal. A. A.; 6 6-pdr.			5
6 DENVER.....CL16	8 5", 50 cal.....	13", 50 cal. A. A.; 6 6-pdr.			6
7 DES MOINES.....CL17	8 5", 50 cal.....	13", 50 cal. A. A.; 6 6-pdr.			7
8 GALVESTON.....CL19	8 5", 50 cal.....	13", 50 cal. A. A.; 6 6-pdr.			8
9 NEW ORLEANS.....CL22	8 5", 50 cal.....	13", 50 cal; 2 3-pdr.....			9
10 OLYMPIA.....CL15	10 5", #1 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.; 2 3-pdr. saluting.		2-21"	11
12 TACOMA.....CL20	8 5", 50 cal.....	13", 50 cal. A. A.; 8 6-pdr.			12

## LIGHT CRUISERS—SECOND LINE (OCL).

Protective deck amidships, total thickness.		Messrs (complement).						Name and official number.		
Flat.	Slope.	Ward-room officers.	Junior officers.	Warrant officers.	Chief petty officers.	Marines.	Other enlisted men.			
<i>In.</i>	<i>In.</i>									
1	1½	3½	12			20	29	265	ALBANY.....CL23	1
2	(1)		19		10	28		272	BIRMINGHAM.....CL2	2
3	½	2½	14			14		278	CHATTANOOGA.....CL18	3
4	(1)		19		10	26		332	CHESTER.....CL1	4
5	½	2½	14			18		270	CLEVELAND.....CL21	5
6	½	2½	14			18		270	DENVER.....CL16	6
7	½	2½	14			16		273	DES MOINES.....CL17	7
8	½	2½	14			18	29	270	GALVESTON.....CL19	8
9	1½	3½	12			20	15	265	NEW ORLEANS.....CL22	9
10	2	4½	14	10	10	22		326	OLYMPIA.....CL15	10
11	(1)		19		10	27		330	SALEM.....CL3	11
12	½	2½	14			18		270	TACOMA.....CL20	12

1 Two-inch nickel steel water-line protection.

## 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.	<sup>1</sup> 1,205,000	.....	<sup>2</sup> Mar. 16, 1898	1
2	BIRMINGHAM.....CL2	Fore River S. B. Co.....	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.....	1,688,000	Apr. 27, 1904	May 4, 1905	4
5	CLEVELAND.....CL21	Bath Iron Work.....	1,041,650	Mar. 3, 1899	Dec. 14, 1899	5
6	DENVER.....CL16	Neafe & Levy, Philadelphia.	1,080,000	Mar. 3, 1899	Dec. 14, 1899	6
7	DES MOINES.....CL17	Fore River S. & E. Co.....	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.	<sup>1</sup> 1,429,215	.....	<sup>2</sup> Mar. 16, 1898	9
10	OLYMPIA.....CL15	Union Iron Works.....	1,796,000	Sept. 7, 1888	July 10, 1890	10
11	SALEM.....CL3	Fore River S. B. Co.....	1,560,000	Apr. 27, 1904	May 17, 1905	11
12	TACOMA.....CL20	Union Iron Works.....	1,041,900	Mar. 3, 1899	Dec. 14, 1899	12

<sup>1</sup> Purchase price.<sup>2</sup> 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 June 10, 1921	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 Aug. 16, 1921	SALEM.....CL3	11
12	Sept. 27, 1900	June 2, 1903	June 14, 1902	Jan. 18, 1904	Jan. 30, 1904 Aug. 16, 1921	TACOMA.....CL20	12

<sup>1</sup> Out of commission.

## AIRCRAFT CARRIER—SECOND LINE (OCV).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
1 LANGLEY <sup>1</sup> .....CV1	542 0	520 0	65 0	18 10 $\frac{1}{2}$	12,700	61.9	.....	.....

  

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

## AIRCRAFT CARRIER—SECOND LINE (OCV).

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.				
				Steel	<i>Knots.</i>	<i>Tons.</i>	LANGLEY ..... CV1

Total weight of machinery (wet).	Electric turbo-generating sets.					Name.
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	
	<i>Tons.</i>					
1,137	23	200 35	125 125	4-200-1700 2-35-3600	General Electric Co.....	LANGLEY.....



## AIRCRAFT CARRIER—SECOND LINE (OCV).

	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.....	<sup>1</sup> Navy yard, Norfolk.....	<sup>2</sup> 500,000	<sup>4</sup> July 11, 1919	..... 1

	Name and official number.	Guns.	Rig.		Messes (complement).		
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.
1	LANGLEY ....CVI	4 5", 51 cal.....	( <sup>4</sup> )	( <sup>4</sup> )	71	38	301 1

<sup>1</sup> Built at Navy Yard, Mare Island; converted from collier to aircraft carrier at Norfolk.

<sup>2</sup> Appropriation for conversion into an airplane carrier.

<sup>3</sup> Conversion authorized by act of July 11, 1919.

<sup>4</sup> Two special funnels, one on the port side and one on the starboard side of the ship; two housing masts.

## AIRCRAFT CARRIER—SECOND LINE (OCV).

Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.
.....	.....	.....	.....	Mar. 20, 1922	LANGLEY .....CVI

## 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	AROSTOOK . . . . CM3	395 0	1 375 0	52 2	16 0	3,800	.....	.....	17 0	1
2	BALTIMORE * . . . CM1	335 0	327 6	48 7½	19 6	4,413	25.85	5,482	.....	2
3	SAN FRANCISCO². CM2	324 6	310 0	49 2	18 9	4,083	25.0	4,583	.....	3
4	SHAWMUT . . . . . CM4	395 0	1 375 0	52 2	16 0	3,800	.....	.....	17 0	4
Total normal displacement . . . .						16,096				

	Name.	No. of propellers.	Engines.				Boilers.		Indicated horsepower on trial.				
			Type.	Cylinder diameters.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
				H. P.	I. P.	L. P.							
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>		<i>Sq. ft.</i>	<i>Sq. ft.</i>				
1	AROSTOOK . . . . .	2	Vert., 3-exp.	26	43	45½	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	45½	42	8 S. E. . . . .	(Oil)	17,797	7,000	.....	4
Total horsepower . . . . .										32,891			

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.  
AROSTOOK, 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	.....	.....	.....	.....	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	.....	.....	.....	.....	31 7	1 400	SHAWMUT.....CM4 4

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

<sup>1</sup> 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.....	<sup>1</sup> 1,350,000	(*)	<sup>2</sup> Nov. 19, 1917	1
2	BALTIMORE.....	Wm. Cramp & Sons.....	1,325,000	Aug. 3, 1886	Dec. 17, 1886	2
3	SAN FRANCISCO.....	Union Iron Works Co.....	1,428,000	Mar. 3, 1887	Oct. 26, 1887	3
4	SHAWMUT.....	Wm. Cramp & Sons.....	<sup>1</sup> 1,350,000	(*)	<sup>2</sup> Nov. 9, 1917	4

	Name.	Armament.	Rig.		Complement.			
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	
1	AROOSTOOK.....	1 5", 51 cal.; 1 3", 50 cal. A. A..	2	2	16-13	20	236	1
2	BALTIMORE.....	4 5", 51 cal.; 2 3", 50 cal. A. A.; 4 6-pdr.; 2 1-pdr.	2	2	16-13	21	313	2
3	SAN FRANCISCO.....	4 5", 51 cal.; 4 6-pdr.; 2 3", 50 cal. A. A.; 4 1-pdr.	2	2	16-13	20	312	3
4	SHAWMUT.....	1 5", 51 cal.; 1 3", 50 cal. A. A..	2	2	16-13	28	328	4

<sup>1</sup> Purchase price.<sup>2</sup> Purchased during the World War.<sup>3</sup> 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. 26, 1889	Oct. 26, 1889	Oct. 3, 1890	Nov. 15, 1890 Dec. 24, 1921 <sup>1</sup>	SAN FRANCISCO.....	3
4	.....	1907	.....	.....	Jan. 7, 1918	SHAWMUT.....	4

<sup>1</sup> 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
1	ABBOT.....DD184	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	1
2	ALDEN.....DD211	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	2
3	ALLEN.....DD66	315 3	310 0	29 11	9 2½	1,071	13.8	1,185	9 9½	3
4	AULICK.....DD258	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	4
5	AUSBURN, CHARLES. DD294	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	5
6	AYLWIN.....DD47	305 3	300 0	30 4	9 5	1,036	14.4	1,165	10 6	6
7	BABBITT.....DD128	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½	7
8	BADGER.....DD126	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	10 0½	8
9	BADGER, GEORGE F. DD196	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	9
10	BAGLEY.....DD185	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	10
11	BAILEY.....DD269	314 4½	310 0	30 11½	9 4	1,215	15.5	1,306	10 3½	11
12	BAINBRIDGE.....DD246	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	12
13	BALCH.....DD50	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	13
14	BALLARD.....DD267	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	14
15	BANCROFT.....DD256	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	15
16	BARKER.....DD213	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	16
17	BARNEY.....DD149	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	17
18	BARRY.....DD248	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	18
19	BELKNAP.....DD251	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	19
20	BELL.....DD95	314 4½	310 11½	30 11½	9 1½	1,191	15.4	1,234	9 9½	20
21	BENHAM.....DD49	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	21
22	BERNADOU.....DD153	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	22
23	BIDDLE.....DD151	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	23
24	BILLINGSLEY.....DD293	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	24
25	BLAKELEY.....DD150	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	25

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

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.		
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.	Other enlisted men.			
		40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.									
1	1,215	34.04		4	2	8	10	104	ABBOT.....	DD184	1
2	1,230	35.14		4	2	8	10	104	ALDEN.....	DD211	2
3	1,073	30.29		4	2	8	9	89	ALLEN.....	DD66	3
4	1,270	34.30		4	2	8	10	104	AULICK.....	DD258	4
5	1,270	34.63		4	2	8	10	104	AUSBURN, CHARLES.....	DD294	5
6	1,020	29.6		4	2	8	9	89	AYLWIN.....	DD47	6
7	1,163	35.21		4	2	8	10	104	BABBITT.....	DD128	7
8	1,165	35.30		4	2	8	10	104	BADGER.....	DD126	8
9	1,309	35.96		4	2	8	10	104	BADGER, GEORGE E.....	DD196	9
10	1,195	34.04		4	2	8	10	104	BAGLEY.....	DD185	10
11	1,270	34.50		4	2	8	10	104	BAILEY.....	DD269	11
12	1,303	33.87		4	2	8	10	104	BAINBRIDGE.....	DD246	12
13	1,048	29.62		4	2	8	9	89	BALCH.....	DD50	13
14	1,270	35.15		4	2	8	10	104	BALLARD.....	DD267	14
15	1,265	34.36		4	2	8	10	104	BANCROFT.....	DD256	15
16	1,210	35.20		4	2	8	10	104	BARKER.....	DD213	16
17	1,162	35.20		4	2	8	10	104	BARNEY.....	DD149	17
18	1,319	33.87		4	2	8	10	104	BARRY.....	DD248	18
19	1,257	34.63		4	2	8	10	104	BELKNAP.....	DD251	19
20	1,189	34.76		4	2	8	10	104	BELL.....	DD95	20
21	1,035	29.59		4	2	8	9	89	BENHAM.....	DD49	21
22	1,176	35.10		4	2	8	10	104	BERNADOU.....	DD153	22
23	1,162	35.12		4	2	8	10	104	BIDDLE.....	DD151	23
24	1,256	34.82		4	2	8	10	104	BILLINGSLEY.....	DD293	24
25	1,162	35.06		4	2	8	10	104	BLAKELEY.....	DD150	25

<sup>1</sup> Estimated.

<sup>2</sup> 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.
				Sq. ft.			
1	ABBOT.....	2	Curtis turb. <sup>1</sup> .....	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. <sup>2</sup> .....	4 Norman <sup>1</sup> .....	22,500	16,369	3
4	AULICK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,940	4
5	AUSBURN, CHARLES.	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	28,160	5
6	AYLWIN.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	16,286	6
7	BABBITT.....	2	Parsons geared turb.....	4 Thornycroft....	27,048	25,620	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. <sup>1</sup> .....	4 Thornycroft....	28,000	26,620	10
11	BAILEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,900	11
12	BAINBRIDGE.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,280	12
13	BALCH.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	17,251	13
14	BALLARD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,650	14
15	BANCROFT.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,100	15
16	BARKER.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	26,050	16
17	BARNEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,010	17
18	BARRY.....	2	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. <sup>3</sup> .....	4 White-Forster.	21,600	16,610	21
22	BERNADOU.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,810	22
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

<sup>1</sup> Geared cruising turbine on starboard shaft only.  
<sup>2</sup> Geared cruising turbine on port shaft only.

<sup>3</sup> Cruising engine on each shaft  
<sup>4</sup> Two-hour full-power trial.

$\frac{13 \times 25}{12}$

P. W. F. G.

9 2 10

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet). <i>Tons.</i>	Electric turbo-generating sets.				Type.	Builders.	Name and official number.	
		No.	Kilowatts (each).	Volts.					
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	449	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	449	2	25	125	8-25-1111	.....do.....	BARRY.....	DD248	18
19	435	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.	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.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	2
3	ALLEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works...	800,000	June 30, 1914	3
4	AULICK.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	4
5	AUSBURN, CHARLES	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	5
6	AYLWIN.....	4 4", 50 cal.....	4 18" twin..	Wm. Cramp & Sons.	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..	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 F	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..	Cost+fee.	Oct. 6, 1917	12
13	BALCH.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 18" twin..	Wm. Cramp & Sons.	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.	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..	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.	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.	Cost+10%	Mar. 4, 1917	25

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

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
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 June 22, 1922	ALLEN.....	3
4	Dec. 6, 1917	Dec. 3, 1918	Apr. 11, 1919	.....	July 26, 1919	July 26, 1919 May 27, 1922	AULICK.....	4
5	Dec. 6, 1917	Sept. 11, 1919	Dec. 18, 1919	.....	Feb. 28, 1920	Mar. 23, 1920	A U S B U R N , CHARLES.	5
6	Sept. 7, 1911	Mar. 7, 1912	Nov. 23, 1912	July 22, 1913	Jan. 17, 1914	Jan. 17, 1914 Feb. 23, 1921	AYLWIN.....	6
7	July 11, 1917	Feb. 19, 1918	Sept. 30, 1918	None.....	Oct. 24, 1919	Oct. 24, 1919 June 15, 1922	BABBITT.....	7
8	July 11, 1917	Jan. 9, 1918	Aug. 24, 1918	None.....	May 29, 1919	May 29, 1919 May 27, 1922	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 June 15, 1922	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 June 20, 1922	BALCH.....	13
14	Dec. 6, 1917	June 3, 1918	Dec. 7, 1918	.....	June 5, 1919	June 5, 1919 June 17, 1922	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 June 30, 1922	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 June 28, 1922	BELKNAP.....	19
20	Apr. 27, 1917	Nov. 16, 1917	Apr. 20, 1918	.....	July 31, 1918	July 31, 1918 June 21, 1922	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 June 29, 1922	BIDDLE.....	23
24	Dec. 6, 1917	Sept. 8, 1919	Dec. 10, 1919	.....	Feb. 7, 1920	Mar. 1, 1920	BILLINGSLEY....	24
25	Sept. 8, 1917	Mar. 26, 1918	Sept. 19, 1918	.....	May 8, 1919	May 8, 1919 June 29, 1922	BLAKELEY.....	25

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

<sup>2</sup> 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. <sup>1</sup>	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	37 11½	9 0	1,154	15.4	1,247	9 8½	26
27	BORIE.....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	BREESE.....DD122	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	31
32	BROOKS.....DD332	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.....DD339	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	COGHLAN.....DD326	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	50
51	COLE.....DD155	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	51

<sup>1</sup> 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 officers.	Chief petty officers.	Other enlisted men.		
			40 cubic feet per ton.	Gallons.								
	Tons.	Knots.	Tons.									
26	1,200	35.77			4	2	8	10	104	ROGGS.....	DD136	26
27	1,220	35.07			4	2	8	10	104	BORIE.....	DD215	27
28	1,215	36.48			4	2	8	10	104	BRANCH.....	DD197	28
29	1,266	34.82			4	2	8	10	104	BRECK.....	DD283	29
30	1,154	35.21			4	2	8	10	104	BRECKINRIDGE.....	DD148	30
31	1,252	32.56			4	2	8	10	104	BREESK.....	DD122	31
32	1,302	33.26			4	2	8	10	112	BROOKS.....	DD232	32
33	1,230	35.03			4	2	8	10	104	BROOMF.....	DD210	33
34	1,291	33.03			4	2	8	10	104	BRUCE.....	DD329	34
35	1,156	35.40			4	2	8	10	104	BUCHANAN.....	DD131	35
36	1,230	35.00			4	2	8	10	104	BULMER.....	DD222	36
37	1,284	33.79			4	2	8	10	104	BURNES, JOHN FRANCIS.....	DD299	37
38	1,245	35.14			4	2	8	10	104	BUSH.....	DD166	38
39	1,125	31.7			4	2	8	10	104	CALDWELL.....	DD69	39
40	1,267	34.54			4	2	8	10	104	CASE.....	DD285	40
41	1,011	30.14			4	2	8	9	89	CASSIN.....	DD43	41
42	1,214	33.54			4	2	8	10	104	CHAMPLIN.....	DD104	42
43	1,239	34.75			4	2	8	10	104	CHANDLER.....	DD206	43
44	1,287	34.16			4	2	8	10	104	CHASE.....	DD323	44
45	1,286	34.12			4	2	8	10	104	CHAUNCEY.....	DD296	45
46	1,210	33.83			4	2	8	10	104	CHEW.....	DD106	46
47	1,308	33.85			4	2	8	10	104	CHILDS.....	DD241	47
48	1,370	35.45			4	2	8	10	104	CLAXTON.....	DD140	48
49	1,313	35.54			4	2	8	10	104	CLEMONS.....	DD186	49
50	1,302	32.64			4	2	8	10	104	COGLAN.....	DD326	50
51	1,159	35.11			4	2	8	10	104	COLE.....	DD155	51

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					Sq. ft.		
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. <sup>1</sup> .....	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. <sup>2</sup> ✓	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. <sup>2</sup> ✓	4 Yarrow.....	27,540	30,475	37
38	BUSH.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,800	38
39	CALDWELL.....	2	G. E. Curtis geared turb. <sup>2,4</sup>	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. <sup>5</sup> .....	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. <sup>2</sup> ✓	4 Yarrow.....	27,540	32,125	44
45	CHAUNCEY.....	2	G. E. Curtis geared turb. <sup>1</sup>	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	COGHLAN.....	2	G. E. Curtis geared turb. <sup>1</sup> ✓	4 Yarrow.....	27,540	28,300	50
51	COLE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,850	51

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

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.					Name and official number.		
		No.	Kilowatts (each).	Volts.	Type.	Builders.			
									Tons.
26	<sup>1</sup> 404	2	25	125	8-25-11000	Westinghouse.....	BOGGS.....	DD136	26
27	415	2	25	125	8-25-11000	.....do.....	BORIE.....	DD215	27
28	450	2	25	125	8-25-11000	.....do.....	BRANCH.....	DD197	28
29	435	2	25	125	2-25-3600	General Electric.....	BRECK.....	DD283	29
30	412	{1	25	125	CC	.....do.....	} BRECKINRIDGE.....	DD148	30
		{1	25	125	8-25-11000	Westinghouse.....			
31	441	2	25	125	8-25-11000	.....do.....	BREESE.....	DD122	31
32	449	2	25	125	8-25-11000	.....do.....	BROOKS.....	DD232	32
33	415	2	25	125	8-25-11000	.....do.....	BROOME.....	DD210	33
34	486	2	25	125	2-25-3600	General Electric.....	BRUCE.....	DD329	34
35	404	2	25	125	2-25-3600	.....do.....	BUCHANAN.....	DD131	35
36	415	2	25	125	8-25-11000	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	8-25-11000	Westinghouse.....	CALDWELL.....	DD69	39
40	435	2	25	125	2-25-3600	General Electric.....	CASE.....	DD285	40
41	318	2	25	125	8-25-11000	Westinghouse.....	CASSIN.....	DD43	41
42	486	2	25	125	2-25-3600	General Electric.....	CHAMPLIN.....	DD104	42
43	415	2	25	125	8-25-11000	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	449	2	25	125	8-25-11000	Westinghouse.....	CHILDS.....	DD241	47
48	<sup>1</sup> 404	2	25	125	8-25-11000	.....do.....	CLAXTON.....	DD140	48
49	450	2	25	125	8-25-11000	General Electric.....	CLEMSON.....	DD186	49
50	486	2	25	125	2-25-3600	.....do.....	COGHLAN.....	DD326	50
51	412	2	25	125	8-25-11000	Westinghouse.....	COLE.....	DB155	51

<sup>1</sup> 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.	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.	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.	Cost+fee.	Oct. 6, 1917	32
33	BROOME.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	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.	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.	<sup>1</sup> 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...	761,500	Mar. 4, 1911	41
42	CHAMPLIN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	<sup>2</sup> Mar. 4, 1917	42
43	CHANDLER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	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..	Cost+10%	<sup>2</sup> Mar. 4, 1917	46
47	CHILDS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	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.	Cost+10%	Mar. 4, 1917	51

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

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
26	July 20, 1917	Nov. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Sept. 23, 1918 *June 27, 1922	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 *June 30, 1922	BRECKINRIDGE..	30
31	June 29, 1917	Nov. 16, 1917	May 11, 1918	None.....	Oct. 22, 1918	Oct. 23, 1918 *June 17, 1922	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 *June 7, 1922	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 *June 22, 1922	BUSH.....	38
39	Oct. 30, 1915	Dec. 9, 1916	July 10, 1917	.....	.....	Dec. 1, 1917 *June 27, 1922	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 *June 7, 1922	CASSIN.....	41
42	May 4, 1917	Oct. 31, 1917	Apr. 7, 1918	.....	Nov. 11, 1918	Nov. 11, 1918 *June 7, 1922	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 *June 7, 1922	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 *June 1, 1922	CHEW.....	46
47	Dec. 29, 1917 *May 8, 1919	Mar. 19, 1919	Sept. 15, 1920	.....	Oct. 22, 1920	Oct. 22, 1920	CHILDS.....	47
48	July 20, 1917	Apr. 25, 1918	Jan. 15, 1919	Dec. 31, 1918	.....	Sept. 13, 1919 *June 17, 1922	CLAXTON.....	48
49	Feb. 14, 1918	May 11, 1918	Sept. 5, 1918	None.....	Nov. 17, 1919	Dec. 29, 1919 *June 30, 1922	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.    3 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
52	COLHOUN.....DD85	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	52
53	CONNER.....DD72	315 6	310 0	30 8	8 0 $\frac{1}{2}$	1,125	14.7	1,225	9 5 $\frac{1}{2}$	53
54	CONVERSE.....DD291	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	54
55	CONYNGHAM.....DD58	315 3	310 0	29 11	9 4 $\frac{1}{2}$	1,090	13.82	1,205	10 1 $\frac{1}{2}$	55
56	COREY.....DD334	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	56
57	COWELL.....DD167	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	57
58	CRANE.....DD109	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	58
59	CRAVEN.....DD70	315 6	310 0	30 8	8 0 $\frac{1}{2}$	1,125	14.7	1,187	9 5 $\frac{1}{2}$	59
60	CROSBY.....DD164	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	60
61	CROWNINSHIELD...DD134	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0	1,154	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 3 $\frac{1}{2}$	30 4 $\frac{1}{2}$	9 5 $\frac{1}{2}$	1,050	14.37	1,171	10 6 $\frac{1}{2}$	63
64	DAHLGREN.....DD187	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	64
65	DALE.....DD290	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	65
66	DALLAS.....DD199	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	66
67	DAVIS.....DD65	315 3	310 0	29 11	9 2 $\frac{1}{2}$	1,071	13.8	1,185	9 9 $\frac{1}{2}$	67
68	DECATUR.....DD341	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	68
69	DELPHY.....DD261	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	69
70	DENT.....DD116	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 $\frac{1}{2}$	70
71	DICKERSON.....DD157	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,211	15.4	1,304	9 9 $\frac{1}{2}$	71
72	DORSEY.....DD117	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	72
73	DOWNES.....DD45	305 3	300 0	30 7	9 7	1,072	14.42	1,190	10 9 $\frac{1}{2}$	73
74	DOYEN.....DD280	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	74
75	DUNCAN.....DD46	305 3	300 0	30 4	9 3	1,014	14.26	1,133	10 6	75
76	DU PONT.....DD152	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 0 $\frac{1}{2}$	1,154	15.4	1,247	9 10 $\frac{1}{2}$	76
77	DYER.....DD84	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	77

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

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.	Messes (complement).				Name and official number.		
	Displacement.	Speed.	Fuel oil.			No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.			Other enlisted men.
			40 cubic feet per ton.	Gallons.								
	<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>									
52	1, 180	34.65	.....	.....	4	2	8	10	104	COLHOUN.....	DD85	52
53	1, 142	30.17	.....	.....	3	2	8	10	104	CONNER.....	DD72	53
54	1, 260	34.86	.....	.....	4	2	8	10	104	CONVERSE.....	DD291	54
55	1, 106	29.63	.....	.....	4	2	8	9	89	CONYNGHAM.....	DD58	55
56	1, 290	33.97	.....	.....	4	2	8	10	104	CORRY.....	DD334	56
57	<sup>1</sup> 1, 185	35.65	.....	.....	4	2	8	10	104	COWELL.....	DD167	57
58	1, 211	34.25	.....	.....	4	2	8	10	104	CRANE.....	DD109	58
59	.....	32.23	.....	.....	4	2	8	10	104	CRAVEN.....	DD70	59
60	<sup>1</sup> 1, 181	35.14	.....	.....	4	2	8	10	104	CROSBY.....	DD164	60
61	1, 156	35.43	.....	.....	4	2	8	10	104	CROWNINSHIELD.....	DD134	61
62	1, 014	30.57	.....	.....	4	2	8	9	89	CUMMINGS.....	DD44	62
63	1, 048	29.18	.....	.....	4	2	8	9	89	CUSHING.....	DD55	63
64	1, 310	34.88	.....	.....	4	2	8	10	104	DAHLGREN.....	DD187	64
65	1, 265	34.82	.....	.....	4	2	8	10	104	DALE.....	DD290	65
66	1, 310	35.04	.....	.....	4	2	8	10	104	DALLAS.....	DD199	66
67	1, 065	<sup>2</sup> 30.35	.....	.....	4	2	8	9	89	DAVIS.....	DD65	67
68	<sup>1</sup> 1, 215	<sup>1</sup> 35.0	.....	.....	4	2	8	10	104	DECATUR.....	DD341	68
69	1, 209	33.91	.....	.....	4	2	8	10	104	DELPHY.....	DD261	69
70	1, 164	35.11	.....	.....	4	2	8	10	104	DENT.....	DD116	70
71	1, 174	35.13	.....	.....	4	2	8	10	104	DICKERSON.....	DD157	71
72	1, 165	<sup>3</sup> 35.18	.....	.....	4	2	8	10	104	DORSEY.....	DD117	72
73	1, 106	29.07	.....	.....	4	2	8	9	89	DOWNES.....	DD45	73
74	1, 260	34.97	.....	.....	4	2	8	10	104	DOYEN.....	DD280	74
75	1, 057	29.14	.....	.....	4	2	8	9	89	DUNCAN.....	DD46	75
76	1, 154	35.03	.....	.....	4	2	8	10	104	DU PONT.....	DD152	76
77	1, 184	34.79	.....	.....	4	2	8	10	104	DYER.....	DD84	77

<sup>1</sup> Estimated.<sup>2</sup> Three-hour trial.<sup>3</sup> 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.
					Sq. ft.	
52 COLHOUN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,700	52
53 CONNER.....	3	Parsons turb. <sup>2</sup> .....	4 White-Forster.	22,520	20,150	53
54 CONVERSE.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	28,675	54
55 CONYNGHAM.....	2	Parsons turb. <sup>4</sup> .....	4 White-Forster.	24,000	17,651	55
56 CORRY.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	31,630	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 CROWNINGSHIELD...	2	Parsons geared turb.....	4 Normand.....	27,000	24,765	61
62 CUMMINGS.....	2	Parsons turb. <sup>5</sup> .....	4 Normand.....	21,509	16,335	62
63 CUSHING.....	2	Curtis turb. <sup>7</sup> .....	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. <sup>6</sup> .....	4 Normand.....	22,500	16,045	67
68 DECATUR.....	2	Parsons geared turb. ✓	4 Normand.....	27,000	26,000	68
69 DELPHY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,440	69
70 DENT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,025	70
71 DICKERSON.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,475	71
72 DORSEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	29,100	72
73 DOWNES.....	2	Curtis turb. <sup>9</sup> .....	4 Thornycroft...	26,456	16,475	73
74 DOYEN.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	28,940	74
75 DUNCAN.....	2	Curtis turb. <sup>8</sup> .....	4 Yarrow.....	21,500	14,254	75
76 DU PONT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,685	76
77 DYER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,300	77

<sup>1</sup> Estimated.<sup>2</sup> Geared cruising turbine on center shaft only.<sup>3</sup> Cruising turbine on each shaft.<sup>4</sup> Geared cruising turbine on starboard shaft only.<sup>5</sup> Cruising engine on port shaft only  $\frac{16 \times 24}{18}$ <sup>6</sup> Geared cruising turbine on port shaft only.<sup>7</sup> Clutch.<sup>8</sup> Cruising engine on each shaft,  $\frac{12\frac{1}{2} \times 26\frac{1}{2}}{13\frac{1}{2}}$ <sup>9</sup> 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). Tons.	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	367	2	25	125	8-25-1111	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	486	2	25	125	2-25-3600	General Electric.....	CORRY ..... DD334	56
57	435	2	25	125	2-25-3600	.....do.....	COWELL..... DD167	57
58	486	2	25	125	2-25-3600	.....do.....	CRANE ..... DD109	58
59	367	2	25	125	8-25-1111	Westinghouse.....	CRAVEN..... DD70	59
60	435	2	25	125	2-25-3600	General Electric.....	CROSBY ..... DD164	60
61	404	2	25	125	2-25-3600	.....do.....	CROWNINSHIELD..... DD134	61
62	329	2	25	125	8-25-1111	Westinghouse.....	CUMMINGS ..... DD44	62
63	360	2	25	125	2-25-3600	General Electric.....	CUSHING..... DD55	63
64	450	2	25	125	8-25-1111	Westinghouse.....	DAHLGREN ..... DD187	64
65	435	2	25	125	2-25-3600	General Electric.....	DALE ..... DD290	65
66	450	2	25	125	8-25-1111	Westinghouse.....	DALLAS..... DD199	66
67	320	2	25	125	2-25-3600	General Electric.....	DAVIS..... DD65	67
68	404	2	25	125	8-25-1111	Westinghouse.....	DECATUR..... DD341	68
69	435	2	25	125	2-25-3600	General Electric.....	DELPHY..... DD261	69
70	408	2	25	125	3-25-1111	Westinghouse.....	DENT..... DD116	70
71	441	2	25	125	2-25-3600	General Electric.....	DICKERSON ..... DD157	71
72	408	2	25	125	8-25-1111	Westinghouse.....	DORSEY..... DD117	72
73	386	2	25	125	8-25-1111	.....do.....	DOWNES ..... DD45	73
74	453	2	25	125	2-25-3600	General Electric.....	DOYEN..... DD280	74
75	348	2	10	125	2-10-5000	.....do.....	DUNCAN ..... DD46	75
76	412	2	25	125	8-25-1111	Westinghouse.....	DU PONT ..... DD152	76
77	435	2	25	125	2-25-3600	General Electric.....	DYER ..... DD84	77

<sup>1</sup> 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..	Cost+10%	Aug. 29, 1916	52
53	CONNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	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.	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..	Cost+10%	Mar. 4, 1917	57
58	CRANE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works.	Cost+10%	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..	Cost+10%	Mar. 4, 1917	60
61	CROWNSHIELD...	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works....	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..	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....	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	DELPHY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	69
70	DENT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	70
71	DICKERSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+10%	Mar. 4, 1917	71
72	DORSEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	72
73	DOWNES.....	4 4", 50 cal.....	4 18" twin..	New York S. B. Co..	777,500	Mar. 4, 1911	73
74	DOYEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	74
75	DUNCAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 18" twin..	Fore River S. B. Co..	779,450	Mar. 4, 1911	75
76	DU PONT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	76
77	DYER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29, 1916	77

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

<sup>2</sup> Limit of cost.

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
52	Dec. 26, 1916 *May 5, 1917	Sept. 19, 1917	Feb. 21, 1918	.....	June 12, 1918	June 13, 1918 June 28, 1922	COLHOUN.....	52
53	Jan. 5, 1916	Oct. 16, 1916	Aug. 21, 1917	Aug. 20, 1917	Jan. 12, 1918	Jan. 12, 1918 *June 2, 1922	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 *June 23, 1922	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 *June 27, 1922	COWELL.....	57
58	May 4, 1917	Jan. 7, 1918	July 4, 1918	.....	Apr. 18, 1919	Apr. 18, 1919 *June 7, 1922	CRANE.....	58
59	Oct. 20, 1915	Nov. 20, 1917	June 29, 1918	.....	.....	Oct. 19, 1918 *June 16, 1922	CRAVEN.....	59
60	Aug. 15, 1917	June 23, 1918	Sept. 28, 1918	.....	Jan. 24, 1919	Jan. 24, 1919 *June 7, 1922	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 *June 23, 1922	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, 1920	Jan. 6, 1920 *June 30, 1922	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 *June 26, 1922	DALLAS.....	66
67	Jan. 30, 1915	May 7, 1915	Aug. 15, 1916	Oct. 30, 1916	Oct. 4, 1916	Oct. 5, 1916 *June 20, 1922	DAVIS.....	67
68	Jan. 22, 1918	Sept. 15, 1920	Oct. 29, 1921	.....	.....	Aug. 9, 1922	DECATUR.....	68
69	Dec. 6, 1917	Apr. 20, 1918	July 18, 1918	.....	Nov. 30, 1918	Nov. 30, 1918	DELPHY.....	69
70	May 2, 1917	Aug. 30, 1917	Mar. 23, 1918	.....	Sept. 9, 1918	Sept. 9, 1918 *June 7, 1922	DENT.....	70
71	Sept. 28, 1917	May 25, 1918	Mar. 12, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919 *June 23, 1922	DICKERSON.....	71
72	May 2, 1917	Sept. 18, 1917	Apr. 9, 1918	.....	Sept. 16, 1918	Sept. 16, 1918	DORSEY.....	72
73	Sept. 8, 1911	June 27, 1912	Nov. 8, 1913	Sept. 8, 1913	Feb. 11, 1915	Feb. 11, 1915 *June 6, 1922	DOWNES.....	73
74	Dec. 6, 1917	Mar. 24, 1919	July 26, 1919	.....	Oct. 10, 1919	Dec. 17, 1919 *June 8, 1922	DOYEN.....	74
75	Sept. 6, 1911	June 17, 1912	Apr. 5, 1913	Sept. 6, 1913	Aug. 30, 1913	Aug. 30, 1913 *Aug. 9, 1921	DUNCAN.....	75
76	Sept. 8, 1917	May 2, 1918	Oct. 22, 1918	.....	Apr. 30, 1919	Apr. 30, 1919 *June 30, 1922	DU PONT.....	76
77	Dec. 26, 1916 *May 5, 1917	Sept. 27, 1917	Apr. 13, 1918	.....	July 1, 1918	July 1, 1918 *June 7, 1922	DYER.....	77

\*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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
78	EDSALL.....DD219	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	78
79	EDWARDS.....DD265	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	79
80	EDWARDS, JOHN D. DD216	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	80
81	ELLIOT.....DD146	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	81
82	ELLS.....DD154	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	82
83	ERICSSON.....DD56	305 3	300 0	30 7	9 9	1,090	14.5	1,211	10 8½	83
84	EVANS.....DD78	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	84
85	FAIRFAX.....DD93	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	85
86	FARENHOLT.....DD332	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	86
87	FARQUHAR.....DD304	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	87
88	FAREAGUT.....DD300	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	88
89	FLUSSER.....DD289	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	89
90	FOOTE.....DD169	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	90
91	FORD, JOHN D. DD228	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	91
92	FOX.....DD234	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	92
93	FULLER.....DD297	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	93
94	GAMBLE.....DD123	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	94
95	GILLIS.....DD260	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	95
96	GILMER.....DD233	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	96
97	GOFF.....DD247	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	97
98	GOLDSBOROUGH....DD188	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	98
99	GREENE.....DD266	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	99
100	GREER.....DD145	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	100
101	GREGORY.....DD82	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	101
102	GRIDLEY.....DD92	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	102

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

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.		Messrs' (complement).				Name and official number.	
	Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.	Other enlisted men.			
			40 cubic feet per ton.	Gallons.								
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>										
78	1,242	35.20			4	2	8	10	104	EDSALL.....	DD219	78
79	1,198	33.92			4	2	8	10	104	EDWARDS.....	DD285	79
80	1,215	35.06			4	2	8	10	104	EDWARDS, JOHN D.....	DD216	80
81	1,154	35.12			4	2	8	10	104	ELLIOT.....	DD146	81
82	1,154	35.17			4	2	8	10	104	ELLIS.....	DD154	82
83	1,687	29.29			4	2	8	9	89	ERICSSON.....	DD56	83
84	1,155	35.37			4	2	8	10	104	EVANS.....	DD78	84
85	1,154	35.00			4	2	8	10	104	FAIRFAX.....	DD93	85
86	1,289	33.40			4	2	8	10	104	FARENHOLT.....	DD332	86
87	1,289	33.32			4	2	8	10	104	FARQUHAR.....	DD304	87
88	1,202	32.68			4	2	8	10	104	FARRAGUT.....	DD300	88
89	1,269	34.84			4	2	8	10	104	FLUSSER.....	DD289	89
90	1,190	35.57			4	2	8	10	104	FOOTE.....	DD169	90
91	1,236	35.11			4	2	8	10	104	FORD, JOHN D.....	DD228	91
92	1,328	33.92			4	2	8	10	112	FOX.....	DD234	92
93	1,291	33.00			4	2	8	10	104	FULLER.....	DD297	93
94	1,206	33.20			4	2	8	10	104	GAMBLE.....	DD123	94
95	1,266	34.55			4	2	8	10	104	GILLIS.....	DD260	95
96	1,338	33.82			4	2	8	10	112	GILMER.....	DD233	96
97	1,317	33.62			4	2	8	10	104	GOFF.....	DD247	97
98	1,308	35.28			4	2	8	10	104	GOLDSBOROUGH.....	DD188	98
99	1,233	34.72			4	2	8	10	104	GREENE.....	DD266	99
100	1,209	35.14			4	2	8	10	104	GREER.....	DD145	100
101	1,185	34.34			4	2	8	10	104	GREGORY.....	DD82	101
102	1,191	34.40			4	2	8	10	104	GRIDLEY.....	DD92	102

<sup>1</sup> Two-hour trial

<sup>2</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.		
				Number and type.	Total heating surface.	Main engines.	Total maximum.	
					<i>Sq. ft.</i>			
78	EDSALL.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	26,050	.....	78
79	EDWARDS.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	26,520	.....	79
80	EDWARDS, JOHN D..	2	Parsons geared turb. ✓	4 White-Forster.	27,500	25,760	.....	80
81	ELLIOTT.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	24,875	.....	81
82	ELLIS.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	24,930	.....	82
83	ERICSSON.....	2	Parsons turb. <sup>3</sup>	4 Thornycroft...	26,935	17,151	.....	83
84	EVANS.....	2	Parsons geared turb. ✓	4 Normand.....	27,000	24,660	.....	84
85	FAIRFAX.....	2	Parsons geared turb. ✓	4 Normand.....	27,000	24,200	.....	85
86	FARENHOLT.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	30,250	.....	86
87	FARQUHAR.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	29,325	.....	87
88	FARRAGUT.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	27,750	.....	88
89	FLUSSER.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	28,650	.....	89
90	FOOTE.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	28,760	.....	90
91	FORD, JOHN D.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	25,865	.....	91
92	FOX.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,400	.....	92
93	FULLER.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	28,550	.....	93
94	GAMBLE.....	2	Curtis turb. <sup>4</sup>	4 Thornycroft...	28,000	24,520	.....	94
95	GILLIS.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	28,535	.....	95
96	GILMER.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,175	.....	96
97	GOFF.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	28,600	.....	97
98	GOLDSBOROUGH.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	27,075	.....	98
99	GREENE.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	28,340	.....	99
100	GREER.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	24,900	.....	100
101	GREGORY.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	26,340	.....	101
102	GRIDLEY.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	29,500	.....	102

<sup>1</sup> Estimated.<sup>3</sup> Cruising turbine on each shaft.<sup>2</sup> Cruising engine on port shaft only  $\frac{16 \times 24}{18}$ <sup>4</sup> 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.		
78	415	2	25	125	8-25-11111	Westinghouse.....	EDSALL.....DD219	78
79	435	2	25	125	2-25-3600	General Electric.....	EDWARDS.....DD265	79
80	415	2	25	125	8-25-11111	Westinghouse.....	EDWARDS, JOHN D...DD216	80
81	412	2	25	125	8-25-11111	....do.....	ELLIOT.....DD146	81
82	412	2	25	125	8-25-11111	....do.....	ELLIS.....DD154	82
83	364	2	25	125	8-25-11111	....do.....	ERICSSON.....D56	83
84	404	2	25	125	2-25-3600	General Electric.....	EVANS.....DD78	84
85	404	2	25	125	8-25-11111	Westinghouse.....	FAIRFAX.....DD93	85
86	486	2	25	125	2-25-3600	General Electric.....	FARENHOLT.....DD332	86
87	486	2	25	125	2-25-3600	....do.....	FARQUHAR.....DD304	87
88	486	2	25	125	2-25-3600	....do.....	FARRAGUT.....DD300	88
89	435	2	25	125	2-25-3600	....do.....	FLUSSER.....DD289	89
90	435	2	25	125	2-25-3600	....do.....	FOOTE.....DD169	90
91	415	2	25	125	8-25-11111	Westinghouse.....	FORD, JOHN D.....DD228	91
92	449	2	25	125	8-25-11111	....do.....	FOX.....DD234	92
93	486	2	25	125	2-25-3600	General Electric.....	FULLER.....DD297	93
94	441	2	25	125	8-25-11111	Westinghouse.....	GAMBLE.....DD123	94
95	435	2	25	125	2-25-3600	General Electric.....	GILLIS.....DD260	95
96	449	2	25	125	8-25-11111	Westinghouse.....	GILMER.....DD233	96
97	449	2	25	125	8-25-11111	....do.....	GOFF.....DD247	97
98	450	2	25	125	8-25-11111	....do.....	GOLDSBOROUGH.....DD188	98
99	435	2	25	125	2-25-3600	General Electric.....	GREENE.....DD266	99
100	412	2	25	125	8-25-11111	Westinghouse.....	GREER.....DD145	100
101	435	2	25	125	2-25-3600	General Electric.....	GREGORY.....DD82	101
102	458	2	25	125	2-25-3600	....do.....	GRIDLEY.....DD92	102

1 Estimate.

## 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).				
78 EDSALL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	78
79 EDWARDS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	79
80 EDWARDS, JOHN D.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	80
81 ELLIOT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	81
82 ELLIS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	82
83 ERICSSON.....	4 4", 50 cal....	4 21" twin..	New York S. B. Co.	873,500	Aug. 22, 1912	83
84 EVANS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works.	Cost+10%	Aug. 29, 1916	84
85 FAIRFAX.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916	85
86 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	86
87 FARQUHAR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	87
88 FARRAGUT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	88
89 FLUSSER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	89
90 FOOTE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Mar. 4, 1917	90
91 FORD, JOHN D....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917	91
92 FOX.....	4 5", 51 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	92
93 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	93
94 GAMBLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	94
95 GILLIS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	95
96 GILMER.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917	96
97 GOFF.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	97
98 GOLDSBOROUGH...	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	98
99 GREENE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	99
100 GREER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917	100
101 GREGORY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co.	Cost+10%	Aug. 29, 1916	101
102 GRIDLEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works.	Cost+10%	Aug. 29, 1916	102

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
78	Dec. 19, 1917	Sept. 15, 1919	July 29, 1920	.....	Nov. 26, 1920	Nov. 26, 1920	EDSALL.....	78
79	Dec. 6, 1917	Apr. 20, 1918	Oct. 10, 1918	.....	Apr. 24, 1919	Apr. 24, 1919 <sup>2</sup> June 8, 1922	EDWARDS.....	79
80	Dec. 19, 1917	May 21, 1919	Oct. 18, 1919	None.....	Apr. 6, 1920	Apr. 6, 1920	EDWARDS, JOHN D.	80
81	Sept. 8, 1917	Feb. 23, 1918	July 4, 1918	.....	Jan. 25, 1919	Jan. 25, 1919 <sup>2</sup> May 22, 1922	ELLIOT.....	81
82	Sept. 8, 1917	July 8, 1918	Nov. 30, 1918	.....	June 7, 1919	June 7, 1919 <sup>2</sup> June 17, 1922	ELLIS.....	82
83	Dec. 16, 1912	Nov. 10, 1913	Aug. 22, 1914	Dec. 16, 1914	Aug. 14, 1915	Aug. 14, 1915 <sup>2</sup> June 16, 1922	ERICSSON.....	83
84	Nov. 30, 1916	Dec. 28, 1917	Oct. 30, 1918	.....	Nov. 11, 1918	Nov. 11, 1918 <sup>2</sup> May 29, 1922	EVANS.....	84
85	Nov. 22, 1916	July 10, 1917	Dec. 15, 1917	.....	.....	Apr. 6, 1918 <sup>2</sup> June 19, 1922	FAIRFAX.....	85
86	Dec. 6, 1917	Sept. 13, 1920	Mar. 9, 1921	.....	May 10, 1921	May 10, 1921	FARENHOLT.....	86
87	Dec. 6, 1917	Aug. 13, 1918	Jan. 18, 1919	.....	July 31, 1920	Aug. 5, 1920	FARQUHAR.....	87
88	Dec. 6, 1917	July 4, 1918	Nov. 21, 1918	.....	June 4, 1920	June 4, 1920	FARRAGUT.....	88
89	Dec. 6, 1917	July 21, 1919	Nov. 7, 1919	None.....	Dec. 31, 1919	Feb. 25, 1920	FLUSSER.....	89
90	Aug. 15, 1917	Aug. 7, 1918	Dec. 14, 1918	.....	Mar. 21, 1919	Mar. 21, 1919	FOOTE.....	90
91	Dec. 19, 1917 <sup>2</sup> May 8, 1919	Nov. 11, 1919	Sept. 2, 1920	.....	Dec. 30, 1920	Dec. 30, 1920	FORD, JOHN D..	91
92	Dec. 29, 1917	June 25, 1918	June 12, 1919	None.....	May 17, 1920	May 17, 1920	FOX.....	92
93	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	.....	Feb. 28, 1920	Feb. 28, 1920	FULLER.....	93
94	June 29, 1917	Nov. 12, 1917	May 11, 1918	None.....	Nov. 27, 1918	Nov. 29, 1918 <sup>2</sup> June 19, 1922	GAMBLE.....	94
95	Dec. 6, 1917	Dec. 27, 1918	May 29, 1919	None.....	Sept. 3, 1919	Sept. 3, 1919 <sup>2</sup> May 26, 1922	GILLIS.....	95
96	Dec. 29, 1917 <sup>2</sup> May 8, 1919	June 25, 1918	May 24, 1919	None.....	Apr. 30, 1920	Apr. 30, 1920	GILMER.....	96
97	Dec. 29, 1917 <sup>2</sup> May 8, 1919	June 16, 1919	June 2, 1920	None.....	Jan. 19, 1921	Jan. 19, 1921	GOFF.....	97
98	Feb. 14, 1918	June 8, 1918	Nov. 20, 1918	None.....	Jan. 26, 1920	Jan. 26, 1920	GOLDSBOROUGH.	98
99	Dec. 6, 1917	June 3, 1918	Nov. 2, 1918	.....	May 9, 1919	May 9, 1919 <sup>2</sup> June 17, 1922	GREENE.....	99
100	Sept. 8, 1917	Feb. 24, 1918	Aug. 1, 1918	.....	Dec. 31, 1918	Dec. 31, 1918 <sup>2</sup> June 22, 1922	GREER.....	100
101	Dec. 26, 1916 <sup>2</sup> May 5, 1917	Aug. 25, 1917	Jan. 27, 1918	.....	May 31, 1918	June 1, 1918	GREGORY.....	101
102	Dec. 30, 1916	Apr. 1, 1918	July 4, 1918	.....	Mar. 8, 1919	Mar. 8, 1919 <sup>2</sup> June 22, 1922	GRIDLEY.....	102

<sup>1</sup>Date assigned to yard.    <sup>2</sup>Date of supplementary contract.    <sup>3</sup>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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
103	GWIN.....DD71	315 6	310 0	30 8	8 0½	1,125	14.7	1,228	9 5½	103
104	HALE.....DD133	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 6	104
105	HAMILTON.....DD141	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	105
106	HAMILTON, PAUL...DD307	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	106
107	HARADEN.....DD183	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	107
108	HARDING.....DD91	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	108
109	HATFIELD.....DD231	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	109
110	HAZELWOOD.....DD107	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	110
111	HENSHAW.....DD278	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	111
112	HERBERT.....DD160	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	112
113	HERNDON.....DD198	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	113
114	HOGAN.....DD178	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	114
115	HOPEWELL.....DD181	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	115
116	HOPKINS.....DD249	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	116
117	HOVEY.....DD208	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	117
118	HOWARD.....DD179	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	118
119	HULBERT.....DD342	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	119
120	HULL.....DD330	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	120
121	HUMPHREYS.....DD236	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	121
122	HUNT.....DD194	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	122
123	INGRAM, OSMOND..DD255	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	123
124	ISHERWOOD.....DD284	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	124
125	JAMES, REUBEN...DD245	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	125
126	JONES, JACOB.....DD130	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	126
127	JONES, PAUL.....DD230	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	127
128	JONES, WILLIAM...DD308	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	128

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

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Riz.	Messrs (complement).			Name and official number.			
	Displacement.	Speed.	Fuel oil.			No. of funnels.	Masks.	Wardroom off-cers.		Chief petty off-cers.	Other enlisted men.	
			40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.										
103	1,192	30.29			3	2	8	10	104	GWIN.....	DD71	103
104	1,149	35.38			4	2	8	10	104	HALE.....	DD133	104
105	<sup>2</sup> 1,370	35.13			4	2	8	10	104	HAMILTON.....	DD141	105
106	1,300	33.20			4	2	8	10	104	HAMILTON, PAUL.....	DD307	106
107	1,248	33.94			4	2	8	10	104	HARADEN.....	DD183	107
108	1,198	35.02			4	2	8	10	104	HARDING.....	DD91	108
109	1,318	33.84			4	2	8	10	112	HATFIELD.....	DD231	109
110	1,186	33.56			4	2	8	10	104	HAZELWOOD.....	DD107	110
111	1,279	34.75			4	2	8	10	104	HENSHAW.....	DD278	111
112	1,169	35.21			4	2	8	10	104	HERBERT.....	DD160	112
113	1,300	35.30			4	2	8	10	104	HERNDON.....	DD198	113
114	1,233	33.27			4	2	8	10	104	HOGAN.....	DD178	114
115	1,229	28.22			4	2	8	10	104	HOPEWELL.....	DD181	115
116	1,305	33.97			4	2	8	10	104	HOPKINS.....	DD249	116
117	1,229	35.13			4	2	8	10	116	HOVEY.....	DD208	117
118	1,231	34.75			4	2	8	10	104	HOWARD.....	DD179	118
119	1,272	34.44			4	2	8	10	104	HULBERT.....	DD342	119
120	1,299	34.36			4	2	8	10	104	HULL.....	DD330	120
121	1,310	33.81			4	2	8	10	104	HUMPHREYS.....	DD236	121
122	1,310	35.79			4	2	8	10	104	HUNT.....	DD194	122
123	1,267	34.44			4	2	8	10	104	INGRAM, OSMOND.....	DD255	123
124	1,265	34.63			4	2	8	10	104	ISHERWOOD.....	DD284	124
125	1,317	33.83			4	2	8	10	104	JAMES, REUBEN.....	DD245	125
126	1,167	35.08			4	2	8	10	104	JONES, JACOB.....	DD130	126
127	<sup>2</sup> 1,215	35.14			4	2	8	10	104	JONES, PAUL.....	DD230	127
128	1,298	33.10			4	2	8	10	104	JONES, WILLIAM.....	DD308	128

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



## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface. <i>Sq. ft.</i>	Main engines.	Total maximum.
103	GWIN.....	2	Parsons geared turb.....	4 Yarrow.....	22,252	19,930	103
104	HALE.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,685	104
105	HAMILTON.....	2	Parsons geared turb. ✓	4 Normand.....	27,000	26,175	105
106	HAMILTON, PAUL...	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	29,100	106
107	HARADEN.....	2	Curtis turb. <sup>3</sup> .....	4 Thornycroft	28,000	26,370	107
108	HARDING.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	31,600	108
109	HATFIELD.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,200	109
110	HAZELWOOD.....	2	Curtis geared turb..... ✓	4 Yarrow.....	27,540	27,600	110
111	HENSHAW.....	2	Curtis geared turb..... ✓	4 Yarrow.....	27,540	28,435	111
112	HERBERT.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,675	112
113	HERNDON.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	27,100	113
114	HOGAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,475	114
115	HOPEWELL.....	2	Curtis turb. <sup>3</sup> .....	4 Thornycroft.....	28,000	25,000	115
116	HOPKINS.....	2	Westgh. geared turb..... ✓	4 White-Forster.	27,500	29,590	116
117	HOVEY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,885	117
118	HOWARD.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,875	118
119	HULBERT.....	2	Parsons geared turb..... ✓	4 Normand.....	27,000	26,000	119
120	HULL.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	32,650	120
121	HUMPHREYS.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,125	121
122	HUNT.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	28,075	122
123	INGRAM, OSMOND...	2	Curtis geared turb.....	4 Yarrow.....	27,500	28,290	123
124	ISHERWOOD.....	2	Curtis geared turb..... ✓	4 Yarrow.....	27,540	28,160	124
125	JAMES, REUBEN...	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,180	125
126	JONES, JACOB.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,320	126
127	JONES, PAUL.....	2	Parsons geared turb..... ✓	4 White-Forster.	27,500	25,950	127
128	JONES, WILLIAM...	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	28,825	128

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on each shaft.<sup>3</sup> 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.		
103	434	2	25	125	8-25-1400	Westinghouse.....	GWIN..... DD71	103
104	404	2	25	125	2-25-3600	General Electric.....	HALE..... DD133	104
105	404	2	25	125	8-25-1400	Westinghouse.....	HAMILTON..... DD141	105
106	486	2	25	125	2-25-3600	General Electric.....	HAMILTON, PAUL..... DD307	106
107	442	2	25	125	8-25-1400	Westinghouse.....	HARDEN..... DD183	107
108	458	2	25	125	2-25-3600	General Electric.....	HARDING..... DD91	108
109	449	2	25	125	8-25-1400	Westinghouse.....	HATFIELD..... DD231	109
110	486	2	25	125	2-25-3600	General Electric.....	HAZELWOOD..... DD107	110
111	435	2	25	125	2-25-3600	.....do.....	HENSHAW..... DD278	111
112	441	2	25	125	2-25-3600	.....do.....	HERBERT..... DD160	112
113	450	2	25	125	8-25-1400	Westinghouse.....	HERNDON..... DD198	113
114	484	2	25	125	2-25-3600	General Electric.....	HOGAN..... DD178	114
115	442	2	25	125	8-25-1400	Westinghouse.....	HOPEWELL..... DD181	115
116	449	2	25	125	8-25-1400	.....do.....	HOPKINS..... DD249	116
117	415	2	25	125	8-25-1400	.....do.....	HOVEY..... DD208	117
118	484	2	25	125	2-25-3600	General Electric.....	HOWARD..... DD179	118
119	353	2	25	125	8-25-1400	Westinghouse.....	HULBERT..... DD342	119
120	486	2	25	125	2-25-3600	General Electric.....	HULL..... DD330	120
121	449	2	25	125	8-25-1400	Westinghouse.....	HUMPHREYS..... DD236	121
122	450	2	25	125	8-25-1400	.....do.....	HUNT..... DD149	122
123	435	2	25	125	2-25-3600	General Electric.....	INGRAM, OSMOND..... DD255	123
124	435	2	25	125	2-25-3600	.....do.....	ISHERWOOD..... DD284	124
125	419	2	25	125	8-25-1400	Westinghouse.....	JAMES, REUBEN..... DD245	125
126	441	2	25	125	2-25-3600	General Electric.....	JONES, JACOB..... DD130	126
127	415	2	25	125	8-25-1400	Westinghouse.....	JONES, PAUL..... DD230	127
128	486	2	25	125	2-25-3600	General Electric.....	JONES, WILLIAM..... DD308	128

‡ 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).			
103	GWIN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Seattle Con. & D. D. Co.	885,000	Mar. 3, 1915 103
104	HALE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works....	Cost+10%	Mar. 4, 1917 104
105	HAMILTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917 105
106	HAMILTON, PAUL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 106
107	HARADEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 107
108	HARDING.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works..	Cost+10%	Aug. 29, 1916 108
109	HATFIELD.....	4 5", 51 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co.	Cost+fee.	Oct. 6, 1917 109
110	HAZELWOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917 110
111	HENSHAW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 111
112	HERBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+10%	Mar. 4, 1917 112
113	HERNDON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 113
114	HOGAN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917 114
115	HOPEWELL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 115
116	HOPKINS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+10%	Oct. 6, 1917 116
117	HOVEY.....	2 8 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917 117
118	HOWARD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917 118
119	HULBERT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Norfolk, Va.	.....	Oct. 6, 1917 119
120	HULL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp....	Cost+fee.	Oct. 6, 1917 120
121	HUMPHREYS.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 121
122	HUNT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 122
123	INGRAM, OSMOND.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 123
124	ISHERWOOD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 124
125	JAMES, REUBEN.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 125
126	JONES, JACOB.....	4 4", 50 cal.; 2 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+10%	Mar. 4, 1917 126
127	JONES, PAUL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917 127
128	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 128

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

<sup>2</sup> Twin mounts.

## DESTROYERS—FIRST LINE (DD).

Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
103 Mar. 8, 1916	June 21, 1917	Dec. 22, 1917	Nov. 8, 1917	Mar. 18, 1920	Mar. 18, 1920 * June 28, 1922	GWIN.....	103
104 Aug. 31, 1917	Oct. 7, 1918	May 29, 1919	May 15, 1919	June 12, 1919	June 12, 1919 * June 22, 1922	HALE.....	104
105 <sup>1</sup> July 20, 1917	June 8, 1918	Jan. 15, 1919	Dec. 31, 1918	.....	Nov. 7, 1919	HAMILTON.....	105
106 Dec. 6, 1917	Sept. 25, 1918	Feb. 21, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	HAMILTON, PAUL	106
107 Sept. 28, 1917	Mar. 30, 1918	July 4, 1918	None.....	June 6, 1919	June 7, 1919	HARADEN.....	107
108 Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Jan. 24, 1919	Jan. 24, 1919	HARDING.....	108
109 <sup>2</sup> Dec. 29, 1917 * May 8, 1919	June 10, 1918	Mar. 17, 1919	None.....	Apr. 16, 1920	Apr. 16, 1920	HATFIELD.....	109
110 May 4, 1917	Dec. 24, 1917	June 22, 1918	.....	Feb. 19, 1919	Feb. 20, 1919 * June 7, 1922	HAZELWOOD.....	110
111 Dec. 6, 1917	Jan. 3, 1918	June 23, 1919	None.....	Sept. 24, 1919	Dec. 10, 1919 * June 15, 1922	HENSHAW.....	111
112 Sept. 28, 1917	Apr. 9, 1918	May 8, 1919	None.....	Nov. 21, 1919	Nov. 21, 1919	HERBERT.....	112
113 Feb. 14, 1918	Nov. 25, 1918	May 31, 1919	None.....	Apr. 17, 1920	Sept. 14, 1920	HERNDON.....	113
114 Aug. 15, 1917	Nov. 25, 1918	Apr. 12, 1919	.....	Oct. 1, 1919	Oct. 1, 1919	HOGAN.....	114
115 Sept. 28, 1917	Jan. 19, 1918	June 8, 1918	None.....	Mar. 21, 1919	Mar. 21, 1919	HOPEWELL.....	115
116 <sup>2</sup> Dec. 29, 1917 * May 8, 1919	July 30, 1919	June 26, 1920	None.....	Mar. 21, 1921	Mar. 21, 1921	HOPKINS.....	116
117 Dec. 19, 1917	Sept. 7, 1918	Apr. 26, 1919	None.....	Oct. 2, 1919	Oct. 2, 1919	HOVEY.....	117
118 Aug. 15, 1917	Dec. 9, 1918	Apr. 26, 1919	.....	Jan. 28, 1920	Jan. 29, 1920	HOWARD.....	118
119 <sup>1</sup> Jan. 25, 1918	Nov. 18, 1918	June 23, 1919	None.....	.....	Oct. 27, 1920	HULBERT.....	119
120 Dec. 6, 1917	Sept. 13, 1920	Feb. 18, 1921	.....	Apr. 26, 1921	Apr. 26, 1921	HULL.....	120
121 <sup>2</sup> Dec. 29, 1917 * May 8, 1919	July 31, 1918	July 23, 1919	None.....	July 21, 1920	July 21, 1920	HUMPHREYS.....	121
122 Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	None.....	June 8, 1920	Sept. 30, 1920	HUNT.....	122
123 Dec. 6, 1917	Oct. 15, 1918	Feb. 28, 1919	.....	June 27, 1919	June 28, 1919 * June 24, 1922	INGRAM, OSMOND	123
124 Dec. 6, 1917	May 24, 1919	Sept. 10, 1919	None.....	Nov. 26, 1919	Dec. 4, 1919	ISHERWOOD.....	124
125 <sup>2</sup> Dec. 29, 1917 * May 8, 1918	Apr. 2, 1919	Oct. 4, 1919	None.....	Sept. 24, 1920	Sept. 24, 1920	JAMES, REUBEN	125
126 July 11, 1917	Feb. 21, 1918	Nov. 20, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919 June 24, 1922	JONES, JACOB...	126
127 Dec. 19, 1917	Dec. 23, 1919	Sept. 30, 1920	.....	Apr. 19, 1921	Apr. 19, 1921	JONES, PAUL...	127
128 Dec. 6, 1917	Oct. 2, 1918	Apr. 9, 1919	None.....	Sept. 30, 1920	Sept. 30, 1920	JONES, WILLIAM	128

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

<sup>2</sup> Date of supplementary contract.

<sup>3</sup> 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										Ft. in.
129	KALK.....DD170	314 4½	310 0	30 11½	9 1½	1,191	15.4	1,278	9 8	129
130	KANE.....DD235	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	130
131	KENNEDY.....DD306	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	131
132	KENNISON.....DD138	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	132
133	KIDDER.....DD319	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	133
134	KILTY.....DD137	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	134
135	KIMBERLY.....DD80	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	135
136	KING.....DD242	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	136
137	LAMBERTON.....DD119	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	137
138	LAMSON.....DD328	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	138
139	LARDNER.....DD286	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	139
140	LAUB.....DD263	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	140
141	LA VALLETTE.....DD315	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	141
142	LAWRENCE.....DD250	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	142
143	LEA.....DD118	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	143
144	LEARY.....DD158	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	144
145	LEE, S. P.....DD310	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	145
146	LITCHFIELD.....DD336	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	146
147	LITTLE.....DD79	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	147
148	LONG.....DD209	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	148
149	MACDONOUGH.....DD331	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	149
150	MACKENZIE.....DD175	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	150
151	MACLEISH.....DD220	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	151
152	MADDOX.....DD168	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	152
153	MANLEY.....DD74	315 6	310 0	30 8	8 0½	1,125	14.7	1,187	9 5½	153
154	MARCUS.....DD321	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	154

<sup>1</sup> 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 officers.	Chief petty officers.			Other enlisted men.
			40 cubic feet per ton.	Gallons.								
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>										
129	1,200	35.41	.....	.....	4	2	8	10	104	KALK.....	DD170	129
130	1,296	33.78	.....	.....	4	2	8	10	112	KANE.....	DD235	130
131	1,293	33.36	.....	.....	4	2	8	10	104	KENNEDY.....	DD306	131
132	1,180	35.89	.....	.....	4	2	8	10	104	KENNISON.....	DD138	132
133	1,288	33.85	.....	.....	4	2	8	10	104	KIDDER.....	DD319	133
134	1,191	35.22	.....	.....	4	2	8	10	104	KILTY.....	DD137	134
135	1,236	34.81	.....	.....	4	2	8	10	104	KIMBERLY.....	DD80	135
136	1,303	33.99	.....	.....	4	2	8	10	104	KING.....	DD242	136
137	1,203	33.40	.....	.....	4	2	8	10	104	LAMBERTON.....	DD119	137
138	1,304	33.64	.....	.....	4	2	8	10	104	LAMTON.....	DD328	138
139	1,256	34.57	.....	.....	4	2	8	10	104	LARDNER.....	DD286	139
140	1,191	34.37	.....	.....	4	2	8	10	104	LAUB.....	DD23	140
141	1,290	33.24	.....	.....	4	2	8	10	104	LA VALLETTE.....	DD315	141
142	1,322	33.88	.....	.....	4	2	8	10	104	LAWRENCE.....	DD250	142
143	1,165	35.04	.....	.....	4	2	8	10	104	LEA.....	DD118	143
144	1,175	35.16	.....	.....	4	2	8	10	104	LEARY.....	DD158	144
145	1,296	33.30	.....	.....	4	2	8	10	104	LEE, S. P.....	DD310	145
146	1,283	34.92	.....	.....	4	2	8	10	104	LITCHFIELD.....	DD336	146
147	<sup>1</sup> 1,191	34.73	.....	.....	4	2	8	10	104	LITTLE.....	DD79	147
148	1,230	35.03	.....	.....	4	2	8	10	116	LONG.....	DD209	148
149	1,299	33.10	.....	.....	4	2	8	10	104	MACDONOUGH.....	DD331	149
150	1,195	33.57	.....	.....	4	2	8	10	104	MACKENZIE.....	DD175	150
151	1,231	35.05	.....	.....	4	2	8	10	104	MACFISH.....	DD220	151
152	<sup>1</sup> 1,202	34.94	.....	.....	4	2	8	10	104	MADDOX.....	DD168	152
153	1,094	32.23	.....	.....	4	2	8	10	104	MANLEY.....	DD74	153
154	1,296	33.18	.....	.....	4	2	8	10	104	MARCUS.....	DD321	154

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					Sq. ft.		
129	KALK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,400	129
130	KANE.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,050	130
131	KENNEDY.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,500	29,450	131
132	KENNISON.....	2	Parsons geared turb.....	4 Normand.....	27,000	28,300	132
133	KIDDER.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	31,350	133
134	KILTY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,325	134
135	KIMBERLY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,350	135
136	KING.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,575	136
137	LAMBERTON.....	2	Curtis turb. <sup>2</sup> .....	4 Thornycroft.....	28,000	25,000	137
138	LAMSON.....	2	G. E. Curtis geared turb. ✓	4 Yarrow.....	27,540	30,825	138
139	LARDNER.....	2	Curtis geared turb..... ✓	4 Yarrow.....	27,540	27,990	139
140	LAUB.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,535	140
141	LA VALLETTE.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	29,750	141
142	LAWRENCE.....	2	Westgh. geared turb. ✓	4 white-Forster.	27,500	29,290	142
143	LEA.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,980	143
144	LEARY.....	2	Parsons geared turb.....	4 Thornycroft.....	27,048	25,525	144
145	LEE, S. P.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	29,325	145
146	LITCHFIELD.....	2	Parsons geared turb. ✓	4 Normand.....	27,000	29,900	146
147	LITTLE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,180	147
148	LONG.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,700	148
149	MACDONOUGH.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	29,500	149
150	MACKENZIE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,210	150
151	MACLEISH.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	25,740	151
152	MADDOX.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,950	152
153	MANLEY.....	2	Parsons geared turb.....	4 Normand.....	21,500	19,715	153
154	MARCUS.....	2	G. E. Curtis geared turb. <sup>1</sup>	4 Yarrow.....	27,540	29,670	154

<sup>1</sup> Cruising turbine on each shaft.<sup>2</sup> 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.		
129	435	2	25	125	2-25-3600	General Electric	KALK	DD170	129
130	449	2	25	125	8-25-11111	Westinghouse	KANE	DD235	130
131	486	2	25	125	2-25-3600	General Electric	KENNEDY	DD306	131
132	404	2	25	125	8-25-11111	Westinghouse	KENNISON	DD138	132
133	486	2	25	125	2-25-3600	General Electric	KIDDER	DD319	133
134	404	2	25	125	8-25-11111	Westinghouse	KILTY	DD137	134
135	435	2	25	125	2-25-3600	General Electric	KIMBERLY	DD80	135
136	449	2	25	125	8-25-11111	Westinghouse	KING	DD242	136
137	441	2	25	125	8-25-11111	do	LAMBERTON	DD119	137
138	486	2	25	125	2-25-3600	General Electric	LAMSON	DD328	138
139	435	2	25	125	2-25-3600	do	LARDNER	DD286	139
140	435	2	25	125	2-25-3600	do	LAUB	DD263	140
141	486	2	25	125	2-25-3600	do	LA VALLETTE	DD315	141
142	449	2	25	125	8-25-11111	Westinghouse	LAWRENCE	DD250	142
143	408	2	25	125	8-25-11111	do	LEA	DD118	143
144	441	2	25	125	2-25-3600	General Electric	LEARY	DD158	144
145	486	2	25	125	2-25-3600	do	LEE, S. P.	DD310	145
146	404	2	25	125	5-25-11111	Westinghouse	LITCHFIELD	DD336	146
147	435	2	25	125	2-25-3600	General Electric	LITTLE	DD79	147
148	415	2	25	125	8-25-11111	Westinghouse	LONG	DD209	148
149	486	2	25	125	2-25-3600	General Electric	MACDONOUGH	DD331	149
150	484	2	25	125	2-25-3600	do	MACKENZIE	DD175	150
151	415	2	25	125	8-25-11111	Westinghouse	MACLEISH	DD220	151
152	435	2	25	125	2-25-3600	General Electric	MADDOX	DD168	152
153	336	2	25	125	2-25-3600	do	MANLEY	DD74	153
154	486	2	25	125	2-25-3600	do	MARCUS	DD321	154

<sup>1</sup> 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).			
129	KALK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Mar. 4, 1917 129
130	KANE.....	4 5", 51 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 130
131	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 131
132	KENNISON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4, 1917 132
133	KIDDER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 133
134	KILTY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Mar. 4, 1917 134
135	KIMBERLY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29, 1916 135
136	KING.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 136
137	LAMBERTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 137
138	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 138
139	LARDNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 139
140	LAUB.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 140
141	LA 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 141
142	LAWRENCE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 142
143	LEA.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+10%	Mar. 4, 1917 143
144	LEARY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+10%	Mar. 4, 1917 144
145	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 145
146	LITCHFIELD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island, Calif.	.....	Oct. 6, 1917 146
147	LITTLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29, 1916 147
148	LONG.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917 148
149	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 149
150	MACKENZIE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917 150
151	MACLEISH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917 151
152	MADDOX.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	2 Mar. 4, 1917 152
153	MANLEY.....	3 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works..	879,500	Mar. 3, 1915 153
154	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 154

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.	
129	Aug. 15, 1917	Aug. 17, 1918	Dec. 21, 1918	None.....	Mar. 29, 1919	Mar. 29, 1919	KALK.....	129
130	Dec. 29, 1917 <sup>2</sup> May 8, 1919	July 3, 1918	Aug. 12, 1919	None.....	June 11, 1920	June 11, 1920	KANE.....	130
131	Dec. 6, 1917	Sept. 25, 1918	Feb. 15, 1919	None.....	Aug. 28, 1920	Aug. 28, 1920	KENNEDY.....	131
132	<sup>1</sup> July 20, 1917	Feb. 14, 1918	June 8, 1918	Sept. 30, 1918	.....	Apr. 2, 1919 <sup>2</sup> June 17, 1922	KENNISON.....	132
133	Dec. 6, 1917	Mar. 5, 1919	July 10, 1919	.....	Feb. 7, 1921	Feb. 7, 1921	KIDDER.....	133
134	<sup>1</sup> July 20, 1917	Dec. 15, 1917	Apr. 25, 1918	July 20, 1918	.....	Dec. 17, 1918 <sup>2</sup> June 5, 1922	KILTY.....	134
135	Dec. 26, 1916 <sup>2</sup> May 5, 1917	June 21, 1917	Dec. 4, 1917	.....	Apr. 26, 1918	Apr. 26, 1918 <sup>2</sup> June 30, 1922	KIMBERLY.....	135
136	Dec. 29, 1917 <sup>2</sup> May 8, 1919	Apr. 28, 1919	Oct. 14, 1920	None.....	Dec. 16, 1920	Dec. 16, 1920	KING.....	136
137	June 29, 1917	Oct. 1, 1917	Mar. 30, 1918	None.....	Aug. 20, 1918	Aug. 22, 1918 <sup>2</sup> June 30, 1922	LAMBERTON....	137
138	Dec. 6, 1917	Aug. 13, 1919	Sept. 1, 1920	None.....	Apr. 19, 1921	Apr. 19, 1921	LAMSON.....	138
139	Dec. 6, 1917	June 16, 1919	Sept. 29, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	LARDNER.....	139
140	Dec. 6, 1917	Apr. 20, 1918	Aug. 25, 1918	.....	Mar. 17, 1919	Mar. 17, 1919 <sup>2</sup> June 15, 1922	LAUB.....	140
141	Dec. 6, 1917	Apr. 14, 1919	July 15, 1919	None.....	Dec. 24, 1920	Dec. 24, 1920	LA VALLETTE..	141
142	Dec. 29, 1917 <sup>2</sup> May 8, 1919	Aug. 14, 1919	July 10, 1920	None.....	Apr. 18, 1921	Apr. 18, 1921	LAWRENCE.....	142
143	May 2, 1917	Sept. 18, 1917	Apr. 29, 1918	.....	Sept. 30, 1918	Oct. 2, 1918 <sup>2</sup> June 22, 1922	LEA.....	143
144	Sept. 28, 1917	Mar. 6, 1918	Dec. 18, 1918	.....	Dec. 5, 1919	Dec. 5, 1919 <sup>2</sup> June 29, 1922	LEARY.....	144
145	Dec. 6, 1917	Dec. 31, 1918	Apr. 22, 1919	None.....	Oct. 30, 1920	Oct. 30, 1920	LEE, S. P.....	145
146	Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	None.....	.....	May 12, 1920	LITCHFIELD....	146
147	Dec. 26, 1916 <sup>2</sup> May 5, 1917	June 18, 1917	Nov. 11, 1917	.....	Apr. 5, 1918	Apr. 6, 1918	LITTLE.....	147
148	Dec. 19, 1917	Sept. 23, 1918	Apr. 26, 1918	None.....	Oct. 20, 1919	Oct. 20, 1919	LONG.....	148
149	Dec. 6, 1917	May 24, 1920	Dec. 15, 1920	.....	Apr. 30, 1921	Apr. 30, 1921	MACDONOUGH..	149
150	Aug. 15, 1917	July 4, 1918	Sept. 29, 1918	.....	July 25, 1919	July 25, 1919 <sup>2</sup> May 27, 1922	MACKENZIE....	150
151	Dec. 19, 1917	Aug. 19, 1919	Dec. 18, 1919	.....	Aug. 2, 1920	Aug. 2, 1920	MACLEISH.....	151
152	Aug. 15, 1917	July 20, 1918	Oct. 27, 1918	.....	Mar. 10, 1919	Mar. 10, 1919 <sup>2</sup> June 14, 1922	MADDOX.....	152
153	Dec. 30, 1915	Aug. 22, 1916	Aug. 23, 1917	Aug. 30, 1917	Oct. 15, 1917	Oct. 15, 1917 <sup>2</sup> June 14, 1922	MANLEY.....	153
154	Dec. 6, 1917	May 20, 1919	Aug. 22, 1919	None.....	Feb. 23, 1921	Feb. 23, 1921	MARCUS.....	154

<sup>1</sup> Date assigned to yard.<sup>2</sup> Date of supplementary contract.<sup>3</sup> 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft at.	
										Ft. in.
155	MASON.....DD191	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15 5	1,308	9 9 $\frac{1}{2}$	155
156	MCCALLA.....DD253	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	156
157	MCCAWLEY.....DD276	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	157
158	MCCOOK.....DD252	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	158
159	MCCORMICK.....DD223	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	159
160	MCDERMUT.....DD262	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	160
161	MCDUGAL.....DD54	305 3	300 0	30 7	9 3 $\frac{1}{2}$	1,020	14.8	1,139	9 8	161
162	McFARLAND.....DD237	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	162
163	MCKEAN.....DD90	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	163
164	MCKEE.....DD87	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	164
165	McLANAHAN.....DD264	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	165
166	MEADE.....DD274	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	166
167	MELVIN.....DD335	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	167
168	MEEEDITH.....DD165	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	168
169	MERVINE.....DD322	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	169
170	MEYER.....DD279	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	170
171	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 $\frac{1}{2}$	171
172	MOODY.....DD277	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	172
173	MORRIS.....DD271	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	173
174	MUGFORD.....DD105	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 2	1,191	15.4	1,284	9 9 $\frac{1}{2}$	174
175	MULLANY.....DD325	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	175
176	NICHOLAS.....DD311	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	176
177	NICHOLSON.....DD52	305 3	300 0	30 4	9 5 $\frac{1}{2}$	1,050	14.44	1,171	10 5 $\frac{1}{2}$	177
178	NOA.....DD343	314 4 $\frac{1}{2}$	310 0	30 11 $\frac{1}{2}$	9 4	1,215	15.5	1,308	9 9 $\frac{1}{2}$	178
179	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 $\frac{1}{2}$	179
180	O'BRIEN.....DD51	305 3	300 0	30 4	9 5 $\frac{1}{2}$	1,050	14.44	1,171	10 5 $\frac{1}{2}$	180

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

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.	Messes (complement).				Name and official number.	
Displacement.	Speed.	Fuel oil.			No. of funnels.	Masts.	Wardroom off-icers.	Chief petty off-icers.		Other enlisted men.
		40 cubic feet per ton.	Gallons.	Tons.					Tons.	
<i>Tons.</i>	<i>Knots.</i>									
155	1,303	35.05		4	2	8	10	104	MASON.....DD191	155
156	1,235	34.30		4	2	8	10	104	MCCALLA.....DD253	156
157	1,265	34.56		4	2	8	10	104	MCCAWLEY.....DD276	157
158	1,252	34.73		4	2	8	10	104	MCCOOK.....DD252	158
159	1,237	35.04		4	2	8	10	104	MCCORMICK.....DD223	159
160	<sup>2</sup> 1,225	34.72		4	2	8	10	104	MCDERMUT.....DD262	160
161	1,021	30.70		4	2	6	9	89	MCDUGAL.....DD54	161
162	1,311	33.76		4	2	8	10	104	McFARLAND.....DD237	162
163	1,197	34.44		4	2	8	10	104	McKEAN.....DD90	163
164	1,195	33.60		4	2	8	10	104	McKEE.....DD87	164
165	1,201	34.16		4	2	8	10	104	McLANAHAN.....DD264	165
166	1,290	34.65		4	2	8	10	104	MEADE.....DD274	166
167	<sup>1</sup> 1,295	<sup>1</sup> 33.86		4	2	8	10	104	MELVIN.....DD335	167
168	<sup>2</sup> 1,180	35.59		4	2	8	10	104	MEREDITH.....DD165	168
169	1,289	33.02		4	2	8	10	104	MERVINE.....DD322	169
170	1,255	34.69		4	2	8	10	104	MEYER.....DD279	170
171	1,200	33.08		4	2	8	10	104	MONTGOMERY.....DD121	171
172	1,281	34.73		4	2	8	10	104	MOODY.....DD277	172
173	1,241	34.70		4	2	8	10	104	MORRIS.....DD271	173
174	1,202	33.99		4	2	8	10	104	MUGFORD.....DD105	174
175	1,330	33.74		4	2	8	10	104	MULLANY.....DD325	175
176	1,291	32.74		4	2	8	10	104	NICHOLAS.....DD311	176
177	1,045	29.08		4	2	8	9	89	NICHOLSON.....DD52	177
178	<sup>1</sup> 1,268	<sup>1</sup> 31.89		4	2	8	10	104	NOA.....DD343	178
179	1,228	33.59		4	2	8	10	104	O'BANNON.....DD177	179
180	1,052	29.16		4	2	8	9	89	O'BRIEN.....DD51	180

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

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					<i>Sq. ft.</i>		
155	MASON.....	2	Westgh. geared turb....	4 White-Forster.	27,500	26,605	155
156	McCALLA.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,960	156
157	McCawley.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	27,975	157
158	McCook.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,958	158
159	McCORMICK.....	2	Parsons geared turb.....✓	4 White-Forster.	27,500	25,740	159
160	McDERMUT.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	28,350	160
161	McDOUGAL.....	2	Parsons turb. <sup>2</sup> .....	4 Normand.....	21,509	16,974	161
162	McFARLAND.....	2	Westgh. geared turb...✓	4 White-Forster.	27,500	29,000	162
163	McKEAN.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	29,500	163
164	McKEE.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	26,400	164
165	McLANAHAN.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,050	165
166	MEADE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,190	166
167	MELVIN.....	2	G. E. Curtis geared turb. <sup>3</sup> ✓	4 Yarrow.....	27,540	31,380	167
168	MEREDITH.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,765	168
169	MERVINE.....	2	G. E. Curtis geared turb. <sup>3</sup> ✓	4 Yarrow.....	27,540	29,325	169
170	MEYER.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	28,240	170
171	MONTGOMERY.....	2	Curtis turb. <sup>4</sup> .....	4 Thornycroft...	28,000	24,180	171
172	MOODY.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	28,400	172
173	MORRIS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,310	173
174	MUGFORD.....	2	Curtis geared turb.....✓	4 Yarrow.....	27,540	28,800	174
175	MULLANY.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	31,070	175
176	NICHOLAS.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	28,600	176
177	NICHOLSON.....	2	Zoelly turb. <sup>2</sup> .....	4 White-Forster.	21,600	15,906	177
178	NOA.....	2	Parsons geared turb.....✓	4 Normand.....	27,000	22,800	178
179	O'BANNON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,230	179
180	O'BRIEN.....	2	Zoelly turb. <sup>2</sup> .....	4 White-Forster.	21,600	16,275	180

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

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet). Tons.	Electric turbo-generating sets.				Name and official number.		
		No.	Kilowatts (each).	Volts.	Type.			Builders.
155	450	2	25	125	8-25-1111	Westinghouse	MASON.....DD191	155
156	435	2	25	125	2-25-3600	General Electric	MCCALLA.....DD253	156
157	435	2	25	125	2-25-3600	do	MCCAWLEY.....DD276	157
158	435	2	25	125	2-25-3600	General Electric	MCCOOK.....DD252	158
159	415	2	25	125	8-25-1111	Westinghouse	MCCORMICK.....DD223	159
160	435	2	25	125	2-25-3600	General Electric	MCDERMUT.....DD262	160
161	325	2	25	125	2-25-3600	do	MCDUGAL.....DD54	161
162	449	2	25	125	8-25-1111	Westinghouse	McFARLAND.....DD237	162
163	458	2	25	125	2-25-3600	General Electric	MCKEAN.....DD90	163
164	458	2	25	125	2-25-3600	do	MCKEE.....DD87	164
165	435	2	25	125	2-25-3600	do	MCLANAHAN.....DD264	165
166	435	2	25	125	2-25-3600	do	MEADE.....DD274	166
167	486	2	25	125	2-25-3600	do	MELVIN.....DD335	167
168	435	2	25	125	2-25-3600	do	MEREDITH.....DD165	168
169	486	2	25	125	2-25-3600	do	MERVINE.....DD322	169
170	435	2	25	125	2-25-3600	do	MEYER.....DD279	170
171	441	2	25	125	8-25-1111	Westinghouse	MONTGOMERY.....DD121	171
172	435	2	25	125	2-25-3600	General Electric	MOODY.....DD277	172
173	435	2	25	125	2-25-3600	do	MORRIS.....DD271	173
174	486	2	25	125	2-25-3600	do	MUGFORD.....DD105	174
175	486	2	25	125	2-25-3600	do	MULLANY.....DD325	175
176	486	2	25	125	2-25-3600	do	NICHOLAS.....DD311	176
177	351	2	25	125	8-25-3200	Terry-Diehl	NICHOLSON.....DD52	177
178	353	2	25	125	8-25-1111	Westinghouse	NOA.....DD343	178
179	484	2	25	125	2-25-3600	General Electric	O'BANNON.....DD177	179
180	351	2	25	125	8-25-3200	Terry-Diehl	O'BRIEN.....DD51	180

<sup>1</sup> 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).			
155	MASON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917 15
156	MCCALLA.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bethlehem S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 156
157	MCCAWLEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 157
158	MCCOOK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 158
159	MCCORMICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917 159
160	MCDERMUT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 160
161	MCDUGAL.....	4 4", 50 cal....	4 21" twin..	Bath Iron Works...	810,000	Aug. 22, 1912 161
162	McFARLAND.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 162
163	McKEAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Aug. 29, 1916 163
164	McKEE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	....do.....	Cost+10%	Aug. 29, 1916 164
165	McLANAHAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 165
166	MEADE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	....do.....	Cost+fee.	Oct. 6, 1917 166
167	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 167
168	MEREDITH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Mar. 4, 1917 168
169	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 169
170	MEYER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 170
171	MONTGOMERY....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 171
172	MOODY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. R. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 172
173	MORRIS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	....do.....	Cost+fee.	Oct. 6, 1917 173
174	MUGFORD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917 174
175	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 175
176	NICHOLAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	....do.....	Cost+fee.	Oct. 6, 1917 176
177	NICHOLSON.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons.	842,000	Aug. 22, 1912 177
178	NOA.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917 178
179	O'BANNON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917 179
180	O'BRIEN.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons.	842,000	Aug. 22, 1912 180

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

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission	Name.	
155	Feb. 14, 1918	July 10, 1918	Mar. 8, 1919	.....	Feb. 28, 1920	Feb. 28, 1920	MASON.....	155
156	Dec. 6, 1917	Sept. 25, 1918	Mar. 28, 1919	.....	May 19, 1919	May 19, 1919 June 30, 1922	MCCALLA.....	156
157	Dec. 6, 1917	Nov. 5, 1918	June 14, 1919	None.....	Aug. 29, 1919	Sept. 22, 1919 June 8, 1922	MCCAWLEY....	157
158	Dec. 6, 1917	Sept. 11, 1918	Jan. 31, 1919	.....	Apr. 30, 1919	Apr. 30, 1919 June 30, 1922	MCCOOK.....	158
159	Dec. 19, 1917	Aug. 11, 1919	Feb. 14, 1920	.....	Aug. 30, 1920	Aug. 30, 1920	MCCORMICK....	159
160	Dec. 6, 1917	Apr. 20, 1918	Aug. 6, 1918	.....	Mar. 27, 1919	Mar. 27, 1919	MCDERMUT....	160
161	Dec. 16, 1912	July 29, 1913	Apr. 22, 1914	Sept. 16, 1914	June 16, 1914	June 16, 1914 May 25, 1922	MCDUGAL.....	161
162	Dec. 29, 1917 May 8, 1919	July 31, 1918	Mar. 30, 1920	None.....	Sept. 30, 1920	Sept. 30, 1920	McFARLAND...	162
163	Dec. 30, 1916	Feb. 12, 1918	July 4, 1918	.....	Feb. 25, 1919	Feb. 25, 1919 June 19, 1922	MCKEAN.....	163
164	Dec. 30, 1916	Oct. 29, 1917	Mar. 23, 1918	.....	Sept. 7, 1918	Sept. 7, 1918 June 16, 1922	MCKEE.....	164
165	Dec. 6, 1917	Apr. 20, 1918	Sept. 22, 1918	.....	Apr. 5, 1919	Apr. 5, 1919 June 10, 1922	McLANAHAN...	165
166	Dec. 6, 1917	Sept. 23, 1918	May 24, 1919	None.....	Sept. 8, 1919	Sept. 8, 1919 May 25, 1922	MEADE.....	166
167	Dec. 6, 1917	Sept. 15, 1920	Apr. 11, 1921	.....	May 31, 1921	May 31, 1921	MELVIN.....	167
168	Aug. 15, 1917	June 26, 1918	Sept. 22, 1918	.....	Jan. 29, 1919	Jan. 29, 1919 June 28, 1922	MEREDITH.....	168
169	Dec. 6, 1917	Apr. 28, 1919	Aug. 11, 1919	None.....	Mar. 1, 1921	Mar. 1, 1921	MERVINE.....	169
170	Dec. 6, 1917	Feb. 6, 1919	July 18, 1919	None.....	Sept. 30, 1919	Dec. 17, 1919 May 25, 1922	MEYER.....	170
171	June 29, 1917	Oct. 2, 1917	Mar. 23, 1918	None.....	July 25, 1918	July 26, 1918 June 6, 1922	MONTGOMERY...	171
172	Dec. 6, 1917	Dec. 9, 1918	June 28, 1919	None.....	Sept. 25, 1919	Dec. 10, 1919 June 16, 1922	MOODY.....	172
173	Dec. 6, 1917	July 20, 1918	Apr. 12, 1919	.....	July 21, 1919	July 21, 1919 June 15, 1922	MORRIS.....	173
174	May 4, 1917	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 25, 1918	Nov. 25, 1918 June 7, 1922	MUGFORD.....	174
175	Dec. 6, 1917	June 3, 1919	July 9, 1920	None.....	Mar. 29, 1921	Mar. 29, 1921	MULLANY.....	175
176	Dec. 6, 1917	Jan. 11, 1919	May 1, 1919	None.....	Nov. 23, 1920	Nov. 23, 1920	NICHOLAS.....	176
177	Dec. 7, 1912	Sept. 8, 1913	Aug. 19, 1914	Nov. 22, 1914	Apr. 30, 1915	Apr. 30, 1915 May 26, 1922	NICHOLSON.....	177
178	Jan. 25, 1918	Nov. 18, 1918	June 28, 1919	.....	.....	Feb. 15, 1921	NOA.....	178
179	Aug. 15, 1917	Nov. 12, 1918	Feb. 28, 1919	.....	Aug. 27, 1919	Aug. 27, 1919 May 27, 1922	O'BANNON.....	179
180	Dec. 7, 1912	Sept. 8, 1913	July 20, 1914	Nov. 7, 1914	May 22, 1915	May 23, 1915 June 9, 1922	O'BRIEN.....	180

1 Date assigned to yard.

2 Date of supplemental contract.

3 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
181	OSBORNE.....DD295	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	181
182	OVERTON.....DD239	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	182
183	PALMER.....DD161	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	183
184	PARKER.....DD48	305 3	300 0	30 4	9 5	1,036	14.4	1,156	10 6	184
185	PARROTT.....DD218	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	185
186	PAULDING, JAMES K..... DD238	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	186
187	PEARY.....DD226	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	187
188	PERCIVAL.....DD298	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	188
189	PERRY.....DD340	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	189
190	PHILIP.....DD76	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	190
191	PILLSBURY.....DD227	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	191
192	POPE.....DD225	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	192
193	PORTER.....DD59	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 1½	193
194	PREBLE.....DD345	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	194
195	PRESTON.....DD327	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	195
196	PRESTON, WILLIAM B..... DD344	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	196
197	FRUITT.....DD347	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	197
198	PUTNAM.....DD287	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	198
199	RADFORD.....DD120	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	199
200	RAMSAY.....DD124	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	10 3½	200
201	RATHBURNE.....DD113	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	201
202	REID.....DD292	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	202
203	RENO.....DD303	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	203
204	RENSHAW.....DD176	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	204
205	RINGGOLD.....DD89	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	205

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

## DESTROYERS—FIRST LINE (DD).

	Trial.		Fuel capacity.		Rig.	Messes (complement).				Name and official number.		
	Displacement.	Speed.	Fuel oil.			No. of funnels.	Masts.	Wardroom off- cers.	Chief petty off- cers.			Other enlisted men.
			40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.										
181	1,270	34.80			4	2	8	10	104	OSBORNE	DD295	181
182	1,313	32.84			4	2	8	10	104	OVERTON	DD239	182
183	1,185	35.77			4	2	8	10	104	PALMER	DD161	183
184	1,035	29.55			4	2	8	9	89	PARKER	DD48	184
185	1,232	35.05			4	2	8	10	104	PARROTT	DD218	185
186	1,303	33.89			4	2	8	10	104	PAULDING, JAMES K.	DD238	186
187	1,224	35.06			4	2	8	10	104	PEARY	DD226	187
188	1,286	33.91			4	2	8	10	104	PERCIVAL	DD298	188
189	1,215	35.00			4	2	8	10	104	PERRY	DD340	189
190	1,142	35.53			4	2	8	10	104	PHILIP	DD76	190
191	1,230	35.06			4	2	8	10	104	PILLSBURY	DD227	191
192	1,254	35.08			4	2	8	10	104	POPE	DD225	192
193	1,108	29.58			4	2	8	9	89	PORTER	DD59	193
194	1,107	35.51			4	2	8	10	104	PREBLE	DD345	194
195	1,298	33.75			4	2	8	10	104	PRESTON	DD327	195
196	1,226	35.14			4	2	8	10	104	PRESTON, WILLIAM B.	DD344	196
197	1,214	35.11			4	2	8	10	104	PRUITT	DD347	197
198	1,265	34.38			4	2	8	10	104	PUTNAM	DD287	198
199	1,235	33.48			4	2	8	10	104	RADFORD	DD120	199
200	1,235	32.64			4	2	8	10	104	RAMSAY	DD124	200
201	1,160	35.26			4	2	8	10	104	RATHBURNE	DD113	201
202	1,263	34.76			4	2	8	10	104	REID	DD292	202
203	1,298	33.58			4	2	8	10	104	RENO	DD303	203
204	1,191	33.83			4	2	8	10	104	RENSHAW	DD176	204
205	1,199	34.37			4	2	8	10	104	RINGGOLD	DD89	205

<sup>1</sup> Estimated.

## DESTROYERS—FIRST LINE (DD).

	Name.	No. of propellers.	Type of engines.	Boilers (oil burning).		Shaft horse-power on trial.	
				Number and type.	Total heating surface.	Main engines.	Total maximum.
					Sq. ft.		
181	OSBORNE.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,560	181
182	OVERTON.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	26,550	182
183	PALMER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,165	183
184	PARKER.....	2	Zoelly turb. <sup>3</sup> .....	4 White-Forster.	21,600	16,680	184
185	PARROTT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,750	185
186	PAULDING, JAMES K.	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,340	186
187	PEARY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,760	187
188	PERCIVAL.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	30,850	188
189	PERRY.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	189
190	PHILIP.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,960	190
191	PILLSBURY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,850	191
192	POPE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,800	192
193	PORTER.....	2	Parsons turb. <sup>4</sup> .....	4 White-Forster.	24,000	18,334	193
194	PREBLE.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,890	194
195	PRESTON.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	31,125	195
196	PRESTON, WILLIAM B.	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	196
197	PRUITT.....	2	Parsons geared turb.....	4 Normand.....	27,000	27,875	197
198	PUTNAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,560	198
199	RADFORD.....	2	Curtis turb. <sup>4</sup> .....	4 Thornycroft.....	28,000	25,175	199
200	RAMSAY.....	2	Curtis turb. <sup>4</sup> .....	4 Thornycroft.....	28,000	23,640	200
201	RATHBURNE.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,227	201
202	REID.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,465	202
203	RENO.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	30,000	203
204	RENSHAW.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,960	204
205	RINGGOLD.....	2	G. E. Curtis geared turb. <sup>3</sup>	4 Yarrow.....	27,540	29,300	205

<sup>1</sup> Estimated.<sup>2</sup> Cruising engine on each shaft  $\frac{13 \times 25}{12}$ .<sup>3</sup> Cruising turbine on each shaft.<sup>4</sup> 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.			
181	435	2	25	125	2-25-3600	General Electric.....	OSBORNE.....	DD295	181
182	449	2	25	125	8-25-1111	Westinghouse.....	OVERTON.....	DD239	182
183	435	2	25	125	2-25-3300	General Electric.....	PALMER.....	DD161	183
184	347	2	10	125	2-10-5000	.....do.....	PARKER.....	DD48	184
185	415	2	25	125	8-25-1111	Westinghouse.....	PARROTT.....	DD218	185
186	449	2	25	125	8-25-1111	.....do.....	PAULDING, JAMES K.....	DD238	186
187	432	2	25	125	8-25-1111	.....do.....	PEARY.....	DD226	187
188	486	2	25	125	2-25 3300	General Electric.....	PERCIVAL.....	DD298	188
189	404	2	25	125	8-25-1111	Westinghouse.....	PERRY.....	DD340	189
190	404	2	25	125	2-25-3600	General Electric.....	PHILIP.....	DD76	190
191	415	2	25	125	8-25-1111	Westinghouse.....	PILLSBURY.....	DD227	191
192	415	2	25	125	8-25-1111	.....do.....	POPE.....	DD225	192
193	375	2	25	125	8-25-3200	Terry-Diehl.....	PORTER.....	DD59	193
194	404	2	25	125	2-25-3600	General Electric.....	PREBLE.....	DD345	194
195	486	2	25	125	2-25-3600	.....do.....	PRESTON.....	DD327	195
196	353	2	25	125	8-25-1111	Westinghouse.....	PRESTON, WILLIAM B.....	DD344	196
197	404	2	25	125	2-25-3600	General Electric.....	FRUITT.....	DD347	197
198	435	2	25	125	2-25-3600	.....do.....	PUTNAM.....	DD287	198
199	441	2	25	125	8-25-1111	Westinghouse.....	RADFORD.....	DD120	199
200	441	2	25	125	8-25-1111	.....do.....	RAMSAY.....	DD124	200
201	408	2	25	125	8-25-1111	.....do.....	RATHBURNE.....	DD113	201
202	435	2	25	125	2-25-3600	General Electric.....	REID.....	DD292	202
203	486	2	25	125	2-25-3600	.....do.....	RENO.....	DD303	203
204	484	2	25	125	2-25-3600	.....do.....	RENSHAW.....	DD176	204
205	458	2	25	125	2-25-3600	.....do.....	RINGGOLD.....	DD89	205

<sup>1</sup> 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).				
181	OSBORNE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	181
182	OVERTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	182
183	PALMER.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Mar. 4, 1917	183
184	PARKER.....	4 4", 50 cal....	4 18" twin..	Wm. Cramp & Sons..	756,100	Mar. 4, 1911	184
185	PARROTT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	185
186	PAULDING, JAMES K.	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	186
187	PEARY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917	187
188	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	188
189	PERRY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917	189
190	PHILIP.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works....	Cost+10%	Aug. 29, 1916	190
191	PILLSBURY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917	191
192	POPE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	192
193	PORTER.....	4 4", 50 cal....	4 21" twin..	.....do.....	881,000	Mar. 4, 1913	193
194	PREBLE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works....	Cost+fee.	July 1, 1918	194
195	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	195
196	PRESTON, WILLIAM B.	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Navy yard, Norfolk.	.....	Oct. 6, 1917	196
197	FRUIT.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Bath Iron Works....	Cost+fee.	July 1, 1918	197
198	PUTNAM.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	198
199	RADFORD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917	199
200	RAMSAY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917	200
201	RATHBURNE.....	3 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Wm. Cramp & Sons..	Cost+10%	Mar. 4, 1917	201
202	REID.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	202
203	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	203
204	RENSHAW.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	Union Iron Works...	Cost+10%	Mar. 4, 1917	204
205	RINGGOLD.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	4 21" triple.	.....do.....	Cost+10%	Aug. 29, 1916	205

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

## DESTROYERS—FIRST LINE (DD).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
181	Dec. 6, 1917	Sept. 23, 1919	Dec. 29, 1919	.....	May 17, 1920	May 17, 1920	OSBORNE	181
182	Dec. 29, 1917 * May 8, 1919	Oct. 30, 1918	July 10, 1919	None	June 30, 1920	June 30, 1920	OVERTON	182
183	Aug. 15, 1917	May 29, 1918	Aug. 18, 1918	.....	Nov. 22, 1918	Nov. 22, 1918 * May 31, 1922	PALMER	183
184	Sept. 7, 1911	Mar. 11, 1912	Feb. 8, 1913	Aug. 7, 1913	Dec. 29, 1913	Dec. 30, 1913 * June 6, 1922	PARKER	184
185	Dec. 19, 1917	July 23, 1919	Nov. 25, 1919	.....	May 11, 1920	May 11, 1920	PARROTT	185
186	Dec. 29, 1917 * May 8, 1919	July 31, 1918	Apr. 20, 1920	None	Nov. 29, 1920	Nov. 29, 1920	PAULDING, JAMES K.	186
187	Dec. 19, 1917	Sept. 9, 1919	Apr. 6, 1920	.....	Oct. 22, 1920	Oct. 22, 1920	PEARY	187
188	Dec. 6, 1917	July 4, 1918	Dec. 5, 1918	.....	Mar. 31, 1920	Mar. 31, 1920	PERCIVAL	188
189	1 Jan. 22, 1918	Sept. 15, 1920	Oct. 29, 1921	.....	.....	Aug. 7, 1922	PERRY	189
190	Nov. 30, 1916	Sept. 1, 1917	July 25, 1918	.....	Aug. 24, 1918	Aug. 24, 1918 * May 29, 1922	PHILIP	190
191	Dec. 19, 1917	Oct. 23, 1919	Aug. 3, 1920	.....	Dec. 15, 1920	Dec. 15, 1920	PILLSBURY	191
192	Dec. 19, 1917	Sept. 9, 1919	Mar. 23, 1920	.....	Oct. 27, 1920	Oct. 27, 1920	POPE	192
193	Oct. 2, 1913	Feb. 24, 1914	Aug. 26, 1915	Oct. 2, 1915	Apr. 17, 1916	Apr. 17, 1916 * June 23, 1922	PORTER	193
194	* July 27, 1918	Apr. 12, 1919	Mar. 8, 1920	None	Mar. 19, 1920	Mar. 19, 1920	PREBLE	194
195	Dec. 6, 1917	July 19, 1919	Aug. 7, 1920	None	Apr. 13, 1921	Apr. 13, 1921	PRESTON	195
196	1 Jan. 25, 1918	Nov. 18, 1918	Aug. 9, 1919	None	.....	Aug. 23, 1920	PRESTON, WIL- LIAM B.	196
197	* July 27, 1918	June 25, 1919	Aug. 2, 1920	.....	Sept. 2, 1920	Sept. 2, 1920	PRUITT	197
198	Dec. 6, 1917	June 30, 1919	Sept. 30, 1919	None	Dec. 18, 1919	Dec. 18, 1919	PUTNAM	198
199	June 29, 1917	Oct. 2, 1917	Apr. 5, 1918	None	Sept. 28, 1918	Sept. 30, 1918 * June 9, 1922	RADFORD	199
200	June 29, 1917	Dec. 21, 1917	June 8, 1918	None	Feb. 14, 1919	Feb. 15, 1919 * June 30, 1922	RAMSAY	200
201	May 2, 1917	July 12, 1917	Dec. 27, 1917	.....	June 24, 1918	June 24, 1918	RATHBURNE	201
202	Dec. 6, 1917	Sept. 9, 1919	Oct. 15, 1919	None	Nov. 5, 1919	Dec. 3, 1919	REID	202
203	Dec. 6, 1917	July 4, 1918	Jan. 22, 1919	.....	July 23, 1920	July 23, 1920	RENO	203
204	Aug. 15, 1917	May 8, 1918	Sept. 21, 1918	.....	July 31, 1919	July 31, 1919 * May 27, 1922	RENSHAW	204
205	Dec. 30, 1916	Oct. 20, 1917	Apr. 14, 1918	.....	Nov. 14, 1918	Nov. 14, 1918 * June 17, 1922	RINGGOLD	205

1 Date assigned to yard.

2 Date of informal order.

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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
206	ROBINSON.....DD88	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	206
207	RODGERS.....DD254	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	207
208	ROPER.....DD147	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	208
209	ROWAN.....DD64	315 3	310 0	<sup>2</sup> 29 11	9 6	1,111	13.9	1,225	10 8½	209
210	SAMPSON.....DD63	315 3	310 0	<sup>2</sup> 29 11	9 6	1,111	13.9	1,225	10 8½	210
211	SANDS.....DD243	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	211
212	SATTERLEE.....DD190	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	212
213	SCHENCK.....DD159	314 4½	310 0	30 11½	9 4	1,211	15.4	1,304	9 9½	213
214	SCHLEY.....DD103	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	214
215	SELFRIDGE.....DD320	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	215
216	SEMMES.....DD189	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	216
217	SHARKEY.....DD281	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	217
218	SHAW.....DD68	315 3	310 0	<sup>2</sup> 29 11	9 5½	1,110	13.9	1,224	10 8½	218
219	SHREK.....DD318	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	219
220	SHUBRICK.....DD268	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	220
221	SICARD.....DD346	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	221
222	SIGOURNEY.....DD81	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	222
223	SIMPSON.....DD221	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	223
224	SINCLAIR.....DD275	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	224
225	SLOAT.....DD316	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	225
226	SMITH, ROBERT....DD324	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	226
227	SOMERS.....DD301	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	227
228	SOUTHARD.....DC 207	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	228
229	STANSBURY.....DC 180	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	229
230	STEVENS.....DD86	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	230
231	STEWART.....DD224	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	231

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

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rlg.		Messes (complement).				Name and official number.
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off-icers.	Chief petty off-icers.	Other enlisted men.		
		40 cubic feet per ton.	Gallons.							
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>								
206	1, 220	34. 21		4	2	8	10	104	ROBINSON.....	DD88 206
207	1, 265	34. 47		4	2	8	10	104	RODGERS.....	DD254 207
208	1, 161	35. 14		4	2	8	10	104	ROPER.....	DD147 208
209	1, 135	* 29. 57		4	2	8	9	89	ROWAN.....	DD64 209
210	1, 130	* 29. 52		4	2	8	10	104	SAMPSON.....	DD63 210
211	1, 312	33. 87		4	2	8	10	104	SANDS.....	DD243 211
212	1, 382	34. 99		4	2	8	10	104	SATTERLEE.....	DD190 212
213	1, 167	35. 10		4	2	8	10	104	SCHENCK.....	DD159 213
214	1, 184	34. 14		4	2	8	10	104	SCHLEY.....	DD103 214
215	1, 290	32. 56		4	2	8	10	104	SELFRIDGE.....	DD320 215
216	1, 305	35. 42		4	2	8	10	104	SEMMES.....	DD189 216
217	1, 262	34. 92		4	2	8	10	104	SHARKEY.....	DD281 217
218	1, 110	29. 50		4	2	8	9	89	SHAW.....	DD68 218
219	1, 305	33. 27		4	2	8	10	104	SHIRK.....	DD318 219
220	1, 265	34. 67		4	2	8	10	104	SHUBRICK.....	DD268 220
221	1, 210	35. 44		4	2	8	10	104	SICARD.....	DD346 221
222	1, 188	34. 70		4	2	8	10	104	SIGOURNEY.....	DD81 222
223	1, 236	35. 03		4	2	8	10	104	SIMPSON.....	DD221 223
224	1, 273	34. 45		4	2	8	10	104	SINCLAIR.....	DD275 224
225	1, 287	32. 68		4	2	8	10	104	SLOAT.....	DD316 225
226	1, 302	32. 51		4	2	8	10	104	SMITH, ROBERT.....	DD324 226
227	1, 288	34. 00		4	2	8	10	104	SOMERS.....	DD301 227
228	1, 232	34. 99		4	2	8	10	104	SOUTHARD.....	DD207 228
229	1, 238	33. 50		4	2	8	10	104	STANSBURY.....	DD180 229
230	1, 170	34. 54		4	2	8	10	104	STEVENS.....	DD86 230
231	1, 235	35. 09		4	2	8	10	104	STEWART.....	DD221 231

\* Estimated.

\* 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.
206 ROBINSON.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	28,660	206
207 RODGERS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,365	207
208 ROPER.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,910	208
209 ROWAN.....	2	Curtis turb. <sup>2,4</sup> .....	4 Yarrow.....	21,500	17,974	209
210 SAMPSON.....	2	Curtis turb. <sup>2,4</sup> .....	4 Yarrow.....	21,500	17,696	210
211 SANDS.....	2	Westgh. geared turb. ✓	4 White-Forster.	27,500	29,315	211
212 SATTERLEE.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	27,325	212
213 SCHENCK.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	24,874	213
214 SCHLEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	29,225	214
215 SELFRIDGE.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	28,100	215
216 SEMMES.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	27,360	216
217 SHARKEY.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	28,835	217
218 SHAW.....	2	Parsons turb. <sup>2</sup> .....	4 Thornycroft...	23,936	17,000	218
219 SHIRK.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	29,900	219
220 SHUBRICK.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,225	220
221 SICARD.....	2	Parsons geared turb. ✓	4 Normand.....	27,000	24,775	221
222 SIGOURNEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,090	222
223 SIMPSON.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	25,700	223
224 SINCLAIR.....	2	Curtis geared turb. ✓	4 Yarrow.....	27,540	27,730	224
225 SLOAT.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	28,400	225
226 SMITH, ROBERT.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	27,940	226
227 SOMERS.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	31,000	227
228 SOUTHARD.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,610	228
229 STANSBURY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,050	229
230 STEVENS.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	26,760	230
231 STEWART.....	2	Parsons geared turb. ✓	4 White-Forster.	27,500	25,815	231

<sup>1</sup> Estimated.<sup>2</sup> Cruising turbine on each shaft.<sup>3</sup> Geared cruising turbine on port shaft only.<sup>4</sup> Clutch.

## DESTROYERS—FIRST LINE (DD).

	Total weight of machinery (wet).	Electric turbo-generating sets.				Type.	Builders.	Name and official number.	
		No.	Kilowatts (each).	Volts.					
206	458	2	25	125	2-25-3600	General Electric.....	ROBINSON.....	DD88	206
207	435	2	25	125	2-25-3600	.....do.....	RODGERS.....	DD254	207
208	412	2	25	125	8-25-1111	Westinghouse.....	ROPER.....	DD147	208
209	382	2	25	125	8-25-1111	.....do.....	ROWAN.....	DD64	209
210	388	2	25	125	8-25-1111	.....do.....	SAMPSON.....	DD63	210
211	449	2	25	125	8-25-1111	.....do.....	SANDS.....	DD243	211
212	450	2	25	125	8-25-1111	.....do.....	SATTERLEE.....	DD190	212
213	441	2	25	125	2-25-3600	General Electric.....	SCHENCK.....	DD159	213
214	486	2	25	125	2-25-3600	.....do.....	SCHLEY.....	DD103	214
215	486	2	25	125	2-25-3600	.....do.....	SELFRIDGE.....	DD320	215
216	450	2	25	125	8-25-1111	Westinghouse.....	SEMMES.....	DD189	216
217	435	2	25	125	2-25-3600	General Electric.....	SHARKEY.....	DD281	217
218	367	2	25	125	8-25-1111	Westinghouse.....	SHAW.....	DD68	218
219	486	2	25	125	2-25-3600	General Electric.....	SHIRK.....	DD318	219
220	435	2	25	125	2-25-3600	.....do.....	SHUBRICK.....	DD268	220
221	404	2	25	125	2-25-3600	.....do.....	SICARD.....	DD346	221
222	435	2	25	125	2-25-3600	.....do.....	SIGOURNEY.....	DD81	222
223	415	2	25	125	8-25-1111	Westinghouse.....	SIMPSON.....	DD221	223
224	435	2	25	125	2-25-3600	General Electric.....	SINCLAIR.....	DD275	224
225	486	2	25	125	2-25-3600	.....do.....	SLOAT.....	DD316	225
226	486	2	25	125	2-25-3600	.....do.....	SMITH, ROBERT.....	DD324	226
227	486	2	25	125	2-25-3600	.....do.....	SOMERS.....	DD301	227
228	415	2	25	125	8-25-1111	Westinghouse.....	SOUTHARD.....	DD207	228
229	484	2	25	125	2-25-3600	General Electric.....	STANSBURY.....	DD180	229
230	435	2	25	125	2-25-3600	General Electric.....	STEVENS.....	DD86	230
231	415	2	25	125	8-25-1111	Westinghouse.....	STEWART.....	DD224	231

<sup>1</sup> 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).				
206	ROBINSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Aug. 29, 1916	206
207	RODGERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917	207
208	ROPER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+10%	Mar. 4, 1917	208
209	ROWAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	795,000	June 30, 1914	209
210	SAMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	795,000	June 30, 1914	210
211	SANDS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	211
212	SATTERLEE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	212
213	SCHENCK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917	213
214	SCHLEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917	214
215	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	215
216	SEMMES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+fee.	Oct. 6, 1917	216
217	SHARKEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	217
218	SHAW.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	925,000	June 30, 1914	218
219	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	219
220	SHUBRICK.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	220
221	SICARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works..	Cost+fee.	July 1, 1918	221
222	SIGOURNEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29, 1916	222
223	SIMPSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917	223
224	SINCLAIR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917	224
225	SLOAT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917	225
226	SMITH, ROBERT....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	226
227	SOMERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917	227
228	SOUTHARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917	228
229	STANSBURY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	Mar. 4, 1917	229
230	STEVENS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Aug. 29, 1916	230
231	STEWART.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons..	Cost+fee.	Oct. 6, 1917	231

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

<sup>2</sup> Limit of cost.

<sup>3</sup> 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.	
206	Dec. 30, 1916	Oct. 31, 1917	Mar. 28, 1918	.....	Oct. 19, 1918	Oct. 19, 1918	ROBINSON.....	206
207	Dec. 6, 1917	Sept. 25, 1918	Apr. 26, 1919	None.....	July 22, 1919	July 22, 1919	RODGERS.....	207
208	Sept. 8, 1917	Mar. 19, 1918	Aug. 17, 1918	None.....	Feb. 15, 1919	Feb. 15, 1919	ROPER.....	208
209	Dec. 19, 1914	May 10, 1915	Mar. 23, 1916	Dec. 19, 1916	Aug. 19, 1916	Aug. 22, 1916 * Jun. 19, 1922	ROWAN.....	209
210	Dec. 19, 1914	Apr. 21, 1915	Mar. 4, 1916	Nov. 19, 1916	June 23, 1916	June 27, 1916 * Jun. 15, 1921	SAMPSON.....	210
211	Dec. 29, 1917 * May 8, 1919	Mar. 22, 1919	Oct. 28, 1919	None.....	Nov. 10, 1920	Nov. 10, 1920	SANDS.....	211
212	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Dec. 22, 1919	Dec. 23, 1919	SATTERLEE.....	212
213	Sept. 28, 1917	Mar. 26, 1918	Apr. 23, 1919	None.....	Oct. 30, 1919	Oct. 30, 1919 * Jun. 9, 1922	SCHENCK.....	213
214	May 4, 1917	Oct. 29, 1917	Mar. 28, 1918	None.....	Sept. 20, 1918	Sept. 20, 1918 * Jun. 1, 1922	SCHLEY.....	214
215	Dec. 6, 1917	Apr. 28, 1919	July 25, 1919	None.....	Feb. 17, 1921	Feb. 17, 1921	SELFRIDGE.....	215
216	Feb. 14, 1918	July 10, 1918	Dec. 21, 1918	None.....	Feb. 21, 1920	Feb. 21, 1920	SEMMES.....	216
217	Dec. 6, 1917	Apr. 14, 1919	Aug. 12, 1919	None.....	Oct. 20, 1919	Nov. 28, 1919	SHARKEY.....	217
218	<sup>1</sup> Dec. 30, 1914	Feb. 7, 1916	Dec. 9, 1916	<sup>2</sup> Jan. 1, 1917	.....	Apr. 9, 1917 * Jun. 22, 1922	SHAW.....	218
219	Dec. 6, 1917	Feb. 13, 1919	June 20, 1919	None.....	Jan. 25, 1921	Feb. 5, 1921	SHIRK.....	219
220	Dec. 6, 1917	June 3, 1918	Dec. 31, 1918	None.....	July 3, 1919	July 3, 1919 * Jun. 8, 1922	SHUBRICK.....	220
221	<sup>3</sup> July 27, 1918	June 18, 1919	Apr. 20, 1920	.....	May 1, 1920	June 9, 1920	SICARD.....	221
222	Dec. 26, 1916 * May 5, 1917	Aug. 25, 1917	Dec. 16, 1917	None.....	May 14, 1918	May 15, 1918 * Jun. 26, 1922	SIGOURNEY.....	222
223	Dec. 19, 1917	Oct. 9, 1919	Apr. 28, 1920	.....	Nov. 3, 1920	Nov. 3, 1920	SIMPSON.....	223
224	Dec. 6, 1917	Oct. 15, 1918	June 2, 1919	None.....	Aug. 26, 1919	Oct. 8, 1919 * May 25, 1922	SINCLAIR.....	224
225	Dec. 6, 1917	Jan. 18, 1919	May 14, 1919	None.....	Dec. 30, 1920	Dec. 30, 1920	SLOAT.....	225
226	Dec. 6, 1917	May 13, 1919	Sept. 19, 1919	None.....	Mar. 17, 1921	Mar. 17, 1921	SMITH, ROBERT	226
227	Dec. 6, 1917	July 4, 1918	Dec. 28, 1918	None.....	June 23, 1920	June 23, 1920	SOMERS.....	227
228	Dec. 19, 1917	Aug. 18, 1918	Mar. 31, 1919	None.....	Sept. 24, 1919	Sept. 24, 1919	SOUTHARD.....	228
229	Aug. 15, 1917	Dec. 9, 1918	May 16, 1919	None.....	Jan. 8, 1920	Jan. 8, 1920 * May 27, 1922	STANSBURY.....	229
230	Dec. 26, 1916 * May 5, 1917	Sept. 20, 1917	Jan. 13, 1918	None.....	May 24, 1918	May 24, 1918 * Jun. 19, 1922	STEVENS.....	230
231	Dec. 19, 1917	Sept. 9, 1919	Mar. 4, 1920	.....	Sept. 15, 1920	Sept. 15, 1920	STEWART.....	231

<sup>1</sup> Date assigned to yard.<sup>2</sup> Expiration of construction period.<sup>3</sup> Date of informal order.<sup>4</sup> Date of supplementary contract.<sup>5</sup> 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
										<i>Ft. in.</i>
232	STOCKTON.....DD73	315 6	310 0	30 8	8 0½	1,125	14.7	1,238	9 5½	232
233	STODDERT.....DD302	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	233
234	STRINGHAM.....DD83	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	234
235	STURTEVANT.....DD240	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	235
236	SUMNER.....DD333	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	236
237	SWASEY.....DD273	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	237
238	TALBOT.....DD114	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	238
239	TALBOTT, J. FRED. DD156	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	239
240	TARBELL.....DD142	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	240
241	TATTNALL.....DD125	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	241
242	TAYLOR.....DD94	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	242
243	THATCHER.....DD162	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	243
244	THOMAS.....DD182	314 4½	310 0	30 11½	9 3½	1,213	15.4	1,306	9 9½	244
245	THOMPSON.....DD305	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	245
246	THOMPSON, SMITH DD212	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	246
247	THORNTON.....DD270	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	247
248	TILLMAN.....DD135	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	248
249	TINGEY.....DD272	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	249
250	TOUCEY.....DD282	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	250
251	TRACY.....DD214	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	251
252	TREVER.....DD339	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	252
253	TRUXTUN.....DD229	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	253
254	TUCKER.....DD57	315 3	310 0	29 11	9 4½	1,090	13.82	1,205	10 4½	254
255	TURNER.....DD259	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	255
256	TWIGGS.....DD127	314 4½	310 0	30 11½	9 4	1,211	15.4	1,306	9 9½	256

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

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off-icers.	Chief petty off-icers.	Other enlisted men.		
		40 cubic feet per ton.	Gallons.							
<i>Tons.</i>	<i>Knots.</i>	<i>Tons.</i>								
232	1,127	30.12	.....	3	2	8	10	110	STOCKTON.....DD73	232
233	1,289	33.75	.....	4	2	8	10	104	STODDERT.....DD302	233
234	1,187	34.82	.....	4	2	8	10	104	STRINGHAM.....DD83	234
235	<sup>1</sup> 1,215	33.82	.....	4	2	8	10	104	STURTEVANT.....DD240	235
236	1,287	34.00	.....	4	2	8	10	104	SUMNER.....DD333	236
237	1,261	34.78	.....	4	2	8	10	104	SWASEY.....DD273	237
238	1,160	35.29	.....	4	2	8	10	104	TALBOT.....DD114	238
239	1,152	35.09	.....	4	2	8	10	104	TALBOTT, J. FRED.....DD156	239
240	1,163	35.12	.....	4	2	8	10	10 $\frac{1}{2}$	TARBELL.....DD142	240
241	1,169	35.11	.....	4	2	8	10	104	TATTNALL.....DD125	241
242	<sup>1</sup> 1,154	<sup>1</sup> 35.00	.....	4	2	8	10	104	TAYLOR.....DD94	242
243	1,196	34.94	.....	4	2	8	10	104	THATCHER.....DD162	243
244	1,236	33.67	.....	4	2	8	10	104	THOMAS.....DD182	244
245	1,286	33.20	.....	4	2	8	10	104	THOMPSON.....DD305	245
246	1,233	35.03	.....	4	2	8	10	104	THOMPSON, SMITH.....DD212	246
247	1,268	34.72	.....	4	2	8	10	104	THORNTON.....DD270	247
248	<sup>1</sup> 1,154	<sup>1</sup> 35.00	.....	4	2	8	10	104	TILLMAN.....DD135	248
249	1,272	34.53	.....	4	2	8	10	104	TINGEY.....DD272	249
250	1,269	34.95	.....	4	2	8	10	104	TOUCEY.....DD282	250
251	1,234	35.04	.....	4	2	8	10	104	TRACY.....DD214	251
252	<sup>1</sup> 1,215	<sup>1</sup> 35.00	.....	4	2	8	10	104	TREVER.....DD339	252
253	1,238	35.18	.....	4	2	8	10	104	TRUXTUN.....DD229	253
254	1,103	<sup>2</sup> 29.56	.....	4	2	8	9	89	TUCKER.....DD57	254
255	1,260	34.16	.....	4	2	8	10	104	TURNER.....DD259	255
256	1,193	35.04	.....	4	2	8	10	104	TWIGGS.....DD127	256

<sup>1</sup> Estimated.<sup>2</sup> Three-and-one-half-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>		
232 STOCKTON.....	3	Parsons turb. <sup>1</sup> .....	4 White-Forster.	22,520	20,060	232
233 STODDERT.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	30,400	233
234 STRINGHAM.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,375	234
235 STURTEVANT.....	2	Westgh. geared turb.....	4 White-Forster.	27,500	29,170	235
236 SUMNER.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	31,680	236
237 SWASEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,500	237
238 TALBOT.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,270	238
239 TALBOTT, J. FRED... 2		Parsons geared turb.....	4 White-Forster.	27,500	24,780	239
240 TARBELL.....	2	Parsons geared turb.....	4 White-Forster.	27,500	24,875	240
241 TATTNALL.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,425	241
422 TAYLOR.....	2	Parsons geared turb.....	4 Normand.....	27,000	24,200	242
243 THATCHER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,360	243
244 THOMAS.....	2	Curtis turb. <sup>4</sup> .....	4 Thornycroft...	28,000	25,710	244
245 THOMPSON.....	2	G. E. Curtis geared turb. <sup>2</sup>	4 Yarrow.....	27,540	29,050	245
246 THOMPSON, SMITH.. 2		Parsons geared turb.....	4 White-Forster.	27,500	25,725	246
247 THORNTON.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,350	247
248 TILLMAN.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	248
249 TINGEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,910	249
250 TOUCEY.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	28,900	250
251 TRACY.....	2	Parsons geared turb.....	4 White-Forster.	27,500	25,735	251
252 TREVER.....	2	Parsons geared turb.....	4 Normand.....	27,000	26,000	252
253 TRUXTUN.....	2	Parsons geared turb.....	4 White-Forster.	27,500	26,025	253
254 TUCKER.....	2	Curtis turb. <sup>5</sup> .....	4 Yarrow.....	21,500	16,399	254
255 TURNER.....	2	Curtis geared turb.....	4 Yarrow.....	27,540	27,650	255
256 TWIGGS.....	2	Parsons geared turb.....	4 Thornycroft...	27,048	25,260	256

<sup>1</sup> Estimated.<sup>2</sup> Geared cruising turbine on center shaft only.<sup>3</sup> Cruising turbine on both shafts.<sup>4</sup> Geared cruising turbine on starboard shaft only.<sup>5</sup> Cruising turbine on each shaft.<sup>6</sup> 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.		
232	365	2	25	125	8-25-1111	Westinghouse.....	STOCKTON..... DD73	232
233	486	2	25	125	2-25-3600	General Electric.....	STODDERT..... DD302	233
234	435	2	25	125	2-25-3600	.....do.....	STRINGHAM..... DD83	234
235	449	2	25	125	8-25-1111	Westinghouse.....	STURTEVANT..... DD240	235
236	496	2	25	125	2-25-3600	General Electric.....	SUMNER..... DD333	236
237	435	2	25	125	2-25-3600	.....do.....	SWASEY..... DD273	237
238	408	2	25	125	8-25-1111	Westinghouse.....	TALBOT..... DD114	238
239	412	2	25	125	8-25-1111	.....do.....	TALBOTT, J. FRED..... DD156	239
240	412	2	25	125	8-25-1111	.....do.....	TARBELL..... DD142	240
241	441	2	25	125	2-25-3600	General Electric.....	TATTNALL..... DD125	241
242	404	2	25	125	8-25-1111	Westinghouse.....	TAYLOR..... DD94	242
243	435	2	25	125	2-25-3600	General Electric.....	THATCHER..... DD162	243
244	442	2	25	125	8-25-1111	Westinghouse.....	THOMAS..... DD182	244
245	486	2	25	125	2-25-3600	General Electric.....	THOMPSON..... DD305	245
246	415	2	25	125	8-25-1111	Westinghouse.....	THOMPSON, SMITH..... DD212	246
247	435	2	25	125	2-25-3600	General Electric.....	THORNTON..... DD270	247
248	404	2	25	125	8-25-1111	Westinghouse.....	TILLMAN..... DD135	248
249	435	2	25	125	2-25-3600	General Electric.....	TINGEY..... DD272	249
250	435	2	25	125	2-25-3600	.....do.....	TOUCEY..... DD282	250
251	415	2	25	125	8-25-1111	Westinghouse.....	TRACY..... DD214	251
252	453	2	25	125	8-25-1111	.....do.....	TREVER..... DD339	252
253	415	2	25	125	8-25-1111	.....do.....	TRUXTUN..... DD229	253
254	369	2	25	125	2-25-3600	General Electric.....	TUCKER..... DD57	254
255	435	2	25	125	2-25-3600	.....do.....	TURNER..... DD259	255
256	441	2	25	125	2-25-3600	.....do.....	TWIGGS..... DD127	256

<sup>1</sup> 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).			
232 STOCKTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons,	845,000	Mar. 3, 1915 232
233 STODDEBT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 233
234 STRINGHAM.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co.,	Cost+10%	Aug. 29, 1916 234
235 STURTEVANT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co.,	Cost+fee.	Oct. 6, 1917 235
236 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 236
237 SWASEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 237
238 TALBOT.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons,	Cost+10%	Mar. 4, 1917 238
239 TALBOTT, J. FRED.	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917 239
240 TARBELL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+10%	Mar. 4, 1917 240
241 TATTNALL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co.,	Cost+10%	Mar. 4, 1917 241
242 TAYLOR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Aug. 29, 1916 242
243 THATCHER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co.,	Cost+10%	Mar. 4, 1917 243
244 THOMAS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Newport News S. B. Co.	Cost+10%	Mar. 4, 1917 244
245 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 245
246 THOMPSON, SMITH.	4 4", 50 Cal. 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons,	Cost+fee.	Oct. 6, 1917 246
247 THORNTON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 247
248 TILLMAN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Charleston.	.....	Mar. 4, 1917 248
249 TINGEY.....	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 TOUCEY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	.....do.....	Cost+fee.	Oct. 6, 1917 250
251 TRACY.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons,	Cost+fee.	Oct. 6, 1917 251
252 TREVET.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917 252
253 TRUXTUN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons,	Cost+fee.	Oct. 6, 1917 253
254 TUCKER.....	4 4", 50 cal. ....	4 21" twin..	Fore River S. B. Co.,	861,000	Mar. 4, 1913 254
255 TURNER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 255
256 TWIGGS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co.,	Cost+10%	Mar. 4, 1917 256

## 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.	
232	Jan. 5, 1916	Oct. 16, 1916	July 17, 1917	Sept. 5, 1917	Nov. 26, 1917	Nov. 26, 1917 June 26, 1922	STOCKTON.....	232
233	Dec. 6, 1917	July 4, 1918	Jan. 8, 1919	None.....	June 30, 1920	June 30, 1920	STODDERT.....	233
234	Dec. 26, 1916 May 5, 1917	Sept. 19, 1917	Mar. 30, 1918	None.....	July 2, 1918	July 2, 1918 June 2, 1922	STRINGHAM.....	234
235	Dec. 29, 1917 May 8, 1919	Nov. 23, 1918	July 29, 1920	None.....	Sept. 21, 1920	Sept. 21, 1920	STURTEVANT....	235
236	Dec. 6, 1917	Aug. 27, 1919	Nov. 24, 1920	.....	May 27, 1921	May 27, 1921	SUMNER.....	236
237	Dec. 6, 1917	Aug. 27, 1918	May 7, 1919	None.....	July 31, 1919	Aug. 8, 1919 June 10, 1922	SWASEY.....	237
238	May 2, 1917	July 12, 1917	Feb. 20, 1918	None.....	July 20, 1918	July 20, 1918	TALBOT.....	238
239	Sept. 8, 1917	July 8, 1918	Dec. 14, 1918	None.....	June 30, 1919	June 30, 1919	TALBOTT, J. FRED.	239
240	Sept. 8, 1917	Dec. 31, 1917	May 28, 1918	None.....	Nov. 27, 1918	Nov. 27, 1918 June 8, 1922	TARBELL.....	240
241	July 11, 1917	Dec. 1, 1917	Sept. 5, 1918	None.....	June 26, 1919	June 26, 1919 June 15, 1922	TATNALL.....	241
242	Nov. 22, 1916	Oct. 15, 1917	Feb. 14, 1918	None.....	.....	June 1, 1918 June 21, 1922	TAYLOR.....	242
243	Aug. 15, 1917	June 8, 1918	Aug. 31, 1918	None.....	Jan. 14, 1919	Jan. 14, 1919 June 7, 1922	THATCHER.....	243
244	Sept. 28, 1917	Mar. 23, 1918	July 4, 1918	None.....	Apr. 25, 1919	Apr. 25, 1919 June 30, 1922	THOMAS.....	244
245	Dec. 6, 1917	Aug. 14, 1918	Jan. 19, 1919	None.....	Aug. 16, 1920	Aug. 16, 1920 May 24, 1922	THOMPSON.....	245
246	Dec. 19, 1917	Mar. 24, 1919	July 14, 1919	None.....	Dec. 10, 1919	Dec. 10, 1919	THOMPSON, SMITH.	246
247	Dec. 6, 1917	June 3, 1918	Mar. 2, 1919	None.....	July 15, 1919	July 15, 1919	THORNTON.....	247
248	Aug. 7, 1917	July 29, 1918	July 7, 1919	June 30, 1919	.....	Apr. 30, 1919	TILLMAN.....	248
249	Dec. 6, 1917	Aug. 8, 1918	Apr. 24, 1919	None.....	July 25, 1919	July 25, 1919 May 24, 1922	TINGEY.....	249
250	Dec. 6, 1917	Apr. 26, 1919	Sept. 5, 1919	None.....	Oct. 31, 1919	Dec. 9, 1919	TOUCEY.....	250
251	Dec. 19, 1917	Apr. 3, 1919	Aug. 12, 1919	None.....	Mar. 9, 1920	Mar. 9, 1920	TRACY.....	251
252	Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	Aug. 3, 1922	TREVER.....	252
253	Dec. 19, 1917	Dec. 3, 1919	Sept. 28, 1920	.....	Feb. 16, 1921	Feb. 16, 1921	TRUXTUN.....	253
254	Sept. 22, 1913	Nov. 9, 1914	May 4, 1915	Sept. 22, 1915	Apr. 11, 1916	Apr. 11, 1916 May 16, 1921	TUCKER.....	254
255	Dec. 6, 1917	Dec. 19, 1918	May 17, 1919	None.....	Sept. 23, 1919	Sept. 24, 1919 June 7, 1922	TURNER.....	255
256	July 11, 1917	Jan. 23, 1918	Sept. 28, 1918	None.....	July 28, 1919	July 28, 1919 June 24, 1922	TWIGGS.....	256

<sup>1</sup> Date assigned to yard.<sup>2</sup> Expiration of construction period.<sup>3</sup> Date of supplementary contract.<sup>4</sup> 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
257 UPSHUE.....DD144	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	257
258 UPSHUE, ABEL P...DD193	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	258
259 WADSWORTH.....DD60	315 3	310 0	29 11	9 2½	1,060	13.77	1,174	10 0½	259
260 WAINWRIGHT.....DD62	315 3	310 0	29 11	9 8½	1,150	13.92	1,265	10 8½	260
261 WALKER.....DD163	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	261
262 WARD.....DD139	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	262
263 WARD, AARON.....DD132	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	263
264 WASMUTH.....DD338	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	264
265 WATERS.....DD115	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	265
266 WELLES.....DD257	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	266
267 WHIPPLE.....DD217	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	267
268 WICKES.....DD75	314 4½	310 0	30 11½	9 0	1,154	15.4	1,247	9 8½	268
269 WILKES.....DD67	315 3	310 0	29 11	9 5½	1,110	13.9	1,224	10 8½	269
270 WILLIAMS.....DD108	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	270
271 WILLIAMSON.....DD244	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	271
272 WINSLOW.....DD53	305 3	300 0	30 4	9 5½	1,050	14.44	1,171	10 5½	272
273 WOOD.....DD317	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	273
274 WOOD, WELBORN C.DD195	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	274
275 WOODBURY.....DD309	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	275
276 WORDEN.....DD288	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	276
277 YARBOROUGH.....DD314	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	277
278 YARNALL.....DD143	314 4½	310 0	30 11½	9 0½	1,154	15.4	1,247	9 10½	278
279 YOUNG.....DD312	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	279
280 ZANE.....DD337	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	280
281 ZELIN.....DD313	314 4½	310 0	30 11½	9 4	1,215	15.5	1,308	9 9½	281
Total displacement.....					333,917				

<sup>1</sup> Length on designed water line.<sup>2</sup> 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 12, 1921, in the case of vessels not then actually under construction.

## DESTROYERS—FIRST LINE (DD).

Trial.		Fuel capacity.		Rig.		Messrs (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom off-cers.	Chief petty off-cers.	Other enlisted men.		
		40 cubic feet per ton.	Gallons.							
Tons.	Knots.	Tons.								
257	<sup>2</sup> 1,202	34.61	.....	4	2	8	10	104	UPSHUR.....DD144	257
258	1,303	35.18	.....	4	2	8	10	104	UPSHUR, ABEL P.....DD193	258
259	1,034	30.67	.....	4	2	8	9	91	WADSWORTH.....DD60	259
260	1,111	29.67	.....	4	2	8	9	89	WAINWRIGHT.....DD62	260
261	<sup>1</sup> 1,191	<sup>2</sup> 34.92	.....	4	2	8	10	104	WALKER.....DD163	261
262	<sup>1</sup> 1,154	34.23	.....	4	2	8	10	104	WARD.....DD139	262
263	1,160	35.49	.....	4	2	8	10	104	WARD, AARON.....DD132	263
264	<sup>1</sup> 1,215	<sup>1</sup> 35.00	.....	4	2	8	10	104	WASMUTH.....DD338	264
265	1,160	35.20	.....	4	2	8	10	104	WATERS.....DD115	265
266	1,260	34.33	.....	4	2	8	10	104	WELLES.....DD257	266
267	1,229	35.05	.....	4	2	8	10	104	WHIPPLE.....DD217	267
268	1,149	35.34	.....	4	2	8	10	104	WICKES.....DD75	268
269	1,121	<sup>4</sup> 29.58	.....	4	2	8	9	89	WILKES.....DD67	269
270	1,201	34.02	.....	4	2	8	10	104	WILLIAMS.....DD108	270
271	1,312	33.76	.....	4	2	8	10	104	WILLIAMSON.....DD244	271
272	1,041	29.05	.....	4	2	8	9	89	WINSLOW.....DD53	272
273	1,294	32.73	.....	4	2	8	10	104	WOOD.....DD317	273
274	1,312	35.98	.....	4	2	8	10	104	WOOD, WELBORN C.....DD195	274
275	1,288	33.46	.....	4	2	8	10	104	WOODBURY.....DD309	275
276	1,266	34.47	.....	4	2	8	10	104	WORDEN.....DD288	276
277	1,290	33.08	.....	4	2	8	10	104	YARBOROUGH.....DD314	277
278	<sup>1</sup> 1,154	35.12	.....	4	2	8	10	104	YARNALL.....DD143	278
279	1,288	32.37	.....	4	2	8	10	104	YOUNG.....DD312	279
280	1,300	34.27	.....	4	2	8	10	104	ZANE.....DD337	280
281	1,288	32.95	.....	4	2	8	10	104	ZELIN.....DD313	281

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

Two-hour trial.  
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>			
257	UPSHUR.....	2	Parsons geared turb. <sup>1</sup>	4 White-Forster.	27,500	24,025	.....	257
258	UPSHUR, ABEL P...	2	Westgh. geared turb. <sup>2</sup>	4 White-Forster.	27,500	26,900	.....	258
259	WADSWORTH.....	2	Parsons geared turb. <sup>3</sup>	4 Normand.....	21,500	16,091	.....	259
260	WAINWRIGHT.....	2	Parsons turb. <sup>3</sup>	4 Thornycroft...	23,936	17,955	.....	260
261	WALKER.....	2	Curtis geared turb. <sup>4</sup>	4 Yarrow.....	27,540	27,310	.....	261
262	WARD.....	2	Parsons geared turb. <sup>5</sup>	4 Normand.....	27,000	26,450	.....	262
263	WARD, AARON.....	2	Parsons geared turb. <sup>5</sup>	4 Normand.....	27,000	24,875	.....	263
264	WASMUTH.....	2	Parsons geared turb. <sup>5</sup>	4 Normand.....	27,000	26,000	.....	264
265	WATERS.....	2	Parsons geared turb. <sup>5</sup>	4 White-Forster.	27,500	26,160	.....	265
266	WELLES.....	2	Curtis geared turb. <sup>6</sup>	4 Yarrow.....	27,540	28,025	.....	266
267	WHIPPLE.....	2	Parsons geared turb. <sup>7</sup>	4 White-Forster.	27,500	25,750	.....	267
268	WICKES.....	2	Parsons geared turb. <sup>8</sup>	4 Normand.....	27,000	24,610	.....	268
269	WILKES.....	2	Parsons turb. <sup>8</sup>	4 White-Forster.	22,520	17,700	.....	269
270	WILLIAMS.....	2	Curtis geared turb. <sup>9</sup>	4 Yarrow.....	27,540	28,900	.....	270
271	WILLIAMSON.....	2	Westgh. geared turb. <sup>10</sup>	4 White-Forster.	27,500	29,000	.....	271
272	WINSLOW.....	2	Zoelly turb. <sup>11</sup>	4 White-Forster.	21,600	15,984	.....	272
273	WOOD.....	2	G. E. Curtis geared turb. <sup>12</sup>	4 Yarrow.....	27,540	28,500	.....	273
274	WOOD, WELBORN C.	2	Westgh. geared turb. <sup>13</sup>	4 White-Forster.	27,500	28,460	.....	274
275	WOODBURY.....	2	G. E. Curtis geared turb. <sup>14</sup>	4 Yarrow.....	27,540	29,625	.....	275
276	WORDEN.....	2	Curtis geared turb. <sup>15</sup>	4 Yarrow.....	27,540	27,750	.....	276
277	YARBOROUGH.....	2	G. E. Curtis geared turb. <sup>16</sup>	4 Yarrow.....	27,540	29,450	.....	277
278	YARNALL.....	2	Parsons geared turb. <sup>17</sup>	4 White-Forster.	27,500	24,875	.....	278
279	YOUNG.....	2	G. E. Curtis geared turb. <sup>18</sup>	4 Yarrow.....	27,540	27,055	.....	279
280	ZANE.....	2	Parsons geared turb. <sup>19</sup>	4 Normand.....	27,000	26,000	.....	280
281	ZEILIN.....	2	G. E. Curtis geared turb. <sup>20</sup>	4 Yarrow.....	27,540	28,450	.....	281
Total shaft horsepower.....						7,403,507		

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

## DESTROYERS—FIRST LINE (DD).

	Total weight of main chinery (wet).	Electric turbo-generating sets.					Name and official number.		
		No.	Kilowatts (each).	Volts.	Type.	Builders.			
									Tons.
257	412	2	25	125	8-25-1111	Westinghouse.....	UPSHUR.....	DD144	257
258	450	2	25	125	8-25-1111	.....do.....	UPSHUR, ABEL P....	DD193	258
259	323	2	25	125	2-25-3600	General Electric.....	WADSWORTH.....	DD60	259
260	367	2	25	125	2-25-3600	.....do.....	WAINWRIGHT.....	DD62	260
261	435	2	25	125	2-25-3600	.....do.....	WALKER.....	DD163	261
262	404	2	25	125	8-25-1111	Westinghouse.....	WARD.....	DD139	262
263	404	2	25	125	2-25-3600	General Electric.....	WARD, AARON.....	DD132	263
264	453	2	25	125	8-25-1111	Westinghouse.....	WASMUTH.....	DD338	264
265	408	2	25	125	8-25-1111	.....do.....	WATERS.....	DD115	265
266	435	2	25	125	2-25-3600	General Electric.....	WELLES.....	DD257	266
267	415	2	25	125	8-25-1111	Westinghouse.....	WHIPPLE.....	DD217	267
268	404	2	25	125	2-25-3600	General Electric.....	WICKES.....	DD75	268
269	367	2	25	125	8-25-1111	Westinghouse.....	WILKES.....	DD67	269
270	486	2	25	125	2-25-3600	General Electric.....	WILLIAMS.....	DD108	270
271	449	2	25	125	8-25-1111	Westinghouse.....	WILLIAMSON.....	DD244	271
272	351	2	25	125	8-25-3200	Terry Diehl.....	WINSLOW.....	DD53	272
273	486	2	25	125	2-25-3600	General Electric.....	WOOD.....	DD317	273
274	450	2	25	125	8-25-1111	Westinghouse.....	WOOD, WELBORN C....	DD195	274
275	486	2	25	125	2-25-3600	General Electric.....	WOODBURY.....	DD309	275
276	435	2	25	125	2-25-3600	.....do.....	WORDEN.....	DD288	276
277	486	2	25	125	2-25-3600	.....do.....	YARBOROUGH.....	DD314	277
278	412	2	25	125	8-25-1111	Westinghouse.....	YARNALL.....	DD143	278
279	486	2	25	125	2-25-3600	General Electric.....	YOUNG.....	DD312	279
280	404	2	25	125	8-25-1111	Westinghouse.....	ZANE.....	DD337	280
281	486	2	25	125	2-25-3600	General Electric.....	ZELIN.....	DD313	281

<sup>1</sup> 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).			
257	UPSHUR.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917 257
258	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 258
259	WADSWORTH.....	4 4", 50 cal.....	4 21" twin..	Bath Iron Works..	884,000	Mar. 4, 1913 259
260	WAINWRIGHT.....	4 4", 50 cal.....	4 21" twin..	New York S. B. Co..	825,000	Mar. 4, 1913 260
261	WALKER.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Fore River S. B. Co..	Cost+10%	Mar. 4, 1917 261
262	WARD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Mar. 4, 1917 262
263	WARD, AARON....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works..	Cost+fee..	Mar. 4, 1917 263
264	WASMUTH.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917 264
265	WATERS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917 265
266	WELLES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Quincy.	Cost+fee.	Oct. 6, 1917 266
267	WHIPPLE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+fee.	Oct. 6, 1917 267
268	WICKES.....	4 4", 50 cal. 1 3", 23 cal.A.A.	4 21" triple.	Bath Iron Works..	Cost+10%	Aug. 29, 1916 268
269	WILKES.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	812,309	June 30, 1914 269
270	WILLIAMS.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Union Iron Works..	Cost+10%	<sup>1</sup> Mar. 4, 1917 270
271	WILLIAMSON.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	New York S. B. Co..	Cost+fee.	Oct. 6, 1917 271
272	WINSLOW.....	4 4", 50 cal....	4 21" twin..	Wm. Cramp & Sons.	842,000	Aug. 22, 1912 272
273	WOOD.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 273
274	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 274
275	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 275
276	WORDEN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., Squantum.	Cost+fee.	Oct. 6, 1917 276
277	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 277
278	YARNALL.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Wm. Cramp & Sons.	Cost+10%	Mar. 4, 1917 278
279	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 279
280	ZANE.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Navy yard, Mare Island.	.....	Oct. 6, 1917 280
281	ZEILIN.....	4 4", 50 cal.; 1 3", 23 cal.A.A.	4 21" triple.	Beth. S. B. Corp., San Francisco.	Cost+fee.	Oct. 6, 1917 281

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

## DESTROYERS—FIRST LINE (DD).

Contract signed.	Keellaid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
257 <sup>1</sup> Sept. 8, 1917	Feb. 19, 1918	July 4, 1918	None.....	Dec. 23, 1918	Dec. 23, 1918 *May 16, 1922	UPSHUR.....	257
258 <sup>1</sup> Feb. 14, 1918	Aug. 20, 1918	Feb. 14, 1920	.....	May 21, 1920	Nov. 23, 1920	UPSHUR, ABEL P.	258
259 <sup>1</sup> Oct. 15, 1913	Feb. 23, 1914	Apr. 29, 1915	Oct. 15, 1915	July 23, 1915	July 23, 1915 *June 3, 1922	WADSWORTH...	259
260 <sup>1</sup> Oct. 15, 1913	Sept. 1, 1914	June 12, 1915	Oct. 15, 1915	May 12, 1916	May 12, 1916 *May 19, 1922	WAINWRIGHT...	260
261 <sup>1</sup> Aug. 15, 1917	June 19, 1918	Sept. 14, 1918	None.....	Jan. 31, 1919	Jan. 31, 1919 *June 7, 1922	WALKER.....	261
262 <sup>1</sup> July 20, 1917	May 15, 1918	June 1, 1918	*Sept. 30, 1918	.....	July 24, 1918 *June 5, 1922	WARD.....	262
263 <sup>1</sup> Aug. 31, 1917	Aug. 1, 1918	Apr. 10, 1919	Mar. 31, 1919	Apr. 21, 1919	Apr. 21, 1919	WARD, AARON..	263
264 <sup>1</sup> Jan. 22, 1918	Aug. 12, 1919	Sept. 15, 1920	None.....	.....	Dec. 16, 1921	WASMUTH.....	264
265 <sup>1</sup> May 2, 1917	July 26, 1917	Mar. 9, 1918	None.....	Aug. 8, 1918	Aug. 8, 1918	WATERS.....	265
266 <sup>1</sup> Dec. 6, 1917	Nov. 13, 1918	May 8, 1919	None.....	Sept. 2, 1919	Sept. 2, 1919 *June 15, 1922	WELLES.....	266
267 <sup>1</sup> Dec. 19, 1917	June 12, 1919	Nov. 6, 1919	None.....	Apr. 23, 1920	Apr. 23, 1920	WHIFFLE.....	267
268 <sup>1</sup> Nov. 30, 1916	June 26, 1917	June 25, 1918	None.....	July 31, 1918	July 31, 1918 *May 16, 1922	WICKES.....	268
269 <sup>1</sup> Jan. 28, 1915	Mar. 11, 1915	May 18, 1916	Nov. 28, 1916	Nov. 10, 1916	Nov. 10, 1916 *June 26, 1922	WILKES.....	269
270 <sup>1</sup> May 4, 1917	Mar. 25, 1918	July 4, 1918	None.....	Mar. 1, 1919	Mar. 1, 1919 *June 7, 1922	WILLIAMS.....	270
271 <sup>1</sup> Dec. 29, 1917 *May 8, 1919	Mar. 27, 1919	Oct. 16, 1919	None.....	Oct. 29, 1920	Oct. 29, 1920	WILLIAMSON...	271
272 <sup>1</sup> Dec. 7, 1912	Oct. 1, 1913	Feb. 11, 1915	Dec. 7, 1914	Aug. 7, 1915	Aug. 7, 1915 *June 5, 1922	WINSLOW.....	272
273 <sup>1</sup> Dec. 6, 1917	Jan. 23, 1919	May 28, 1919	None.....	Jan. 18, 1921	Jan. 28, 1921	Wood.....	273
274 <sup>1</sup> Feb. 14, 1918	Sept. 24, 1918	Mar. 6, 1920	None.....	June 25, 1920	Jan. 14, 1921	WOOD, WELBORN C.	274
275 <sup>1</sup> Dec. 6, 1917	Oct. 3, 1918	Feb. 6, 1919	None.....	Oct. 20, 1920	Oct. 20, 1920	WOODBURY.....	275
276 <sup>1</sup> Dec. 6, 1917	June 30, 1919	Oct. 24, 1919	None.....	Dec. 23, 1919	Feb. 24, 1920	WORDEN.....	276
277 <sup>1</sup> Dec. 6, 1917	Feb. 27, 1919	June 20, 1919	None.....	Dec. 31, 1920	Dec. 31, 1920	YARBOROUGH...	277
278 <sup>1</sup> Sept. 8, 1917	Feb. 12, 1918	June 19, 1918	None.....	Nov. 29, 1918	Nov. 29, 1918 *May 29, 1922	YARNALL.....	278
279 <sup>1</sup> Dec. 6, 1917	Jan. 28, 1919	May 8, 1919	None.....	Nov. 29, 1920	Nov. 29, 1920	YOUNG.....	279
280 <sup>1</sup> Jan. 22, 1918	Jan. 15, 1919	Aug. 12, 1919	.....	.....	Feb. 15, 1921	ZANE.....	280
281 <sup>1</sup> Dec. 6, 1917	Feb. 20, 1919	May 28, 1919	None.....	Dec. 9, 1920	Dec. 10, 1920	ZEILIN.....	281

<sup>1</sup> Date assigned to yard.    \* Expiration of construction period.    \* 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1	AMMEN.....DD35	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
2	BEALE.....DD40	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
3	BURROWS.....DD29	293 10	289 0	26 1½	8 4	742	12.0	887	9 5
4	DRAYTON.....DD23	293 10	289 0	26 1½	8 4	742	12.0	887	9 6
5	FANNING.....DD37	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
6	HENLEY.....DD39	293 10	289 0	26 1½	8 4	742	12.0	891	9 5
7	JARVIS.....DD38	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
8	JENKINS.....DD42	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
9	JOUETT.....DD41	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
10	MAYRANT.....DD31	293 10	289 0	26 1½	8 4	742	12.0	887	9 5
11	MCCALL.....DD28	293 10	289 0	26 1½	8 4	742	12.0	887	9 5
12	MONAGHAN.....DD32	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
13	PATTERSON.....DD36	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
14	PAULDING.....DD22	293 10	289 0	26 1½	8 4	742	12.0	887	9 6
15	PERKINS.....DD26	293 10	289 0	26 1½	8 4	742	12.0	893	10 1
16	ROE.....DD24	293 10	289 0	26 1½	8 4	742	12.0	887	10 11
17	STERETT.....DD27	293 10	289 0	26 1½	8 4	742	12.0	893	10 1
18	TERRY.....DD25	293 10	289 0	26 1½	8 4	742	12.0	887	10 11
19	TRIPPE.....DD33	293 10	289 0	26 1½	8 4	742	12.0	883	9 5
20	WALKE.....DD34	293 10	289 0	26 1½	8 4	742	12.0	889	9 5
21	WARRINGTON.....DD30	293 10	289 0	26 1½	8 4	742	12.0	887	9 5
Total normal displacement.....						15,582			

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

## DESTROYERS—SECOND LINE (ODD).

Trial.		Fuel capacity.		Rlr.		Messes (complement).			Name and official number.		
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Other enlisted men.			
		40 cubic feet per ton.	Gallons.								
Tons.	Knots.	Tons.									
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.		
					<i>Sq. ft.</i>				
1	AMMEN.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	19,200	14,001	.....	1	
2	BEALE.....	3	Parsons turb. <sup>1</sup> .....	4 White-Forster.	18,000	11,800	.....	2	
3	BURROWS.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	19,200	13,254	13,674	3	
4	DEAYTON.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	19,321	15,524	.....	4	
5	FANNING.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,136	12,600	.....	5	
6	HENLEY.....	2	Westgh. geared turb. <sup>2</sup> ..	4 Yarrow.....	18,000	13,472	.....	6	
7	JARVIS.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	19,200	10,584	.....	7	
8	JENKINS.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	18,021	12,440	.....	8	
9	JOUETT.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	18,021	12,340	.....	9	
10	MAYBANT.....	2	Westgh. geared turb. <sup>2</sup> ..	4 White-Forster	18,000	13,140	.....	10	
11	MCCALL.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft..	19,200	13,072	.....	11	
12	MONAGHAN.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,000	12,410	.....	12	
13	PATTERSON.....	3	Parsons turb. <sup>1</sup> .....	4 White-Forster	18,000	12,622	.....	13	
14	PAULDING.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	19,320	17,393	.....	14	
15	PERKINS.....	2	Curtis turb.....	4 Yarrow.....	18,000	11,668	.....	15	
16	ROE.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,000	11,789	12,297	16	
17	STERETT.....	2	Curtis turb.....	4 Yarrow.....	18,000	12,789	.....	17	
18	TERBY.....	3	Parsons turb. <sup>1</sup> .....	4 Thornycroft...	18,000	13,350	.....	18	
19	TRIPPE.....	3	Parsons turb. <sup>1</sup> .....	4 Normand.....	19,320	14,978	.....	19	
20	WALKE.....	2	Curtis turb.....	4 Yarrow.....	18,000	12,573	.....	20	
21	WARRINGTON.....	2	Zoelly turb.....	4 White-Forster.	18,000	12,846	13,333	21	
Total shaft horsepower .....							276,060		

<sup>1</sup> Cruising turbine on both outboard shafts.<sup>2</sup> Cruising turbine on both shafts.<sup>3</sup> Jaw clutch.

## DESTROYERS—SECOND LINE (ODD).

	Total weight of machinery (wt).	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.....	}MAYRANT .....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.....	FATTERSON .....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.	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	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..	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..	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..	664,000	May 13, 1908	10
11	MCCALL.....	4 3", 50 cal.....	3 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..	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..	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. 23, 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	PATTEBSON.....	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	TRIFFE.....	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

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

## 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. <sup>1</sup>	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft alt.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1	ANTHONY..... DM12 <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..... 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-DD87</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-DD86</i>	314 4½	310 0	30 11½	9 2	1,191	15.4	1,284	9 9½	14
Total normal displacement .....						16,674				

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

## LIGHT MINELAYERS (DM).

Trial.		Fuel capacity.		Rig.		Messes (complement).			Name and official number.	
Displacement.	Speed.	Fuel oil.		No. of funnels.	Masts.	Wardroom officers.	Chief petty officers.	Other enlisted men.		
		40 cubic feet per ton.	Gallons.							
Tons.	Knots.	Tons.								
1	1,184	33.50	.....	4	2	8	10	89	ANTHONY.....DM12	1
2	1,230	33.82	.....	4	2	8	10	89	BURNS.....DM11	2
3	1,211	33.97	.....	4	2	8	10	89	HART.....DM8	3
4	1,206	34.14	.....	4	2	8	10	89	INGRAHAM.....DM9	4
5	<sup>1</sup> 1,189	34.34	.....	4	2	8	10	89	ISRAEL.....DM3	5
6	<sup>1</sup> 1,198	35.17	.....	4	2	8	10	89	LANSDALE.....DM6	6
7	1,185	34.81	.....	4	2	8	10	89	LUCE.....DM4	7
8	1,196	34.22	.....	4	2	8	10	89	LUDLOV.....DM10	8
9	<sup>1</sup> 1,224	35.05	.....	4	2	8	10	89	MAHAN.....DM7	9
10	<sup>1</sup> 1,189	34.59	.....	4	2	8	10	89	MAURY.....DM5	10
11	1,188	34.84	.....	4	2	8	10	89	MURRAY.....DM2	11
12	<sup>1</sup> 1,184	33.84	.....	4	2	8	10	89	RIZAL.....DM14	12
13	1,180	33.57	.....	4	2	8	10	89	SPROSTON.....DM13	13
14	<sup>1</sup> 1,200	34.41	.....	4	2	8	10	89	STRIBLING.....DM1	14

<sup>1</sup> Estimated<sup>2</sup> 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.	Main engines.	Total maximum.
					<i>Sq. ft.</i>		
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.....						390,840	

## LIGHT MINELAYERS (DM).

	Total weight of machinery (wet).	Electric turbo-generating sets.						Name and official number.	
		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.....	BUENS.....	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.....	SFROSTON.....	DM13	13
14	435	2	25	125	2-25-3600	.....do.....	STRIBLING.....	DM	14

<sup>1</sup> 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.....	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%....	<sup>1</sup> 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.....	Cost+10%....	<sup>1</sup> Mar. 4, 1917	5
6	LANSDALE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Cost+10%....	<sup>1</sup> Mar. 4, 1917	6
7	LUCE.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Cost+10%....	<sup>1</sup> Mar. 4, 1917	7
8	LUDLOW.....	3 4", 50 cal.; 1 3", 23 cal. A. A.	Union Iron Works.....	Cost+10%....	Mar. 4, 1917	8
9	MAHAN.....	3 4", 50 cal.; 1 3", 23 cal. A. A.	Fore River S. B. Co.....	Cost+10%....	Mar. 4, 1917	9
10	MAVEY.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Cost+10%....	<sup>1</sup> Mar. 4, 1917	10
11	MURRAY.....	3 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Cost+10%....	<sup>1</sup> Mar. 4, 1917	11
12	RIZAL.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Union Iron Works.....	Cost+10%....	Mar. 4, 1917	12
13	SPEOSTON.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	do.....	Cost+10%....	Mar. 4, 1917	13
14	STRIBLING.....	4 4", 50 cal.; 1 3", 23 cal. A. A.	Fore River S. B. Co.....	Cost+10%....	<sup>1</sup> Mar. 4, 1917	14

<sup>1</sup> 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 <sup>1</sup> June 30, 1922	ANTHONY.....	1
2	Aug. 15, 1917	Apr. 15, 1918	July 4, 1918	.....	Aug. 7, 1919	Aug. 7, 1919	BURNS.....	2
3	May 4, 1917	Jan. 8, 1918	July 4, 1918	.....	May 26, 1919	May 26, 1919	HART.....	3
4	May 4, 1917	Jan. 12, 1918	July 4, 1918	.....	May 15, 1919	May 15, 1919	INGRAHAM.....	4
5	Apr. 27, 1917	Jan. 26, 1918	June 22, 1918	.....	Sept. 13, 1918	Sept. 13, 1918	ISRAEL.....	5
6	Apr. 27, 1917	Apr. 20, 1918	July 21, 1918	.....	Oct. 26, 1918	Oct. 26, 1918 <sup>1</sup> June 30, 1922	LANSDALE.....	6
7	Apr. 27, 1917	Feb. 9, 1918	June 29, 1918	.....	Sept. 11, 1918	Sept. 11, 1918 <sup>1</sup> June 30, 1922	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. 10, 1918	.....	July 11, 1919	July 12, 1919	SPROSTON.....	13
14	Apr. 27, 1917	Dec. 14, 1917	May 29, 1918	.....	Aug. 16, 1918	Aug. 16, 1918	STIBLING.....	14

<sup>1</sup> 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. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
1	O-1.....SS62	172 4	18 0½	14 5	520.60	629.30	14.0	10.5	1
2	O-2.....SS63	172 4	18 0½	14 5	520.60	629.30	14.0	10.5	2
3	O-3.....SS64	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	3
4	O-4.....SS65	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	4
5	O-5.....SS66	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	5
6	O-6.....SS67	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	6
7	O-7.....SS68	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	7
8	O-8.....SS69	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	8
9	O-9.....SS70	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	9
10	O-10.....SS71	172 4	18 0½	14 5	520.60	623.90	14.0	10.5	10
11	O-11.....SS72	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	11
12	O-12.....SS73	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	12
13	O-13.....SS74	175 0	16 3¾	13 10½	485.00	566.00	14.0	11.0	13
14	O-14.....SS75	175 0	16 3¾	13 10½	485.00	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

<sup>1</sup> Estimated.

## SUBMARINES—FIRST LINE (SS).

Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.			
Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Other enlisted men.				
<i>Galls.</i>	<i>Galls.</i>										
1	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-1.....	SS62	1
2	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-2.....	SS63	2
3	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-3.....	SS64	3
4	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-4.....	SS65	4
5	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-5.....	SS66	5
6	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-6.....	SS67	6
7	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-7.....	SS68	7
8	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-8.....	SS69	8
9	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-9.....	SS70	9
10	21,897	10,089	1 3", 23 cal..	4	8	3	3	24	O-10.....	SS71	10
11	18,588	10,094	1 3", 23 cal..	4	8	3	3	24	O-11.....	SS72	11
12	18,588	10,094	1 3", 23 cal..	4	8	3	3	24	O-12.....	SS73	12
13	18,588	10,094	1 3", 23 cal..	4	8	3	3	24	O-13.....	SS74	13
14	18,588	10,094	1 3", 23 cal..	4	8	3	3	24	O-14.....	SS75	14
15	18,588	10,094	1 3", 23 cal..	4	8	3	3	24	O-15.....	SS76	15
16	18,588	10,094	1 3", 23 cal..	4	8	3	3	24	O-16.....	SS77	16
17	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-1.....	SS78	17
18	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-2.....	SS79	18
19	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-3.....	SS80	19
20	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-4.....	SS81	20
21	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-5.....	SS82	21
22	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-6.....	SS83	22
23	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-7.....	SS84	23
24	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-8.....	SS85	24
25	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-9.....	SS86	25
26	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-10.....	SS87	26
27	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-11.....	SS88	27
28	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-12.....	SS89	28
29	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-13.....	SS90	29
30	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-14.....	SS91	30
31	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-15.....	SS92	31
32	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-16.....	SS93	32
33	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-17.....	SS94	33
34	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-18.....	SS95	34
35	18,880	7,691	1 3", 50 cal..	4	8	3	3	24	R-19.....	SS96	35
36	18,880	7,691	1 3", 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	460	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	5	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.....SS82	United States Government <sup>1</sup> ...	Navy yard, Portsmouth.....	Mar. 3, 1915	1
2	O-2.....SS83	.....do. <sup>1</sup> .....	Navy yard, Puget Sound.....	Mar. 3, 1915	2
3	O-3.....SS84	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Mar. 3, 1915	3
4	O-4.....SS85	.....do.....	.....do.....	Mar. 3, 1915	4
5	O-5.....SS86	.....do.....	.....do.....	Mar. 3, 1915	5
6	O-6.....SS87	.....do.....	.....do.....	Mar. 3, 1915	6
7	O-7.....SS88	.....do.....	.....do.....	Mar. 3, 1915	7
8	O-8.....SS89	.....do.....	.....do.....	Mar. 3, 1915	8
9	O-9.....SS90	.....do.....	.....do.....	Mar. 3, 1915	9
10	O-10.....SS91	.....do.....	.....do.....	Mar. 3, 1915	10
11	O-11.....SS92	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	Mar. 3, 1915	11
12	O-12.....SS93	.....do.....	.....do.....	Mar. 3, 1915	12
13	O-13.....SS94	.....do.....	.....do.....	Mar. 3, 1915	13
14	O-14.....SS95	Calif. S. B. Co., Augusta, Me. <sup>2</sup> .	California S. B. Co., Long Beach, Calif. <sup>3</sup>	Mar. 3, 1915	14
15	O-15.....SS96	.....do. <sup>2</sup> .....	.....do. <sup>3</sup> .....	Mar. 3, 1915	15
16	O-16.....SS97	.....do. <sup>2</sup> .....	.....do. <sup>3</sup> .....	Mar. 3, 1915	16
17	R-1.....SS98	Electric Boat Co., New York..	Fore River S. B. Co., Quincy..	Aug. 29, 1916	17
18	R-2.....SS99	.....do.....	.....do.....	Aug. 29, 1916	18
19	R-3.....SS100	.....do.....	.....do.....	Aug. 29, 1916	19
20	R-4.....SS101	.....do.....	.....do.....	Aug. 29, 1916	20
21	R-5.....SS102	.....do.....	.....do.....	Aug. 29, 1916	21
22	R-6.....SS103	.....do.....	.....do.....	Aug. 29, 1916	22
23	R-7.....SS104	.....do.....	.....do.....	Aug. 29, 1916	23
24	R-8.....SS105	.....do.....	.....do.....	Aug. 29, 1916	24
25	R-9.....SS106	.....do.....	.....do.....	Aug. 29, 1916	25
26	R-10.....SS107	.....do.....	.....do.....	Aug. 29, 1916	26
27	R-11.....SS108	.....do.....	.....do.....	Aug. 29, 1916	27
28	R-12.....SS109	.....do.....	.....do.....	Aug. 29, 1916	28
29	R-13.....SS110	.....do.....	.....do.....	Aug. 29, 1916	29
30	R-14.....SS111	.....do.....	.....do.....	Aug. 29, 1916	30
31	R-15.....SS112	.....do.....	Union Iron Works, San Francisco, Calif.	Aug. 29, 1916	31
32	R-16.....SS113	.....do.....	.....do.....	Aug. 29, 1916	32
33	R-17.....SS114	.....do.....	.....do.....	Aug. 29, 1916	33
34	R-18.....SS115	.....do.....	.....do.....	Aug. 29, 1916	34
35	R-19.....SS116	.....do.....	.....do.....	Aug. 29, 1916	35
36	R-20.....SS117	.....do.....	.....do.....	Aug. 29, 1916	36

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

## SUBMARINES—FIRST LINE (SS).

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

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

## SUBMARINES—FIRST LINE (SS).

	Name and official number.	Length over all.	Breadth extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			Surface.
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
37	R-21.....SS98	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	37
38	R-22.....SS99	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	38
39	R-23.....SS100	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	39
40	R-24.....SS101	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	40
41	R-25.....SS102	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	41
42	R-26.....SS103	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	42
43	R-27.....SS104	175 0	16 7 $\frac{1}{2}$	13 11	495.00	598.00	14.0	11.0	43
44	S-1.....SS105	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	44
45	S-2.....SS106	207 0	19 7 $\frac{1}{2}$	16 2	800.00	977.00	.....	.....	45
46	S-3.....SS107	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	46
47	S-4.....SS109	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	47
48	S-6.....SS111	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	48
49	S-7.....SS112	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	49
50	S-8.....SS113	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	50
51	S-9.....SS114	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	51
52	S-10.....SS115	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	52
53	S-11.....SS116	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	53
54	S-12.....SS117	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	54
55	S-13.....SS118	231 0	21 10 $\frac{1}{2}$	13 1	876.00	1,092.00	.....	.....	55
56	S-14.....SS119	231 0	21 10 $\frac{1}{2}$	13 1	854.00	1,092.00	.....	.....	56
57	S-15.....SS120	231 0	21 10 $\frac{1}{2}$	13 1	854.00	1,092.00	.....	.....	57
58	S-16.....SS121	231 0	21 10 $\frac{1}{2}$	13 1	854.00	1,092.00	.....	.....	58
59	S-17.....SS122	231 0	21 10 $\frac{1}{2}$	13 1	854.00	1,092.00	.....	.....	59
60	S-18.....SS123	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	60
61	S-19.....SS124	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	61
62	S-20.....SS125	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	62
63	S-21.....SS126	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	63
64	S-22.....SS127	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	64
65	S-23.....SS128	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	65
66	S-24.....SS129	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	66
67	S-25.....SS130	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	67
68	S-26.....SS131	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	68
69	S-27.....SS132	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	69
70	S-28.....SS133	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	70
71	S-29.....SS134	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	71
72	S-30.....SS135	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	.....	72

<sup>1</sup> Estimated.

## SUBMARINES—FIRST LINE (SS).

Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.		
Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Other enlisted men.			
<i>Galls.</i>	<i>Galls.</i>									
37	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-21.....SS98	37
38	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-22.....SS99	38
39	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-23.....SS100	39
40	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-24.....SS101	40
41	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-25.....SS102	41
42	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-26.....SS103	42
43	17,922	9,715	1 3", 50 cal..	4	8	3	3	24	R-27.....SS104	43
44	41,921	11,511	1 3", 23 cal..	4	12	4	4	30	S-1.....SS105	44
45	26,458	17,491	1 4", 50 cal..	4	12	4	4	30	S-2.....SS106	45
46	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-3.....SS107	46
47	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-4.....SS109	47
48	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-6.....SS111	48
49	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-7.....SS112	49
50	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-8.....SS113	50
51	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-9.....SS114	51
52	36,950	19,271	1 4", 50 cal..	5	14	4	4	30	S-10.....SS115	52
53	36,950	19,271	1 4", 50 cal..	5	14	4	4	30	S-11.....SS116	53
54	36,950	19,271	1 4", 50 cal..	5	14	4	4	30	S-12.....SS117	54
55	36,950	19,271	1 4", 50 cal..	5	14	4	4	30	S-13.....SS118	55
56	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-14.....SS119	56
57	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-15.....SS120	57
58	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-16.....SS121	58
59	36,950	19,271	1 4", 50 cal..	4	12	4	4	30	S-17.....SS122	59
60	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-18.....SS123	60
61	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-19.....SS124	61
62	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-20.....SS125	62
63	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-21.....SS126	63
64	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-22.....SS127	64
65	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-23.....SS128	65
66	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-24.....SS129	66
67	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-25.....SS130	67
68	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-26.....SS131	68
69	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-27.....SS132	69
70	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-28.....SS133	70
71	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-29.....SS134	71
72	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-30.....SS135	72

## SUBMARINES—FIRST LINE (SS).

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

## 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-6... 48
49	do	600	do	do	do	do	S-7... 49
50	do	600	do	do	do	do	S-8... 50
51	do	600	G. E. Co.	do	do	do	S-9... 51
52	do	600	do	do	do	do	S-10... 52
53	do	600	do	do	do	do	S-11... 53
54	do	600	do	do	do	do	S-12... 54
55	do	600	do	do	do	do	S-13... 55
56	do	600	Westgh	do	do	do	S-14... 56
57	do	600	do	do	do	do	S-15... 57
58	do	600	do	do	do	do	S-16... 58
59	do	600	do	do	do	do	S-17... 59
60	Ridgeway	750	Cut.-Ham	Magnetic	do	49-UL-IC.	S-18... 60
61	do	750	do	do	do	do	S-19... 61
62	do	750	do	do	do	do	S-20... 62
63	do	750	do	do	do	do	S-21... 63
64	do	750	do	do	do	do	S-22... 64
65	do	750	do	do	do	do	S-23... 65
66	do	750	do	do	do	do	S-24... 66
67	do	750	do	do	do	do	S-25... 67
68	do	750	do	do	do	do	S-26... 68
69	do	750	do	do	do	do	S-27... 69
70	do	750	do	do	do	do	S-28... 70
71	do	750	do	do	do	do	S-29... 71
72	Elec. Dy. Co.	750	do	do	do	do	S-30... 72

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

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

## SUBMARINES—FIRST LINE (SS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
37	Dec. 30, 1916	Apr. 19, 1917	July 10, 1918	Nov. 30, 1918	June 14, 1919	June 17, 1919	R-21....SS98	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	Nov. 14, 1916	Aug. 29, 1917	Dec. 21, 1918			Jan. 30, 1919	S-3....SS107	46
47	Mar. 16, 1917	Dec. 4, 1917	Aug. 27, 1919			Nov. 19, 1919	S-4....SS109	47
48	Mar. 16, 1917	Jan. 29, 1918	Dec. 23, 1919			May 17, 1920	S-6....SS111	48
49	Mar. 16, 1917	Jan. 29, 1918	Feb. 5, 1920			July 1, 1920	S-7....SS112	49
50	Mar. 16, 1917	Nov. 9, 1918	Apr. 21, 1920			Oct. 1, 1920	S-8....SS113	50
51	Mar. 16, 1917	Jan. 20, 1919	June 17, 1920			Feb. 21, 1921	S-9....SS114	51
52	Mar. 16, 1917	Sept. 11, 1919	Dec. 9, 1920				S-10....SS115	52
53	Mar. 16, 1917	Dec. 2, 1919	Feb. 7, 1921				S-11....SS116	53
54	Mar. 16, 1917	Jan. 8, 1920	Aug. 4, 1921				S-12....SS117	54
55	Mar. 16, 1917	Feb. 14, 1920	Oct. 20, 1921				S-13....SS118	55
56	July 12, 1917	Dec. 7, 1917	Oct. 22, 1919	July 12, 1919	Feb. 11, 1921	Feb. 11, 1921	S-14....SS119	56
57	July 12, 1917	Dec. 13, 1917	Mar. 8, 1920	Aug. 12, 1919	Jan. 15, 1921	Jan. 15, 1921	S-15....SS120	57
58	July 12, 1917	Mar. 19, 1918	Dec. 23, 1919	Sept. 12, 1919	Dec. 17, 1920	Dec. 17, 1920	S-16....SS121	58
59	July 12, 1917	Mar. 19, 1918	May 22, 1920	Oct. 12, 1919	Feb. 26, 1921	Mar. 1, 1921	S-17....SS122	59
60	July 17, 1917	Aug. 15, 1918	Apr. 29, 1920	Feb. 17, 1919			S-18....SS123	60
61	July 17, 1917	Aug. 15, 1918	June 21, 1920	Mar. 17, 1919			S-19....SS124	61
62	July 17, 1917	Aug. 15, 1918	June 9, 1920	Mar. 17, 1919			S-20....SS125	62
63	July 17, 1917	Dec. 19, 1918	Aug. 18, 1920	Apr. 17, 1919			S-21....SS126	63
64	July 17, 1917	Jan. 6, 1919	July 15, 1920	Apr. 17, 1919			S-22....SS127	64
65	July 17, 1917	Jan. 18, 1919	Oct. 27, 1920	May 17, 1919			S-23....SS128	65
66	July 17, 1917	Nov. 1, 1918	June 27, 1922	May 17, 1919			S-24....SS129	66
67	July 17, 1917	Oct. 26, 1918	May 29, 1922	June 17, 1919			S-25....SS130	67
68	July 17, 1917	Nov. 7, 1918	Aug. 22, 1922	June 17, 1919			S-26....SS131	68
69	July 17, 1917	Apr. 11, 1919		June 17, 1919			S-27....SS332	69
70	July 17, 1917	Apr. 16, 1919		July 17, 1919			S-28....SS133	70
71	July 17, 1917	Apr. 7, 1919		July 17, 1919			S-29....SS134	71
72	July 17, 1917	Apr. 1, 1918	Nov. 21, 1918	Nov. 17, 1918		Oct. 29, 1920	S-30....SS135	72

<sup>1</sup> Date assigned to yard.<sup>2</sup> 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. <sup>1</sup>		Surface.	Submerged.
					Surface.	Submerged.		
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>
73	S-31.....SS136	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	73
74	S-32.....SS137	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	74
75	S-33.....SS138	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	75
76	S-34.....SS139	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	76
77	S-35.....SS140	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	77
78	S-36.....SS141	219 3	20 9	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	78
79	S-37.....SS142	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	79
80	S-38.....SS143	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	80
81	S-39.....SS144	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	81
82	S-40.....SS145	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	82
83	S-41.....SS153	219 3	20 8	15 10 $\frac{1}{2}$	854.00	1,062.00	.....	83
84	S-42.....SS154	225 3	20 8	16 0	906.00	1,126.00	.....	84
85	S-43.....SS155	225 3	20 8	16 0	906.00	1,126.00	.....	85
86	S-44.....SS156	225 3	20 8	16 0	906.00	1,126.00	.....	86
87	S-45.....SS157	225 3	20 8	16 0	906.00	1,126.00	.....	87
88	S-46.....SS158	225 3	20 8	16 0	906.00	1,126.00	.....	88
89	S-47.....SS159	225 3	20 8	16 0	906.00	1,126.00	.....	89
90	S-48.....SS160	240 0	21 10 $\frac{1}{2}$	13 6	993.00	1,230.00	.....	90
91	S-49.....SS161	240 0	21 10 $\frac{1}{2}$	13 6	993.00	1,230.00	.....	91
92	S-50.....SS162	240 0	21 10 $\frac{1}{2}$	13 6	993.00	1,230.00	.....	92
93	S-51.....SS163	240 0	21 10 $\frac{1}{2}$	13 6	993.00	1,230.00	.....	93
Total displacement.....					66,695.00	.....	.....	.....

	Name and official number.	Number of Cylinders.	Main engines.				Make.	
			B. H. P.	R. P. M.	Cycle.	Number of cylinders.		
73	S-31...SS136	2	1,200	380	4	8	Nelseco.....	73
74	S-32...SS137	2	1,200	380	4	8	do.....	74
75	S-33...SS138	2	1,200	380	4	8	do.....	75
76	S-34...SS139	2	1,200	380	4	8	do.....	76
77	S-35...SS140	2	1,200	380	4	8	do.....	77
78	S-36...SS141	2	1,200	380	4	8	do.....	78
79	S-37...SS142	2	1,200	380	4	8	do.....	79
80	S-38...SS143	2	1,200	380	4	8	do.....	80

<sup>1</sup> Estimated.

## SUBMARINES—FIRST LINE (SS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.		
	Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Other enlisted men.			
	Gallons.	Gallons.									
73	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-31.....	SS136	73
74	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-32.....	SS137	74
75	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-33.....	SS138	75
76	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-34.....	SS139	76
77	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-35.....	SS140	77
78	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-36.....	SS141	78
79	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-37.....	SS142	79
80	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-38.....	SS143	80
81	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-39.....	SS144	81
82	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-40.....	SS145	82
83	41,921	11,511	1 4", 50 cal..	4	12	4	4	30	S-41.....	SS146	83
84	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-42.....	SS153	84
85	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-43.....	SS154	85
86	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-44.....	SS155	86
87	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-45.....	SS156	87
88	46,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-46.....	SS157	88
89	15,363	11,463	1 4", 50 cal..	4	12	4	4	30	S-47.....	SS158	89
90	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-48.....	SS159	90
91	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-49.....	SS160	91
92	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-50.....	SS161	92
93	44,305	23,411	1 4", 50 cal..	5	14	4	4	30	S-51.....	SS162	93

	Motors.				Storage battery.		Name.	
	Make.	H. P. per shaft.	Control.		Make.	Type.		
			Make.	Type.				
73	Elec. Dy. Co..	750	Cut.-Ham.....	Magnetic.....	Elec. Str. Bat. Co...	49-UL-IC.	S-31...	73
74	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-32...	74
75	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-33...	75
76	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-34...	76
77	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-35...	77
78	G. E. Co.....	750	G. E. Co.....	Pneumatic...	.....do.....	49-UL-IC.	S-36...	78
79	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-37...	79
80	.....do.....	750	.....do.....	.....do.....	.....do.....	49-UL-IC.	S-38...	80

## SUBMARINES—FIRST LINE (SS).

	Name and official number.	Number of propellers.	Main engines.				Make.	
			B. H. P.	R. P. M.	Cycle.	Number of cylinders.		
81	S-39...SS144	2	1,200	380	4	8	Nelseco.....	81
82	S-40...SS145	2	1,200	380	4	8	do.....	82
83	S-41...SS146	2	1,200	380	4	8	do.....	83
84	S-42...SS153	2	1,200	380	4	8	do.....	84
85	S-43...SS154	2	1,200	380	4	8	do.....	85
86	S-44...SS155	2	1,200	380	4	8	do.....	86
87	S-45...SS156	2	1,200	380	4	8	do.....	87
88	S-46...SS157	2	1,200	380	4	8	do.....	88
89	S-47...SS158	2	1,200	380	4	8	do.....	89
90	S-48...SS159	2	1,800	350	2	6	Busch-Sulzer.....	90
91	S-49...SS160	2	1,800	350	2	6	do.....	91
92	S-50...SS161	2	1,800	350	2	6	do.....	92
93	S-51...SS162	2	1,800	350	2	6	do.....	93
Total H. P.....			106,000					

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
73	S-31...SS136	Electric Boat Co., New York..	Beth. S. B. Corp., San Francisco.	Mar. 4, 1917	73
74	S-32...SS137	do.....	do.....	Mar. 4, 1917	74
75	S-33...SS138	do.....	do.....	Mar. 4, 1917	75
76	S-34...SS139	do.....	do.....	Mar. 4, 1917	76
77	S-35...SS140	do.....	do.....	Mar. 4, 1917	77
78	S-36...SS141	do.....	do.....	Mar. 4, 1917	78
79	S-37...SS142	do.....	do.....	Mar. 4, 1917	79
80	S-38...SS143	do.....	do.....	Mar. 4, 1917	80
81	S-39...SS144	do.....	do.....	Mar. 4, 1917	81
82	S-40...SS145	do.....	do.....	Mar. 4, 1917	82
83	S-41...SS146	do.....	do.....	Mar. 4, 1917	83
84	S-42...SS153	do.....	Beth. S. B. Corp., Quincy.....	July 1, 1918	84
85	S-43...SS154	do.....	do.....	July 1, 1918	85
86	S-44...SS155	do.....	do.....	July 1, 1918	86
87	S-45...SS156	do.....	do.....	July 1, 1918	87
88	S-46...SS157	do.....	do.....	July 1, 1918	88
89	S-47...SS158	do.....	do.....	July 1, 1918	89
90	S-48...SS159	Lake Torp. B. Co., Bridgeport, Conn.	Lake Torp. B. Co., Bridgeport, Conn.	July 1, 1918	90
91	S-49...SS160	do.....	do.....	July 1, 1918	91
92	S-50...SS161	do.....	do.....	July 1, 1918	92
93	S-51...SS162	do.....	do.....	July 1, 1918	93

<sup>1</sup> 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.			
81	G. E. Co.....	750	G. E. Co.....	Pneumatic....	Elec. Str. Bat. Co...	49-UL-IC.	S-39... 81
82	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-40... 82
83	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-41... 83
84	Elec. Dy. Co..	750	Westgh.....	do.....	do.....	49-UL-IC.	S-42... 84
85	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-43... 85
86	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-44... 86
87	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-45... 87
88	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-46... 88
89	do.....	750	do.....	do.....	do.....	49-UL-IC.	S-47... 89
90	Ridgeway.....	750	do.....	do.....	Gould.....	55-UL.....	S-48... 90
91	do.....	750	do.....	do.....	do.....	55-UL.....	S-49... 91
92	do.....	750	do.....	do.....	do.....	55-UL.....	S-50... 92
93	do.....	750	do.....	do.....	do.....	55-UL.....	S-51... 93

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name and official number.	
73	July 17, 1917	Apr. 13, 1918	Dec. 28, 1918	Dec. 17, 1918			S-31... SS136	73
74	July 17, 1917	Apr. 12, 1918	Jan. 11, 1919	Dec. 17, 1918			S-32... SS137	74
75	July 17, 1917	June 14, 1918	Dec. 5, 1918	Jan. 17, 1919			S-33... SS138	75
76	July 17, 1917	May 28, 1918	Feb. 13, 1919	Jan. 17, 1919			S-34... SS139	76
77	July 17, 1917	June 14, 1918	Feb. 27, 1919	Jan. 17, 1919			S-35... SS140	77
78	July 17, 1917	Dec. 10, 1918	June 3, 1919	Feb. 17, 1919			S-36... SS141	78
79	July 17, 1917	Dec. 12, 1918	June 20, 1919	Feb. 17, 1919			S-37... SS142	79
80	July 17, 1917	Jan. 15, 1919	June 17, 1919	Feb. 17, 1919			S-38... SS143	80
81	July 17, 1917	Jan. 14, 1919	July 2, 1919	Mar. 17, 1919			S-39... SS144	81
82	July 17, 1917	Mar. 5, 1919	Jan. 5, 1921	Mar. 17, 1919			S-40... SS145	82
83	July 17, 1917	Apr. 17, 1919	Feb. 21, 1921	Mar. 17, 1919			S-41... SS146	83
84	<sup>1</sup> July 1, 1919	Dec. 16, 1920					S-42... SS153	84
85	<sup>1</sup> July 1, 1919	Dec. 13, 1920					S-43... SS151	85
86	<sup>1</sup> July 1, 1919	Feb. 19, 1921					S-44... SS155	86
87	<sup>1</sup> July 1, 1919	Dec. 29, 1920					S-45... SS156	87
88	<sup>1</sup> July 1, 1919	Feb. 23, 1921					S-46... SS157	88
89	<sup>1</sup> July 1, 1919	Feb. 26, 1921					S-47... SS158	89
90	July 23, 1919	Oct. 22, 1920	Feb. 26, 1921				S-48... SS159	90
91	July 23, 1919	Oct. 22, 1920	Apr. 23, 1921		June 5, 1922	June 5, 1922	S-49... SS160	91
92	July 23, 1919	Mar. 15, 1920	June 18, 1921		May 20, 1922	May 20, 1922	S-50... SS161	92
93	July 23, 1919	Dec. 22, 1919					S-51... SS162	93

<sup>1</sup> 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. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
1	H-2.....SS29	150 3½	15 9½	12 5	358.00	434.00	14.1	10.6	<b>1</b>
2	H-3.....SS30	150 3½	15 9½	12 5	358.00	434.00	14.1	10.6	<b>2</b>
3	H-4.....SS147	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	<b>3</b>
4	H-5.....SS148	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	<b>4</b>
5	H-6.....SS149	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	<b>5</b>
6	H-7.....SS150	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	<b>6</b>
7	H-8.....SS151	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	<b>7</b>
8	H-9.....SS152	150 3½	15 9½	12 4½	357.70	434.00	12.75	10.25	<b>8</b>
9	K-1.....SS32	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>9</b>
10	K-2.....SS33	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>10</b>
11	K-3.....SS34	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>11</b>
12	K-4.....SS35	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>12</b>
13	K-5.....SS36	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>13</b>
14	K-6.....SS37	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>14</b>
15	K-7.....SS38	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>15</b>
16	K-8.....SS39	153 6½	16 8½	13 1	392.00	521.00	14.1	10.6	<b>16</b>

<sup>1</sup> Estimated.

Former names: H-2, Nautilus; H-3, Garfish; K-1, Haddock; K-2, Cachalot; K-3, Orca; K-4, Walrus.

## SUBMARINES—SECOND LINE (OSS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.	
	Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Other enlisted men.		
	<i>Galls.</i>	<i>Galls.</i>								
1	9,663	5,220	None.....	4	8	3	3	20	H-2.....SS29	1
2	9,663	5,220	None.....	4	8	3	3	20	H-3.....SS30	2
3	11,530	5,275	None.....	4	8	3	3	20	H-4.....SS147	3
4	11,530	5,275	None.....	4	8	3	3	20	H-5.....SS148	4
5	11,530	5,275	None.....	4	8	3	3	20	H-6.....SS149	5
6	11,530	5,275	None.....	4	8	3	3	20	H-7.....SS150	6
7	11,530	5,275	None.....	4	8	3	3	20	H-8.....SS151	7
8	11,530	5,275	None.....	4	8	3	3	20	H-9.....SS152	8
9	17,086	9,326	None.....	4	8	3	3	20	K-1.....SS32	9
10	17,086	9,326	None.....	4	8	3	3	20	K-2.....SS33	10
11	17,086	9,326	None.....	4	8	3	3	20	K-3.....SS34	11
12	17,086	9,326	None.....	4	8	3	3	20	K-4.....SS35	12
13	17,086	9,326	None.....	4	8	3	3	20	K-5.....SS36	13
14	17,086	9,326	None.....	4	8	3	3	20	K-6.....SS37	14
15	17,086	9,326	None.....	4	8	3	3	20	K-7.....SS38	15
16	17,086	9,326	None.....	4	8	3	3	20	K-8.....SS39	16

## SUBMARINES—SECOND LINE (OSS).

	Name and official number.	No. of propellers.	Main engines.					No. of cylinders.	Make.	
			Total B. H. P.	R. P. M.	Cycle.					
1	H-2...SS29	2	480	350	4	8	New London S. E. Co.....	1		
2	H-3...SS30	2	480	350	4	8	.....do.....	2		
3	H-4...SS147	2	480	350	4	8	.....do.....	3		
4	H-5...SS148	2	480	350	4	8	.....do.....	4		
5	H-6...SS149	2	480	350	4	8	.....do.....	5		
6	H-7...SS150	2	480	350	4	8	.....do.....	6		
7	H-8...SS151	2	480	350	4	8	.....do.....	7		
8	H-9...SS152	2	480	350	4	8	.....do.....	8		
9	K-1...SS32	2	480	350	4	8	.....do.....	9		
10	K-2...SS33	2	480	350	4	8	.....do.....	10		
11	K-3...SS34	2	480	350	4	8	.....do.....	11		
12	K-4...SS35	2	480	350	4	8	.....do.....	12		
13	K-5...SS36	2	480	350	4	8	.....do.....	13		
14	K-6...SS37	2	480	350	4	8	.....do.....	14		
15	K-7...SS38	2	480	350	4	8	.....do.....	15		
16	K-8...SS39	2	480	350	4	8	.....do.....	16		

## SUBMARINES—SECOND LINE (OSS).

	Motors.				Storage battery.		Name.	
	Make.	H. P., per shaft.	Control.		Make.	Type.		
			Make.	Type.				
1	Elec. Dy. Co...	300	Elec. Boat Co.	Knife switch..	Elec. Stor. Bat. Co..	27-WL...	H-2...	1
2	do.....	300	do.....	do.....	do.....	27-WL...	H-3...	2
3	do.....	300	do.....	do.....	do.....	27-WL...	H-4...	3
4	do.....	300	do.....	do.....	do.....	27-WL...	H-5...	4
5	do.....	300	do.....	do.....	do.....	27-WL...	H-6...	5
6	do.....	300	do.....	do.....	do.....	27-WL...	H-7...	6
7	do.....	300	do.....	do.....	do.....	27-WL...	H-8...	7
8	do.....	300	do.....	do.....	do.....	27-WL...	H-9...	8
9	do.....	340	Cut-Ham. Co.	Mag. controller	do.....	27-WL...	K-1...	9
10	do.....	340	do.....	do.....	do.....	49-WL...	K-2...	10
11	do.....	340	do.....	do.....	do.....	27-WL...	K-3...	11
12	do.....	340	do.....	do.....	do.....	27-WL...	K-4...	12
13	do.....	340	do.....	do.....	do.....	27-WL...	K-5...	13
14	do.....	340	do.....	do.....	do.....	27-WL...	K-6...	14
15	do.....	340	do.....	do.....	do.....	27-WL...	K-7...	15
16	do.....	340	do.....	do.....	do.....	27-WL...	K-8...	16



## SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
1	H-2.....SS29	Electric Boat Co., New York.	Union Iron Works, San Francisco.	Mar. 3, 1909	1
2	H-3.....SS30	.....do.....	The Moran Co., Seattle, Wash..	Mar. 3, 1909	2
3	H-4.....SS147	.....do.....	Navy yard, Puget Sound <sup>1</sup> .....	<sup>3</sup> Oct. 6, 1917	3
4	H-5.....SS148	.....do.....	.....do <sup>1</sup> .....	<sup>3</sup> Oct. 6, 1917	4
5	H-6.....SS149	.....do.....	.....do <sup>1</sup> .....	<sup>3</sup> Oct. 6, 1917	5
6	H-7.....SS150	.....do.....	.....do <sup>1</sup> .....	<sup>3</sup> Oct. 6, 1917	6
7	H-8.....SS151	.....do.....	.....do <sup>1</sup> .....	<sup>3</sup> Oct. 6, 1917	7
8	H-9.....SS152	.....do.....	.....do <sup>1</sup> .....	<sup>3</sup> Oct. 6, 1917	8
9	K-1.....SS32	.....do.....	Fore River S. B. Co., Quincy...	June 24, 1910	9
10	K-2.....SS33	.....do.....	.....do.....	June 24, 1910	10
11	K-3.....SS34	.....do.....	Union Iron Works, San Francisco.	June 24, 1910	11
12	K-4.....SS35	.....do.....	The Moran Co., Seattle, Wash..	June 24, 1910	12
13	K-5.....SS36	.....do.....	Fore River S. B. Co., Quincy...	Mar. 4, 1911	13
14	K-6.....SS37	.....do.....	.....do.....	Mar. 4, 1911	14
15	K-7.....SS38	.....do.....	Union Iron Works, San Francisco.	Mar. 4, 1911	15
16	K-8.....SS39	.....do.....	.....do.....	Mar. 4, 1911	16

<sup>1</sup> Assembled from knockdown condition.<sup>3</sup> Emergency fund.

## SUBMARINES—SECOND LINE (OSS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	Aug. 10, 1910	Mar. 23, 1911	June 4, 1913	Jan. 10, 1913	Nov. 29, 1913	Dec. 1, 1913	H-2.....	1
2	Aug. 10, 1910	Apr. 3, 1911	July 3, 1913	Feb. 10, 1913	Jan. 16, 1914	Jan. 16, 1914 Aug. 25, 1917	H-3.....	2
3	May 20, 1918	May 12, 1918	Oct. 9, 1918	.....	.....	Oct. 24, 1918	H-4.....	3
4	May 20, 1918	May 12, 1918	Sept. 24, 1918	.....	.....	Sept. 30, 1918	H-5.....	4
5	May 20, 1918	May 14, 1918	Aug. 26, 1918	.....	.....	Sept. 9, 1918	H-6.....	5
6	May 20, 1918	May 15, 1918	Oct. 17, 1918	.....	.....	Oct. 24, 1918	H-7.....	6
7	May 20, 1918	May 25, 1918	Nov. 14, 1918	.....	.....	Nov. 18, 1918	H-8.....	7
8	May 20, 1918	June 1, 1918	Nov. 23, 1918	.....	.....	Nov. 25, 1918	H-9.....	8
9	May 31, 1911	Feb. 20, 1912	Sept. 3, 1913	June 30, 1913	Mar. 17, 1914	Mar. 17, 1914	K-1.....	9
10	May 31, 1911	Feb. 20, 1912	Oct. 4, 1913	June 30, 1913	Jan. 30, 1914	Jan. 31, 1914	K-2.....	10
11	May 31, 1911	Jan. 15, 1912	Mar. 14, 1914	July 31, 1913	Oct. 29, 1914	Oct. 30, 1914	K-3.....	11
12	May 31, 1911	Jan. 27, 1912	Mar. 19, 1914	Aug. 31, 1913	Oct. 26, 1914	Oct. 24, 1914	K-4.....	12
13	Oct. 27, 1911	June 10, 1912	Mar. 17, 1914	Oct. 27, 1913	Aug. 20, 1914	Aug. 22, 1914	K-5.....	13
14	Oct. 27, 1911	June 19, 1912	Mar. 26, 1914	Nov. 27, 1913	Sept. 8, 1914	Sept. 9, 1914	K-6.....	14
15	Oct. 27, 1911	May 10, 1912	June 20, 1914	Dec. 27, 1913	Dec. 1, 1914	Dec. 1, 1914	K-7.....	15
16	Oct. 27, 1911	May 10, 1912	July 11, 1914	Jan. 27, 1914	Dec. 1, 1914	Dec. 1, 1914	K-8.....	16

## SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Length over all.	Breadth extreme.	Ship, fully equipped, ready for sea, normal stores, ammunition, and fuel.			Maximum speed. <sup>1</sup>		
				Mean draft.	Displacement. <sup>1</sup>		Surface.	Submerged.	
					Surface.	Submerged.			
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Knots.</i>	<i>Knots.</i>	
17	L-2.....SS41	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	17
18	L-3.....SS42	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	18
19	L-5.....SS44	165 0	14 9	13 3	451.00	527.00	14.0	10.5	19
20	L-6.....SS45	165 0	14 9	13 3	451.00	527.00	14.0	10.5	20
21	L-7.....SS46	165 0	14 9	13 3	451.00	527.00	14.0	10.5	21
22	L-8.....SS48	165 0	14 9	13 3	451.00	527.00	14.0	10.5	22
23	L-9.....SS49	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	23
24	L-11.....SS51	168 5½	17 5	13 7	450.00	548.00	14.0	10.5	24
25	N-1.....SS53	147 3	15 9½	12 5½	347.90	414.20	13.0	11.0	25
26	N-2.....SS54	147 3	15 9½	12 5½	347.90	414.20	13.0	11.0	26
27	N-3.....SS55	147 3	15 9½	12 5½	347.90	414.20	13.0	11.0	27
Total displacement .....					10,645.10				

	Name and official number.	Number of propellers.	Main engines.					
			Total B. H. P.	R. P. M.	Cycle.	No. of cylinders.	Make.	
17	L-2...SS41	2	900	450	2	6	New London S. E. Co....	17
18	L-3...SS42	2	900	450	2	6	.....do.....	18
19	L-5...SS44	2	1200	375	2	6	Busch-Sulzer.....	19
20	L-6...SS45	2	1200	375	2	6	.....do.....	20
21	L-7...SS46	2	1200	375	2	6	.....do.....	21
22	L-8...SS48	2	1200	375	2	6	.....do.....	22
23	L-9...SS49	2	900	450	2	6	New London S. E. Co....	23
24	L-11...SS51	2	900	450	2	6	.....do.....	24
25	N-1...SS53	2	480	375	4	8	New London S. E. Co....	25
26	N-2...SS54	2	480	375	4	8	.....do.....	26
27	N-3...SS55	2	480	375	4	8	.....do.....	27
Total horsepower.			17,520					

<sup>1</sup> Estimated.

## SUBMARINES—SECOND LINE (OSS).

	Fuel-oil supply.		Armament.		Torpedoes carried.	Complement.			Name and official number.		
	Maximum.	Normal.	Guns.	Torpedo tubes.		Officers.	Chief petty officers.	Other enlisted men.			
	Gal.	Gal.									
17	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-2.....	SS41	17
18	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-3.....	SS42	18
19	18,892	11,925	None.....	4	8	3	3	23	L-5.....	SS44	19
20	18,892	11,925	None.....	4	8	3	3	23	L-6.....	SS45	20
21	18,892	11,925	None.....	4	8	3	3	23	L-7.....	SS46	21
22	18,892	11,925	None.....	4	8	3	3	23	L-8.....	SS48	22
23	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-9.....	SS49	23
24	19,501	9,361	13", 23 cal..	4	8	3	3	23	L-11.....	SS51	24
25	6,068	6,068	None.....	4	8	3	3	20	N-1.....	SS53	25
26	6,068	6,068	None.....	4	8	3	3	20	N-2.....	SS54	26
27	6,068	6,068	None.....	4	8	3	3	20	N-3.....	SS55	27

	Motors.				Storage battery.		Name.	
	Make.	H.P., per shaft.	Control.		Make.	Type.		
			Make.	Type.				
17	Elec. Dy. Co..	340	Cut.-Ham. Co.	Mag. controller	Elec. stor. Bat. Co..	27-WL...	L-2...	17
18	.....do.....	340	.....do.....	.....do.....	.....do.....	27-WL...	L-3...	18
19	Diehl Mfg. Co.	400	.....do.....	.....do.....	.....do.....	29-U.....	L-5...	19
20	.....do.....	400	.....do.....	.....do.....	.....do.....	29-U.....	L-6...	20
21	.....do.....	400	.....do.....	.....do.....	.....do.....	29-U.....	L-7...	21
22	.....do.....	400	.....do.....	.....do.....	.....do.....	25-U.....	L-8...	22
23	Elec. Dy. Co..	340	.....do.....	.....do.....	.....do.....	49-WL...	L-9...	23
24	.....do.....	340	.....do.....	.....do.....	.....do.....	49-WL...	L-11..	24
25	Elec. Dy. Co..	280	Elec. Boat. Co.	Knife switch..	Gould Stor. Bat....	23-WL...	N-1...	25
26	.....do.....	280	.....do.....	.....do.....	.....do.....	23-WL...	N-2...	26
27	.....do.....	280	.....do.....	.....do.....	.....do.....	23-WL...	N-3...	27

## SUBMARINES—SECOND LINE (OSS).

	Name and official number.	Contractor.	Builder.	Date of act authorizing building.	
17	L-2.....SS41	Electric Boat Co., New York.	Fore River S. B. Co., Quincy.	Aug. 22, 1912	17
18	L-3.....SS42	.....do.....	.....do.....	Aug. 22, 1912	18
19	L-5.....SS44	Lake Torp. B. Co., Bridgeport.	Lake Torp. B. Co., Bridgeport.	Aug. 22, 1912	19
20	L-6.....SS45	.....do.....	Craig S. B. Co., Long Beach, Calif.	Aug. 22, 1912	20
21	L-7.....SS46	.....do.....	.....do.....	Aug. 22, 1912	21
22	L-8.....SS48	United States Government <sup>1</sup> .	Navy yard, Portsmouth, N. H.	Mar. 4, 1913	22
23	L-9.....SS49	Electric Boat Co., New York...	Fore River S. B. Co., Quincy...	Mar. 4, 1913	23
24	L-11.....SS51	.....do.....	.....do.....	Mar. 4, 1913	24
25	N-1.....SS53	.....do.....	Seattle Const. & D. D. Co.....	June 30, 1914	25
26	N-2.....SS54	.....do.....	.....do.....	June 30, 1914	26
27	N-3.....SS55	.....do.....	.....do.....	June 30, 1914	27

<sup>1</sup> Lake type.

## SUBMARINES—SECOND LINE (OSS).

	Contract signed.	Keel laid.	Ship launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
17	Feb. 1, 1913	Mar. 19, 1914	Feb. 11, 1915	Jan. 1, 1915	Sept. 23, 1916	Sept. 29, 1916	L-2.....	17
18	Feb. 1, 1913	Apr. 18, 1914	Mar. 15, 1915	Feb. 1, 1915	Apr. 21, 1916	Apr. 22, 1916	L-3.....	18
19	Apr. 24, 1914	May 14, 1914	May 1, 1916	Apr. 24, 1916	Feb. 16, 1918	Feb. 17, 1918	L-5.....	19
20	Apr. 24, 1914	May 27, 1914	Aug. 31, 1916	Apr. 24, 1916	Apr. 1, 1918	Dec. 7, 1917	L-6.....	20
21	Apr. 24, 1914	June 2, 1914	Sept. 28, 1916	Apr. 24, 1916	Apr. 1, 1918	Dec. 7, 1917	L-7.....	21
22	June 29, 1914	Feb. 24, 1915	Apr. 23, 1917	.....	.....	Aug. 30, 1917	L-8.....	22
23	Mar. 14, 1914	Nov. 2, 1914	Oct. 27, 1915	Mar. 14, 1916	Aug. 4, 1916	Aug. 4, 1916	L-9.....	23
24	July 29, 1914	Feb. 17, 1915	May 16, 1916	Sept. 29, 1916	Aug. 15, 1916	Aug. 15, 1916	L-11.....	24
25	Mar. 19, 1915	July 26, 1915	Dec. 30, 1916	May 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-1.....	25
26	Mar. 19, 1915	July 29, 1915	Jan. 16, 1917	June 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-2.....	26
27	Mar. 19, 1915	July 31, 1915	Feb. 21, 1917	July 19, 1917	Sept. 25, 1917	Sept. 26, 1917	N-3.....	27

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

2976—22—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, N. H.	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 (2)	.....do.....	.....do.....	July 1, 1918	7
8	V-5.....SF8 (2)	.....do.....	.....do.....	July 1, 1918	8
9	V-6.....SF9 (2)	.....do.....	.....do.....	July 1, 1918	9
10	V-7.....SF10 (2)	.....do.....	.....do.....	July 1, 1918	10
11	V-8.....SF11 (2)	.....do.....	.....do.....	July 1, 1918	11
12	V-9.....SF12 (2)	.....do.....	.....do.....	July 1, 1918	12

<sup>1</sup> Together with act of June 27, 1916. <sup>2</sup> Together with act of Aug. 29, 1916. <sup>3</sup> 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.	Displacement (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. <sup>1</sup>	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.			
							<i>Tons.</i>
EAGLE 1 to EAGLE 60....	1	Pooler geared turbine.	2 Bureau express....	3,000	<sup>2</sup> 2,500	.....	93.7

Name.	Date of act authorizing building.	Rig and number of funnels.	Messes (complement).		
			Ward-room officers.	Chief petty officers.	Other enlisted men.
EAGLE 1 to EAGLE 60...	<sup>3</sup> Mar. 4, 1917	2 masts; 1 funnel.....	5	4	52

<sup>1</sup> Built on basis of cost plus a fixed sum.

<sup>2</sup> Estimated.

<sup>3</sup> Emergency fund.

NOTE.—Contract for Nos. 61 to 112 canceled Nov. 30, 1918. Eagle 20 transferred to Treasury Department for Coast Guard Service on Nov. 26, 1919. Eagles 16, 21, 22, and 30 transferred to Treasury Department for Coast Guard Service on Dec. 19, 1919; Eagle 25, sunk June 11, 1920, salvaged and sold Dec. 20, 1921.

## 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	Jan. 7, 1922	Jan. 7, 1922	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	<sup>1</sup> Mar. 12, 1920	Oct. 20, 1921	.....	.....	.....	.....	V-1.....SF4	4
5	<sup>1</sup> Mar. 12, 1920	Oct. 20, 1921	.....	.....	.....	.....	V-2.....SF5	5
6	<sup>1</sup> Mar. 12, 1920	Nov. 16, 1921	.....	.....	.....	.....	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

<sup>1</sup> 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.

Number.	Kilo-watts (each).	Volts.	Type.	Builders.	Endurance.	Cruising speed.	Name.
					<i>Miles.</i>	<i>Knots.</i>	
2	10	125	RC27B 2-10-4000	General Electric Co. ....	1 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.

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



## PATROL VESSELS—EAGLES (PE).

[For dimensions, etc., see pages 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
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
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

## PATROL VESSELS—EAGLES (PE).

	Name and official number.	Keel laid.	Ship launched.	Date of preliminary acceptance.	Date of first commission.	
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. 26, 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

Eagles on Navy list, July 1, 1922: 54.  
Total displacement: 27,000 tons.

## 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 officers.	Other enlisted men.		
<sup>1</sup> 18	<sup>1</sup> 65	1 3", 23 cal.....	2	1	23	<sup>2</sup> Mar. 4, 1917 <sup>2</sup> Oct. 6, 1917	SUBMARINE CHASERS.

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

<sup>1</sup> Estimated.<sup>2</sup> Emergency funds.

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

Not built or not completed: Nos. 139, 410, 442, 445, 446, 447, 448.....	7
Built for France: Nos. 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 28, 29, 30, 31, 32, 33, 65, 66, 67, 75, 76, 140, 141, 142, 146, 160, 161, 162, 163, 169, 170, 171, 172, 173, 174, 175, 176, 243, 249, 313, 314, 315, 316, 317, 318, 319, 347, 348, 350, and 357 to 406, inclusive.....	100
Lost and destroyed: Nos. 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: Nos. 82, 128, 215, and 248.....	4
Sold in 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.....	19
Sold at large: Nos. 1, 2, 3, 4, 6, 17, 19, 21, 24, 25, 26, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 54, 55, 56, 59, 61, 62, 71, 72, 73, 74, 77, 79, 81, 81, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 95, 97, 98, 99, 100, 101, 105, 106, 107, 109, 110, 111, 112, 113, 114, 115, 116, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 129, 130, 131, 133, 134, 135, 136, 137, 138, 145, 147, 148, 149, 150, 151, 157, 158, 164, 166, 167, 168, 177, 178, 181, 182, 189, 190, 193, 194, 195, 196, 198, 200, 201, 202, 205, 206, 207, 208, 211, 212, 213, 216, 217, 218, 220, 221, 222, 225, 226, 227, 228, 230, 235, 236, 238, 239, 240, 241, 242, 244, 245, 246, 247, 250, 254, 255, 257, 258, 259, 260, 261, 262, 264, 265, 266, 269, 272, 283, 286, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 300, 301, 304, 305, 309, 310, 321, 322, 323, 324, 325, 331, 336, 337, 339, 342, 344, 345, 346, 349, 351, 352, 354, 355, 356, 407, 408, 409, 411, 413, 416, 418, 420, 421, 422, 423, 425, 426, 427, 429, 430, 434, 436, 439, 441.....	217
On sale:	
First district: No. 263.....	1
Third district: No. 329.....	1
Fifth district: Nos. 186, 252, 424.....	3
Seventh district: Nos. 154, 156, 204, 253, 270, 332, 353.....	7
Eleventh district: No. 299.....	1
Twelfth district: Nos. 273, 277, 278, 298, 303, 308.....	6
Indianhead: No. 232.....	1
Santo Domingo: Nos. 165, 180.....	2
Constantinople: Nos. 96, 338.....	2
Loaned: No. 144 to State of Florida; No. 188 to U. S. Marine Corps, Quantico, Va.; No. 428 to city of Baltimore.....	3
Remaining in service July 1, 1922.....	40
Total.....	448

## 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. 63.....PC63	.....do.....		Mar. 19, 1917	May 16, 1918	2
3	S. C. 64.....PC64	.....do.....		Mar. 19, 1917	May 16, 1918	3
4	S. C. 69.....PC69	Mathis Yacht Building Co., Camden, N. J.	\$66,042.00	Apr. 3, 1917	Feb. 16, 1918	4
5	S. C. 102.....PC102	Elco Co., Bayonne, N. J.	72,150.00	Apr. 15, 1917	Mar. 12, 1918	5
6	S. C. 103.....PC103	.....do.....	72,150.00	Apr. 15, 1917	Mar. 7, 1918	6
	S. C. 104.....PC104	.....do.....	72,150.00	Apr. 15, 1917	Mar. 12, 1918	7
8	S. C. 143.....PC143	Rocky River D. D. Co. Rocky River, Ohio.	74,150.00	Apr. 16, 1917	Nov. 10, 1917	8
9	S. C. 144 <sup>1</sup> .....PC144	Vinyard S. B. Co., Milford, Del.	63,650.00	Apr. 16, 1917	Mar. 30, 1918	9
10	S. C. 159.....PC159	.....do.....	67,650.00	Apr. 16, 1917	Sept. 17, 1917	10
11	S. C. 185.....PC185	International S. B. & M. E. Co., Upper Nyack, N. Y.	68,650.00	Apr. 16, 1917	Apr. 27, 1918	11
12	S. C. 188 <sup>2</sup> .....PC188	.....do.....	70,650.00	Apr. 16, 1917	May 7, 1918	12
13	S. C. 191.....PC191	General S. B. & Aero Co., Alexandria, Va.	70,900.50	Apr. 10, 1917	Mar. 21, 1918	13
14	S. C. 192.....PC192	.....do.....	70,900.50	Apr. 10, 1917	Mar. 13, 1918	14
15	S. C. 210.....PC210	Mathis Y. B. Co., Camden, N. J.	71,850.00	Apr. 16, 1917	Mar. 18, 1918	15
16	S. C. 214.....PC214	A. McDonald, Mariners Harbor, Staten Island.	72,179.00	Apr. 16, 1917	Dec. 1, 1917	16
17	S. C. 223.....PC223	New York Y., L. & F. Co., Morris Heights.	72,600.00	Apr. 16, 1917	Dec. 5, 1917	17
18	S. C. 224.....PC224	.....do.....	72,600.00	Apr. 16, 1917	Oct. 27, 1917	18
19	S. C. 229.....PC229	.....do.....	72,600.00	Apr. 16, 1917	Jan. 23, 1918	19
20	S. C. 231.....PC231	.....do.....	72,600.00	Apr. 16, 1917	Feb. 8, 1918	20
21	S. C. 237.....PC237	.....do.....	72,600.00	Apr. 16, 1917	Mar. 7, 1918	21
22	S. C. 251.....PC251	Camden (Me.) Anchor-Rockland Mach. Co.	74,650.00	Apr. 16, 1917	Dec. 29, 1917	22
23	S. C. 271.....PC271	Geo. Lawley & Sons, Neponset, Mass.	74,650.00	Apr. 16, 1917	Apr. 1, 1918	23
24	S. C. 284.....PC284	Navy Yard, Mare Island.			Apr. 22, 1918	24
25	S. C. 285.....PC285	Navy yard, Mare Is.			Apr. 22, 1918	25
26	S. C. 287 <sup>3</sup> .....PC287	.....do.....			May 6, 1918	26
27	S. C. 306.....PC306	Navy Yard, Puget Sound, Wash.			Feb. 27, 1918	27
28	S. C. 320.....PC320	Luders Marine Const. Co., Stamford, Conn.	74,650.00	Apr. 16, 1917	Dec. 1, 1917	28

<sup>1</sup> Loaned to State of Florida.<sup>2</sup> Loaned to U. S. Marine Corps, Quantico, Va.<sup>3</sup> Ordered sold May 20, 1922.

NOTE.—S. C. 154 withdrawn from sale July 29, 1922. Commissioned Sept. 8, 1922.

## 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.	
29	S. C. 326. .... PC326	Kyle & Purdy, City Island, N. Y.	74,650.00	Apr. 16, 1917	Nov. 14, 1917	29
30	S. C. 328. .... PC328	Great Lakes B. B. Corp., Milwaukee.	74,650.00	Apr. 16, 1917	Oct. 20, 1917	30
31	S. C. 330. .... PC330	Burger Boat Co., Manitowoc.	74,650.00	Apr. 16, 1917	Feb. 8, 1918	31
32	S. C. 340. .... PC340	American Car & Foundry Co., Wilmington.	70,650.00	Apr. 30, 1917	Feb. 16, 1918	32
33	S. C. 341. .... PC341	.....do.....	70,650.00	Apr. 30, 1917	Mar. 22, 1918	33
34	S. C. 412. .... PC412	Clayton S. & B. B. Co., Clayton, N. Y.	72,000.00	July 15, 1918	May 3, 1919	34
35	S. C. 419. .... PC419	Great Lakes B. B. Corp., Milwaukee.	73,250.00	July 15, 1918	Nov. 22, 1918	35
36	S. C. 428 <sup>2</sup> . .... PC428	Mathis Yacht Building Co., Camden, N. J.	69,000.00	July 15, 1918	Jan. 8, 1919	36
37	S. C. 431 <sup>3</sup> . .... PC431	.....do.....	73,250.00	July 15, 1918	Sept. 1, 1921	37
38	S. C. 432. .... PC432	Matthews Boat Co., Port Clinton, Ohio.	73,250.00	July 15, 1918	Apr. 1, 1919	38
39	S. C. 433 <sup>2</sup> . .... PC433	.....do.....	73,250.00	July 15, 1918	Sept. 1, 1921	39
40	S. C. 437 <sup>2</sup> . .... PC437	Rocky River D. D. Co., Rocky River, Ohio.	70,250.00	July 15, 1918	Sept. 1, 1921	40
41	S. C. 440. .... PC440	Howard E. Wheeler, Brooklyn, N. Y.	71,500.00	July 15, 1918	Jan. 16, 1919	41
42	S. C. 443. .... PC443	Naval station, New Orleans.	.....	.....	Aug. 26, 1919	42
43	S. C. 444. .... PC444	.....do.....	.....	.....	Aug. 26, 1919	43

1 Date of delivery.

2 Loaned to city of Baltimore.

3 Returned to the Navy from the Treasury Department (Coast Guard), and commissioned September 1, 1921.

Submarine chasers on Navy list July 1, 1922, 43. Total displacement, 3,311 tons.

## 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 im- mersion.	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	ASHEVILLE.....PG21	241 2	225 0	141 2½	11 4	1,575	14.3	1,760	12 8½	1
2	ELCANO ².....PG38	165 6	157 11	26 0	10 0	620	7.5	.....	12 0	2
3	HELENA.....PG9	251 10	250 9	39 8	9 0	1,392	17.1	1,571	10 0	3
4	MONOCACY.....PG20	.....	160 0	24 6	2 5	190	7.58	204	2 5	4
5	PALOS.....PG16	.....	160 0	24 6	2 5	190	7.58	204	2 5	5
6	PAMPANGA ².....PG39	121 0	115 3	17 10	6 6	243	3.8	.....	7 6	6
7	QUIROS ⁴.....PG40	145 0	137 9	22 9	7 9	350	.....	.....	9 3	7
8	SACRAMENTO.....PG19	226 2	210 0	40 10½	11 6	1,425	12.95	1,592	12 6½	8
9	TULSA.....PG22	241 2	225 0	141 2½	11 4	1,575	14.3	1,760	12 8½	9
10	VILLALOBOS ⁴.....PG42	156 2	148 0	23 0	7 6	370	5.1	.....	9 0	10
Total normal displacement.....						7,930				

¹ Extreme breadth.

² Built of iron.

³ Extreme breadth 40' 1½".

⁴ Composite.

## PATROL VESSELS—GUNBOATS (PG)

Trial.		Fuel capacity.			Rig.		Name and official number.	
Displacement.	Speed.	Coal. <sup>1</sup>	Fuel oil.		Number of funnels.	Masts.		
		42 cubic feet per ton.	40 cubic feet per ton.					
			Tons.	Tons.				Gallons.
1	1,575	12.0	534	149	44,700	1 2 pole.....	ASHEVILLE..... PG21	1
2		11.0	98			1 Schooner.....	ELCANO..... PG38	2
3	1,340	15.5	307			1 1 military.....	HELENA..... PG9	3
4	190	13.25	34			2 Pole mast, 1 fighting top.	MONOCACY..... PG20	4
5	190	13.25	34			2 Pole mast, 1 fighting top.	PALOS..... PG16	5
6		10.0	34			1 1 signal.....	PAMPANGA..... PG39	6
7		11.0	70			Schooner.....	QUIROS..... PG40	7
8	1,395	12.78	428			1 2 pole, 1 fighting top.	SACRAMENTO..... PG19	8
9	1,575	12.0	534	149	44,700	1 2 pole.....	TULSA..... PG22	9
10		11.0	67			1 Schooner.....	VILLALOBOS..... PG42	10

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



## PATROL VESSELS—GUNBOATS (PG).

Name.	Number of propellers.	Engines.				Boilers.		Indicated horsepower on trial.					
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.			
			H. P.	I. P.	L. P.						Stroke.		
			In.	In.	In.	In.	Sq. ft.	Sq. ft.					
1 ASHEVILLE.....	1	Parsons turb., red. gear.					3 Bu. mod. Thorny.	198	3,950	2800	1		
2 ELCANO.....	2	Vert., compd..	21½	38½	18½		2 S. E.....	47	1,155		435	2	
3 HELENA.....	2	Vert., 3-exp...	15½	22	33½	18	4 Hohenstein.	153	6,902	1,959	1,988	3	
4 MONOCACY.....	2	Vert., compd..	14	26	14		2 B. & W. box.	95	2,900	2800		4	
5 PALOS.....	2	Vert., compd..	14	26	14		2 B. & W. box.	95	2,900	2800		5	
6 PAMPANGA.....	2	Vert., compd..	12½	24½	15		1 S. E.....	35	1,197	250		6	
7 QUIROS.....	1	Vert., 3-exp...	13½	21½	35½	24	2 S. E.....	51	1,365	2450	2550	7	
8 SACRAMENTO.....	1	Vert., 3-exp...	16	26½	44	26	2 B. & W..	112	3,800	1,022		8	
9 TULSA.....	1	Parsons geared turb.					3 Bu. mod. Thorny.	199	3,950	2800		9	
10 VILLALOBOS.....	1	Vert., 1-exp..	13	21	35	24	2 S. E.....	47	1,080	2450	2550	10	
Total horsepower.....												7995	

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

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.	
1	133	2 35	125	1 4-35-3400	Terry-Fort Wayne.....	ASHEVILLE .....	PG21 1
2	.....	1 10	110	4-10-450	.....do.....	ELCANO .....	PG38 2
3	.....	2 16	125	4-16-450	Sturtevant-G. E. Co.....	HELENA .....	PG9 3
4	71	1 10	125	1 4-10-3600	Westinghouse.....	MONOCACY.....	PG20 4
5	71	1 10	125	1 4-10-3600	Terry-Diehl.....	PALOS .....	PG16 5
6	.....	.....	.....	.....	.....	PAMPANGA .....	PG39 6
7	.....	{ 1 2.5 1 5	{ 110 125	.....	G. E. Co.....	} QUIROS .....	PG40 7
8	162	2 25	125	1 2-25-3600	.....do.....		
9	133	2 35	125	1 4-35-3400	Terry-G. E. Co.....	TULSA .....	PG22 9
10	.....	{ 1 5 1 5	{ 80 80	.....	{Allis Chalmers * G. E. Co.....	} VILLALOBOS .....	PG42 10

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

\* Turbo-generators.

\* Shanghai Dock &amp; 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.....	<sup>1</sup> 1,100,000	Aug. 29, 1916	<sup>2</sup> Aug. 29, 1916	1
2	ELCANO.....	Carraca, Spain.....		( <sup>3</sup> )		2
3	HELENA.....	Newport News S. B. Co.....	280,000	Mar. 3, 1893	Jan. 29, 1894	3
4	MONOCACY.....	Navy yard, Mare Island <sup>4</sup> .....	<sup>1</sup> 215,000	Mar. 4, 1911		4
5	PALOS.....	Navy yard, Mare Island <sup>4</sup> .....	<sup>1</sup> 260,000	May 4, 1898 Aug. 22, 1912		5
6	PAMPANGA.....	Manila Slip Co., Cavite, P. I.....		( <sup>3</sup> )		6
7	QUIROS.....	Hongkong & Whampoa Dock Co., Hongkong, China.	( <sup>5</sup> )	( <sup>5</sup> )		7
8	SACRAMENTO.....	Wm. Cramp & Sons.....	492,500	Mar. 4, 1911	Sept. 9, 1912	8
9	TULSA.....	Navy yard, Charleston.....		Aug. 29, 1916 July 1, 1918	<sup>2</sup> July 2, 1918	9
10	VILLALOBOS.....	Hongkong & Whampoa Dock Co., Hongkong, China.	( <sup>5</sup> )	( <sup>5</sup> )		10

<sup>1</sup> Limit of cost.<sup>2</sup> Date assigned to yard.<sup>3</sup> Transferred to the Navy from the Army, Nov. 9, 1899.<sup>4</sup> Reerected by the Shanghai (China) Dock & Engineering Co., Ltd.<sup>5</sup> 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	<sup>1</sup> Feb. 20, 1919	.....	July 6, 1920	ASHEVILLE.....	1
2	.....	1885	.....	.....	Nov. 20, 1902 July 1, 1911	ELCANO.....	2
3	Oct. 11, 1894	Jan. 30, 1896	Jan. 29, 1896	May 24, 1897	July 8, 1897 Aug. 15, 1917	HELENA.....	3
4	Apr. 28, 1913	Apr. 27, 1914	.....	.....	June 24, 1914 Aug. 25, 1917	MONOCACY.....	4
5	Apr. 28, 1913	Apr. 23, 1914	.....	.....	June 24, 1914 Aug. 15, 1917	PAIOS.....	5
6	Mar. —, 1887	Feb. —, 1888	<sup>2</sup> 1888	.....	June 8, 1899 Aug. 15, 1917	PAMPANGA.....	6
7	June —, 1894	1895	<sup>2</sup> Apr. —, 1895	.....	Mar. 14, 1900 Aug. 15, 1917	QUIROS.....	7
8	Apr. 30, 1913	Feb. 21, 1914	June 9, 1914	Apr. 20, 1914	Apr. 26, 1914	SACRAMENTO.....	8
9	Dec. 9, 1919	Aug. 25, 1922	.....	.....	.....	TULSA.....	9
10	Sept. —, 1895	1896	July —, 1896	.....	Mar. 5, 1900 Aug. 15, 1917	VILLALOBOS.....	10

<sup>1</sup> Expiration of contract period.<sup>2</sup> Date of completion.

## PATROL VESSELS—CONVERTED 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.....PY8	146 0	22 0	7 2	237	167 9	287	195	2
3	ISABEL.....PY10	1229 11	26 2½	9 2	797	245 3			3
4	MAYFLOWER.....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.....PY6	203 0	31 10	13 7½	1,265	243 0	872	593	6
7	SCORPION.....PY3	212 9	28 1	11 0	775				7
8	SYLPH.....PY5	123 8	20 0	7 6	152				8
9	VIXEN.....PY4	182 3	28 0	12 8	806				9
Total displacement.....					9,697				

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	2	{Craig-Diesel, 4-cycle, 6-cylinder; diam. cyl. 12½.....}				15			2 700	1		
2	2	Vert., 3-exp...	11	16½	26	15	2 Seabury..	84	3,848	2 740	2	
3	2	Parsons turb...					2 Normand. (Oil.)	10,750	2 8,000	2 8,400	3	
4	2	Vert., 3-exp...	22½	38	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., 2-exp...	14	22½	36	24	2 B. & W..	157	6,920	2,000	6	
7	2	Vert., 3-exp...	15	24	39	21	4 Yarrow ..	159	8,384		2,800	7
8	1	Vert., 3-exp...	10	16	25	16	2 Almy.....	45	1,588	550	8	
9	1	Vert., 3-exp...	18	27	48	25	2 S. E.....	126	3,508	1,250	9	
Total horsepower.....									20,640			

<sup>1</sup> On water line.<sup>2</sup> Shaft horsepower.<sup>3</sup> Estimated.<sup>4</sup> Two low-pressure cylinders.

## PATROL VESSELS—CONVERTED YACHTS (PY).

	Fuel capacity coal or oil.	Maximum speed.	Endurance.		Material of hull.	Type.	Messrs (complement).			Name and official number.	
			Nautical miles.	Cruising speed.			Officers.	Chief petty officers.	Other enlisted men.		
											Tons.
1	1 7,500	13.00	3,750	9.0	Steel..	Motor yacht....	6	2	45	ARAMIS.....PY7	1
2	60	16.3	720	12.0	Steel..	Steam yacht....	2	2	47	DESPATCH....PY8	2
3	216.5	28.8	.....	.....	Steel..	Steam yacht....	7	10	73	ISABEL.....PY10	3
4	537	14.5	.....	.....	Steel..	Steam yacht....	11	21	139	MAYFLOWER..PY1	4
5	400	13.0	3,500	12.0	Steel..	Steam yacht....	11	12	114	NIAGARA.....PY9	5
6	350	16.0	1,517	14.7	Steel..	Steam yacht....	11	4	62	NOKOMIS....PY6	6
7	136	17.85	.....	.....	Steel..	Steam yacht....	8	7	77	SCORPION....PY3	7
8	48	15.0	.....	.....	Steel..	Steam yacht....	2	5	27	SYLPH.....PY5	8
9	195	16.0	.....	.....	Steel..	Steam yacht....	8	5	67	VIXEN.....PY4	9

	Total weight of machinery (wet).	Electric generating sets.				Rig.		Name.	
		Number.	Kilowatts (each).	Volts.	Builders.	Number of funnels.	Masts.		
1	.....	{ 1 10 1 7½ }	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 { 25 2 10 }	110	.....do.....	2	2	ISABEL.....	3	
4	.....	2 25	125	Terry-Diehl.....	1	2	MAYFLOWER.....	4	
5	.....	2 35	125	De Laval-Sprague.....	1	3	NIAGARA.....	5	
6	.....	{ 2 17 2 25 }	110 125	{ Terry-G. E. Co..... Westinghouse..... }	1	2	NOKOMIS.....	6	
7	.....	{ 1 5 1 14 }	125 115	{ General Electric Co..... Sturtevant-Lundell Co. ... }	1	2	SCORPION.....	7	
8	.....	1 10	125	General Electric Co.....	1	2	SYLPH.....	8	
9	.....	1 8	125	Sturtevant.....	1	2	VIXEN.....	9	

1 Gallons.

2 Estimated.

3 Turbo.

## PATROL VESSELS—CONVERTED 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	SCORPION.....PY3	John N. Robins, South Brooklyn, N. Y.....	Sovereign.....	7
8	SYLPH.....PY5	John Roach, Chester, Pa.....		8
9	VIXEN.....PY4	Lewis Nixon, Elizabethport, N. J.....	Josephine.....	9

## PATROL VESSELS—CONVERTED YACHTS (PY).

	Guns.	Purchase price (dollars).	Date delivered.	Date of first and latest commission.	When built.	Name and official number.	
1	.....	240,000	<sup>1</sup> July 3, 1917	Nov. 2, 1917	1916	ARAMIS .....PY7	1
2	2 3-pdr.....	112,000	<sup>1</sup> 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	<sup>1</sup> 1917	Dec. 28, 1917 July 18, 1921	1917	ISABEL .....PY10	3
4	4 6-pdr. R. F.....	430,000	<sup>1</sup> Mar. 19, 1898	July 25, 1905	1896	MAYFLOWER .....PY1	4
5	4 4", 50 cal.; 2 3-pdr.	175,000	<sup>1</sup> Aug. 10, 1917	Apr. 16, 1918	1898	NIAGARA .....PY9	5
6	4 6-pdr.....	510,000	<sup>1</sup> June 1, 1917	Dec. 3, 1917 July 25, 1921	1917	NOKOMIS .....PY6	6
7	4 6-pdr*.....	300,000	.....	Apr. 11, 1898	1896	SCORPION.....PY3	7
8	.....	50,000	<sup>1</sup> June —, 1898	Aug. 18, 1898	1898	SYLPH .....PY5	8
9	4 6-pdr.; 2 1-pdr...	150,000	<sup>1</sup> Apr. 9, 1898	Apr. 11, 1898 Apr. 2, 1917	1896	VIXEN .....PY4	9

<sup>1</sup> Date of purchase.<sup>2</sup> Two on board.



## 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 perpendic-ulars.	Breadth on load water line.	Mean draft.	Dis-placement (nor-mal).	Tons per inch immer-sion.	Dis-placement.	Draft aft.	
									<i>Ft. in.</i>
1 ALTAR.....AD11	423 9	410 5½	54 0	1 27 2½	13,925	46.79	.....	.....	1
2 BLACK HAWK <sup>2</sup> .....AD9	420 2½	404 6	53 9	28 5	13,500	43.7	.....	.....	2
3 BRIDGEPORT <sup>3</sup> .....AD10 <i>ex-AR<sup>2</sup></i>	447 4½	429 4	54 4	24 7½	11,750	45.7	.....	29 2	3
4 BUFFALO <sup>2</sup> .....AD8	406 1	391 1	5 48 3	20 9	6,525	33.7	.....	.....	4
5 DENEbola.....AD12	423 9	410 5½	54 0	1 27 2½	13,925	46.79	.....	.....	5
6 DOBBIN <sup>2</sup> .....AD3	483 10	460 0	61 1	21 0½	10,600	49.7	.....	.....	6
7 MELVILLE <sup>2</sup> .....AD2	417 3	400 0	5 54 5½	20 0	7,150	36.9	.....	.....	7
8 PRAIRIE <sup>6</sup> .....AD5	404 9	391 6	5 48 3	20 9	6,620	34.3	.....	.....	8
9 RIGEL.....AD13	423 9	410 5½	54 0	1 27 2½	13,925	46.79	.....	.....	9
10 WHITNEY <sup>2</sup> .....AD4	483 10	460 0	61 0	21 0½	10,600	49.7	.....	.....	10
Total displacement...					108,520				

<sup>1</sup> Loaded summer draft and displacement.  
<sup>2</sup> Flagship.  
<sup>3</sup> Registered.

<sup>4</sup> Full load.  
<sup>5</sup> Extreme.  
<sup>6</sup> On sale.

## AUXILIARIES—DESTROYER TENDERS (AD).

	Speed.	Tonnage.				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>Tons.</i>		
1	10.5	7,068.75	4,543	7,498.52	5,002.78	<sup>1</sup> 1,097	ALTAIR.....	AD11 1
2	13.0	6,381	3,857			<sup>1</sup> 2,108	BLACK HAWK.....	AD9 2
3	12.5	8,005.70	3,710	8,080.45	3,780.47	1,060	BRIDGEPORT.....	AD10 3
4	14.5					<sup>2</sup> 1,048	BUFFALO.....	AD8 4
5	10.5	7,000	5,487			<sup>1</sup> 1,097	DENEROLA.....	AD12 5
6	<sup>3</sup> 16.0					<sup>1</sup> 1,107	DOBBIN.....	AD3 6
7	15.09			3,092.00		<sup>2</sup> 900	MELVILLE.....	AD2 7
8	<sup>2</sup> 14.5					1,331	PRAIRIE.....	AD5 8
9	10.5	7,052.35	4,538	7,482.12	4,998.34	<sup>1</sup> 1,097	RIGEL.....	AD13 9
10	<sup>2</sup> 16.0					<sup>1</sup> 1,107	WHITNEY.....	AD4 10

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.		
1	<sup>6</sup> 4 5", 51 cal.; 2 3", 50 cal. A. A.....	1		31	42	408	ALTAIR.....	1
2	<sup>4</sup> 5", 51 cal.; 2 3-pdr. saluting.....	1	2	31	40	400	BLACK HAWK.....	2
3	8 5", 51 cal.....	1	2 pole.....	32	45	475	BRIDGEPORT.....	3
4	6 4", 40 cal.; 4 3-pdr.; 2 1-pdr.; 2 machine	1	2 pole.....	31	30	370	BUFFALO.....	4
5	<sup>6</sup> 4 5", 51 cal.; 2 3", 50 cal. A. A.....	1		31	42	408	DENEROLA.....	5
6	8 5", 51 cal.; 4 3", A. A.; 2 6-pdr.; 2 21" torpedo tubes.	1	2	31	32	309	DOBBIN.....	6
7		1	2 pole.....	31	42	407	MELVILLE.....	7
8		1	Brig.....	31	41	357	PRAIRIE.....	8
9	<sup>6</sup> 4 5", 51 cal. 2 3", 50 cal. A. A.....	1		31	42	408	RIGEL.....	9
10	8 5", 51 cal.; 4 3", 50 cal. A. A.; 2 6-pdr.; 2 21" torpedo tubes.	1	2	31	32	309	WHITNEY.....	10

<sup>1</sup> Tons of fuel oil, 40 cubic feet per ton.  
<sup>2</sup> Calculated to 6 inches below beams.

<sup>3</sup> Estimated.  
<sup>4</sup> Reserve coal: 1,080 tons.

<sup>5</sup> Reserve coal: 1,110 tons.  
<sup>6</sup> Authorized; not on board.

## AUXILIARIES—DESTROYER TENDERS (AD).

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 ALTAIR.....	1	{Curtis geared turb.					3 S. E.....	{(Oil) 206}	7,500	2,500	1	
2 BLACK HAWK....	1	Vert., 4-exp...	25½	{52½ 37}	76	54	3 S. E.....	(Oil)	8,881	3,400	2	
3 BRIDGEPORT....	2	Vert., 4-exp...	20½	{42 29}	61½	43½	{2 D. E..... 2 S. E.....}	291	9946	3,445	3,600	3
4 BUFFALO.....	1	Vert., 3-exp...	31½	52	84	54	3 D. E.....	414	11,795	13,600	4	
5 DENEbola.....	1	{Curtis geared turb.					3 S. E.....	{ Oil 206 }	7,500	2,500	5	
6 DOBBIN.....	1	{Parsons geared turbine.					{2 Bu. Mod. Thorny.	{(Oil)}	14,400	127,000	6	
7 MELVILLE.....	1	Parsons geared turbine.					2 B. & W...	(Oil)	7,500	24,006	7	
8 PRAIRIE.....	1	Vert., 3-exp...	32	52	84	54	{3 D. E., 1 aux.	447	10,506	13,800	8	
9 RIGEL.....	1	{Curtis geared turb.					3 S. E.....	{(Oil) 206}	7,500	2,500	9	
10 WHITNEY.....	1	{Parsons geared turbine.					{2 Bu. Mod. Thorny.	{(Oil)}	14,400	127,000	10	
Total horsepower.....									39,906			

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 ALTAIR.....	Skinner & Eddy, Seattle.....		9 Oct. 29, 1921		1
2 BLACK HAWK....	Wm. Cramp & Sons.....	\$ 1,900,000		6 Dec. 13, 1917	2
3 BRIDGEPORT....	Bremer Vulcan, Vegesack, Germany.			4 1917	3
4 BUFFALO.....	Newport News S. B. & D. D. Co.	\$ 575,000		5 July 11, 1898	4
5 DENEbola.....	Skinner & Eddy, Seattle.....		9 Oct. 29, 1921		5
6 DOBBIN.....	Navy yard, Philadelphia.....	\$ 3,400,000	7 Mar. 4, 1917	8 July 9, 1919	6
7 MELVILLE.....	New York S. B. Co.....	1,310,000	Aug. 22, 1912	June 20, 1913	7
8 PRAIRIE.....	Wm. Cramp & Sons.....	\$ 575,000		6 Apr. 6, 1898	8
9 RIGEL.....	Skinner & Eddy, Seattle.....		9 Oct. 29, 1921		9
10 WHITNEY.....	Navy yard, Boston, Mass.....	\$ 3,400,000	7 July 1, 1918	8 Dec. 6, 1919	10

<sup>1</sup> Estimated.

<sup>2</sup> Shaft horsepower.

<sup>3</sup> Purchase price.

<sup>4</sup> Date acquired.

<sup>5</sup> Date of Executive Order authorizing transfer from U. S. Shipping Board.

<sup>6</sup> Date of purchase.

<sup>7</sup> Limit of cost.

<sup>8</sup> Together with act of Aug. 29, 1916.

<sup>9</sup> Date assigned to yard.

## AUXILIARIES—DESTROYER TENDERS (AD.)

Total weight of machinery (wet).	Electric generating sets.				Name and official number.			
	Number.	Kilowatts (each).	lbs.	Type.			Builders.	
<i>Tons.</i>								
1	{ 2 1	{ 15 200 100 50	{ 110 125 125 125	{ MP. 6-15-425.. 6-200- <sup>720</sup> 4-100-2400 8-50-400.....	{ G. E. Co..... Moore-G. E. Co..... G. E. Co..... Sturte-G. E. Co.....	ALTAIR.....AD11	1	
2		35	125	CC.....	G. E. Co.....	BLACK HAWK.....AD9	2	
3	{ 12 11	{ 100 35	{ 125 110	{ 6-100-1200..... 2-35-3600.....	{ G. E. Co.....	BRIDGEPORT.....AD10	3	
4	{ 12 11	{ 100 35	{ 125 125	{ RC-17-6-100-1200 CC 7- 35-3600	{ G. E. Co.....	BUFFALO.....AD8	4	
5	{ 2 11 11 1	{ 15 200 100 50	{ 110 125 125 125	{ MP. 6-15-425.. 6-200- <sup>720</sup> 4-100-2400 8-50-400.....	{ G. E. Co..... Moore-G. E. Co..... G. E. Co..... Sturte-G. E. Co.....	DENEbola.....AD12	5	
6	* 650	{ 11 12	{ 100 200	{ 125 125	{ MPC-641111 MPC-641111	MOORE-G. E. Co.....	DOBbin.....AD3	6
7	509	12	150	125	6-150-1111	Westinghouse.....	MELVILLE.....AD2	7
8	{ 11 12	{ 100 35	{ 125 125 110	{ R. C. 7 C. C	{ G. E. Co.....	PRAIRIE.....AD5	8	
9	{ 2 11 11 1	{ 15 200 100 50	{ 110 125 125 125	{ MP. 6-15-425.. 6-200- <sup>720</sup> 4-100-2400 8-50-400.....	{ G. E. Co..... Moore-G. E. Co..... G. E. Co..... Sturte-G. E. Co.....	RIGEL.....AD13	9	
10	* 650	{ 12 11	{ 200 100	{ 125 125	{ MPC6-2001111 MPC6-1001111	G. E. Co.....	WHITNEY.....	10

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1		* 1919		4 Dec. 5, 1921	Dec. 6, 1921	ALTAIR.....	1
2		* 1913			May 15, 1918	BLACK HAWK.....	2
3		Aug. 14, 1901.			Aug. 25, 1917	BRIDGEPORT.....	3
4		* 1892			July 18, 1898 Nov. 29, 1915	BUFFALO.....	4
5		* 1919			Nov. 28, 1921	DENEbola.....	5
6	Dec. 23, 1919	May 5, 1921				DOBbin.....	6
7	Nov. 11, 1913	Mar. 2, 1915	June 20, 1915	Dec. 2, 1915	Dec. 3, 1915	MELVILLE.....	7
8		* 1890			Apr. 14, 1898 July 1, 1911	PRAIRIE.....	8
9		* 1918		4 Nov. 16, 1921	Feb. 24, 1922	RIGEL.....	9
10	Apr. 23, 1921					WHITNEY.....	10

1 Turbo.

2 Estimated.

3 Year built.

4 Date taken over from Shipping Board.

**AUXILIARIES—SUBMARINE TENDERS (AS).**

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.		
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.	
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>	
1 BEAVER <sup>1</sup> .....AS5	380 0	1357 6	47 0	19 6	5,970	30.5	.....	21 0	1
2 BUSHNELL <sup>2</sup> .....AS2	350 6	300 0	45 8	15 0	3,580	23.0	.....	.....	2
3 CAMDEN <sup>2</sup> .....AS6	403 8	389 2	48 0	4 24 0	4,000	37.5	.....	24 0	3
4 CANOPUS.....AS9	373 8½	360 0	51 6	3 24 6½	3,325	35.3	.....	.....	4
5 FULTON <sup>2</sup> .....AS1	228 6	216 0	35 0	13 0	1,408	12.36	.....	.....	5
6 HOLLAND <sup>2</sup> .....AS3	506 0	460 0	61 1	20 0	10,000	49.1	.....	.....	6
7 RAINBOW <sup>2</sup> .....AS7	351 10	326 0	41 0	17 2	4,360	26.5	.....	.....	7
8 SAVANNAH <sup>2</sup> .....AS8	414 6	400 0	46 1	26 5	10,800	37.5	.....	.....	8
<b>Total displacement..</b>					<b>54,443</b>				

<sup>1</sup> Registered.  
<sup>2</sup> Flagship.

<sup>3</sup> Loaded summer draft and displacement.  
<sup>4</sup> Estimated.

## AUXILIARIES—SUBMARINE TENDERS (AS).

	Speed.	Tonnage.				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>Tons.</i>			
1	16.5	4,507	2,779	.....	.....	2,350	BEAVER.....	AS5	1
2	14.15	2,869.98	1,496.22	2,948.87	1,315.19	2 660	BUSHNELL.....	AS2	2
3	12.0	4,494	2,872	.....	.....	975	CAMDEN.....	AS6	3
4	13	5,004	3,021	.....	.....	1,277	CANOPUS.....	AS9	4
5	12.34	1,173.69	345	1,276.12	432.7	234	FULTON.....	AS1	5
6	16.0	.....	.....	.....	.....	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	5,755.82	2,614	6,157.20	2,965.38	743	SAVANNAH.....	AS8	8

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men		
1	4 5'', 51 cal.;.....	1	2-pole....	32	25	267	BEAVER.....	1
2	4 5'', 51 cal.....	1	2 pole....	24	19	176	BUSHNELL.....	2
3	4 4'', 50 cal.;.....	2	2 masts...	32	25	319	CAMDEN.....	3
4	2 5''/51, 4 3''/50 A. S.....		2 masts....	32	25	257	CANOPUS.....	4
5	2 3'', 50 cal.....	1	2 masts...	45	16	118	FULTON.....	5
6	8 5'', 51 cal.; 4 3'', 50 cal. A. A.; 2 6-pdr.	1	2 masts...	32	25	341	HOLLAND.....	6
7	2 5'', 40 cal.;.....	1	2 pole....	30	25	272	RAINBOW.....	7
8	4 5'', 40 cal.;.....	1	2 masts...	32	26	312	SAVANNAH.....	8

1 Estimated.

2 Tons fuel oil; 40 cubic feet per ton.

3 Additional stowage, 531 tons.

4 Authorized—Not on board.

## AUXILIARIES—SUBMARINE TENDERS (AS).

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 BEAVER.....	1	Vert., 3-exp...	31	50	84	54	{6 S. E..... (1 aux.....)	(Oil) 12,660	4,500	1		
2 BUSHNELL.....	1	Parsons geared turb.					2 Yarrow... (Oil)	5,120	2,617	2		
3 CAMDEN.....	1	Vert., 4-exp...	24½	{50 (34½)}	74	53½	4 B. & W..	264	10,568	2,550	2,850	
4 CANOPUS.....	1	Vert., 4-exp...	25½	{55½ (38½)}	81	54	4 S. E..... (Oil)	8,957	3,858		4	
5 FULTON.....	1	{Diesel 2 cycle, 6-cyl., 17¾" diam.}				16,⅞	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	1,800		7
8 SAVANNAH.....	1	Vert., 3-exp...	26½	44	72	48	4 B. & W..	264	10,568	1,200		8
Total horsepower.....										25,625		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1 BEAVER.....	Newport News S. B. & D. D. Co. . . . .	\$ 1,300,000	.....	4 July 1, 1913	1
2 BUSHNELL.....	Seattle Construction & D. D. Co. . . . .	935,695	Aug. 22, 1912	June 30, 1913	2
3 CAMDEN.....	Flensburger Co., Germany . . . . .	.....	.....	5 1917	3
4 CANOPUS.....	New York S. B. Co. . . . .	.....	9 Oct. 29, 1921	.....	4
5 FULTON.....	New London Ship & Engine Co. . . . .	492,930	Mar. 4, 1911	June 19, 1912	5
6 HOLLAND.....	Navy yard, Puget Sound . . . . .	\$ 3,400,000	7 Mar. 4, 1917	8 Dec. 6, 1919	6
7 RAINBOW.....	James Laing, Sunderland, Eng. . . . .	\$ 176,260	.....	4 June 29, 1898	7
8 SAVANNAH.....	Flensburger Co., Germany . . . . .	.....	.....	5 1917	8

1 Estimated.

2 Shaft horsepower.

3 Purchase price.

4 Date of purchase.

5 Date acquired.

6 Limit of cost.

7 Together with act of Aug. 29, 1916.

8 Date assigned to yard.

9 Date of Executive order authorizing transfer from U. S. Shipping Board.

## AUXILIARIES—SUBMARINE TENDERS (AS).

Total weight of machinery (wet).		Electric turbo generating sets.					Name and official number.
Tons.	Number.	Kilowatts (each).	Volts.	Type.	Builders.		
1	1	50	125	2-35-3600 6-100-1200 M. P. C. 6-400-1000	Westinghouse General Electric Co.	BEAVER..... AS5	
	2	35	125				
	1	100	125				
2	322	300	125	C. C. 6-300-1500	Parsons-General Electric Co.	BUSHNELL..... AS2	
	2	50	125				
	2	50	125				
3	2	35	125	2-35-3600 6-100-1200 M. P. C. 6-400-1000	General Electric Co.	CAMDEN..... AS6	
	1	100	125				
	2	400	275				
4	4	25	110	M. P. 6-25-400 M. P. C. 8-50-400	General Electric Co. General Electric Co. Sturtevant-General Electric Co.	CANOPUS.....	
	1	400	275				
	2	50	125				
5	135	50	125	6-50-400 C. C. 2..... B. R..... Sub. type.....	Nelseco-Thresher <sup>1</sup> Curtis-General Electric Co. Kerr-General Electric Co. Diesel.....	FULTON..... AS1	
	1	35	125				
	1	35	125				
	2	164	248				
6	576	400	125	6-400-1000	General Electric Co.	HOLLAND..... AS3	
	2	200					
	1	100					
7	1	100	125	R. C. 17 2-35-3600 M. P. C. 6-400-1,000	General Electric Co.	RAINBOW..... AS7	
	2	35					
	1	400					
	1	400					
8	2	35	110	C. C. 2-35-3600 K-15 M. P. C. 6-400-1,000	General Electric Co. Kerr-Diehl General Electric Co.	SAVANNAH..... AS8	
	1	200					
	2	400					
	2	400					

Keel laid.	Ship launched.	Contract Date of com- pletion.	Date of pre- liminary acceptance.	Date of first and latest commission.	Name.	
1	1910			Oct. 1, 1918	BEAVER.....	
2	Jan. 3, 1914	Feb. 9, 1915	Mar. 30, 1915	Nov. 30, 1915	Nov. 24, 1915	BUSHNELL.....
3		1900			Aug. 15, 1917	CAMDEN.....
4		<sup>4</sup> 1919		<sup>5</sup> Nov. 22, 1921	Jan. 24, 1922	CANOPUS.....
5	Oct. 2, 1913	June 6, 1914	June 19, 1914	Dec. 2, 1914	Dec. 7, 1914	FULTON.....
6	Apr. 11, 1921					HOLLAND.....
7		1890			July 18, 1898 Mar. 9, 1918	RAINBOW.....
8		June 3, 1899			Nov. 3, 1917 Jan. 14, 1918	SAVANNAH.....

<sup>1</sup> Reciprocating engine.<sup>2</sup> Estimated.<sup>3</sup> Generator from B. S. Virginia.<sup>4</sup> Year built.<sup>5</sup> Date taken over from Shipping Board.



## 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.	
	<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 WRIGHT.....AZ1	448 0	448 0	58 0	23 7	11,000	44.80	11,000	23 7	1

  

Name.	Number of propellers.	Engines.	Boilers, oil burning.	Shaft horsepower on trial.			
		Type.	Number and type.	Total heating surface.	Total maximum.		
				<i>Sq. ft.</i>	Main engines.		
1 WRIGHT.....	1	G. E. geared turbine .....	6 B. & W. ....	17,400	6,000	.....	1

  

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

<sup>1</sup> Estimated.

\* Contract with Tietjen & Lang Dry Dock Co., Hoboken, N. J., covered 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.				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>Tons.</i>	
1 15.0	9,193.71	3,943	9,661.16	4,450.97	1,629	WRIGHT ..... AZ1 1

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

Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
1	Apr. 28, 1920	.....	.....	Dec. 16, 1921	WRIGHT..... 1

Armament.	Rig.		Complement.			Name.
	Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	
1 2 5", 51 cal.; 2 3", 50 cal. A.A.....	1	2	27	51	235	WRIGHT..... 1

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.	Displacement.	Draft at t.
1 MEDUSA.....AR1	483 10½	460 0	70 0	18 11½	10,000	53.25	.....	1
2 PROMETHEUS.....AR3	465 9	450 0	60 1	26 0	12,585	48.50	.....	2
3 VESTAL <sup>1</sup> .....AR4	465 9	450 0	60 0	26 0	12,585	48.35	.....	3
Total displacement.....					35,170			

<sup>1</sup> Flagship.

## AUXILIARIES—REPAIR SHIPS (AR).

Speed.	Tonnage.					Bunker capacity (42 cubic feet per ton).	Name and official number.	
	United States Register.		Panama Canal.					
	Gross.	Net.	Gross.	Net.				
Knots.	Tons.	Tons.	Tons.	Tons.	♦ Tons.			
1	1 16.0					1,632	MEDUSA .....AR1	1
2	1 16.0	6,689.06	3,712.87	6,863.52	3,747.70	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.	Officers.	Chief petty officers.	Other enlisted men.		
1	4 5", 51 cal.; 2 3", 50 cal. A. A.; 2 6-pdr., saluting.	1	2 pole.....	32	36	272	MEDUSA.....	1
2	4 5", 50 cal.....	1	4 pole.....	32	55	375	PROMETHEUS.....	2
3	4 5", 50 cal.; 1 3", 50 cal. A. A.....	1	4 pole.....	32	55	375	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.					
			In.	In.	In.		Sq. ft.	Sq. ft.		
1 MEDUSA.....	1	{Parsons geared turb.				{2 Bu. Mod. Thorny.	{(Oil)	14,400	17,000	1
2 PROMETHEUS....	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	(Oil) 19,974	17,500	2
3 VESTAL.....	2	Vert., 3-exp...	28	44½	75	54	6 B. & W...	493 19,974	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.....	\$3,250,000	July 1, 1918	Apr. 25, 1920	1
2 PROMETHEUS....	Navy yard, Mare Island.....	\$1,550,000	Apr. 27, 1904	July 12, 1906	2
3 VESTAL.....	Navy yard, New York.....	\$1,550,000	Apr. 27, 1904	July 12, 1906	3

<sup>1</sup> Estimated.

<sup>2</sup> Shaft horsepower.

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

<sup>4</sup> Limit of cost.

<sup>5</sup> Together with act of Aug. 29, 1916.

<sup>6</sup> 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.
<b>Tons.</b>						
1 807	{ 2 300 2 100	125	125	8-300- <del>475</del> 6-100- <del>475</del>	General Electric Co..... MEDUSA..... AR1	1
2 1,100	{ 2 32 2 100	125	125	8-32-400 .....do..... K-11 Terry-Diehl.....	PROMETHEUS..... AR3	2
3 1,021	{ 2 100 2 32	125	125	{ 6-100-1200 8-32-400	General Electric Co..... VESTAL..... AR4	3

  

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

<sup>1</sup> Estimated.<sup>2</sup> Reciprocating engine.<sup>3</sup> Expiration of construction period.

## AUXILIARIES—STORESHIPS (AF).

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
	<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 ARCTIC.....AF7	416 6	402 6	53 0	126 4 <sup>1</sup>	12,600	.....	.....	.....
2 BOREAS.....AF8	416 6	402 6	53 0	126 4 <sup>1</sup>	12,600	.....	.....	.....
3 BRIDGE <sup>2</sup> .....AF1	422 11	400 0	55 2 <sup>1</sup>	20 8	8,500	41.85	.....	.....
4 POMPEY <sup>4</sup> .....AF5	245 0	234 0	33 6	15 10	3,085	.....	.....	15 10
5 RAPPAHANNOCK.....AF6	497 9	471 2	59 2	25 9	17,000	52.7	.....	.....
6 YUKON.....AF9	416 6	402 6	53 0	126 4 <sup>1</sup>	12,600	.....	.....	.....
Total displacement.....					66,385			

<sup>1</sup> Loaded summer draft and displacement.<sup>2</sup> Estimated.<sup>3</sup> Has towing machine.<sup>4</sup> Transferred to War Department July 12, 1922.

## AUXILIARIES—STORESHIPS (AF).

Speed.	Tonnage.				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>Tons.</i>	
1 11	5,997	4,276			1,794	ARCTIC.....AF7 1
2 11	6,100	4,585			1,794	BOREAS.....AF8 2
3 14.0	6,357.57	3,394	6,631.64	3,869.54	1,000	BRIDGE.....AF1 3
4 10.5					205	POMPEY.....AF5 4
5 11.5	8,680	4,688	9,020.41	5,457.41	3,060	RAPPAHANNOCK.....AF6 5
6 11	5,969	4,365			1,794	YUKON.....AF9 6

	Armament.	Rig.		Complement.			Name.
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	
1	<sup>1</sup> 25", 51 cal.; 4 3", 50 cal. A. A.....	1	2 pole.....	23	18	170	ARCTIC..... 1
2	<sup>1</sup> 25", 51 cal.; 4 3", 50 cal. A. A.....	1	2 pole.....	23	18	139	BOREAS..... 2
3	45", 80 cal.; 12", 50 cal. A. A.....	1	2 pole.....	23	18	171	BRIDGE..... 3
4	4 6-pdr.....	1	2 pole.....	8	6	68	POMPEY..... 4
5	<sup>1</sup> 15", 51 cal.; 1 3", 50 00 A. A.....	1	2.....	23	18	250	RAPPAHANNOCK... 5
6	<sup>1</sup> 25", 51 cal.; 4 3", 50 cal. A. A.....	1	2 pole.....	23	12	131	YUKON..... 6

<sup>1</sup> Fuel oil (40 cu. ft. per ton.)<sup>2</sup> Authorized; not on board.



## AUXILIARIES—STORESHIPS (AF).

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.
			<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>Sq. ft.</i>	<i>Sq. ft.</i>			
1 ARCTIC.....	1	Parsons, geared turb.	.....	.....	.....	.....	4 Heine....	(Oil) 11,500	6 2,800	..... 1	
2 BOREAS.....	1	Curtis.....	.....	.....	.....	.....	4 Heine....	(Oil) 11,500	6 2,800	..... 2	
3 BRIDGE.....	2	Vert., 3-exp...	21½	37	63½	48	3 Ward.....	(Oil) 11,400	4,000	..... 3	
4 POMPEY.....	1	Vert., 3-exp...	19½	31½	51	32	1 S. E.; 1 aux.	74	2,672	850	..... 4
5 RAFFAHANNOCK..	1	Vert., 3-exp...	32½	52½	86½	55½	4 S. E.....	271	11,030	4,580	4,850 5
6 YUKON.....	1	Parsons, geared turb.	.....	.....	.....	.....	3 S. E.....	(Oil) 11,500	6 2,800	..... 6	
Total horsepower.....									18,100		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 ARCTIC.....	Moore S. B. Co., Oakland, Calif..	.....	7 Oct. 29, 1921	..... 1
2 BOREAS.....	do.....	.....	do 7	..... 2
3 BRIDGE.....	Navy yard, Boston.....	1 1,425,000	Mar. 4, 1913	3 Feb. 19, 1914 3
4 POMPEY.....	S. P. Austin & Sons (Ltd.), Sunderland, England.	4 111,929	.....	4 Apr. 19, 1898 4
5 RAFFAHANNOCK...	Bremer Vulkan, Vegesach, Germany.	.....	.....	5 1917 5
6 YUKON.....	Moore S. B. Co., Oakland, Calif..	.....	7 Oct. 29, 1921	..... 6

<sup>1</sup> Limit of cost.<sup>2</sup> Date assigned to yard.<sup>3</sup> Purchase price.<sup>4</sup> Date of purchase<sup>5</sup> Date acquired.<sup>6</sup> Estimated S. H. P.<sup>7</sup> Date of Executive order authorizing transfer from U. S. Shipping Board.

## AUXILIARIES—STORESHIPS (AF).

Total weight of machinery (wet).	Electric generating sets.					Name and official number.	
	No.	Kilowatts (each).	Volts.	Type.	Builders.		
Tons.							
1 .....	2	15	125	<sup>1</sup> B. R.	Moore-G. E. Co. ....	ARCTIC.....	AF7 1
2 .....	2	15	125	<sup>1</sup> B. R.	do. ....	BOREAS.....	AF8 2
3 .....	2	50	125	<sup>1</sup> 8-50- <del>4488</del>	Westinghouse.....	BRIDGE.....	AF1 3
4 .....	2	15	110	4-15-400	Moore-G. E. Co. ....	POMPEY.....	AF5 4
5 .....	2	35	125	<sup>1</sup> B. P.	Kerr-G. E. Co. ....	RAPPAHANNOCK.....	AF6 5
6 .....	2	15	125	<sup>1</sup> B. R.	Moore-G. E. Co. ....	YUKON.....	AF9 6

Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1 .....	<sup>1</sup> 1919	.....	<sup>2</sup> Nov. 4, 1921	Nov. 7, 1921	ARCTIC.....	1
2 .....	<sup>1</sup> 1919	.....	<sup>2</sup> Dec. 6, 1921	.....	BOREAS.....	2
3 June 21, 1915	May 18, 1916	.....	.....	June 2, 1917	BRIDGE.....	3
4 .....	<sup>1</sup> 1897	.....	.....	May 26, 1898 July 6, 1911	POMPEY.....	4
5 .....	<sup>1</sup> 1913	.....	.....	Dec. 8, 1917	RAPPAHANNOCK....	5
6 .....	<sup>1</sup> 1920	.....	<sup>2</sup> Nov. 14, 1921	Dec. 6, 1921	YUKON.....	6

<sup>1</sup> Turbo.<sup>2</sup> Year built.<sup>3</sup> Date taken over from Shipping Board.

## 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.
1 ABARENDA..... AC13	325 6	314 0	42 0½	122 10	16,680	27.7	.....	1
2 AJAX <sup>1</sup> ..... AC14	387 6	375 4	46 6	24 8	19,250	35.2	.....	2
3 CAESAR <sup>1 2</sup> ..... AC16	322 1	310 0	43 11	119 7	15,940	27.8	.....	3
4 JASON..... AC12	536 0	514 0	46 5 0	27 8	19,250	64.1	.....	4
5 MARS..... AC6	403 0	385 0	45 3 0	24 8	11,250	42.8	.....	5
6 NEPTUNE..... AC8	542 0	520 0	46 5 0	27 8	19,480	64.8	.....	6
7 NEREUS..... AC10	522 0	500 0	46 2 0	27 8	19,080	63.8	.....	7
8 ORION..... AC11	536 0	514 0	46 5 0	27 8	19,250	64.1	.....	8
9 PROTEUS..... AC9	522 0	500 0	46 2 0	27 8	19,080	63.8	.....	9
10 VULCAN..... AC5	403 0	385 0	45 3 0	24 8	11,250	42.8	.....	10
Total displacement.....					140,560			

<sup>1</sup> To Plimsoll mark.  
<sup>2</sup> Has towing machine.  
<sup>3</sup> Estimated.

<sup>4</sup> Molded.  
<sup>5</sup> On sale.

## AUXILIARIES—COLLIERS (AC).

Tonnage.				Material of hull.	Speed.	Bunker capacity, <sup>42</sup> cubic feet per ton.	Name and official number.	
United States register.		Panama Canal.						
Gross.	Net.	Gross.	Net.					
<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>		<i>Knots.</i>	<i>Tons.</i>		
1				Steel..	19.0	825	ABARENDA ..... AC13 1	
2				Steel..	10.0	500	AJAX ..... AC14 2	
3	2,811.66	1,594.69	2,934.02	1,731.06	Steel..	10.0	800	CAESAR ..... AC16 3
4	10,939.37	6,257.57	11,364.55	6,345.59	Steel..	14.32	2,300	JASON ..... AC12 4
5	5,263.22	2,989.00	5,779.73	3,087.61	Steel..	12.65	825	MARS ..... AC6 5
6	9,899.67	5,876.25	11,075.49	6,425.50	Steel..	12.93	2,500	NEPTUNE ..... AC8 6
7	9,681.57	5,722.00	10,704.10	6,350.46	Steel..	14.58	1,925	NEREUS ..... AC10 7
8	10,183.05	6,174.00	11,183.46	6,320.50	Steel..	14.47	2,300	ORION ..... AC11 8
9	9,681.57	5,722.00	10,704.10	6,350.46	Steel..	14.67	1,925	PROTEUS ..... AC9 9
10	5,162.33	3,134.43	5,625.83	3,281.75	Steel..	12.82	825	VULCAN ..... AC5 10

<sup>1</sup> Estimated.

## AUXILIARIES—COLLIERS (AC).

	Name.	Guns.	Rig.		Messes (complement).			To Pillsoll mark.		
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	Draught.	Dead-weight capacity.	
								<i>Ft. in.</i>	<i>Tons.</i>	
1	ABARENDA.....		1	2	16	7	70	22 10	4,800	1
2	AJAX.....	4 6-pdr.....	1	2	16	5	91	24 8	5,600	2
3	CAESAR.....		1	2	16	9	73	19 7	4,000	3
4	JASON.....	4 4", 50 cal.....	2	2	16	12	152	29 0	14,200	4
5	MARS.....	4 4", 50 cal.....	1	2	16	9	124	25 8	8,100	5
6	NEPTUNE.....	4 4", 50 cal.....	2	2	16	12	152	29 8	14,500	6
7	NEREUS.....	4 4", 50 cal.....	1	2	16	12	152	29 4	14,200	7
8	ORION.....	4 4", 50 cal.....	2	2	16	12	152	29 0	14,200	8
9	PROTEUS.....	4 4", 50 cal.....	1	2	16	12	152	29 4	14,200	9
10	VULCAN.....	4 4", 50 cal.....	1	2	16	9	124	25 8	8,100	10

<sup>1</sup> Abreast.

## 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	3,250							CAESAR.....AC16	3
4	11,500	2,575	10,500	2,000	100	600	13,200	JASON.....AC12	4
5	7,600		7,200	300	50	50	7,600	MARS.....AC6	5
6	{ 11,700 10,200	{ 2,925 1,250	10,500	2,000	100	400	13,000	NEPTUNE.....AC8	6
7	{ 11,800 10,100	{ 3,050 1,125							
8	11,500	2,575	10,500	2,000	100	600	13,200	ORION.....AC11	8
9	{ 11,800 10,100	{ 3,050 1,125	10,500	2,000	100	300	12,900	PROTEUS.....AC9	9
10	7,600								

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

## AUXILIARIES—COLLIERS (AC).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.		
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.	
			H. P.	I. P.	L. P.						Stroke.
1 ABARENDA.....	1	Vert., 3-exp...	23	38	62	42	2 S. E.....	106	4,000	1,050	1
2 AJAX.....	1	Vert., 3-exp...	27	44½	71	60	{ 3 S. E.; 1 aux.	240	7,365	13,000	2
3 CAESAR.....	1	Vert., 3-exp...	22½	37	61	42	{ 2 Ward.... 1 aux.....	116	5,180	11,500	3
4 JASON.....	2	Vert., 3-exp...	27	46	76	48	{ 3 D. E..... 1 aux.....	440 22	18,921 623	6,878	4
5 MARS.....	2	Vert., 3-exp...	22	37½	60	42	4 S. E.....	235	10,200	3,818	5
6 NEPTUNE.....	2	{ Westgh. grd. turb. }					{ 3 D. E.; 1 aux. }	462	19,544	25,409	6
7 NEREUS.....	2	Vert., 3-exp...	26	43½	74	48	3 D. E.....	430	18,492	6,904	7
8 ORION.....	2	Vert., 3-exp...	27	46	76	48	{ 3 D. E..... 1 aux.....	440 22	18,921 623	6,943	8
9 PROTEUS.....	2	Vert., 3-exp...	26	43½	74	48	3 D. E.....	430	18,492	7,202	9
10 VULCAN.....	2	Vert., 3-exp...	22	37½	60	42	4 S. E.....	235	10,200	3,736	10
Total horsepower....										46,440	

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
	<i>Tons.</i>							
1	{	* 1 12	110	.....	} General Electric.....	ABARENDA.....	AC13	1
		1 10	110	4-10 -450..				
2		2 24	80	6-24 -400..	do.....	AJAX.....	AC14	2
3	{	1 15	125	6-15 -400..	} B. F. Sturtevant Co.....	} CAESAR.....	AC16	3
		1 15	125	.....				
4		2 25	125	8-25 -350..	B. F. Sturtevant Co.....	JASON.....	AC12	4
5	735 {	1 15	125	6-15 -400..	} do.....	} MARS.....	AC6	5
		1 15	125	.....				
6		2 15	125	6-15 -400..	B. F. Sturtevant Co.....	NEPTUNE.....	AC8	6
7	1, 109	2 35	125	B. R. ....	Kerr-G. E. Co .....	NEBEUS.....	AC10	7
8		2 25	125	8-25 -350..	B. F. Sturtevant Co.....	ORION.....	AC11	8
9	1, 109	* 2 35	125	.....	Kerr-G. E. Co .....	PROTEUS.....	AC9	9
10	735	1 15	125	6-15 -400..	B. F. Sturtevant Co.....	VULCAN.....	AC5	10

\* 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.	1 267,657	.....	2 May 12, 1898	2
3	CAESAR .....AC16	Ropner & Sons, Stockton on Tees, England.	1 175,194	.....	2 Apr. 21, 1898	3
4	JASON .....AC12	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	4
5	MAES .....AC6	.....do.....	1 479,600	2 May 13, 1908	2 Oct. 28, 1908	5
6	NEPTUNE ...AC8	.....do.....	889,600	Mar. 3, 1909	Sept. 23, 1909	6
7	NEREUS .....AC10	Newport News S. B. Co.....	990,000	June 24, 1910	Aug. 29, 1911	7
8	ORION .....AC11	Maryland Steel Co., Sparrows Point, Md.	951,000	Mar. 4, 1911	Aug. 22, 1911	8
9	PROTEUS ....AC9	Newport News S. B. Co.....	990,000	June 24, 1910	Aug. 29, 1911	9
10	VULCAN .....AC5	Maryland Steel Co., Sparrows Point, Md.	1 479,600	2 May 13, 1908	2 Oct. 28, 1908	10

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	.....	<sup>1</sup> 1892	.....	.....	May 29, 1898 July 1, 1911	ABARENDA.....	1
2	.....	<sup>1</sup> 1890	.....	.....	May 21, 1898 Oct. 17, 1922	AJAX.....	2
3	.....	<sup>1</sup> 1890	.....	.....	May 13, 1898 July 1, 1911	CAESAR.....	3
4	Mar. 26, 1912	Nov. 16, 1912	Aug. 22, 1913	.....	June 26, 1913 Oct. 7, 1914	JASON.....	4
5	Oct. 5, 1908	Apr. 10, 1909	Aug. 28, 1909	.....	Aug. 26, 1909 <sup>2</sup> Dec. 27, 1921	MARS.....	5
6	Mar. 23, 1910	Jan. 21, 1911	June 22, 1911	.....	Sept. 20, 1911 <sup>2</sup> June 28, 1922	NEPTUNE.....	6
7	Dec. 4, 1911	Apr. 26, 1913	June 29, 1913	.....	Sept. 10, 1913 <sup>2</sup> June 28, 1922	NEREUS.....	7
8	Oct. 6, 1911	Mar. 23, 1912	Aug. 22, 1913	.....	July 29, 1912 Dec. 28, 1914	ORION.....	8
9	Oct. 31, 1911	Sept. 14, 1912	June 29, 1913	.....	July 9, 1913 June 15, 1914	PROTEUS.....	9
10	Oct. 5, 1908	May 15, 1909	Sept. 28, 1909	.....	Oct. 2, 1909 <sup>2</sup> July 20, 1921	VULCAN.....	10

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

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

## 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.	
										Ft. in.
1	ARETHUSA <sup>1</sup> .....AO7	343 6	332 0	42 2	20 11	6,160	27.8	.....	.....	1
2	BARNES, ROBERT L. <sup>2</sup> AO14 EX-AK11.	258 6	251 10	43 2	18 6	5,380	.....	.....	18 6	2
3	BRAZOS.....AO4	475 7	455 0	456 0	26 8	14,800	50.28	.....	.....	3
4	CUYAMA <sup>3</sup> .....AO8	475 7	455 0	456 0	26 2	14,500	50.2	.....	.....	4
5	KANAWHA <sup>3</sup> .....AO1	475 7	455 0	456 0	26 2	14,500	50.2	.....	.....	5
6	KAWEAH.....AO15	446 0	430 0	58 0	25 8½	14,450	50.8	.....	.....	6
7	LARAMIE.....AO16	446 0	430 0	58 0	25 8½	14,450	50.8	.....	.....	7
8	MATTOLE.....AO17	446 0	430 0	58 0	25 8½	14,450	50.8	.....	.....	8
9	MAUMEE <sup>3</sup> .....AO2	475 7	455 0	456 0	26 2	14,500	50.2	.....	.....	9
10	NECHES.....AO5	475 7	455 0	456 0	26 8	14,800	50.28	.....	.....	10
11	PATOKA.....AO9	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	11
12	PECOS.....AO6	475 7	455 0	456 0	26 8	14,800	50.28	.....	.....	12
13	RAMAPO.....AO12	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	13
14	RAPIDAN.....AO18	477 10	463 3	60 0	26 3	16,800	57.8	.....	.....	14
15	SALINAS.....AO19	477 10	463 3	60 0	26 3	16,800	57.8	.....	.....	15
16	SAPELO.....AO11	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	16
17	SEPULGA.....AO20	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	17
18	THOMPSON, SARA <sup>5</sup> .....AO8	321 0	310 0	40 3	21 9½	5,836	24.9	.....	.....	18
19	TIPPECANOE.....AO21	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	19
20	TRINITY.....AO13	477 10	463 3	60 0	26 2	16,800	57.8	.....	.....	20
	Total displacement.....	.....			283,026			.....		

<sup>1</sup> Has towing machine.<sup>2</sup> From inclining experiment.<sup>3</sup> Robert L. Barnes, used for oil storage, Guam.<sup>4</sup> Molded.<sup>5</sup> Sara Thompson, used for oil storage, Cavite.

## AUXILIARIES—OILERS (AO).

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.							
Tons.	Tons.	Tons.	Tons.		Knots.	Tons.				
1	3,367.08	2,015.63	3,477.55	2,151.20	Steel	10.0	(*)	ARETHUSA.....	AO7	1
2					Steel	8.5	165	BARNES, ROBERT L.....	AO14	2
3	7,449.16	5,063	8,022.91	5,357.18	Steel	14.34	824	BRAZOS.....	AO4	3
4	7,607.83	5,120	7,708.50	5,003.83	Steel	14.0	824	CUYAMA.....	AO3	4
5	7,590.04	5,121	7,689.32	5,004.86	Steel	14.25	824	KANAWHA.....	AO1	5
6	7,253.14	5,348	7,679.67	5,609.70	Steel	11.0	4 <sup>1</sup> ,288	KAWEAH.....	AO15	6
7	7,252	5,393	7,679.67	5,655.12	Steel	11.0	4 <sup>1</sup> ,288	LARAMIE.....	AO16	7
8	7,252	5,395	7,679.67	5,661.83	Steel	11.0	4 <sup>1</sup> ,288	MATTOLE.....	AO17	8
9	7,894.86	5,181	8,016.88	5,198.74	Steel	14.0	824	MAUMEE.....	AO2	9
10	7,383.37	4,860	8,004.75	5,102.75	Steel	14.0	828	NECHES.....	AO5	10
11	8,267.05	6,246	8,457.92	6,210.82	Steel	10.87	1,109	PATOKA.....	AO9	11
12	7,383.37	4,860	8,004.75	5,102.75	Steel	14.0	828	PECOS.....	AO6	12
13	8,246	6,258	8,671.98	6,424.88	Steel	11.23	1,109	RAMAPO.....	AO12	13
14	8,246	6,258	8,671.98	6,424.88	Steel	10.5	1,109	RAPIDAN.....	AO18	14
15	8,246	6,258	8,671.98	6,415.60	Steel	10.5	1,109	SALINAS.....	AO19	15
16	8,246	6,258	8,671.98	6,424.88	Steel	10.95	1,109	SAPELO.....	AO11	16
17	8,266	6,308	8,671.98	6,534.78	Steel	10.5	1,109	SEPULGA.....	AO20	17
18	2,691	1,715			Iron	9.0	494	THOMPSON, SARA.....	AO8	18
19	8,266	6,308	8,671.98	6,467.63	Steel	10.5	1,109	TIPPECANOE.....	AO21	19
20	8,266.07	6,278	8,671.98	6,444.95	Steel	11.26	1,109	TRINITY.....	AO13	20

\* Estimated.

\* 14,520 tons displacement at this speed.

\* 14,520 tons displacement at this speed.

\* And 875 tons of coal.

\* Fuel drawn from cargo holds.

## AUXILIARIES—OILERS (AO).

	Name.	Guns.	Rig.		Messes (complement).			To Plimsoll mark.		
			Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.	Draft.	Dead-weight capacity	
								<i>Ft. in.</i>	<i>Tons.</i>	
1	ARETHUSA.....	4 3", 50 cal.....	1	2	16	8	70	22 4	3,950	1
2	BARNES, ROBERT L.....		1	1	15	1	51	.....		2
3	BRAZOS.....	4 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	13	107	26 6 $\frac{1}{4}$	9,500	3
4	CUYAMA.....	4 5", 50 cal.....	1	2	16	13	107	26 6 $\frac{1}{4}$	9,700	4
5	KANAWHA.....	4 4", 50 cal.....	1	2	16	13	107	26 6 $\frac{1}{4}$	9,800	5
6	KAWEAH.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	25 8 $\frac{1}{2}$	14,560	6
7	LARAMIE.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	25 8 $\frac{1}{2}$	14,560	7
8	MATTOLE.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	25 8 $\frac{1}{2}$	14,560	8
9	MAUMEE.....	4 4", 50 cal.....	1	2	16	13	117	26 6 $\frac{1}{4}$	9,800	9
10	NECHES.....	4 5", 51 cal.; 2 3", 50 cal.	1	2	16	10	91	26 6 $\frac{1}{4}$	9,400	10
11	PATOKA.....	2 5", 51 cal.....	1	2	16	8	83	26 3	11,700	11
12	PECOS.....	4 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	13	127	26 6 $\frac{1}{4}$	9,400	12
13	RAMAPO.....	2 5", 51 cal.....	1	2	16	8	83	26 3	11,700	13
14	RAPIDAN.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	26 3	16,830	14
15	SALINAS.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	26 3	16,830	15
16	SAPELO.....	2 5", 51 cal.....	1	2	16	8	83	26 3	11,700	16
17	SEPULGA.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	26 3	16,830	17
18	THOMPSON, SARA.....		1	2	16	1	53	.....		18
19	TIPPECANOE.....	2 5", 51 cal.; 2 3", 50 cal. A. A.	1	2	16	8	83	26 3	16,830	19
20	TRINITY.....	2 5", 51 cal.....	1	2	16	8	83	26 3	11,700	20

<sup>1</sup> Authorized. Not on board.

## AUXILIARIES—OILERS (AO).

	Maximum cargo capacity.		Dead-weight capacity to designed draft.					Name and official number.	
	Oil, 40 cubic feet per ton.	Gasoline.	Cargo fuel.	Bunker fuel.	Reserve feed water.	Other weights.	Total.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1	4,517							ARETHUSA.....AO7	1
2	3,000							BARNES, ROBERT L. AO14.	2
3	7,455	601	8,056	824	285	385	9,550	BRAZOS.....AO4	3
4	7,455	597	8,052	824	110	614	9,600	CUYAMA.....AO3	4
5	7,455	597	8,052	824	110	614	9,600	KANAWHA.....AO1	5
6	<sup>1</sup> 8,850		8,512	1,288	100	232	10,132	KAWEAH.....AO15	6
7	<sup>1</sup> 8,850		8,512	1,288	100	232	10,132	LARAMIE.....AO16	7
8	<sup>1</sup> 8,850		8,512	1,288	100	232	10,132	MATTOLE.....AO17	8
9	7,455	597	8,052	824	110	614	9,600	MAUMEE.....AO2	9
10	7,445	598	8,043	828	285	394	9,550	NECHES.....AO5	10
11	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	PATOKA.....AO9	11
12	7,445	598	8,043	828	285	394	9,550	PECOS.....AO6	12
13	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	RAMAPO.....AO12	13
14	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	RAPIDAN.....AO18	14
15	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	SALINAS.....AO19	15
16	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	SAPELO.....AO11	16
17	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	SEPULGA.....AO20	17
18	<sup>1</sup> 3,826							THOMPSON, SARA. AO8	18
19	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	TIPPECANOE.....AO21	19
20	<sup>1</sup> 11,145		10,174	1,109	187	130	11,600	TRINITY.....AO13	20

<sup>1</sup> Main cargo tanks.

## AUXILIARIES—OILERS (AO).

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.							
			In.	In.	In.						In.	Sq. ft.
1	ARETHUSA.....	1	Vert., 3-exp.....	25½	40	66	45	2 B. & W..	4,812	1,700	1	
2	BARNES, ROBT. L...	1	Vert., 3-exp.....	18	30	50	42	2 S. E....	2,380	1,100	2	
3	BRAZOS.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W.	12,272	6,080	3	
4	CUYAMA.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W..	12,000	15,200	4	
5	KANAWHA.....	2	Vert., 3-exp.....	23	39½	68½	48	4 B. & W..	12,000	5,590	5	
6	KAWEAH.....	1	Vert., 3-exp.....	27	45½	76	51	3 S. E....	Oil.	8,095	2,762	6
7	LARAMIE.....	1	Vert., 3-exp.....	27	45½	76	51	3 S. E....	Oil.	8,095	2,800	7
8	MATTOLE.....	1	Vert., 3-exp.....	27	45½	76	51	3 S. E....	Oil.	8,095	2,800	8
9	MAUMEE.....	2	{ Diesel, 2-cycle: 5 cyl. per shaft: cyls. 25¼" diam. }				39½	2 B. & W..	5,160	25,000	9	
10	NECHES.....	2	Vert., 3-exp.....	23	39½	68½	48	4 Ward....	12,680	6,080	10	
11	PATOKA.....	1	Vert., 4-exp.....	24	{ 51 35 }	75	51	{ 3 S. E.... { 1 aux....	{ 7,035 { 1,223 }	2,756	11	
12	PECOS.....	2	Vert., 3-exp.....	23	39½	68½	48	4 Ward....	12,680	5,426	12	
13	RAMAPO.....	1	Vert., 4-exp.....	24	{ 51 35 }	75	51	{ 3 S. E.... { 1 aux....	{ 7,035 { 1,223 }	2,876	2,967	13
14	RAPIDAN.....	1	Vert., 4-exp.....	24	35	75	51	{ 3 S. E.... { 1 aux....	{ Oil. }	7,035	2,900	14
15	SALINAS.....	1	Vert., 4 exp.....	24	35	75	51	{ 3 S. E.... { 1 aux....	{ Oil. }	7,035	2,900	15
16	SAPELO.....	1	Vert., 4-exp.....	24	{ 51 35 }	75	51	{ 3 S. E.... { 1 aux....	{ 7,035 { 1,223 }	2,722	16	
17	SEPULGA.....	1	Vert., 4 exp.....	24	35	75	51	{ 3 S. E.... { 1 aux....	Oil.	7,035	2,900	17
18	THOMPSON, SARA ...	1	Vert., 3-exp.....	23	37	60	39	{ 2 S. E.... { 1 aux....	3,710	1,300	18	
19	TIPPECANOE.....	1	Curtis turb.....					{ 3 S. E.... { 1 aux....	Oil.	7,035	2,900	19
20	TRINITY.....	1	Curtis turb.....					{ 3 S. E.... { 1 aux....	{ 7,035 { 1,223 }	23,098	20	
Total horsepower.....											68,981	

<sup>1</sup> Estimated.<sup>2</sup> Shaft horsepower.

## AUXILIARIES—OILERS (AO).

	Total weight of machinery (wet).	Electric generating sets.				Name and official number.		
		Number.	Kilowatts (each).	Volts.	Type.			Builders.
1	-----	2	10	110	6-10 -450	{B. F. Sturtevant Co..... General Electric Co.....}	ARETHUSA..... AO 7	1
2	-----	{ 1 30 1 15 }	125		DC	{Am. Blower-Allis Chal- mers.....}	BARNES, ROBT. L..... AO 14	2
3	-----	12	50	125	4-50 -2800	B. F. Sturtevant Co.....	BRAZOS..... AO 4	3
4	*613	12	50	125	4-50 -2800	.....do.....	CUYAMA..... AO 3	4
5	608	2	50	125	K-6-50-2800	Terry-Diehl.....	KANAWHA..... AO 1	5
6	-----	{ 2 20 1 12½ }	125		{L-22..... SK.....}	{Sturte-Diehl..... Clifton-Westinghouse.....}	{KAWEAH..... .....}	6
7	-----	{ 2 20 1 12½ }	125		{L-22..... SK.....}	{Sturte-Diehl..... Clifton-Westinghouse.....}	LARAMIE..... AO 16	7
8	-----	{ 2 20 1 12½ }	125		{L-22..... SK.....}	{Sturte-Diehl..... Clifton-Westinghouse.....}	MATTOLE..... AO 17	8
9	* 734	{ * 1 25 1 2 50 }	125		6-25 -375 6-50 -2800	{Diesel-G. E. Co..... Terry-Diehl.....}	MAUMEE..... AO 2	9
10	-----	12	50	125	4-50 -3600	General Electric Co.....	NECHES..... AO 5	10
11	700	{ 2 20 1 12½ }	110 115		6-20 -400 * 4-12½ -600	{General Electric Co..... Clifton-Westinghouse.....}	PATOKA..... AO 9	11
12	-----	2	50	125	4-50 -3600	General Electric Co.....	PECOS..... AO 6	12
13	700	{ 2 20 1 12½ }	110 115		6-20 -400 * 4-12½ -600	{General Electric Co..... Clifton-Westinghouse.....}	RAMAPO..... AO 12	13
14	-----	{ 2 20 1 12½ }	110 125		MP-6-20 - 400 SK.....	{General Electric Co..... Clifton-Westinghouse.....}	RAPIDAN..... AO 18	14
15	-----	{ 2 20 1 12½ }	110 125		MP-6-20 - 400 SK.....	{General Electric Co..... Clifton-Westinghouse.....}	SALINAS..... AO 19	15
16	711	{ 2 20 1 12½ }	110 115		6-20 -400 * 4-12½ -600	{General Electric Co..... Clifton-Westinghouse.....}	SAPELO..... AO 11	16
17	-----	{ 2 20 1 12½ }	110 125		MP-6-20 - 400 SK.....	{General Electric Co..... Clifton-Westinghouse.....}	SEPULGA..... AO 20	17
18	-----	11	10	125	B. R.	Terry-G. E. Co.....	THOMPSON, SARA..... AO 8	18
19	-----	{ 2 20 1 12½ }	110 125		MP-6-20 - 400 SK.....	{General Electric Co..... Clifton-Westinghouse.....}	TIPPECANOE..... AO 21	19
20	591	{ 2 20 1 12½ }	110 115		6-20 -400 * 4-12½ -600	{General Electric Co..... Clifton-Westinghouse.....}	TRINITY..... AO 13	20

1 Turbo-generators.  
\* Estimated.

\* Stockholm-Bolinger-Diesel engine.  
† Clifton gasoline-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	ARETHUSA.. AO7	Craig, Taylor & Co., Stockton, Eng.	1 218,992	.....	2 Aug. 12, 1898	1
2	BARNES, ROBERT L..... AO14	McDougall Duluth Co., Duluth, Minn.	1 545,000	.....	June 29, 1918	2
3	BRAZOS..... AO4	Navy yard, Boston.....	2 550,000	Aug. 29, 1916	4 Aug. 29, 1916	3
4	CUYAMA..... AO3	Navy yard, Mare Island.....	1 140,000	Mar. 3, 1915	4 Apr. 19, 1915	4
5	KANAWHA..... AO1	do.....	1 140,000	Aug. 22, 1912	4 Jan. 23, 1913	5
6	KAWEAH..... AO15	Wm. Cramp & Sons.....	.....	6 Oct. 29, 1921	.....	6
7	LARAMIE..... AO16	do.....	.....	6 Oct. 29, 1921	.....	7
8	MATTOLE..... AO17	do.....	.....	6 Oct. 29, 1921	.....	8
9	MAUMEE..... AO2	Navy Yard, Mare Island.....	1 140,000	Aug. 22, 1912	4 Mar. 24, 1913	9
10	NECHES..... AO5	Navy yard, Boston.....	.....	6 July 1, 1918	4 July 2, 1918	10
11	PATOKA..... AO9	Newport News S. B. & D. D. Co..	Cost+fee.	.....	.....	11
12	PECOS..... AO6	Navy yard, Boston.....	.....	6 July 1, 1918	4 July 18, 1918	12
13	RAMAPO..... AO12	Newport News S. B. & D. D. Co..	Cost+fee.	.....	.....	13
14	RAPIDAN..... AO18	do.....	.....	6 Oct. 29, 1921	.....	14
15	SALINAS..... AO19	do.....	.....	6 Oct. 29, 1921	.....	15
16	SAPELO..... AO11	do.....	Cost+fee.	.....	.....	16
17	SEPULGA..... AO20	do.....	.....	6 Oct. 29, 1921	.....	17
18	THOMPSON SARA, AOB.	Wm. Armstrong & Co., New Castle, Eng.	1 700,000	.....	2 Aug. 8, 1918	18
19	TIPPECANOE AO21	Newport News S. B. & D. D. Co..	.....	6 Oct. 29, 1921	.....	19
20	TRINITY..... AO13	do.....	Cost+fee.	.....	.....	20

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

4 Date assigned to yard.  
 5 Together with act of Aug. 29, 1916.  
 6 Date of Executive order authorizing transfer from U. S. Shipping Board.

## 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	..... <sup>1</sup> 1893	.....	.....	{ 1898 1 Jun. 28, 1922 }	ARETHUSA.....AO7	1
2	..... 1917	.....	.....	Oct. 19, 1918	BARNES, ROBERT L.....AO14	2
3	June 21, 1917	May 1, 1919	.....	Oct. 1, 1919	BRAZOS.....AO4	3
4	Dec. 15, 1915	June 17, 1916	.....	Apr. 2, 1917	CUYAMA.....AO3	4
5	Dec. 8, 1913	July 11, 1914	.....	June 5, 1915	KANAWHA.....AO1	5
6	..... <sup>1</sup> 1919	.....	.....	Dec. 28, 1921	KAWEAH.....AO15	6
7	..... <sup>1</sup> 1920	.....	.....	{ Dec. 28, 1921 3 June 19, 1922 }	LARAMIE.....AO16	7
8	..... <sup>1</sup> 1920	.....	<sup>2</sup> Mar. 6, 1922	.....	MATTOLE.....AO17	8
9	July 23, 1914	Apr. 17, 1915	.....	{ Oct. 23, 1916 3 June 9, 1922 }	MAUMEE.....AO2	9
10	June 28, 1919	June 2, 1920	.....	Oct. 25, 1920	NECHES.....AO5	10
11	Dec. 17, 1918	July 26, 1919	Sept. 3, 1919	Oct. 13, 1919	PATOKA.....AO9	11
12	June 2, 1920	Apr. 23, 1921	.....	Aug. 25, 1921	PECOS.....AO6	12
13	Jan. 16, 1919	Sept. 11, 1919	Oct. 22, 1919	Nov. 15, 1919	RAMAPO.....AO12	13
14	..... <sup>1</sup> 1919	.....	.....	{ Jan. 1, 1922 3 June 6, 1922 }	RAPIDAN.....AO18	14
15	..... <sup>1</sup> 1920	.....	.....	{ Dec. 16, 1921 3 June 20, 1922 }	SALINAS.....AO19	15
16	May 3, 1919	Dec. 24, 1919	Jan. 30, 1920	Feb. 19, 1920	SAPELO.....AO11	16
17	..... <sup>1</sup> 1920	.....	<sup>2</sup> Dec. 13, 1921	{ Jan. 13, 1922 3 Apr. 6, 1922 }	SEPULGA.....AO20	17
18	..... <sup>1</sup> 1888	.....	.....	Sept. 16, 1918	THOMPSON, SARA, AOS.	18
19	..... <sup>1</sup> 1920	.....	<sup>2</sup> Mar. 6, 1922	.....	TIPPECANOE.AO21	19
20	Nov. 10, 1919	July 3, 1920	Sept. 4, 1920	Sept. 4, 1920	TRINITY.....AO13	20

<sup>1</sup> Year built.<sup>2</sup> Date taken over from Shipping Board.<sup>3</sup> Date placed out of commission.

## 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 9 $\frac{1}{2}$	460 0	60 11 $\frac{1}{2}$	20 11	10,600	50.5	11,058	21 8	1
2	PYRO.....AE1	482 9 $\frac{1}{2}$	460 0	60 11 $\frac{1}{2}$	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.		
									<i>Sq. ft.</i>	
1	NITRO.....	2	Parsons geared turbine.....	4 B. & W..	1 360	2 14,420	6,700		1	
2	PYRO.....	2	do.....	4 B. & W..	1 360	2 14,420	6,700		2	
Total shaft horsepower.....							13,400			

	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.....	<sup>3</sup> 3,250,000	<sup>4</sup> July 1, 1918	<sup>5</sup> July 2, 1918	1
2	PYRO.....	do.....	<sup>3</sup> 3,550,000	Aug. 29, 1916	<sup>5</sup> Jan. 5, 1917	2

<sup>1</sup> Coal and oil burning.<sup>2</sup> Super heat 1,440 square feet.<sup>3</sup> Limit of cost.<sup>4</sup> Together with act of Aug. 29, 1916.<sup>5</sup> Date assigned to yard.

## AUXILIARIES—AMMUNITION SHIPS (AE).

Speed.	Tonnage.					Fuel capacity (oil) (40 cubic feet per ton).	Name and official number.
	United States Register.		Panama Canal.				
	Gross.	Net.	Gross.	Net.			
Knots.	Tons.	Tons.	Tons.	Tons.	Tons.		
1	16.0	7,440.53	4,405	8,425.68	5,269.55	1,000	NITRO.....AE2 1
2	16.0	7,440.53	4,405	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	629	2	50	125	4-50-3600	General Electric Co.....NITRO..... 1
2	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.	Officers.	Chief petty officers.	Other enlisted men.	
1	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2 pole.....	19	17	160	NITRO..... 1
2	4 5", 51 cal.; 2 3", 50 cal. A. A.....	1	2 pole.....	18	17	160	PYRO..... 2

<sup>1</sup> Estimated.

## AUXILIARIES—CARGO SHIPS (AK).

Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft, aft.
1 BATH.....AK4	344 0	329 2	46 2	19 2	16,425			1
2 BEAUFORT.....AK6	288 11	275 9	40 2	18 3	4,565	22.5		2
3 CAPELLA.....AK13	401 0	390 0	54 0	24 5 $\frac{1}{2}$	11,450			3
4 KITTEBY.....AK2	293 8	282 2	40 6	13 3	3,330			4
5 NEWPORT NEWS.....AK3	371 5	356 9	45 5	23 6	10,000			5
6 REGULUS.....AK14	391 9 $\frac{1}{2}$	377 0	52 0	23 11 $\frac{1}{2}$	10,550			6
7 SIRIUS.....AK15	401 0	390 0	54 0	24 5 $\frac{1}{2}$	11,450	43.38		7
8 SPICA.....AK16	401 0	390 0	54 0	24 5 $\frac{1}{2}$	11,450	43.38		8
9 VEGA.....AK17	401 0	390 0	54 0	24 5 $\frac{1}{2}$	11,450	43.38		9
Total displacement.....					80,670			

<sup>1</sup> Approximate.<sup>2</sup> Estimated.<sup>3</sup> Loaded summer draft and displacement.

NOTE.—U. S. S. Kitterby 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. Newport News is authorized to carry 125 troop passengers.

## AUXILIARIES—CARGO SHIPS (AK).

	Speed.	Tonnage.				Bunker capacity (42 cubic feet per ton).	Name and official number.		
		United States register.		Panama Canal.					
		Gross.	Net.	Gross.	Net.				
Knots.	Tons.	Tons.	Tons.	Tons.	Tons.				
1	10.0	3,755.36	2,265	3,684.07	2,217.46	469	BATH.....	AK4	1
2	8.0	1,769	1,077	.....	.....	350	BEAUFORT.....	AK6	2
3	11.5	5,078.41	3,116	6,131.28	3,938.88	<sup>1</sup> 1,222	CAPELLA .....	AK13	3
4	15.5	1,840	841	2,241	1,078.45	351	KITTERY.....	AK2	4
5	13.0	4,140.46	2,608	4,610.66	2,922.37	920	NEWPORT NEWS.....	AK3	5
6	11.0	4,980	3,087	.....	.....	<sup>1</sup> <sup>2</sup> 1,182	REGULUS.....	AK14	6
7	11.5	5,581	3,415	.....	4,355	<sup>1</sup> 1,222	SIRIUS.....	AK15	7
8	11.5	5,562	3,434	.....	.....	<sup>1</sup> 1,222	SPICA.....	AK16	8
9	11.5	5,562	3,434	.....	.....	<sup>1</sup> 1,222	VEGA.....	AK17	9

	Armament.	Rig.		Complement.			Name.	
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.		
1	.....	1	2.....	15	10	78	BATH.....	1
2	.....	1	2.....	15	9	63	BEAUFORT.....	2
3	2 5", 51 cal.; 4 3", 50 cal. A. A. <sup>3</sup>	.....	2.....	15	8	83	CAPELLA.....	3
4	.....	2	2.....	15	9	78	KITTERY.....	4
5	.....	1	2.....	12	9	104	NEWPORT NEWS..	5
6	2 5", 51 cal.; 4 3", 50 cal. A. A. <sup>3</sup>	1	2.....	15	8	83	REGULUS.....	6
7	2 5", 51 cal.; 4 3", 50 cal. A. A. <sup>3</sup>	.....	2.....	15	8	83	SIRIUS.....	7
8	2 5", 51 cal.; 4 3", 50 cal. A. A. <sup>3</sup>	.....	2.....	15	8	83	SPICA.....	8
9	2 5", 51 cal.; 4 3", 50 cal. A. A. <sup>3</sup>	.....	2.....	15	8	83	VEGA.....	9

<sup>1</sup> Fuel oil (40 cu. ft. per ton).<sup>2</sup> Reserve coal: 948 tons.<sup>3</sup> Authorized—not on board.

## 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 surfaces.	Main engines.	Total maximum.		
			H. P.	I. P.	L. P.						Stroke.	
			In.	In.	In.	In.	Sq. ft.	Sq. ft.				
1 BATH.....	1	Vert., 3-exp...	23½	39½	63	43½	2 S. E.....	105	3,381	1,650	1	
2 BEAUFORT.....	1	Vert., 3-exp...	20½	32½	51½	33½	2 S. E.....	88	3,192	1,250	2	
3 CAPELLA.....	1	Curtis geared turb.					3 B. & W..	Oil..	8,700	²2,500	3	
4 KITTEERY.....	2	Vert., 3-exp...	16	26½	43½	27½	2 S. E.....	144	4,475	1,400	4	
5 NEWPORT NEWS..	1	Vert., 3-exp...	27	45	75	48	4 S. E.....	211	8,240	2,400	5	
6 REGULUS.....	1	Vert., 3-exp...	24	41	68	48	3 S. E.....	Oil..	3,717	²2,500	6	
7 SIRIUS.....	1	Curtis geared turb.					3 B. & W..	Oil..	8,700	²2,500	7	
8 SPICA.....	1	Curtis geared turb.					3 B. & W..	Oil..	8,700	²2,500	8	
9 VEGA.....	1	Curtis geared turb.					3 B. & W..	Oil..	8,700	²2,500	9	
Total horsepower.....										19,200		

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	1
2 BEAUFORT.....	H. Koch, Aktien Ges., Germany.			¹ May 22, 1917	2
3 CAPELLA.....	Am. Int. S. B. Corp., Hog Island, Pa.			¹ Oct. 29, 1921	3
4 KITTEERY.....	G. Seebach Aktien Ges., Germany.			¹ May 14, 1917	4
5 NEWPORT NEWS..	Flensburg S. B. Co., Germany..			¹ May 14, 1917	5
6 REGULUS.....	Beth. S. B. Corp., Wilmington, Del.			¹ Oct. 29, 1921	6
7 SIRIUS.....	Am. Int. S. B. Corp., Hog Island, Pa.			¹ Oct. 29, 1921	7
8 SPICA.....	Am. Int. S. B. Corp., Hog Island Pa.			¹ Oct. 29, 1921	8
9 VEGA.....	Am. Int. S. B. Corp., Hog Island, Pa.			¹ Oct. 29, 1921	9

¹ Date of Executive order for transfer to Navy.  
² Estimated.

³ Shaft horsepower.

## AUXILIARIES—CARGO SHIPS (AK).

	Electric generating sets.					Name and official number.
	Numbers.	Kilowatts (each).	Volts.	Type.	Builders.	
	<i>Tons.</i>					
1	{ 1 11.5 1 15	100 125	100 125	Comp. M. P. -4	German. General Electric Co.	BATH..... AK 4 1
2	2 5	125	125	D-M. P.	General Electric Co.	BEAUFORT..... AK 6 2
3	2 15	125	125	M. P. 6-15-415	G. E. Co.	CAPELLA..... AK 13 3
4	{ 1 25 1 10½	1125 100	1125 100	T. F.	Sturtevant. German.	KITTERY..... AK 2 4
5	2 24	125	125	C.	Sturtevant.	NEWPORT NEWS. AK 3 5
6	{ 1 10 1 10	110 125	110 125	M. P. 6-10-475 B.	G. E. Co. Troy-G. E. Co.	REGULUS..... AK 14 6
7	2 15	125	125	M. P. 6-15-425	G. E. Co.	SIRIUS..... AK 15 7
8	2 15	125	125	M. P. 6-15-425	G. E. Co.	SPICA..... AK 16 8
9	2 15	125	125	M. P. 6-15-425	G. E. Co.	VEGA..... AK 17 9

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.
1		1913			July 30, 1917	BATH..... 1
2		1909		<sup>3</sup> May 3, 1917	Sept. 20, 1917	BEAUFORT..... 2
3		<sup>4</sup> 1920		<sup>5</sup> Nov. 20, 1921	Dec. 8, 1921	CAPELLA..... 3
4		Nov. 30, 1905			July 6, 1917	KITTERY..... 4
5		1904		<sup>3</sup> July 22, 1917	July 14, 1917	NEWPORT NEWS... 5
6		<sup>4</sup> 1920		<sup>5</sup> Nov. 7, 1921		REGULUS..... 6
7		<sup>4</sup> 1919		<sup>5</sup> Dec. 10, 1921	Jan. 20, 1922	SIRIUS..... 7
8		<sup>4</sup> 1919		<sup>5</sup> Nov. 16, 1921		SPICA..... 8
9		<sup>4</sup> 1919		<sup>5</sup> Dec. 2, 1921	Dec. 21, 1921	VEGA..... 9

<sup>1</sup> Turbo.<sup>2</sup> Date acquired.<sup>3</sup> Year built.<sup>4</sup> Date taken over from Shipping Board.



## AUXILIARIES—TRANSPORTS (AP).

	Name and official number.	Dimensions.			Ship, fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
		Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft aft.
1	ARGONNE..... AP4	.....	448 0	58 0	28 0	13,400	.....	.....	1
2	CHAUMONT..... AP5	.....	448 0	58 0	28 0	13,400	.....	.....	2
3	HENDERSON..... AP1	483 10	460 0	60 11½	19 10½	10,000	49.7	.....	3
4	HEYWOOD..... AP2	483 10	460 0	64 1½	19 1	10,000	52.0	.....	4
Total displacement.		.....	.....	.....	.....	46,800	.....	.....	.....

	Name.	Number 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>
1	ARGONNE.....	1	Curtis geared turb.	.....	.....	.....	.....	6 B. & W...	(Oil)	17,400	26,000	.....	1
2	CHAUMONT.....	1	Curtis geared turb.	.....	.....	.....	.....	6 B. & W..	(Oil)	17,400	26,000	.....	2
3	HENDERSON.....	2	Vert., 3-exp...	21½	37	63½	48	3 B. & W...	(Oil)	11,400	4,000	.....	3
4	HEYWOOD.....	2	Turbine.....	.....	.....	.....	.....	3 B. & W..	(Oil)	15,700	5,400	.....	4
Total horsepower.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	21,400	.....	.....

<sup>1</sup> On load water line.<sup>2</sup> Estimated.<sup>3</sup> Shaft horsepower, estimated.

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.

AUXILIARIES—TRANSPORTS (AP).<sup>1</sup>

Speed.	Tonnage.				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>Tons.</i>	
1 15.0	7,555	3,908	.....	.....	.....	ARGONNE ..... AP4 1
2 15.0	7,555	3,908	.....	.....	.....	CHAUMONT ..... AP5 2
3 14.0	7,493.07	3,992	8,292.23	4,944.51	±1,200	HENDERSON ..... AP1 3
4 16.0	.....	.....	.....	.....	±1,200	HEYWOOD ..... AP2 4

Total weight of machinery. (wt.)	Electric turbo generating sets.					Name.
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	
1	3	25	125	M. P. 6 25-4D	G. E. Co. ....	ARGONNE ..... 1
	1	50	125	S.K. ....	Westinghouse .....	
	1	6	125	B. ....	Mathews-G. E. Co. ....	
2	3	25	125	M. P. 6 25-4D	G. E. Co. ....	CHAUMONT ..... 2
	1	50	115	S.K. ....	Westinghouse .....	
	1	6	125	B. ....	Mathews-G. E. Co. ....	
3	1	200	125	RC17. ....	Kerr-G. E. Co. ....	HENDERSON ..... 3
	2	100	125	MPC. ....	G. E. Co. ....	
4	2	200	125	.....	.....	HEYWOOD ..... 4

<sup>1</sup> Estimated<sup>2</sup> Tons of fuel oil (40 cu. ft. per ton).

## AUXILIARIES—TRANSPORTS (AP).

	Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.	
1	ARGONNE.....	Am. Int. S. B. Corp., Hog Island, Pa.	( <sup>1</sup> )	.....	.....	1
2	CHAUMONT.....	Am. Int. S. B. Corp., Hog Island, Pa.	( <sup>1</sup> )	.....	.....	2
3	HENDERSON.....	Navy yard, Philadelphia.....	<sup>2</sup> 1,850,000	Mar. 4, 1913	<sup>3</sup> Feb. 19, 1914	3
4	HEYWOOD.....	Contract not yet placed <sup>4</sup> .....	.....	Aug. 29, 1916 July 1, 1918	.....	4

<sup>1</sup> Transferred as a loan from the War Department Nov. 3, 1921.

<sup>2</sup> Limit of cost.

<sup>3</sup> Date assigned to yard.

<sup>4</sup> Construction in abeyance.

## AUXILIARIES—TRANSPORTS (AP).

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	<sup>1</sup> 1920	.....	<sup>2</sup> Nov. 3, 1921	Nov. 8, 1921	ARGONNE.....	1
2	.....	<sup>1</sup> 1920	.....	<sup>2</sup> Nov. 3, 1921	Nov. 22, 1921	CHAUMONT.....	2
3	June 19, 1915	June 17, 1916	.....	.....	May 24, 1917	HENDERSON.....	3
4	.....	.....	.....	.....	.....	HEYWOOD.....	4

	Armament.	Rig.		Complement.			Name.	#
		Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.		
1	None.....	.....	.....	27	17	205	ARGONNE.....	1
2	None.....	.....	.....	27	18	196	CHAUMONT.....	2
3	8 5", 50 cal.; 2 3", 50 cal. A.A.; 2 3-pdr.; 2 1-pdr.	1	2	27	24	373	HENDERSON.....	3
4	.....	1	2	27	20	383	HEYWOOD.....	4

<sup>1</sup> Year built.<sup>2</sup> Date taken over from War Dept.

## 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.		
1 COMFORT ..... AH3	429 10	1413 0	50 2	24 0	10,100	40.2	1,010	18.3
2 MERCY ..... AH4	429 10	1413 0	50 2	24 0	10,100	40.2	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 ..... AH2	377 0	361 2	44 0	20 6	5,917	28.2	1,000	15.0
Total displacement.....					35,917			

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 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	Parson's geared turb.					3 B. & W.. (Oil)	11,424		5,250	
4 SOLACE.....	1	Vert., 3-exp...	28	44	74	54	3 D. E.....	388	10,910	3,200	
Total horsepower.....										25,450	

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 COMFORT.....	Wm. Cramp & Sons, Philadelphia	\$2,240,000		7 July 19, 1917
2 MERCY.....	do.....	\$2,240,000		7 Sept. 27, 1917
3 RELIEF.....	Navy yard, Philadelphia, Pa.....	\$4,355,000	Aug. 29, 1916	9 Aug. 29, 1916
4 SOLACE.....	Newport News S. B. & D. D. Co.	\$600,000		7 Apr. 7, 1898

1 Registered.  
 2 Oil (40 cu. ft. per ton).  
 3 Estimated.  
 4 Total superheat, 1,140 square feet.  
 5 Shaft horsepower.

6 Purchase price.  
 7 Date of purchase.  
 8 Limit of cost.  
 9 Date assigned to the yard.

## AUXILIARIES—HOSPITAL SHIPS (AH).

	Tonnage.				Rig.		Complement.			Name and official number.		
	U. S. Register.		Panama Canal.		Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men.			
	Gross.	Net.	Gross.	Net.								
	Tons.	Tons.	Tons.	Tons.								
1	6,391	3,963	.....	.....	2	2.....	29	23	295	COMFORT.....	AH3	1
2	6,391	3,963	.....	.....	2	2 masts...	29	24	324	MERCY.....	AH4	2
3	.....	.....	.....	.....	1	2 pole.....	29	28	333	RELIEF.....	AH1	3
4	3,927.25	1,984	4,104.50	2,343.80	1	2 mast....	24	15	237	SOLACE.....	AH2	4

Total weight of machinery (wet).	Electric generating sets.					Name.	
	Number.	Kilowatts (each).	Volts.	Type.	Builders.		
1	{ 1 50 2 50	{ 125 110		15-C C	Sturtevant.....	COMFORT.....	1
2	{ 2 55 1 50	{ 110 125		C. D. C.	.....do.....	MERCY.....	2
3	1 617	2 300	125	6-300- <del>2</del> <sup>3</sup> / <sub>4</sub>	Westinghouse.....	RELIEF.....	3
4	2 24	125	8- 24- 400		General Electric Co.....	SOLACE.....	4

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1	.....	*1906	.....	<sup>4</sup> July 19, 1917	Mar. 18, 1918	COMFORT.....	1
2	.....	*1907	.....	<sup>4</sup> Sept. 27, 1917	Jan. 24, 1918	MERCY.....	2
3	July 14, 1917	Dec. 23, 1919	.....	.....	Dec. 28, 1920	RELIEF.....	3
4	.....	*1896	.....	<sup>4</sup> Apr. 7, 1898	Apr. 14, 1898 July 1, 1911	SOLACE.....	4

\* Estimated.

\* Turbo.

\* Year built.

\* Date of purchase.

## AUXILIARIES—FLEET TUGS (AT).

	Name and official number.	Material of hull.	Dimensions.				Trial.		
			Length over all.	Length between perpendiculars.	Breadth, molded.	Mean draft.	Displacement.	Speed.	
1	ALGORMA.....AT34	Steel..	156 8	149 3 $\frac{1}{2}$	30 0	14 7	998	13.06	1
2	ALLEGHENY.....AT19	Steel..	155 9 $\frac{1}{2}$	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>1</sup> 14.0	2
3	ARAPAHO.....AT14	Steel..	122 6	.....	<sup>2</sup> 24 0	12 10	575	10.8	3
4	BAGADUCE.....AT21	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>4</sup> 12.4	4
5	BAY SPRING.....AT60	Steel..	150 0	141 3 $\frac{1}{2}$	27 8 $\frac{1}{2}$	<sup>3</sup> 15 0	.....	.....	5
6	CARRABASSET.....AT35	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	1,005	12.75	6
7	CHALLENGE.....AT59	Iron..	129 3	122 0	22 2	13 2	515	14.0	7
8	CHEMUNG.....AT18	Steel..	123 6	.....	<sup>2</sup> 26 7 $\frac{1}{2}$	11 6	575	11.0	8
9	CONTOCOOK.....AT36	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	969	13.0	9
10	GENESSEE (S. P. 1116).....AT55	Steel..	170 0	<sup>5</sup> 158 0	29 0	16 0	<sup>1</sup> 1,000	<sup>1</sup> 15.0	10
11	IROQUOIS.....AT46	Steel..	152 0	.....	26 0	13 6	702	13.2	11
12	IUKA.....AT37	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	969	13.06	12
13	KALMIA.....AT23	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	13
14	KEOSANQUA.....AT38	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	969	13.06	14
15	KEWAYDIN.....AT24	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	15
16	KOKA.....AT31	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	16
17	LYKENS (S. P. 876).....AT56	Steel..	170 0	157 0	29 0	15 0	<sup>6</sup> 1,000	.....	17
18	MAHOPAC.....AT29	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	18
19	MOHAVE.....AT15	Steel..	122 6	.....	<sup>2</sup> 24 0	12 10	575	11.11	19
20	MONTCALM.....AT39	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	999	13.06	20
21	NAPA.....AT32	Steel..	156 8	149 3 $\frac{3}{4}$	30 0	14 7	<sup>1</sup> 1,000	<sup>1</sup> 13.0	21

<sup>1</sup> Estimated.<sup>2</sup> Extreme.<sup>3</sup> Loaded summer draft.<sup>4</sup> Based on special trials.<sup>5</sup> Registered.<sup>6</sup> Approximate.

## 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. funnels.	Masts.		
Gross.	Net.	Gross.	Net.						
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.				
1	502.47	Nil.	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..	ARAPAH0 ..... AT14	3
4					279	1	2 pole.....	BAGADUCE ..... AT21	4
5	426.	74.						BAY SPRING..... AT60	5
6					279	1	2 pole.....	CARRABASSET ..... AT35	6
7		127.			110	1	2 pole.....	CHALLENGE ..... AT59	7
8						1	2 masts.....	CHEMUNG ..... AT18	8
9					270	1	2 pole.....	CONTOCOOK ..... AT36	9
10	617.	420.			286	1	2 masts.....	GENESEE ..... AT55	10
11					181	1	Schooner.....	IROQUOIS ..... AT46	11
12					279	1	2 pole.....	IUKA ..... AT37	12
13					279	1	2 pole.....	KALMIA ..... AT23	13
14					279	1	2 pole.....	KEOSANQUA ..... AT38	14
15					279	1	2 pole.....	KEWAYDIN ..... AT24	15
16					279	1	2 pole.....	KOKA ..... AT31	16
17		425.			286	1	2 masts.....	LYKENS ..... AT56	17
18					279	1	2 pole.....	MAHOPAC ..... AT29	18
19					149	1	1 mast; 1 derrick..	MOHAVE ..... AT15	19
20					272	1	2 pole.....	MONTCALM ..... AT39	20
21					279	1	2 pole.....	NAPA ..... AT32	21

<sup>1</sup> 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.			Stroke.	Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.
				H. P.	I. P.	L. P.						
				In.	In.	In.						
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	BAY SPRING.....	1	Vert., 3-exp...	17	25	43	30	2 S. E.....	(Oil)	3,060	1,850	5
6	CARRABASSET.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,014	6
7	CHALLENGE.....	1	Vert., 3-exp...	16	24	40	28	1 S. E.; 1 aux	(Oil)	2,167	750	7
8	CHEMUNG.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	3,617	800	8
9	CONTOCOOK.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,130	9
10	GENESEE.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	127	3,488	1,000	10
11	IROQUOIS.....	1	Vert., 3-exp...	20	30	50	36	2 S. E.....	86	2,817	1,000	11
12	IUKA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,049	12
13	KALMIA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	13
14	KEOSANQUA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,065	14
15	KEWAYDIN.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	15
16	KOKA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	16
17	LYKENS.....	1	Vert., 3-exp...	18	28	45	30	2 S. E.....	106	3,200	1,000	17
18	MAHOPAC.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	18
19	MOHAVE.....	1	Vert., 3-exp...	15	24	38	24	2 S. E.....	(Oil)	2,290	800	19
20	MONTCALM.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	2,017	20
21	NAPA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil)	4,972	1,800	21

<sup>1</sup> 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. <sup>1</sup> .....	Westinghouse .....	ALGORMA ..... AT34
2	307	2 7.5	110	.....	Engberg Electric Co.....	ALLEGHENY ..... AT19
3	.....	1 10	125	CCD <sup>1</sup> .....	Sturtevant-Crocker W. Co.	ARAPAHO ..... AT14
4	307	2 10	125	20 S. K. <sup>1</sup> .....	Westinghouse .....	BAGADUCE ..... AT21
5	.....	1 7	110	MP .....	General Electric Co.....	BAY SPRING..... AT60
6	307	2 10	125	20 S. K. <sup>1</sup> .....	.....do.....	CARABASSET ..... AT35
7	.....	1 4.5	110	D. C.....	General Electric.....	CHALLENGE ..... AT59
8	135.3	2 5	125	B. D. <sup>1</sup> .....	Sturtevant-Western El.Co.	CHEMUNG ..... AT18
9	307	2 10	125	20 S. K. <sup>1</sup> .....	Westinghouse.....	CONTOCOOK ..... AT36
10	.....	{ 1 7 1 3.5 }	125	.....	.....	GENESEEE ..... AT55
11	.....	{ 1 5 1 5 }	125	MP 4-5-625 ... OC-2-5-5000 <sup>1</sup> ..	General Electric Co.....	IROQUOIS ..... AT46
12	307	2 10	125	20 S. K. <sup>1</sup> .....	Westinghouse.....	IUKA ..... AT37
13	307	2 10	125	20 S. K. <sup>1</sup> .....	.....do.....	KALMIA ..... AT23
14	307	2 10	125	20 S. K. <sup>1</sup> .....	.....do.....	KEOSANQUA ..... AT38
15	307	2 10	125	20 S. K. <sup>1</sup> .....	.....do.....	KEWAYDIN ..... AT24
16	307	2 10	125	20 S. K. <sup>1</sup> .....	.....do.....	KOKA ..... AT31
17	.....	2 12½	125	Recip.....	General Electric Co.....	LYKENS ..... AT56
18	307	2 10	125	20 S. K. <sup>1</sup> .....	Westinghouse.....	MAHOPAC ..... AT29
19	.....	{ 1 10 1 5 }	125 120	20 S. K. <sup>1</sup> ..... .....	Terry-G. E. Co..... General Electric Co.....	MOHAVE ..... AT15
20	307	2 10	125	20 S. K. <sup>1</sup> .....	Westinghouse.....	MONTCALM ..... AT39
21	307	2 10	125	20 S. K. <sup>1</sup> .....	.....do.....	NAPA ..... AT32

<sup>1</sup>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).	
			Officers.	Chief petty officers.	Other enlisted men.			
1	ALGORMA ..... AT34	2 3", 50 cal. A. A.	5	3	27	Staten Island S. B. Co., Port Richmond, N. Y.	Cost + fee.	1
2	ALLEGHENY ..... AT19	2 3", 50 cal. A. A.	5	3	27	American S. B. Co., Buffalo, N. Y.	430,921	2
3	ARAPAHO ..... AT14	2 3 pdr.....	5	3	17	Seattle Construction & D. D. Co., Seattle, Wash.	(1)	3
4	BAGADUCE ..... AT21	2 3", 50 cal. A. A.	5	3	27	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	4
5	BAY SPRING ..... AT60	None.....	5	3	21	Providence Engineering Works, City Island, N. Y.	(4)	5
6	CARRABASSET ..... AT35	2 3", 50 cal. A. A.	5	3	36	Staten Island S. B. Co., Port Richmond, N. Y.	Cost + fee.	6
7	CHALLENGE ..... AT59	2 3 pdr.....	5	2	14	J. H. Dialogue & Sons, Camden, N. J.	150,000	7
8	CHEMUNG ..... AT18	2 3 pdr.....	5	3	17	Navy Yard, Norfolk, Va.	125,000	8
9	CONTOCOOK ..... AT36	2 3", 50 cal. A. A.	5	3	36	Staten Island S. B. Co., Port Richmond, N. Y.	Cost + fee.	9
10	GENESEE ..... AT55	2 3", 50 broadside.	5	3	39	Maryland Steel Co., Sparrows Point, Md.	315,000	10
11	IROQUOIS ..... AT46	2 3 pdr.....	5	3	17	Union Iron Works Co., San Francisco.	150,000	11
12	IUKA ..... AT37	2 3", 50 cal. A. A.	5	3	27	Staten Island S. B. Co., Port Richmond, N. Y.	Cost + fee.	12
13	KALMIA ..... AT23	2 3", 50 cal. A. A.	5	3	27	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	13
14	KEOSANQUA ..... AT38	2 3", 50 cal. A. A.	5	3	27	Staten Island S. B. Co., Port Richmond, N. Y.	Cost + fee.	14
15	KEWAYDIN ..... AT24	2 3", 50 cal. A. A.	5	3	27	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	15
16	KOKA ..... AT31	2 3", 50 cal. A. A.	5	3	27	Navy Yard, Puget Sound	.....	16
17	LYKENS ..... AT56	1 3", 50 broadside.	5	3	27	Neafie & Levy, Philadelphia.	300,000	17
18	MAHOPAC ..... AT20	2 3", 50 cal. A. A.	5	3	27	Navy Yard, Puget Sound	.....	18
19	MOHAVE ..... AT15	2 3 pdr.....	5	3	17	Seattle C. & D. D. Co., Seattle, Wash.	(1)	19
20	MONTCALM ..... AT39	.....	5	3	36	Staten Island S. B. Co., Port Richmond, N. Y.	Cost + fee.	20
21	NAPA ..... AT32	2 3", 50 cal. A. A.	5	3	36	Navy Yard, Puget Sound	.....	21

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

<sup>2</sup> Purchase price.

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

<sup>4</sup> Taken over from Shipping Board, Sept. 28, 1921.

<sup>5</sup> Authorized—not on board.

## AUXILIARIES—FLEET TUGS (AT).

	Date of act authorizing building.	Contract signed.	Keel laid.	Launched.	Contract date of completion.	Date of first and latest commission.	Name.	
1	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 12, 1919	May 15, 1920 <sup>2</sup> May 3, 1922	ALGORMA.....	1
2	<sup>1</sup> 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 <sup>2</sup> Apr. 1, 1922	ARAPAHO.....	3
4	<sup>1</sup> Mar. 4, 1917	May 21, 1918	July 16, 1918	Apr. 5, 1919	.....	Sept. 18, 1919 <sup>2</sup> May 2, 1922	BAGADUCE.....	4
5	.....	.....	.....	<sup>3</sup> 1920	.....	Nov. 10, 1921	Bay Spring.....	5
6	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Jan. 6, 1919	June 12, 1919	Apr. 19, 1919	June 30, 1920 <sup>2</sup> Mar. 27, 1922	CARRABASSET...	6
7	.....	<sup>2</sup> June 24, 1918	.....	1889	.....	Oct. 4, 1918 <sup>2</sup> May 10, 1922	CHALLENGE.....	7
8	.....	Nov. 21, 1914	Oct. 2, 1915	Apr. 1, 1916	.....	Mar. 14, 1917	CHEMUNG.....	8
9	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	Apr. 26, 1919	Aug. 20, 1920	CONTOCOOK.....	9
10	.....	<sup>2</sup> July 27, 1917	.....	1905	Sept. 25, 1917	Nov. 10, 1917	GENESEE.....	10
11	.....	<sup>2</sup> Apr. 18, 1898	.....	1892	.....	July 6, 1898 Aug. 8, 1912	IROQUOIS.....	11
12	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Feb. 6, 1919	Jan. 12, 1920	May 3, 1919	Oct. 29, 1920	IUKA.....	12
13	<sup>1</sup> Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	Aug. 26, 1919	.....	Nov. 18, 1919	KALMIA.....	13
14	<sup>1</sup> Mar. 4, 1917	June 19, 1918	Mar. 22, 1919	Feb. 26, 1920	May 10, 1919	Dec. 9, 1920 <sup>2</sup> Jun. 8, 1922	KEOSANQUA....	14
15	<sup>1</sup> Mar. 4, 1917	May 21, 1918	Aug. 23, 1918	June 25, 1919	.....	Nov. 4, 1919	KEWAYDIN.....	15
16	<sup>1</sup> Mar. 4, 1917	<sup>4</sup> May 18, 1918	Nov. 30, 1918	July 11, 1919	.....	Feb. 13, 1920	KOKA.....	16
17	.....	<sup>2</sup> 1917	.....	1899	.....	Nov. 10, 1917 June 17, 1920	LYKENS.....	17
18	<sup>1</sup> Mar. 4, 1917	<sup>4</sup> May 18, 1918	Nov. 30, 1918	May 27, 1919	.....	Oct. 20, 1919	MAHOPAC.....	18
19	.....	June 30, 1913	Dec. 16, 1913	June 20, 1914	Aug. 12, 1914	.....	MOHAVE.....	19
20	<sup>1</sup> Mar. 4, 1917	June 19, 1918	June 16, 1919	Feb. 26, 1920	May 17, 1919	Jan. 19, 1921	MONTCALM.....	20
21	.....	<sup>4</sup> May 18, 1918	Mar. 5, 1919	July 24, 1919	.....	Dec. 5, 1919	NAPA.....	21

<sup>1</sup> Emergency fund.  
<sup>2</sup> Year built.

<sup>3</sup> Date of purchase.  
<sup>4</sup> Date assigned to yard.

<sup>5</sup> Date placed out of commission.

## AUXILIARIES—FLEET TUGS (AT).

Name and official number.	Material of hull.	Dimensions.				Trial.		
		Length over all.	Length between perpendiculars.	Breadth, moulded.	Mean draft.	Displacement.	Speed.	
		<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Knots.</i>	
22 NAVAJO..... AT52	Steel	141 4	.....	27 6	14 1	800	12.0	22
23 ONTARIO..... AT13	Steel	185 2	175 0	34 0	12 6	1,120	13.2	23
24 OSCEOLA..... AT47	Steel	138 0	125 5	26 3	14 0	571	14.0	24
25 PATAPSCO..... AT10	Steel	.....	148 0	29 0½	12 3	1,755	13.0	25
26 PATUXENT..... AT11	Steel	.....	148 0	29 0½	12 3	1,755	13.0	26
27 PINOLA..... AT33	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	27
28 PISCATAQUA..... AT49	Steel	.....	149 0	28 7	12 0	854	16.0	28
29 POTOMAC <sup>1</sup> ..... AT50	Steel	.....	138 9	28 6	12 0	785	16.0	29
30 SAGAMORE..... AT20	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	30
31 SCIOTA..... AT30	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	31
32 SONOMA..... AT12	Steel	185 2	175 0	34 0	12 6	1,120	13.08	32
33 SUNNADIN..... AT28	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	33
34 TADOUSAC..... AT22	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	34
35 TATNUCK..... AT27	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	35
36 TILLAMOOK..... AT16	Steel	122 6	.....	24 0	12 10	575	10.55	36
37 UMPQUA..... AT25	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	37
38 UNDAUNTED..... AT58	Steel	143 0	.....	28 0	14 10	1,450	7.6	38
39 WANDANK..... AT26	Steel	156 8	149 3½	30 0	14 7	1,000	13.0	39
40 WANDO..... AT17	Steel	123 6½	.....	26 7½	11 6	575	.....	40
Total displacement.....						34,211		

<sup>1</sup> Estimated.<sup>2</sup> On sale.

## AUXILIARIES—FLEET TUGS (AT).

Tonnage.				Fuel capacity.		No. of 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.				
22	438.58	45.	483.43	128.45	.....	1	2 masts.....	NAVAJO.....AT52 22	
23	883.70	131.17	875.01	*177.87	445	1	2 pole.....	ONTARIO.....AT13 23	
24	388.42	9.	374.38	{ 43.67 187.34 }	154	1	Schooner.....	OSCEOLA.....AT47 24	
25	.....	.....	.....	.....	324	1	2 pole.....	PATAPSCO.....AT10 25	
26	521.40	101.	569.14	112.88	324	1	2 pole.....	PATUXENT.....AT11 26	
27	.....	.....	.....	.....	.....	279	1	2 pole.....	PINOLA.....AT33 27
28	.....	.....	.....	.....	236	1	2 masts.....	PISCATAQUA.....AT49 28	
29	532.06	86.85	557.54	*96.85	200	1	2 pole.....	POTOMAC.....AT50 29	
30	.....	.....	.....	.....	.....	279	1	2 pole.....	SAGAMORE.....AT20 30
31	.....	.....	.....	.....	.....	279	1	2 pole.....	SCIOTA.....AT30 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.	.....	.....	.....	*2,469	1	2 masts.....	UNDAUNTED.....AT58 38
39	.....	.....	.....	.....	.....	279	1	2 pole.....	WANDANK.....AT26 39
40	.....	.....	.....	.....	.....	.....	1	2 pole.....	WANDO.....AT17 40

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

\* Subject to 50 per cent limitation on propelling power.

‡ Barrels of fuel oil.

## AUXILIARIES—FLEET TUGS (AT).

Name.	Number of propellers.	Engines.				Boilers.			Indicated horsepower on trial.	
		Type.	Cylinder diameters.			Number and type.	Total grate surface.	Total heating surface.	Main engines.	Total maximum.
			H. P.	I. P.	I. P.					
			In.	In.	In.	In.	Sq. ft.	Sq. ft.		
22 NAVAJO.....	1	Vert., 3-exp...	16½	24	41	30	2 S. E.....	(Oil) 2,638	935	22
23 ONTARIO.....	1	Vert., 3-exp...	19½	31½	54½	36	2 S. E.....	158 5,812	1,517	23
24 OSCEOLA.....	1	Vert., 3-exp...	16	24	40	28	2 S. E.....	88 2,568	800	24
25 PATAPSCO.....	2	Vert., 3-exp...	11½	18½	32	27	2 S. E.....	97 3,078	1,160	25
26 PATUXENT.....	2	Vert., 3-exp...	11½	18½	32	27	2 S. E.....	97 3,078	1,160	26
27 PINOLA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil) 4,972	1,800	27
28 PISCATAQUA.....	1	Vert., 3-exp...	20	32½	55	36	2 S. E.....	114 4,116	2,000	28
29 POTOMAC.....	1	Vert., 3-exp...	20	32½	55	36	2 S. E.....	124 4,117	2,000	29
30 SAGAMORE.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil) 4,972	1,800	30
31 SCIOTA.....	1	Vert., 3-exp...	21	33½	55½	42	2 S. E.....	(Oil) 4,972	1,800	31
32 SONOMA.....	1	Vert., 3-exp...	19½	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.....									60,301	

<sup>1</sup>Estimated.

## AUXILIARIES—FLEET TUGS (AT).

Total weight of machinery. (wet).	Electric generating sets.					Name and official number.
	Number.	Kilowatts (each).	Volts.	Type.	Builders.	
22	1	5	110	4-5-400	B. F. Sturtevant	NAVAJO..... AT52
23	334	210	125	4-10-3600 <sup>1</sup>	Kerr-Fort Wayne	ONTARIO..... AT13
24	334	110	125	K. <sup>1</sup>	Terry-Dethl	OSCEOLA..... AT47
25	1	8	125	6-8-500	General Electric	PATAPSCO..... AT10
26	186	110 18	125 125	<sup>1</sup> H. 6-8-475	Kerr-G. E. Co. B. F. Sturtevant	PATUXENT..... AT11
27	307	210	125	S. K. <sup>1</sup>	Westinghouse	PINOLA..... AT33
28	1	7.5	110	4-7½-550	General Electric	PISCATAQUA..... AT49
29	1	7	110	4-7-550	do	POTOMAC..... AT50
30	307	27.5	110	MP-4	Engberg Electric	SAGAMORE..... AT20
31	307	210	125	20 S. K. <sup>1</sup>	Westinghouse	SCIOTA..... AT30
32	334	210	125	4-10-3600 <sup>1</sup>	Kerr-Fort Wayne	SONOMA..... AT12
33	307	210	125	20 S. K. <sup>1</sup>	Westinghouse	SUNNADIN..... AT28
34	307	27.5	125	20 S. K. <sup>1</sup>	Engberg Electric	TADOUSAC..... AT22
35	307	210	125	20 S. K. <sup>1</sup>	Westinghouse	TATNUCK..... AT27
36	1	10	125	C. C. D. <sup>1</sup>	Sturtevant-Crocker	TILLAMOOK..... AT16
37	307	210	125	20 S. K. <sup>1</sup>	Westinghouse	UMPQUA..... AT25
38	1	7	125	4-7-550	General Electric	UNDAUNTED..... AT58
39	307	210	125	20 S. K. <sup>1</sup>	Westinghouse	WANDANK..... AT26
40	2	5	125	B. D.	Sturtevant-Westgh	WANDO..... AT17

<sup>1</sup> 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).	
			Officers.	Chief petty officers.	Other enlisted Men.			
22	NAVAJO ..... AT52	* 2 3-pdr.....	5	3	17	Neafie & Levy, Philadelphia.	115,000	22
23	ONTARIO ..... AT13	1 3" 50 cal. broadside; 1 3" 50 cal. A. A.....	5	4	50	New York S. B. Co., Camden, N. J.	194,000	23
24	OSCEOLA ..... AT47	2 3-pdr.....	5	2	32	Chas. Hillman, Philadelphia.	1100,000	24
25	PATAPSCO ..... AT10	.....	5	3	27	Navy yard, Portsmouth, N. H.	175,000	25
26	PATUXENT ..... AT11	.....	5	3	27	Navy yard, Norfolk, Va.	175,000	26
27	PINOLA ..... AT33	* 2 3" 50 cal. A. A.....	5	3	36	Navy yard, Puget Sound	.....	27
28	PISCATAQUA ..... AT49	* 2 3-pdr.....	5	3	41	F. W. Wheeler & Co., West Bay City, Mich.	130,000	28
29	POTOMAC ..... AT50	2 3-pdr.....	5	3	39	.....do.....	125,000	29
30	SAGAMORE ..... AT20	* 2 3" 50 cal. A. A.....	5	3	17	American S. B. Co., Buffalo, N. Y.	430,921	30
31	SCIOTA ..... AT30	* 2 3" 50 cal. A. A.....	5	3	17	Navy yard, Puget Sound	.....	31
32	SONOMA ..... AT12	* 1 3" 50 cal. broadside; 1 3" 50 cal. A. A.....	5	4	50	New York S. B. Co., Camden, N. J.	194,000	32
33	SUNNADIN ..... AT28	* 2 3" 50 cal. A. A.....	5	3	27	Navy yard, Puget Sound	.....	33
34	TADOUSAC ..... AT22	* 2 3" 50 cal. A. A.....	5	3	33	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	34
35	TATNUCK ..... AT27	* 2 3" 50 cal. A. A.....	5	3	27	Navy yard, Puget Sound	.....	35
36	TILLAMOOK ..... AT16	* 2 3-pdr.....	5	2	10	Seattle C. & D. D. Co., Seattle, Wash.	(*)	36
37	UMPQUA ..... AT25	* 2 3" 50 cal. A. A.....	5	3	27	Ferguson Steel & Iron Works, Buffalo, N. Y.	550,000	37
38	UNDAUNTED ..... AT58	.....	5	2	20	Union Iron Works Co., San Francisco.	1222,500	38
39	WANDANK ..... AT26	* 2 3" 50 cal. A. A.....	5	3	17	Ferguson Steel & Iron Co., Buffalo, N. Y.	550,000	39
40	WANDO ..... AT17	* 2 3-pdr.....	5	3	17	Navy yard, Charleston, S. C.	125,000	40

<sup>1</sup> Purchase price.

<sup>2</sup> Limit of cost.

<sup>3</sup> Tillamook, Arapaho, and Mohave purchased for total of \$377,000.

<sup>4</sup> Authorized. Not on board.

## 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.	
22		<sup>1</sup> Nov. 21, 1907				Mar. 17, 1908 July 1, 1911	NAVAJO.....	22
23	Mar. 4, 1911	July 28, 1911	Nov. 23, 1911	Apr. 11, 1912	Aug. 24, 1912	Sept. 4, 1912	ONTARIO.....	23
24		<sup>1</sup> Mar. 31, 1898		1896		July 1, 1911	OSCEOLA.....	24
25	Apr. 27, 1904	<sup>2</sup> July 20, 1906	May 12, 1907	June 29, 1908		July 28, 1909 July 1, 1911	PATAFSCO.....	25
26	Apr. 27, 1904	<sup>2</sup> July 20, 1906	July 25, 1907	May 16, 1908		May 4, 1909 July 1, 1911	PATUXENT.....	26
27	<sup>2</sup> Mar. 4, 1917	<sup>2</sup> May 18, 1918	Mar. 3, 1919	Aug. 12, 1919		Feb. 7, 1920 <sup>4</sup> June 9, 1922	PINOLA.....	27
28		<sup>1</sup> May 11, 1898		1897		June 18, 1898 July 1, 1911	PISCATAQUA.....	28
29		<sup>1</sup> Apr. 14, 1898		1897		Apr. 5, 1898 <sup>4</sup> June 26, 1922	POTOMAC.....	29
30	Mar. 4, 1917	May 24, 1917			Nov. 15, 1917		SAGAMORE.....	30
31	<sup>2</sup> Mar. 4, 1917	<sup>2</sup> May 18, 1918	Nov. 30, 1918	June 11, 1919		Nov. 13, 1919	SCIOTA.....	31
32	Mar. 4, 1911	July 28, 1911	Nov. 7, 1911	May 11, 1912	Aug. 24, 1912	Sept. 6, 1912	SONOMA.....	32
33	<sup>2</sup> Mar. 4, 1917	<sup>2</sup> May 18, 1918	Dec. 3, 1918	Feb. 28, 1919		Oct. 20, 1919	SUNNADIN.....	33
34	<sup>2</sup> Mar. 4, 1917	May 21, 1918	July 22, 1918	Feb. 17, 1919		June 13, 1919	TADOUSAC.....	34
35	<sup>2</sup> Mar. 4, 1917	<sup>2</sup> 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	<sup>2</sup> 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	<sup>2</sup> Mar. 4, 1917	May 21, 1918	Apr. 7, 1919	Oct. 21, 1919		Mar. 23, 1920 May 8, 1922	WANDANK.....	39
40		<sup>2</sup> Dec. 7, 1914	June 14, 1915	Mar. 7, 1916		Apr. —, 1917	WANDO.....	40

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

## AUXILIARIES—MINE SWEEPERS (AM).

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

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

NOTE.—Falcon equipped for submarine salvage.

Flamingo to be transferred to Department of Commerce (Coast and Geodetic Survey).

## 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					275	1	2 pole.....	AVOCET.....AM19	1
2					275	1	2 pole.....	BITTERN.....AM36	2
3	697.62	1	762.06	133.41	275	1	2 pole.....	BOBOLINK.....AM20	3
4					275	1	2 pole.....	BRANT.....AM24	4
5					275	1	2 pole.....	CARDINAL.....AM6	5
6	723.34	nil	784.72	168.36	275	1	2 pole.....	CHEWINK.....AM39	6
7					275	1	2 pole.....	CORMORANT.....AM40	7
8	723.34	nil	784.72	168.36	275	1	2 pole.....	CURLEW.....AM8	8
9					275	1	2 pole.....	EIDER.....AM17	9
10					275	1	2 pole.....	FALCON.....AM28	10
11					275	1	2 pole.....	FINCH.....AM9	11
12	723.34	nil	784.72	168.36	275	1	2 pole.....	FLAMINGO.....AM32	12
13					275	1	2 pole.....	GANNET.....AM41	13
14	723.34	nil	784.72	168.36	275	1	2 pole.....	GREBE.....AM43	14
15					275	1	2 pole.....	HERON.....AM10	15
16					275	1	2 pole.....	KINGFISHER.....AM25	16
17					275	1	2 pole.....	LAPWING.....AM1	17
18					275	1	2 pole.....	LARK.....AM21	18
19					275	1	2 pole.....	MALLARD.....AM44	19
20					275	1	2 pole.....	ORIOLE.....AM7	20
21					275	1	2 pole.....	ORTOLAN.....AM45	21
22					275	1	2 pole.....	OWL.....AM2	22
23					275	1	2 pole.....	PARTRIDGE.....AM16	23

## 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.
				<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>In.</i>	<i>Sq. ft.</i>			
1	AVOCET .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	1
2	BITTERN .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	2
3	BOBOLINK .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	3
4	BRANT .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	4
5	CARDINAL .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	5
6	CHEWINK .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	6
7	CORMORANT .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	7
8	CURLEW .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	8
9	EIDER .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	9
10	FALCON .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	10
11	FINCH .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	11
12	FLAMINGO .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	12
13	GANNET .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	13
14	GREBE .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	14
15	HERON .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,500	15
16	KINGFISHER .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	16
17	LAPWING .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	17
18	LARK .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	18
19	MALLARD .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	19
20	ORIOLE .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	20
21	ORTOLAN .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	1
22	OWL .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	2
23	PARTRIDGE .....	1	Vert., 3-exp...	19	29	46	30	2 B. & W...	5,800	1,400	3

<sup>1</sup> 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.		
1	185	2	25	125	{B-6 (turbo.) .. T-F (gen.).....}	B. F. Sturtevant.....	AVOCET.....AM19	1
2	185	2	25	125	do	do	BITTERN.....AM36	2
3	185	2	25	125	do	do	BOBOLINK.....AM20	3
4	185	2	25	125	do	do	BRANT.....AM24	4
5	185	2	25	125	do	do	CARDINAL.....AM 6	5
6	185	2	25	125	do	do	CHEWINK.....AM39	6
7	185	2	25	125	do	do	CORMORANT.....AM40	7
8	185	2	25	125	do	do	CURLEW.....AM 8	8
9	185	2	25	125	do	do	EIDER.....AM17	9
10	185	2	25	125	do	do	FALCON.....AM28	10
11	185	2	25	125	do	do	FINCH.....AM 9	11
12	185	2	25	125	do	do	FLAMINGO.....AM32	12
13	185	2	25	125	do	do	GANNET.....AM41	13
14	185	2	25	125	do	do	GREBE.....AM43	14
15	185	2	25	125	do	do	HERON.....AM10	15
16	185	2	25	125	do	do	KINGFISHER.....AM25	16
17	185	2	25	125	do	do	LAPWING.....AM 1	17
18	185	2	25	125	do	do	LARK.....AM21	18
19	185	2	25	125	do	do	MALLARD.....AM44	19
20	185	2	25	125	do	do	ORIOLE.....AM 7	20
21	185	2	25	125	do	do	ORTOLAN.....AM45	21
22	185	2	25	125	do	do	OWL.....AM 2	22
23	185	2	25	125	do	do	PARTRIDGE.....AM16	23

## 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).	
			Officers.	Chief petty officers.	Other enlisted men.			
1	AVOCET.....AM19	12 3", 50 cal. A. A..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	1
2	BITTEEN....AM36	12 3", 50 cal. A. A..	5	4	50	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	2
3	BOBOLINK...AM20	12 3", 50 cal. A. A..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	3
4	BRANT.....AM24	12 3", 50 cal. A. A..	5	4	50	Sun S. B. Co., Chester, Pa.	Cost+10%	4
5	CARDINAL....AM6	12 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+10%	5
6	CHEWINK....AM39	12 3", 50 cal. A. A..	5	4	50	Todd Shipyard Corp., New York.	572,000	6
7	CORMORANT..AM40	12 3", 50 cal. A. A..	5	4	50	.....do.....	572,000	7
8	CURLEW.....AM8	12 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+10%	8
9	EIDER.....AM17	12 3", 50 cal. A. A..	5	4	50	Pusey & Jones Co., Wilmington, Del.	Cost+10%	9
10	FALCON.....AM28	12 3", 50 cal. A. A..	5	4	50	Gas Engine & Power Co., Morris Heights, N. Y.	Cost+10%	10
11	FINCH.....AM9	12 3", 50 cal. A. A..	5	4	50	Standard S. B. Corp., New York.	Cost+10%	11
12	FLAMINGO...AM32	12 3", 50 cal. A. A..	5	4	50	New Jersey D. D. & T. Co., Elizabethport, N. J.	Cost+10%	12
13	GANNET.....AM41	12 3", 50 cal. A. A..	5	4	50	Todd Shipyard Corp., New York.	572,000	13
14	GREBE.....AM43	12 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+fee.	14
15	HERON.....AM10	12 3", 50 cal. A. A..	5	4	50	Standard S. B. Co., New York.	Cost+10%	15
16	KINGFISHER..AM25	12 3", 50 cal. A. A..	5	4	50	Navy yard, Puget Sound	.....	16
17	LAPWING....AM1	12 3", 50 cal. A. A..	5	4	50	Todd Shipyard Co., New York.	465,000	17
18	LARK.....AM21	12 3", 50 cal. A. A..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+10%	18
19	MALLARD....AM44	12 3", 50 cal. A. A..	5	4	50	Staten Island S. B. Co., New York.	Cost+fee.	19
20	ORIOLE.....AM7	12 3", 50 cal. A. A..	5	4	50	.....do.....	Cost+10%	20
21	ORTOLAN....AM45	12 3", 50 cal. A. A..	5	4	50	.....do.....	Cost+fee.	21
22	OWL.....AM2	12 3", 50 cal. A. A..	5	4	50	Todd Shipyard Corp., New York.	465,000	22
23	PARTRIDGE..AM16	12 3", 50 cal. A. A..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	23

<sup>1</sup> Authorized battery—guns not on board.

## 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	<sup>1</sup> Mar. 4, 1917	Aug. 11, 1917	Sept. 13, 1917	Mar. 9, 1918	.....	{ Sept. 17, 1918 *Apr. 3, 1922 }	AVOCET.....	1
2	<sup>1</sup> Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Feb. 15, 1919	.....	May 28, 1919	BITTERN.....	2
3	<sup>1</sup> Mar. 4, 1917	Aug. 11, 1917	Oct. 29, 1917	June 15, 1918	.....	Jan. 28, 1919	BOBOLINK.....	3
4	<sup>1</sup> Mar. 4, 1917	June 13, 1917	Dec. 8, 1917	May 30, 1918	.....	Sept. 5, 1918	BRANT.....	4
5	<sup>1</sup> Mar. 4, 1917	Aug. 16, 1917	Oct. 11, 1917	Mar. 29, 1918	.....	Aug. 23, 1918	CARDINAL.....	5
6	<sup>1</sup> Oct. 6, 1917	Mar. 28, 1918	July 8, 1918	Dec. 21, 1918	.....	Apr. 9, 1919	CHEWINK.....	6
7	<sup>1</sup> Oct. 6, 1917	Mar. 28, 1918	Sept. 4, 1919	Feb. 5, 1919	.....	May 15, 1919	CORMORANT.....	7
8	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Apr. 1, 1918	Aug. 29, 1918	.....	{ Feb. 7, 1919 Dec. 29, 1920 }	CURLEW.....	8
9	<sup>1</sup> Mar. 4, 1917	Aug. 7, 1917	Sept. 25, 1917	May 26, 1918	.....	{ Jan. 23, 1919 *Apr. 18, 1922 }	EIDER.....	9
10	<sup>1</sup> Mar. 4, 1917	July 31, 1917	Nov. 14, 1917	Sept. 7, 1918	.....	Nov. 12, 1918	FALCON.....	10
11	<sup>1</sup> Mar. 4, 1917	Sept. 20, 1917	Aug. 22, 1917	Mar. 30, 1918	.....	Sept. 10, 1918	FINCH.....	11
12	<sup>1</sup> Mar. 4, 1917	Aug. 20, 1917	Oct. 18, 1917	Aug. 24, 1918	.....	{ Feb. 12, 1919 *May 5, 1922 }	FLAMINGO.....	12
13	<sup>1</sup> Oct. 6, 1917	Mar. 28, 1918	Oct. 1, 1918	Mar. 19, 1919	.....	July 10, 1919	GANNET.....	13
14	<sup>1</sup> Oct. 6, 1917	Mar. 27, 1918	May 25, 1918	Dec. 17, 1918	.....	{ Apr. 30, 1919 *May 12, 1922 }	GREBE.....	14
15	<sup>1</sup> Mar. 4, 1917	Sept. 29, 1917	Aug. 26, 1917	May 18, 1918	.....	{ Oct. 30, 1918 *Apr. 6, 1922 }	HERON.....	15
16	<sup>1</sup> Mar. 4, 1917	* Aug. 6, 1917	Dec. 15, 1917	Mar. 30, 1918	.....	May 27, 1918	KINGFISHER.....	16
17	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 14, 1918	.....	{ June 12, 1918 *Apr. 11, 1922 }	LAPWING.....	17
18	<sup>1</sup> Mar. 4, 1917	Aug. 11, 1917	Mar. 11, 1918	Aug. 6, 1918	.....	Apr. 12, 1919	LARK.....	18
19	<sup>1</sup> Oct. 6, 1917	Nov. 27, 1918	May 25, 1918	Dec. 17, 1918	.....	June 25, 1919	MALLARD.....	19
20	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Mar. 6, 1918	July 3, 1918	.....	{ Nov. 5, 1918 *May 3, 1922 }	ORIOLE.....	20
21	<sup>1</sup> Oct. 6, 1917	Mar. 27, 1918	July 9, 1918	Jan. 30, 1919	.....	{ Sept. 17, 1919 *May 3, 1922 }	ORTOLAN.....	21
22	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Oct. 25, 1917	Mar. 4, 1918	.....	July 11, 1918	OWL.....	22
23	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 15, 1918	.....	June 17, 1919	PARTRIDGE.....	23

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



## 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>
24	PEACOCK <sup>2</sup> .....AM46	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	24
25	PELICAN.....AM27	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	25
26	PENGUIN.....AM33	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	26
27	PIGEON.....AM47	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	27
28	QUAIL.....AM15	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	28
29	RAIL.....AM26	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	29
30	REDWING.....AM48	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	30
31	ROBIN.....AM3	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	31
32	SANDERLING.....AM37	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	32
33	SANDPIPER.....AM51	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	33
34	SEA GULL.....AM30	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	34
35	SWALLOW.....AM4	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	35
36	SWAN.....AM34	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	36
37	TANAGER.....AM5	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	37
38	TEAL.....AM23	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	38
39	TERN.....AM31	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	39
40	THRUSH.....AM18	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	40
41	TURKEY.....AM13	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	41
42	VIREO.....AM52	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	42
43	WARBLER <sup>1</sup> .....AM53	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	43
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
46	WILLET <sup>2</sup> .....AM54	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	46
47	WOODCOCK.....AM14	Steel..	187 10	180 0	35 6	18 8½	9 9½	1 950	1 14.0	47
Total displacement.....								44,650		

<sup>1</sup> Estimated.<sup>2</sup> Loaned to Shipping Board.

NOTE—Widgeon being equipped as submarine salvage vessel. Redwing to be transferred to U. S. Coast Guard.

## 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.				
24						275	1	2 pole.....	PEACOCK.....AM46 24
25	697.62	Nil.	762.06	133.41		275	1	2 pole.....	PELICAN.....AM27 25
26						275	1	2 pole.....	PENGUIN.....AM33 26
27	736.22	Nil.	797.09	164.52		275	1	2 pole.....	PIGEON.....AM47 27
28						275	1	2 pole.....	QUAIL.....AM15 28
29						275	1	2 pole.....	RAIL.....AM26 29
30						275	1	2 pole.....	REDWING.....AM48 30
31	721.37	Nil.	779.69	164.62		275	1	2 pole.....	ROBIN.....AM3 31
32						275	1	2 pole.....	SANDERLING.....AM37 32
33						275	1	2 pole.....	SANDPIPER.....AM51 33
34						275	1	2 pole.....	SEA GULL.....AM30 34
35						275	1	2 pole.....	SWALLOW.....AM4 35
36	723.34	Nil.	784.72	168.36		275	1	2 pole.....	SWAN.....AM34 36
37	697.62	Nil.	762.06	133.41		275	1	2 pole.....	TANAGER.....AM5 37
38	697.62	Nil.	762.06	133.41		275	1	2 pole.....	TEAL.....AM23 38
39						275	1	2 pole.....	TERN.....AM31 39
40						275	1	2 pole.....	THRUSH.....AM18 40
41	697.62	Nil.	762.06	133.41		275	1	2 pole.....	TURKEY.....AM13 41
42						275	1	2 pole.....	VIREO.....AM52 42
43						275	1	2 pole.....	WARBLER.....AM53 43
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
46						275	1	2 pole.....	WILLET.....AM54 46
47	723.34	Nil.	784.72	168.36		275	1	2 pole.....	WOODCOCK.....AM14 47

## 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.	Sg. ft.			
24 PEACOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	24
25 PELICAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	25
26 PENGUIN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	26
27 PIGEON.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	27
28 QUAIL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	28
29 RAIL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	29
30 REDWING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	30
31 ROBIN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	31
32 SANDERLING.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	32
33 SANDPIPER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	33
34 SEA GULL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	34
35 SWALLOW.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	35
36 SWAN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	36
37 Tanager.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	37
38 TEAL.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	38
39 TERN.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	39
40 THRUSH.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	40
41 TURKEY.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	41
42 VIREO.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	42
43 WARBLER.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	43
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
46 WILLET.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	46
47 WOODCOCK.....	1	Vert., 3-exp...	19	29	46	30	2 B. & W..	5,800	1,400	47
Total horsepower.....								65,900		

<sup>1</sup> 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.			
24	185	2	25	125	B-6 (turb.) T-F (gen.)	B. F. Sturtevant	PEACOCK.....AM46	24	
25	185	2	25	125	do	do	PELICAN.....AM27	25	
26	185	2	25	125	do	do	PENGUIN.....AM33	26	
27	185	2	25	125	do	do	PIGEON.....AM47	27	
28	185	2	25	125	do	do	QUAIL.....AM15	28	
29	185	2	25	125	do	do	RAIL.....AM26	29	
30	185	2	25	125	do	do	REDWING.....AM48	30	
31	185	2	25	125	do	do	ROBIN.....AM3	31	
32	185	2	25	125	do	do	SANDERLING.....AM37	32	
33	185	2	25	125	do	do	SANDPIPER.....AM51	33	
34	185	2	25	125	do	do	SEA GULL.....AM30	34	
35	185	2	25	125	do	do	SWALLOW.....AM4	35	
36	185	2	25	125	do	do	SWAN.....AM34	36	
37	185	2	25	125	do	do	TANAGER.....AM5	37	
38	185	2	25	125	do	do	TEAL.....AM23	38	
39	185	2	25	125	do	do	TEEN.....AM31	39	
40	185	2	25	125	do	do	THRUSH.....AM18	40	
41	185	2	25	125	do	do	TURKEY.....AM13	41	
42	185	2	25	125	do	do	VIREO.....AM52	42	
43	185	2	25	125	do	do	WARBLER.....AM53	43	
44	185	2	25	125	do	do	WHIPPOORWILL.....AM35	44	
45	185	2	25	125	do	do	WIDGEON.....AM22	45	
46	185	2	25	125	do	do	WILLET.....AM54	46	
47	185	2	25	125	do	do	WOODCOCK.....AM14	47	

## 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).	
			Officers.	Chief petty officers.	Other enlisted men.			
24	PEACOCK.....AM46	1 2 3", 50 cal. A. A ..	5	4	50	Staten Island S. B. Co., New York.	Cost+fee.	24
25	PELICAN.....AM27	1 2 3", 50 cal. A. A ..	5	4	50	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	25
26	PENGUIN.....AM33	1 2 3", 50 cal. A. A ..	5	4	50	New Jersey D. D. & T. Co., Elizabethport, N.J.	Cost+10%	26
27	PIGEON.....AM47	1 2 3", 50 cal. A. A ..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	27
28	QUAIL.....AM15	1 2 3", 50 cal. A. A ..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	28
29	RAIL.....AM26	1 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Puget Sound.	.....	29
30	REDWING....AM48	1 2 3", 50 cal. A. A ..	5	4	50	Baltimore D. D. & S. B. Co., Baltimore, Md.	Cost+fee.	30
31	ROBIN.....AM3	1 2 3", 50 cal. A. A ..	5	4	50	Todd Shipyard Corp., New York.	465,000	31
32	SANDERLING. AM37	1 2 3", 50 cal. A. A ..	5	4	50	.....do.....	572,000	32
33	SANDPIPER...AM51	1 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Philadelphia	.....	33
34	SEA GULL....AM30	1 2 3", 50 cal. A. A ..	5	4	50	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	34
35	SWALLOW....AM4	1 2 3", 50 cal. A. A ..	5	4	50	Todd Shipyard Corp., New York.	465,000	35
36	SWAN.....AM34	1 2 3", 50 cal. A. A ..	5	4	50	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	36
37	TANAGER....AM5	1 2 3", 50 cal. A. A ..	5	4	50	Staten Island S. B. Co., New York.	Cost+10%	37
38	TEAL.....AM23	1 2 3", 50 cal. A. A ..	5	4	50	Sun S. B. Co., Chester, Pa.	Cost+10%	38
39	TERN.....AM31	1 2 3", 50 cal. A. A ..	5	4	50	Gas Eng. & Power Co., Morris Heights, N. Y.	Cost+10%	39
40	THRUSH.....AM18	1 2 3", 50 cal. A. A ..	5	4	50	Pusey & Jones Co., Wilmington, Del.	Cost+10%	40
41	TURKEY....AM13	1 2 3", 50 cal. A. A ..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	41
42	VIREO.....AM52	1 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Philadelphia	.....	42
43	WARBLER....AM53	1 2 3", 50 cal. A. A ..	5	4	50	.....do.....	.....	43
44	WHIPPOORWILL.....AM35	1 2 3", 50 cal. A. A ..	5	4	50	Alabama D. D. & S. B. Co., Mobile, Ala.	Cost+10%	44
45	WIDGEON....AM22	1 2 3", 50 cal. A. A ..	5	4	50	Sun S. B. Co., Chester, Pa.	Cost+10%	45
46	WILLET.....AM54	1 2 3", 50 cal. A. A ..	5	4	50	Navy yard, Philadelphia	.....	46
47	WOODCOCK...AM14	1 2 3", 50 cal. A. A ..	5	4	50	Chester S. B. Co., Chester, Pa.	Cost+10%	47

<sup>1</sup> Authorized Battery. Guns not on board.

## 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.	
24	<sup>1</sup> Oct. 6, 1917	Mar. 27, 1918	Aug. 31, 1918	Apr. 8, 1919		Dec. 27, 1919 <sup>2</sup> Feb. 14, 1920	PEACOCK.....	24
25	<sup>1</sup> Mar. 4, 1917	July 31, 1917	Nov. 10, 1917	June 15, 1918		Oct. 10, 1918 <sup>2</sup> May 3, 1922	PELICAN.....	25
26	<sup>1</sup> Mar. 4, 1917	Aug. 29, 1917	Nov. 17, 1917	June 12, 1918		Nov. 21, 1918 <sup>2</sup> June 1, 1922	PENGUIN.....	26
27	<sup>1</sup> Oct. 6, 1917	May 4, 1918	June 15, 1918	Jan. 29, 1919		July 15, 1919 <sup>2</sup> Apr. 25, 1922	PIGEON.....	27
28	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1917	May 14, 1918	Oct. 6, 1918		Apr. 29, 1919	QUAIL.....	28
29	<sup>1</sup> Mar. 4, 1917	<sup>2</sup> Aug. 6, 1917	Dec. 15, 1917	Apr. 25, 1918		June 5, 1918	RAIL.....	29
30	<sup>1</sup> Oct. 6, 1917	May 4, 1918	Aug. 5, 1918	June 7, 1919		Oct. 17, 1919 <sup>2</sup> Apr. 14, 1922	REDWING.....	30
31	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Mar. 4, 1918	June 17, 1918		Aug. 29, 1918	ROBIN.....	31
32	<sup>1</sup> Oct. 6, 1917	Mar. 28, 1918	May 27, 1918	Sept. 2, 1918		Dec. 4, 1918 <sup>2</sup> May 3, 1922	SANDERLING.....	32
33	<sup>1</sup> Oct. 6, 1917	<sup>2</sup> Dec. 26, 1917	Nov. 15, 1918	Apr. 28, 1919		Oct. 9, 1919	SANDPIPER.....	33
34	<sup>1</sup> Mar. 4, 1917	July 31, 1917	June 15, 1918	Dec. 24, 1918		Mar. 6, 1919	SEA GULL.....	34
35	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Mar. 18, 1918	July 4, 1918		Oct. 8, 1918	SWALLOW.....	35
36	<sup>1</sup> Mar. 4, 1917	Aug. 13, 1917	Dec. 10, 1917	July 4, 1918		Jan. 31, 1919 <sup>2</sup> May 23, 1922	SWAN.....	36
37	<sup>1</sup> Mar. 4, 1917	Aug. 15, 1917	Sept. 28, 1917	Mar. 2, 1918		June 28, 1918	TANAGER.....	37
38	<sup>1</sup> Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 25, 1918		Aug. 20, 1918	TEAL.....	38
39	<sup>1</sup> Mar. 4, 1917	July 31, 1918	Sept. 7, 1918	May 22, 1919		May 17, 1919	TERN.....	39
40	<sup>1</sup> Mar. 4, 1917	Aug. 7, 1917	May 27, 1918	Sept. 15, 1918		Apr. 25, 1919 <sup>2</sup> Apr. 3, 1922	THRUSH.....	40
41	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1918	Oct. 19, 1917	Apr. 30, 1918		Dec. 13, 1918 <sup>2</sup> Apr. 12, 1922	TURKEY.....	41
42	<sup>1</sup> Oct. 6, 1917	<sup>2</sup> Dec. 26, 1917	Nov. 20, 1918	May 26, 1919		Oct. 16, 1919	VIREO.....	42
43	<sup>1</sup> Oct. 6, 1917	<sup>2</sup> Dec. 26, 1917	Apr. 28, 1919	July 30, 1919		Dec. 22, 1919 <sup>2</sup> June 16, 1920	WARBLER.....	43
44	<sup>1</sup> Mar. 4, 1917	Aug. 13, 1917	Dec. 12, 1917	Jan. 28, 1919		Apr. 1, 1919	WHIPPOORWILL.....	44
45	<sup>1</sup> Mar. 4, 1917	June 13, 1917	Oct. 8, 1917	May 5, 1918		July 27, 1918 <sup>2</sup> Apr. 14, 1922	WIDGEON.....	45
46	<sup>1</sup> Oct. 6, 1917	<sup>2</sup> Dec. 26, 1917	May 26, 1919	Sept. 11, 1919		Jan. 29, 1920 <sup>2</sup> May 29, 1920	WILLET.....	46
47	<sup>1</sup> Mar. 4, 1917	Sept. 7, 1917	Oct. 19, 1917	May 12, 1918		Feb. 19, 1919 <sup>2</sup> May 5, 1922	WOODCOCK.....	47

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

## AUXILIARIES—MISCELLANEOUS (AG).

Name and official number.	Dimensions.			Ship fully equipped ready for sea, normal stores, ammunition, and fuel.			Full load.	
	Length over all.	Length between perpendiculars.	Breadth on load water line.	Mean draft.	Displacement (normal).	Tons per inch immersion.	Displacement.	Draft, aft.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Ft. in.</i>
1 ANTARES.....AG10	401 0	390 0	54 0	'24 5 $\frac{1}{4}$	11,450	43.3	.....	1
2 GENERAL ALAVA.....AG5	.....	212 6	29 9	11 0	1,115	.....	.....	2
3 GOLD STAR.....AG12	391 9 $\frac{1}{2}$	377 0	52 0	'23 11 $\frac{1}{4}$	10,550	.....	.....	3
4 HANNIBAL.....AG1	274 1	263 4	39 3	17 4	4,000	21.0	.....	4
5 PENSACOLA.....AG13 <i>Ex-AK7</i>	.....	339 1	51 2	23 0	9,821	.....	.....	5
6 PROCYON.....AG11	401 0	390 0	54 0	'24 5 $\frac{1}{4}$	11,450	43.9	.....	6
Total displacement.....					48,386			

<sup>1</sup> Loaded summer draft and displacement.

NOTE.—U. S. S. Pensacola is authorized to carry 25 first class and 150 troop passengers.

## AUXILIARIES—MISCELLANEOUS (AG).

Speed.	Tonnage.				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>Tons.</i>			
1	11.5	5,399.28	2,969	6,140.54	3,919.71	<sup>1</sup> 1,222	ANTARES ..... AG10	1
2	10.5					246	GENERAL ALAVA ..... AG5	2
3	11	4,871	3,050			<sup>1</sup> 1,189	GOLD STAR ..... AG12	3
4	9.0	1,953.69	1,109			491	HANNIBAL ..... AG1	4
5	10.7	4,424	3,102			1,052	PENSACOLA ..... AG13	5
6	11.5	5,524	3,336			<sup>1</sup> 1,222	PROCYON ..... AG11	6

Armament.	Rig.		Complement.			Name.	
	Number of funnels.	Masts.	Officers.	Chief petty officers.	Other enlisted men		
1 4 2 5", 51 cal., 4 3", 50 cal. A. A. ....		2	18	12	122	ANTARES... AG10	1
2 2-3 pdr. ....	1	2	5	4	50	GENERAL ALAVA.	2
3 4 2 5", 51 cal., 4 3", 50 cal. A. A. ....	1	2	15	8	89	GOLD STAR. AG12	3
4 ..... ..	1	2	17	11	135	HANNIBAL... AG1	4
5 4 3", 50 cal., broadside. ....	1	3	15	9	101	PENSACOLA. AG13	5
6 4 2 5", 51 cal., 4 3", 50 cal. A. A. ....		2	18	12	122	PROCYON... AG11	6

<sup>1</sup> Estimated.<sup>2</sup> 620 tons bunker coal; 328 tons reserve coal.<sup>3</sup> Tons of fuel oil (40 cu. ft. per ton).<sup>4</sup> Authorized; not on board.



## AUXILIARIES—MISCELLANEOUS (AG).

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 ANTARES.....	1	Curtis g'd turb					3 B. & W...	(Oil.)	8,700	2,500	1	
2 GENERAL ALAVA..	1	Vert., 3-exp...	17	27	45	30	1 S. E.....	164	3,710	770	2	
3 GOLD STAR.....	1	Vert., 3-exp...	24½	41½	72	48	3 S. E.....	(Oil.)	3,717	2,500	3	
4 HANNIBAL.....	1	Vert., 3-exp...	20½	33	54	39	2 S. E.....	122	3,972	1,100	4	
5 PENSACOLA.....	1	Vert., 3-exp...	25½	40½	66½	44½	3 S. E.....	149	5,490	1,700	1,750	5
6 PROCYON.....	1	Curtis g'd turb					3 B. & W...	(Oil.)	8,700	2,500	6	
<b>Total horsepower.....</b>										<b>11,120</b>		

Name.	By whom and where built or building.	Contract price of hull and machinery (dollars).	Date of act authorizing the building.	Contract signed.
1 ANTARES.....	Am. Int. S. B. Corp., Hog Island, Pa.			7 Oct. 29, 1921
2 GENERAL ALAVA..	A. McMillan & Sons, Dumbarton, Scotland. <sup>2</sup>	(*)		
3 GOLD STAR.....	Beth. S. B. Corp., Wilmington, Del.			7 Oct. 29, 1921
4 HANNIBAL.....	J. Blumer & Co., Sunderland, England.	\$ 147,941		5 Apr. 16, 1898
5 PENSACOLA.....	Aktien Ges. Neptune, Germany..			7 May 22, 1917
6 PROCYON.....	Am. Int. S. B. Corp., Hog Island, Pa.			7 Oct. 29, 1921

<sup>1</sup> Estimated.<sup>2</sup> Engines and boilers by A. & W. Fletcher Co., Hoboken, N. J.<sup>3</sup> Transferred from War Department Feb. 21, 1900, for \$215,000 (Mexican) with the Quiros and Villalobos.<sup>4</sup> Purchase price.<sup>5</sup> Date of purchase.<sup>6</sup> Estimated shaft horsepower.<sup>7</sup> Date of Executive order authorizing transfer to Navy from U. S. Shipping Board.

## AUXILIARIES—MISCELLANEOUS (AG).

	Total weight of machinery (wet).  Tons.	Electric generating sets.				Name and official number.		
		Numbers.	Kilowatts (each).	Volts.	Type.			Builders.
1	{	2	15	125	M. P. 6-15-425 M. P.	G. E. Co.....	ANTARES.....AG 10	1
		1	24					
2	{	1	5	110	4-10-450	Terry-Diehl..... General Electric.....	GENERAL ALAVA.....AG 5	2
		1	10					
3	{	1	10	110	B. M. P. 6-10-475	Troy-G. E. Co..... G. E. Co.....	GOLD STAR.....AG 12	3
		1	10					
4	{	1	5	125	Comp. S. K. M. P. 8	Am. Blower-Eck. Dyn... Westinghouse..... Sturtevant.....	HANNIBAL.....AG 1	4
		1	10					
		1	10					
5	{	1	15	110	M. P. 6-15-400	G. E. Co.....	PENSACOLA.....AG 13	5
6	{	2	15	120	M. P. 6-15-425 S. K.	G. E. Co.....	PROCTON.....AG 11	5
		1	12½					

	Keel laid.	Launched.	Contract date of completion.	Date of preliminary acceptance.	Date of first and latest commission.	Name.	
1		<sup>1</sup> 1919		<sup>4</sup> Nov. 14, 1921	Feb. 23, 1922	ANTARES.....	1
2		1895			Mar. 9, 1900 Feb. 6, 1906	GENERAL ALAVA...	2
3		<sup>1</sup> 1920		<sup>4</sup> Nov. 8, 1921	Feb. 1, 1922	GOLD STAR.....	3
4		1898			June 7, 1898 Jan. 22, 1921	HANNIBAL.....	4
5		Aug. 18, 1901		<sup>5</sup> May 8, 1917	Oct. 8, 1917	PENSACOLA.....	5
6		<sup>1</sup> 1919		<sup>4</sup> Nov. 8, 1921	Nov. 30, 1921	PROCTON.....	6

<sup>1</sup> Turbo.<sup>2</sup> Date placed out of commission.<sup>3</sup> Year built.<sup>4</sup> Date taken over from Shipping Board.<sup>5</sup> Date acquired.

## UNCLASSIFIED.

	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
2	BOSTON.....	Old cruiser, housed over (R. S.).....	277 5	42 2	16 10	3,000
3	BRIARCLIFF <sup>1</sup> .....	Freighter; loaned to N. Y. Naval Militia.	.....	46 0	6 23 7½	.....
4	CHEYENNE... <i>ex-BM10</i>	Old monitor (ex-Wyoming).....	252 0	50 0	12 6	3,225
5	CHICAGO... <i>ex-CA14</i>	Old cruiser (Immobile Sub. T.).....	325 0	482½	19 0	4,600
6	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
7	COMMODORE <sup>2</sup> .....	Old freighter, housed over.....	.....	42 2½	6 15 4½	.....
8	CUMBERLAND.....	Training vessel—sails (R. S.).....	176 5	45 8	16 6	1,800
9	DUBUQUE... <i>ex-AG6</i>	Old gunboat.....	174 0	35 0	12 3	1,065
10	ESSEX.....	Old gunboat.....	185 0	35 0	14 3	1,375
11	GOPHER.....	Old tender and gunboat, ex-Fern; name changed Dec. 27, 1905.	160 0	28 0	11 9	840
12	HANCOCK... <i>ex-AP3</i>	Old receiving ship.....	450 2	45 4	24 9	8,500
13	HARTFORD.....	Old corvette (R. S.).....	226 0	43 10	18 2	2,790
14	HAWK... <i>ex-PY2</i>	Old yacht, ex-Hermione, purchased during war with Spain.	145 0	22 0	11 6	375
15	ILLINOIS... <i>ex-BB7</i>	Old battleship.....	368 0	72 2½	23 6	11,552
16	KEARSARGE... <i>ex-BB6</i>	Crane ship No. 1, under conversion...	368 0	72 2½	23 6	11,520
17	MONADNOCK... <i>ex-BM3</i>	Old monitor.....	258 6	55 5	14 6	3,990
18	NANTUCKET... <i>ex-PG23</i>	Old gunboat, ex-Rockport; originally named Ranger.	177 4	32 0	13 0	1,261
19	NEWPORT... <i>ex-PG12</i>	Old gunboat.....	168 0	36 0	12 0	1,010
20	OLD CONSTELLATION..	Old sailing frigate.....	176 0	42 0	20 0	1,970
21	OLD CONSTITUTION....	.....do.....	175 0	45 0	20 0	2,200
22	OREGON... <i>ex-BB3</i>	Old battleship.....	388 0	69 3	24 0	10,288
23	PADUCAH... <i>ex-AG7</i>	Old gunboat.....	174 0	35 0	12 3	1,065
24	PHILADELPHIA.....	Old cruiser, housed over (R. S.).....	327 6	48 7½	19 6	4,410
25	REINA MERCEDES....	Old Spanish cruiser, housed over (R. S.)..	292 0	43 3	16 9	2,835
26	SOUTHERY.....	Old collier, purchased Apr. 16, 1898; housed over.	288 0	33 10	.....	3,100
27	STURGEON BAY <sup>1</sup> .....	Freighter; loaned to N. Y. Naval Militia.	245 0	42 0	6 23 11	.....
28	WHEELING... <i>ex-PG14</i>	Old gunboat.....	174 0	34 0	12 0	990
29	WILMETTE.....	Formerly S. S. Eastland, purchased in 1918.	265 0	38 2	6 19 6	2,600
30	WILMINGTON... <i>ex-PG8</i>	Old gunboat.....	250 9	39 8	9 0	1,392
31	WOLVERINE.....	Old gunboat, ex-Michigan; name changed June 17, 1905.	164 11	27 0	9 0	685
32	YANTIC.....	Old gunboat.....	180 0	30 0	12 2	900
Total displacement.....						101,634

<sup>1</sup> Briarcliff taken over from Shipping Board January 1, 1922; Sturgeon Bay, September 24, 1921.<sup>2</sup> Planted behind a bulkhead in a clay bed at Chicago, Ill.<sup>3</sup> Length on designed waterline.<sup>4</sup> Estimated.<sup>5</sup> Loaded summer draft.<sup>6</sup> Depth.

NOTE.—Annapolis, Hawk, Nantucket, Newport, Wheeling, Wilmette, Wolverine, Yantic, and Cheyenne are in use for training purposes.

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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	267 3½	Wood.....	1919	Russell S. B. Co., Portland, Me.....	BRIARCLIFF.....	3
4	255 1	Steel.....	1898-02	Union Iron Works.....	CHEYENNE..... <i>ex-B M10</i>	4
5	342 2	Steel.....	1883-89	John Roach & Sons, Chester, Pa.....	CHICAGO..... <i>ex-CA14</i>	5
6	382 5	Steel.....	1893-97	Wm. Cramp & Sons, Philadelphia.....	COAST B. S. No. 4..... <i>ex-BB4</i>	6
7	265 4½	Wood.....	1875	—, Cleveland, Ohio.....	COMMODORE.....	7
8	211 7	Steel.....	1904	Navy yard, Boston.....	CUMBERLAND.....	8
9	200 5	Composite	1905	Gas Engine & Power Co., Morris Heights, N. Y.	DUBUQUE.....	9
10		Wood.....	1876	Navy yard, Kittery, Me.....	ESSEX.....	10
11		Wood.....	1871	Delamater & Stack, New York.....	GOPHER.....	11
12	465 6	Iron.....	1879	J. Elder & Co., Glasgow, Scotland.....	HANCOCK.....	12
13		Wood.....	1858	Navy yard, Boston.....	HAERTFORD.....	13
14		Steel.....	1891	Fleming & Ferguson, Paisley, Scotland.	HAWK..... <i>ex-P Y2</i>	14
15	375 4	Steel.....	1901	Newport News S. B. Co.....	ILLINOIS..... <i>ex-BB7</i>	15
16	375 4	Steel.....	1896-99	Newport News S. B. Co.....	KEARSARGE..... <i>ex-BB5</i>	16
17	262 3	Iron.....	1883-96	Continental I. W., Vallejo, and navy yard, Mare Island.	MONADNOCK..... <i>ex-B M3</i>	17
18	199 9	Iron.....	1876	Harlan & Hollingsworth.....	NANTUCKET..... <i>ex-PG23</i>	18
19	204 5	Composite	1897	Bath Iron Works.....	NEWPORT..... <i>ex-PG12</i>	19
20		Wood.....	1797	United States, Baltimore, Md.....	OLD CONSTELLATION....	20
21		Wood.....	1797	Navy yard, Boston.....	OLD CONSTITUTION.....	21
22	351 2	Steel.....	1890-96	Union Iron Works, San Francisco.....	OREGON..... <i>ex-BB3</i>	22
23	200 5	Composite	1905	Gas Engine & Power Co., Morris Heights, N. Y.	PADUCAH.....	23
24	335 0	Steel.....	1887-90	Wm. Cramp & Sons, Philadelphia.....	PHILADELPHIA.....	24
25		Iron.....	1887	Cartagena, Spain.....	REINA MERCEDES.....	25
26		Steel.....	1889	R. Thompson Sons & Co., Sunderland, England.	SOUTHERY.....	26
27		Wood.....	1918	Lake & Ocean Navigation Co., Sturgeon Bay, Wis.	STURGEON BAY.....	27
28	189 7	Composite	1897	Union Iron Works.....	WHEELING..... <i>ex-PG14</i>	28
29	275 3	Steel.....	1903	Jenks S. B. Co., Port Huron, Mich.....	WILMETTE.....	29
30	251 10	Steel.....	1897	Newport News S. B. Co.....	WILMINGTON.....	30
31		Iron.....	1842-44	Stackhouse & Tomlinson, Pittsburgh, Pa. (Erie, Pa.)	WOLVERINE.....	31
32		Wood.....	1864	Navy yard, Philadelphia.....	YANTIC.....	32

1 Registered.

## UNCLASSIFIED.

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 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 BRIARCLIFF.....												3
4 CHEYENNE.....	2	Vert., 3-exp...	17	26¼	40	24	4 B. & W...	216	8,800	2,326	2,452	4
5 CHICAGO.....	2	Horiz., 3-exp...	33½	50½	76	40	4 S. E.....	273	8,553	.....	.....	5
6 COAST B. S. No. 4..	2	Vert., 3-exp...	39	55	85	48	3 D. E. 2 S. E.	756	24,682	11,834	12,105	9
7 COMMODORE.....												7
8 CUMBERLAND.....							2 S. E.....	49	1,499	.....	.....	8
9 DUBUQUE.....	2	Vert., 3-exp...	9	15½	25½	21	2 B. & W...	100	4,159	.....	1,220	9
10 ESSEX.....	1	Vert., 3-exp...	20	32½	53	36	2 B. & W...	39	1,149	1,200	.....	10
11 GOPHER.....	1	Vert., compd..	18	....	36	30	2 S. E.....	66	2,004	467	.....	11
12 HANCOCK.....	1	Vert., 3-exp...	33½	56	92	66	3 D. E..... 2 S. E.....	462	14,088	3,100	.....	12
13 HARTFORD.....	1	Horiz., compd.	35	....	66	48	4 S. E.....	186	6,340	2,000	.....	13
14 HAWK.....	1	Vert., 4-exp...	15	23 30½	45	30	2 S. E.; 1 aux.	57	1,635	900	.....	14
15 ILLINOIS.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher....	692	30,000	12,647	12,899	15
16 KEARSARGE.....	2	Vert., 3-exp...	33½	51	78	48	8 Mosher....	725	31,760	11,674	11,954	16
17 MONADNOCK.....	2	Horiz., 3-exp...	19¼	30¼	52¾	30	4 S. E.....	200	6,242	2,163	.....	17
18 NANTUCKET.....	1	Horiz., compd.	28	....	42	42	4 S. E.....	120	2,945	1,500	.....	18
19 NEWPORT.....	1	Vert., 3-exp...	15½	23½	36	30	2 S. E.....	78	2,524	998	1,009	19
20 OLD CONSTELLATION												20
21 OLD CONSTITUTION.												21
22 OREGON.....	2	Vert., 3-exp...	34½	48	75	42	4 D. E.....	552	16,832	10,890	11,111	22
23 PADUCAH.....	2	Vert., 3-exp...	9	15½	25½	21	2 B. & W...	100	4,200	.....	1,268	23
24 PHILADELPHIA.....	2	Horiz., 3-exp...	38	58	86	40	4 D. E.....	624	20,457	8,688	8,815	24
25 REINA MERCEDES.....							2 S. E.....	84	2,948	.....	.....	25
26 SOUTHERY.....	1	Vert., 3-exp...	21	35	57½	39	2 S. E.; 1 aux.	133	2,831	1,300	.....	26
27 STURGEON BAY.....	1	Vert., 3 exp...	20	32	54	42	2 S. E.....	115.5	4,878	1,500	.....	27
28 WHEELING.....	1	Vert., 3-exp...	12	18	28	18	2 S. E.....	60	2,508	1,063	1,080	28
29 WILMETTE.....	2	Vert., 3-exp...	21	34	56	30	3 S. E.....	194	5,693	4,000	.....	29
30 WILMINGTON.....	2	Vert., 3-exp...	15	22¾	34¾	18	4 B. & W...	150	5,140	1,868	1,898	30
31 WOLVERINE.....	2	Inclined simple	36	....	....	96	2 S. E.....	91	2,572	1,365	.....	31
32 YANTIC.....	1	Comp <sup>2</sup> .....					1 S. E.; 1 aux.			310	.....	32
<b>Total horsepower.....</b>											<b>89,143</b>	

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

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	Total weight of machinery (wet).	Electric generating sets.			Armament.	Rig.		Name.	
		Number.	Kilowatts (each).	Volts.		Builders.	Number of funnels.		
1	124	2	10	125	Sturtevant Co.....	1 4", 40 cal.....	1 Sch...	ANNAPOLIS.....	1
2	663	1	7.5	110	General Electric.....		2 2.....	BOSTON.....	2
3								<sup>3</sup> BRIARCLIFF.....	3
4	265	4	32	80	Union Iron Works... 2 12", 40 cal.....	1 1 mil.	CHEYENNE.....	4	
5	922	3	24	80	General Electric.....		2 Sch...	CHICAGO.....	5
6	1,258	3	100	125	.....do.....		2 1 cage; 1 mil.	COAST B. S. No. 4... 6	
7								COMMODORE.....	7
8		2	24	125	.....do.....		Bark..	CUMBERLAND.....	8
9	133	2	24	125	G. E. Co.....			DUBUQUE.....	9
10						3 4" 50 cal. 63-pdr	Bark..	ESSEX.....	10
11						3 3-pdr.....	Sch...	GOPHER.....	11
12		{ 1 25 } 2 24 }	125	{ Union I. Works..... } { G. E. Co..... }				HANCOCK.....	12
13	1,290	2	16	80	General Electric.....	2 6-pdr.....	1 Bark..	HARTFORD.....	13
14		1	1	110	.....do.....	1 3-pdr.; 2-1 pdr..	1 2.....	HAWK.....	14
15	1,279	8	32	80	G. E. Co.....			ILLINOIS.....	15
16	1,209	7	50	80-160	.....do.....			KEARSARGE.....	16
17	293	{ 2 16 } 2 75 }	{ 80 } { 100- } { 175 }	{ .....do..... }			1 1 mil.	MONADNOCK.....	17
18		{ 1 7 } 1 10 }	110	{ .....do..... } { De Laval-Diehl..... }		4 4", 50 cal.....	1 Bark..	NANTUCKET.....	18
19	138	2	7.5	110	Engberg.....		1 Bark..	NEWPORT.....	19
20							Ship..	OLD CONSTELLATION	20
21							Ship..	OLD CONSTITUTION..	21
22	1,009	3	100	125	Sturtevant Co.....		2 1 cage; 1 mil.	OREGON.....	22
23	133	2	24	125	G. E. Co.....			PADUCAH.....	23
24	705	1	24	80	Shepherd-Thresher.....		2 (2)	PHILADELPHIA.....	24
25				(2)		4 3-pdr.....	(2)	REINA MERCEDES..	25
26						2 6-pdr.....	(2)	SOUTHERY.....	26
27		{ 1 10 } 1 20 }	125	{ Moore-G. E. Co..... } { G. E. Co..... }				STURGEON BAY... 27	
28	144	2	8	80	.....do.....		1 Sch...	WHEELING.....	28
29		{ 1 35 } 1 15 }	{ 120 } { 120 }	General Electric.....		4 4", 50 cal; 2-3" 50 cal. A. A.		WILMETTE.....	29
30		2	16	125	G. E. Co.....			WILMINGTON.....	30
31		1	4	125	Erico-Burke.....		1 Sch...	WOLVERINE.....	31
32		{ 2 7 } 2 10 }	{ 110 } { 110 }	Am. Blower-Bullock } B. F. Sturtevant Co.. }		4 3-pdr.....	1 Bark..	YANTIC.....	32

<sup>1</sup> Estimated.<sup>2</sup> Ship housed over.<sup>3</sup> Uses yard current.

2976-22-18



## 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.

Dimensions are given to the nearest inch.



## LIGHTER-THAN-AIR CRAFT—

## NONRIGID AIRSHIPS (ZN).

	Model.	Number on hand July 1, 1922.	Over-all dimensions.			Volume.	Engines.	R. P. M.	H. P.	
			Length.	Height.	Diameter (maximum).					
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Cu. ft.</i>				
1	Nonrigid airship.	B.....	4 163 0	46 0	32 0	88,000	Curtiss OXX	1,400	100	1
2	.....do.....	C.....	3 192 0	54 0	42 0	182,000	Two Union..	1,400	2×125	2
3	.....do.....	E.....	1 168 0	49 6	34 0	100,000	Hispano.....	1,400	150	3
4	.....do.....	F.....	1 168 0	49 6	34 0	100,000	Union.....	1,400	125	4
5	Semirigid airship.	O.....	1 177 0	58 4	35 1	127,000	Two Colombo	1,400	2×125	5
6	Nonrigid airship.	H <sup>1</sup> .....	1 94 0	42 0	31 6	45,000	Lawrance....	1,500	50	6
7	.....do.....	J <sup>1</sup> .....	2 170 6	57 9	45 0	173,000	Two Aeromarine.	1,400	2×130	7

## RIGID AIRSHIPS (ZR).

1	Rigid airship.	F. A. No.1. <sup>1</sup>	1 680 2	93 2	78 9	2,100,000	Six Packards	1,400	6×200	1
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## KITE BALLOONS (ZK).

1	Kite balloon...	R.....	12 91 0	.....	27 0	37,500	.....	.....	.....	1
2	.....do.....	M.....	3 82 0	.....	26 6	32,850	.....	.....	.....	2
3	.....do.....	F.....	8 97 2	.....	30 9	50,000	.....	.....	.....	3
4	.....do.....	A-P..	2 71 6	.....	38 3	43,500	.....	.....	.....	4

<sup>1</sup> Under construction.<sup>1</sup> Estimated; performance subject to revision.

**LIGHTER-THAN-AIR CRAFT—  
NONRIGID AIRSHIPS (ZN).**

	Speed (miles per hour).		Armament.	Crew.	Load (64.4 lbs. per M cu. ft.).		Altitude (maximum).	Endurance.				
	Maximum.	Cruising.			Gross.	Useful.		Full speed.		Cruising speed.		
								Hours.	Miles.	Hours.	Miles.	
1	47	35	Lewis gun.....	3	Lbs. 5,660	Lbs. 1,200	Feet. 2,400	3.5	167	7.3	258	1
2	60	40	Four 270-lb. bombs; 1 Lewis gun.	4	11,580	3,480	6,200	11.4	684	31.4	1,256	2
3	55	35	.....	3	6,440	1,530	3,800	6.1	336	15.7	550	3
4	52	35	.....	3	6,440	1,640	4,400	8.8	458	22.0	770	4
5	54	35	.....	3	8,175	2,737	9,500	* 4.0	216	* 8.0	* 320	5
6	50	40	.....	2	2,740	1,175	* 7,000	* 5.0	* 250	* 12.0	* 480	6
7	60	40	Four 270-lb. bombs; 1 Lewis gun.	4	11,140	4,140	* 8,800	* 8.0	* 480	* 20.0	* 810	7

**RIGID AIRSHIPS (ZR).**

	Speed (miles per hour).	Cruising.	Armament.	Crew.	Load (68 lbs. per M cu. ft.).		Altitude (maximum).	Hours.	Miles.	Hours.	Miles.	
					Gross.	Useful.						
1	60	45	Eight 550-lb. bombs; 6 Lewis guns.	* 25	* 136,000	* 60,000	* 11,000	* 70.0	* 4,000	* 140.0	* 6,000	1

**KITE BALLOONS (ZK).**

1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4

**HEAVIER-THAN-AIR CRAFT—CLASS VF—FIGHTING PLANES.**

[T=Tractor; P=Pusher; B=Biplane; M=Monoplane; T=Triplane. Where convertible data is given for seaplane.]

	Model description.	Number on hand July 1, 1922.	Over-all dimensions.			Engine.	H. P.	R. P. M.	Speed (miles per hour.)		
			Span.	Length	Height.				Maximum.	Stall.	
											<i>Ft. in.</i>
1	VE-7S, T. B. land plane.	5	34 1	24 5	8 7	Hispano.....	180	1,700	118	42	1
2	MB-3, T. B. land plane.	11	26 0	20 0	8 6	Hispano.....	315	1,750	152	55	2
3	MB-7, T. M. land plane.	1	24 0	18 6	7 3	Hispano.....	400	2,050	180	65	3
4	TS-1, T. B. convertible.	2	25 0	25 0	10 2	Lawrance.....	200	1,800	122	50	4
5	CR, T. B. land plane.	1	22 8	21 1	8 11	D-12.....	400	2,000	185	65	5
6	18-T, T. T. land plane.	2	32 0	23 4	10 2	Kirkham.....	400	2,250	160	59	6
7	Fokker, T. B. land plane. D-7.	4	27 6	23 0	9 3	Packard.....	350	1,975	115	.....	7
8	Fokker, T. B. land plane. C-1.	2	37 10	23 8	9 5	B. M. W.....	243	1,445	112	45	8

**CLASS VO—OBSERVATION PLANES.**

1	DH-4B, T. B. land plane.	200	42 6	29 11	11 6	Liberty.....	400	1,700	125	56	1
2	AS-2, T. B. seaplane.	2	37 6	30 6	10 8	Hispano.....	300	1,800	116	61	2
3	EM-2, T. B. convertible.	4	39 8	28 6	11 5	Liberty.....	400	1,800	110	46	3
4	P, T. B. seaplane...	6	62 0	34 5	16 8	Liberty.....	400	1,800	94	60	4
5	Parnall, T. B. land plane. PANTHER.	2	29 6	24 11	10 6	B. R-2.....	230	1,300	112	45	5
6	J-L-6, T. M. land plane.	1	48 7	31 7	10 9	B. M. W.....	185	1,400	101	54	6
7	Viking IV, P. B. amphibian.	1	50 0	33 6	15 1	Napier "Lion".	450	1,925	119	50	7

**CLASS VP—PATROL PLANES.**

1	NC, 3 P. B. 1 T. B. boat.....	4	126 0	68 3	24 5	4 Libertys.....	4×400	1,700	85	55	1
2	HS-2, P. B. boat...	253	74 1	39 0	14 7	Liberty.....	360	1,650	85	51	2
3	H-16, T. B. boat...	97	95 1	46 2	17 9	2 Libertys.....	2×360	1,650	87	55	3
4	F-5-L, T. B. boat..	127	103 9	43 4	18 9	2 Libertys.....	2×400	1,700	87	57	4
5	TF, 1 T. B., 1 P. B. boat.	2	60 0	44 5	17 0	2 Hispanos.....	2×300	1,800	107	55	5

## HEAVIER-THAN-AIR CRAFT—CLASS VF—FIGHTING PLANES.

	Armament.	Crew.	Load.		Service ceiling.	Climb in 10 minutes.	Endurance, full speed.	Range, cruising speed.	
			Gross.	Useful.					
			Pounds.	Pounds.					
1	1 Vickers gun.....	1	2,098	595	17,500	9,500	2.3	410	1
2	2 fixed guns.....	1	1,818	608	23,700	13,000	2.0	455	2
3	.....	1	2,000	452	25,000	18,000	1.0	270	3
4	2 fixed guns.....	1	2,025	680	20,000	10,500	2.75	500	4
5	.....	1	2,095	1,123	24,000	13,000	1.0	280	5
6	.....	2	3,050	1,070	23,000	12,500	1.7	410	6
7	.....	1	2,462	595	19,750	7,000	2.2	380	7
8	1 Lewis gun.....	2	2,576	792	17,000	6,000	3.6	605	8

## CLASS VO—OBSERVATION PLANES.

1	2 Marlins and 2 Lewis guns.	2	3,767	1,196	19,600	9,000	2.4	450	1
2	.....	2	3,597	1,220	16,000	7,375	2.0	350	2
3	1 Browning and 1 Lewis gun.	2	3,931	1,181	19,000	8,500	2.0	345	3
4	.....	2	5,245	1,130	10,500	3,500	2.0	285	4
5	1 Lewis gun.....	2	2,595	1,123	14,500	7,000	3.0	500	5
6	.....	2	3,644	1,377	16,600	4,900	6.75	1,020	6
7	.....	5	5,600	1,872	16,500	9,000	2.5	450	7

## CLASS VP—PATROL PLANES.

1	6 Lewis guns; 4 bombs (230 lbs.).	5	27,386	11,500	4,500	2,200	10.5	1,345	1
2	1 Lewis gun; 2 bombs (230 lbs.).	2	6,432	2,132	2,800	1,800	4.5	575	2
3	5 Lewis guns; 2 bombs (230 lbs.).	4	10,900	3,500	9,100	4,200	5.0	655	3
4	5 Lewis guns; 4 bombs (230 lbs.).	4	12,910	4,750	6,500	2,600	7.0	910	4
5	3 Lewis guns.....	4	8,846	3,271	8,000	3,000	6.0	960	5

## CLASS VT—TORPEDO PLANES.

IT—Tractor; P—Pusher; B—Biplane; M—Monoplane; T—Triplane. Where convertible data is given for seaplane.]

	Model description.	Number on hand July 1, 1922.	Over-all dimensions.			Engine.....	H. P.	R. P. M.	Speed (miles per hour.)		
			Span.	Length	Height				Maximum.	Stall.	
			<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Ft. in.</i>						
1	R-6-L, T. B. seaplane.	19	57 1	33 5	14 2	Liberty.....	400	1,800	92	48	1
2	MBT, T. B. land plane.	5	71 5	46 4	14 0	2 Libertys.....	2× 400	1,700	110	45	2
3	MT, T. B. land plane.	3	71 5	46 4	14 0	2 Libertys.....	2× 400	1,700	109	50	3
4	PT-1, T. B. seaplane.	6	74 0	34 5	16 8	Liberty.....	400	1,700	85	50	4
5	PT-2, T. B. seaplane.	13	74 0	34 5	16 8	Liberty.....	400	1,700	82	53	5
6	CT, T. M. seaplane.	1	65 0	46 0	14 6	2-D-12.....	2× 350	1,800	110	69	6
7	ST, T. M. convertible.	2	60 0	42 9	13 3	2 Packards....	2× 300	1,800	110	51	7
8	DT-1, T. B. convertible.	1	50 0	37 8	15 1	Liberty.....	400	1,700	105	45	8
9	DT-2, T. B. convertible.	1	50 0	37 8	15 1	Liberty.....	400	1,750	100	52	9
10	Blackburn, T. B. land plane. SWIFT.	2	46 0	35 6	12 0	Napier "Lion".	450	1,925	115	51	10

## CLASS VA—TRAINING PLANES.

1	JN, T. B. landplane.	75	43 7	27 1	9 11	Hispano.....	150	1,450	93	42	1
2	N-9, T. B. seaplane.	95	53 4	30 10	10 1	Hispano.....	150	1,450	74	37	2
3	F-boat, P. B.....	23	45 1	27 10	11 4	Curtiss-OXX..	100	1,400	64	46	3
4	MF, P. B. boat....	73	49 9	28 10	10 7	Curtiss-OXX..	100	1,400	69	43	4
5	Model 40, P. B. boat.	40	48 6	28 11	12 7	Curtiss-OXX..	100	1,400	71	43	5
6	39-A, T. B. seaplane.	36	47 0	30 4	13 2	Hall-Scott....	100	1,400	72	44	6
7	39-B, T. B. seaplane.	6	47 0	30 5	13 2	Curtiss-OXX..	100	1,400	68	40	7
8	VE-7, T. B. land plane.	66	34 1	24 5	8 7	Hispano.....	180	1,700	118	51	8
9	VE-7G, T. B. land plane.	33	34 1	24 5	8 7	Hispano.....	180	1,700	116	53	9
10	VE-7H, T. B. seaplane.	1	34 1	31 1	10 2	Hispano.....	180	1,700	110	45	10
11	Morane-AE, T. M. land plane.	6	34 7	22 2	11 1	LeRhone.....	80	1,600	82	35	11

## CLASS VI—TORPEDO PLANES.

	Armament.	Crew.	Load.		Service ceiling.	Climb in 10 minutes.	Endurance, full speed.	Range, cruising speed.	
			Gross.	Useful.					
			Pounds.	Pounds.					
1	1,000-lb. torpedo.....	2	5,440	2,102	6,800	2,850	3.0	415	1
2	1,650-lb. torpedo; 2 Lewis guns.	3	10,300	3,682	8,400	4,200	3.5	580	2
3	1,650-lb. torpedo; 2 Lewis guns.	3	11,930	5,000	8,000	4,500	3.5	570	3
4	1 MK VII torpedo.....	1	6,798	2,325	4,500	1,500	2.0	255	4
5	1 MK VII torpedo.....	2	7,055	2,580	4,400	1,400	2.0	245	5
6	1 MK VII torpedo; 1 Lewis gun.	2	11,208	3,524	2,500	1,900	3.0	495	6
7	1 MK VII torpedo.....	2	9,500	3,395	3,000	2,000	3.0	490	7
8	1 MK VII torpedo.....	1	6,182	3,214	8,700	3,800	2.3	365	8
9	1 MK VII torpedo.....	2	7,175	2,765	6,500	3,000	2.0	300	9
10	1 18-inch torpedo.....	1	6,000	2,876	15,000	5,000	2.4	415	10

## CLASS VA—TRAINING PLANES.

1	.....	2	2,165	550	15,000	5,700	2.1	290	1
2	.....	2	2,750	612	6,600	3,240	2.0	226	2
3	.....	2	2,460	600	3,500	2,300	3.5	335	3
4	.....	2	2,488	638	3,500	2,000	4.1	425	4
5	.....	2	2,578	623	3,500	2,000	3.9	415	5
6	.....	2	2,575	575	7,500	1,700	3.1	335	6
7	.....	2	2,520	570	7,000	1,700	3.0	305	7
8	.....	2	2,109	588	19,100	9,000	2.0	355	8
9	1 fixed and 1 Lewis gun..	2	2,305	822	15,000	6,900	2.0	350	9
10	.....	2	2,300	580	15,000	8,800	2.3	380	10
11	.....	2	1,380	498	11,000	4,500	3.0	370	11



# DISTRICT CRAFT.

## SUMMARY.

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<b>Derricks:</b>				
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**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 on pages 322 and 323. Such action has been modified in certain cases since July 1, 1922, as noted on pages 322 and 323.





## 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	5th 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 <sup>1</sup>	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	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC52	86 2	29 2	250	...do....	.....do.....	.....do.....	Dó.
YC55	86 2	29 2	250	...do....	Guantanamo....	Navy yard, Pensacola, 1902.	Sheathed; house.
YC66 <sup>2</sup>	86 2	29 2	250	...do....	.....do.....	Navy yard, Norfolk, 1902.	Sheathed; with house used for housing officers and men.
YC72	86 2	29 2	250	...do....	12th district....	Navy yard, Mare Island, 1902.	Sheathed.
YC87	86 2	29 2	250	...do....	7th district.....	Navy yard, Pensacola, 1903.	Sheathed, flashboards, flush dock.
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.
YC93	86 2	29 2	250	...do....	.....do.....	.....do.....	Sheathed; flashboards; flush deck and house.
YC94	86 2	29 2	250	...do....	.....do.....	.....do.....	Sheathed; flashboards; flush deck.
YC95	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.
YC104	86 2	29 2	250	...do....	.....do.....	.....do.....	Do.
YC105	86 2	29 2	250	...do....	.....do.....	.....do.....	Sheathed; flashboards.

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

<sup>2</sup> Fitted with quarters for Cape Cruz Casilda survey expedition.

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.	Tons.				
YC111	86 2	29 2	250	Wood...	Guantanamo....	Navy yard, Pensacola, 1904.	Sheathed; flashboards.
YC112	86 2	29 2	250	...do.....	...do.....	...do.....	Do.
YC113	86 2	29 2	250	...do.....	...do.....	...do.....	Do.
YC130 <sup>1</sup>	110 0	30 0	250	...do.....	11th district....	Navy yard, Mare Island, 1907.	Sheathed; flashboards; flush deck.
YC131	110 0	30 0	250	...do.....	12th district....	...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.
YC145	110 0	30 0	250	Wood...	16th district....	Naval station, Cavite, 1908.	Sheathed; flashboards; flush deck.
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.
YC151 <sup>2</sup>	110 0	30 0	250	...do.....	7th district....	...do.....	Flush deck.
YC152	110 0	30 0	250	...do.....	12th district....	Navy yard, Mare Island, 1908.	Sheathed; flashboards; flush deck
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 <sup>2</sup>	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 deck.
YC178	110 0	30 0	250	...do.....	...do.....	...do.....	Sheathed; flashboards.

<sup>1</sup> In use as water barge.<sup>2</sup> Barge dismantled and used by public works officer.<sup>3</sup> Sunk 1910; raised and repaired

## COAL BARGES (YC).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
YC180	<i>Ft. in.</i> 110 0	<i>Ft. in.</i> 30 0	<i>Tons.</i> 250	Wood...	16th district.....	Navy yard, New York, 1908.	Sheathed; flashboards.
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.
YC190	110 0	30 0	250	..do.....	13th district.....	Navy yard, Puget Sound, 1908.	Do
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.....	Haiti.....	..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.....	Sheathed; flashboards.
YC205	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC206 <sup>1</sup>	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC207	110 0	30 0	250	..do.....	..do.....	..do.....	Sheathed; 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.
YC220 <sup>2</sup>	110 0	30 0	200	..do.....	11th district.....	Navy yard, Mare Island, 1908.	Sheathed; flashboards.
YC230	60 0	20 0	100	..do....	1st district.....	Navy yard, Boston, 1908.	Sheathed; flashboards; flush deck.
YC231	110 0	20 0	200	..do.....	11th district....	Navy yard, Mare Island, 1909.	Do.
YC232	110 0	30 0	250	..do.....	7th district.....	Navy yard, Pensacola, 1909.	Do.
YC233	110 0	30 0	250	..do....	Guantanamo....	..do.....	Sheathed; flashboards.
YC235	110 0	30 0	200	..do....	11th district.....	..do.....	Do.
YC236	110 0	30 0	250	..do....	12th district.....	..do.....	Sheathed; flashboards; flush deck.
YC238	110 0	30 0	250	..do....	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.

<sup>1</sup> Fitted for dredging.<sup>2</sup> 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>				
YC241	110 0	30 0	250	Wood...	12th district.....	Navy yard, Mare Island, 1910.	Sheathed; flashboards; flush deck.
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; flash boards; 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 <sup>1</sup>	110 0	34 0	500	..do.....	3d district.....	..do.....	Do.
YC261	110 0	34 0	500	..do.....	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.....	11th district.....	..do.....	Do.
YC264	110 0	34 0	500	..do.....	5th district.....	..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.....	11th district.....	..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	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.....	Do.
YC275	110 0	34 0	500	..do.....	12th district.....	..do.....	Do.
YC276	110 0	34 0	500	..do.....	5th district.....	..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.
YC281	110 0	34 0	500	..do.....	11th district.....	..do.....	Do.
YC282	110 0	34 0	500	..do.....	12th district.....	..do.....	Do.
YC283	110 0	34 0	500	..do.....	..do.....	..do.....	Do.

<sup>1</sup> Used for storage.<sup>2</sup> Fitted as mine planter.

## 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>				
YC284	110 0	34 0	500	Steel	12th district	Seattle Construction Co., Seattle, Wash.	Sheathed; flash-boards; flush deck.
YC285	110 0	34 0	500	do	do	do	Do.
YC286 <sup>1</sup>	110 0	34 0	500	do	5th district	Navy yard, Portsmouth, 1914.	Do.
YC287 <sup>1</sup>	110 0	34 0	500	do	3d district	do	Do.
YC288	110 0	34 0	500	do	1st district	Navy yard, Boston, 1914.	Do.
YC289	110 0	34 0	500	do	do	do	Do.
YC290 <sup>2</sup>	110 0	34 0	500	do	4th district	Navy yard, Philadelphia, 1914.	Do.
YC291 <sup>3</sup>	110 0	34 0	500	do	12th district	do	Do.
YC293	110 0	34 0	500	do	do	do	Do.
YC294 <sup>2</sup>	110 0	34 0	500	do	14th district	Navy yard, Charleston, 1914.	Do.
YC295	110 0	34 0	500	do	13th 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 <sup>2</sup>	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	do	do	Do.
YC306	110 0	34 0	500	do	do	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.
YC309	110 0	34 0	500	do	do	do	Do.
YC310	110 0	34 0	500	do	5th district	do	Do.
YC312	110 0	34 0	500	do	11th district	do	Do.
YC313	110 0	34 0	500	do	5th district	do	Do.
YC314	110 0	34 0	500	do	11th district	do	Do.
YC315	110 0	34 0	500	do	13th district	do	Do.
YC316	110 0	34 0	500	do	11th district	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 flash-boards; flush deck.

<sup>1</sup> Fitted for laying nets.<sup>2</sup> Has seaplane launching device.<sup>3</sup> Fitted for laying mines.

## COAL BARGES (YC).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.					
YC321	110 0	34 0	500	Steel....	13th district....	Navy yard, Puget Sound, 1915.	Flush deck; flash-boards.
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.
YC335 <sup>1</sup>	110 0	30 0	250	..do.....	6th district.....	Carpenter-Watkins Co., Brunswick, Ga.	Sheathed; redwood; flush deck.
YC340	110 0	30 0	250	..do.....	..do.....	..do.....	Wood sheathed; flush deck.
YC341 <sup>2</sup>	110 0	30 0	250	..do.....	..do.....	..do.....	Flush deck.
YC345	110 0	30 0	250	..do.....	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y.	Do.
YC346	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC347	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC348	110 0	30 0	250	..do.....	..do.....	..do.....	Do.
YC349 <sup>3</sup>	110 0	30 0	250	..do.....	6th district.....	..do.....	Sheathed; flush deck.
YC354	110 0	32 0	250	..do.....	5th district.....	C. L. Rohde & Sons Co., Baltimore, Md., 1918.	
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.

<sup>1</sup> Sheathed with redwood, untreated and unpainted (Aug., 1920).<sup>2</sup> Sheathed with redwood, treated with Navy Special 52C2—Carbolinum (Dec. 11, 1919)<sup>3</sup> 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>				
YC385	110 0	30 0	250	Wood...	12th district	Navy yard, Puget Sound.	Sheathed, redwood; flush deck.
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.
YC404	110 0	30 0	250	do.	14th district	Naval station, Pearl Harbor.	Flush deck; flashboards; sheathed with redwood.
YC405	110 0	30 0	250	do.	do.	do.	Do.
YC406	110 0	30 0	250	do.	do.	do.	Do.
YC407	110 0	30 0	250	do.	do.	do.	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	210	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.
YC433	112 0	36 0	500	Concrete	1st district <sup>1</sup>	Ambursen Concrete Construction Co., New York, 1918.	
YC434	112 0	36 0	500	do.	5th district	do.	
YC441	112 0	35 0	500	do.	6th district	Louis L. Brown & Co., New York, 1918.	Flush deck.
YC442	112 0	35 0	500	do.	do.	do.	Do.
YC445	75 0	21 0	100	Wood	13th district	Navy yard, Puget Sound, 1918.	Do.
YC447	75 0	21 0	100	do.	do.	do.	Do.
YC448	75 0	21 0	100	do.	do.	do.	Do.
YC457	110 0	34 0	500	Steel	Washington	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.	

<sup>1</sup> Used for storage at submarine base.<sup>2</sup> Loaned to city of Boston.



## 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>				
YC464	110 0	34 0	500	Steel....	Alexandria.....	Leonard Construction Co., Chicago, Ill., 1918.	
YC465	110 0	34 0	500	do.....	12th district.....	do.....	
YC466	110 0	34 0	500	do.....	11th district.....	do.....	
YC467	110 0	34 0	500	do.....	13th district.....	do.....	
YC470	110 0	34 0	500	do.....	14th district.....	do.....	
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.	
YC479	110 0	34 0	500	do.....	do.....	do.....	
YC480	110 0	34 0	500	do.....	8th district.....	do.....	
YC481	110 0	34 0	500	do.....	do.....	do.....	
YC482	110 0	34 0	500	do.....	Guantanamo.....	Chicago Bridge & Iron Co., Chicago, Ill., 1918.	
YC483	110 0	34 0	500	do.....	do.....	do.....	
YC486	110 0	34 0	500	do.....	5th district.....	Interlake Engineering Co., Cleveland, Ohio, 1918.	
YC487	110 0	34 0	500	do.....	Alexandria.....	do.....	
YC488	110 0	34 0	500	do.....	5th district.....	do.....	
YC489	110 0	34 0	500	do.....	Santo Domingo.....	do.....	
YC490	110 0	34 0	500	do.....	Washington.....	do.....	
YC491	110 0	30 0	250	Wood...	Guantanamo.....	B. Layton Co., Quincy, Ill., 1918.	Sheathed; flush deck.
YC492	110 0	30 0	250	do.....	do.....	do.....	Do.
YC494	110 0	30 0	250	do.....	7th district.....	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 <sup>1</sup>	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.
YC504	110 0	36 0	250	do.....	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y., 1918.	Flush deck.
YC505	110 0	30 0	250	do.....	do.....	do.....	Do.
YC506	110 0	30 0	250	do.....	4th district.....	do.....	Do.
YC507	110 0	30 0	250	do.....	1st district.....	do.....	Do.
YC508	110 0	30 0	250	Wood...	do.....	do.....	Do.

<sup>1</sup> 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>				
YC509	110 0	30 0	250	Wood...	1st district.....	Thos. O'Connor, New York, 1918.	
YC510	110 0	30 0	250	..do.....	.....do.....	.....do.....	
YC511	110 0	30 0	250	..do.....	.....do.....	.....do.....	
YC522	110 0	30 0	250	..do.....	.....do.....	Holler-Davys-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.....	3rd district.....	.....do.....	Do.
YC528	110 0	30 0	250	..do.....	1st district.....	.....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.....	Guantanamo.....	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
YC558	115 0	30 0	1,200	..do.....	3d district.....	Greenport Basin & Construction Co., Greenport, L. I.	Deep hold, house aft.
YC570	115 0	30 0	900	..do.....	4th district.....	.....do.....	Do.
YC571	115 0	30 0	900	..do.....	.....do.....	.....do.....	Do.
YC572	115 0	30 0	1,200	..do.....	.....do.....	.....do.....	Do.
YC577	115 0	30 0	1,200	..do.....	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.

## 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>				
YC594	115 0	30 0	930	Wood...	4th district.....	Hutchinson Bros., Alexandria Bay, N. Y., 1918.	Deep hold, house aft.
YC595	115 0	30 0	1,200	...do.....	3d district.....	.....do.....	Do.
YC599	115 0	30 0	1,200	...do.....	.....do.....	.....do.....	Do.
YC600	115 0	30 0	1,200	...do.....	.....do.....	Gildersleeve Ship- building Co., Gil- dersleeve, Conn., 1918.	Do.
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; flash- boards.
YC642	110 0	30 0	250	...do.....	.....do.....	.....do.....	Do.

## FUELING BARGES (YCD).

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., Balti- more, Md.	K-type crane; clamshell bucket. Sheathed.
YCD4	85 0	34 0	.....	...do.....	12th district.....	.....do.....	K-type crane; clamshell bucket.
YCD5	85 0	34 0	.....	...do.....	5th district.....	.....do.....	K-type crane; clamshell bucket. Sheathed.
YCD6	85 0	34 0	.....	...do.....	12th district.....	.....do.....	K-type crane; clamshell bucket.
YCD7	85 0	34 0	.....	...do.....	6th district.....	.....do.....	K-type crane; clamshell bucket. Sheathed.
YCD9	85 0	34 0	.....	...do.....	14th district.....	Auten Engineering & Construction Co., Albany, N. Y.	K-type crane; clamshell bucket.
YCD10	85 0	34 0	.....	...do.....	.....do.....	.....do.....	Do.
YCD11	85 0	34 0	.....	...do.....	4th district.....	.....do.....	K-type crane; clamshell bucket. Ice sheathed.
YCD12	85 0	34 0	.....	...do.....	.....do.....	.....do.....	K-type crane; clamshell bucket.

## FUEL-OIL BARGES (YO).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
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....	11th district.....	.....do.....	Do.
YO7 <sup>1</sup>	165 9	25 0	500	...do....	5th district.....	Navy yard, Norfolk, 1915.	Do.
YO8	166 4	25 0	<sup>1</sup> 190,970	...do....	12th district....	Navy yard, Mare Island, 1915.	Do.
YO9	166 4	25 0	<sup>1</sup> 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 4½	250	...do....	1st district.....	Coal barge No. 79 converted, navy yard, Portsmouth, 1915.	Flush deck; raised hatches.
YO14	108 0	23 4½	250	...do....	.....do.....	Coal barge No. 80 converted, navy yard, Portsmouth, 1915.	Well type, fitted with steam pumps for water pumping.
YO15	108 0	23 4½	250	...do....	.....do.....	Coal barge No. 81 converted, navy yard, New York, 1915.	Flush deck, with raised hatches.
YO17	108 0	23 4½	250	...do....	Annapolis.....	Coal barge No. 88 converted, navy yard, New York, 1915.	
*YO20	165 9	26 0	<sup>1</sup> 149,650	...do....	1st district.....	Tank S. B. Co., Newburgh, N. Y., 1918.	Self-propelled.
*YO21	165 9	25 0	...do....	...do....	14th district.....	.....do.....	Do.
*YO22	165 9	25 0	...do....	...do....	4th district.....	.....do.....	Do.
*YO23	165 9	25 0	...do....	...do....	11th district.....	.....do.....	Do.
*YO24	165 9	25 0	...do....	...do....	.....do.....	.....do.....	Do.
*YO30	160 0	25 0	...do....	...do....	.....do.....	Todd S. B., Corp. 1918	Do.
*YO31	160 0	25 0	...do....	...do....	5th district.....	.....do.....	Do.
*YO32	160 0	25 00	...do....	...do....	12th district.....	.....do.....	Do.
YO37	100 6	30 0	<sup>1</sup> 114,000	...do....	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 <sup>2</sup>	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.

<sup>1</sup> Temporarily assigned to Charleston.<sup>2</sup> Gallons.<sup>3</sup> Assigned to Marine Corps.

## SEAPLANE BARGES (YV).

Official No.	Length.	Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>	<i>Tons.</i>				
YV21	58 0	15 11½	.....	Steel....	12th district.....	Herreshoff Mfg. Co., Bristol, R. I., 1918.	
YV23 <sup>1</sup>	58 0	15 11½	.....	do.....	14th district.....	do.....	
YV24	58 0	15 11½	.....	do.....	11th district.....	do.....	
YV48	58 0	15 11½	.....	do.....	Guantanamo....	B. F. Wood, City Island, N. Y., 1918.	
YV49 <sup>2</sup>	72 0	15 11½	.....	do.....	7th district.....	do.....	
YV50 <sup>3</sup>	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 Wright.
YV59	72 0	15 11½	.....	do.....	3rd district.....	do.....	

<sup>1</sup> Used as high speed towing target.<sup>2</sup> Loaned to police department, New York City.<sup>3</sup> Used as garbage lighter.

## STEVEDORING BARGES (YS).

YS12	35 4	18 0	.....	Wood....	5th district.....	Navy yard, New York, 1918.	
YS14	35 4	18 0	.....	do.....	1st district.....	do.....	Flush deck.
YS39	35 4	18 0	.....	do.....	3d district.....	Henry B. Nevins Co., City Island, N. Y.	
YS42	35 4	18 0	.....	do.....	3d district.....	do.....	
YS47	35 4	18 0	.....	do.....	3d district.....	do.....	
YS48	35 4	18 9	.....	do.....	do.....	do.....	
YS51	35 4	18 0	.....	do.....	1st district.....	do.....	Used as landing float, Jamestown, R. I.
YS67	35 4	18 0	.....	do.....	7th district.....	E. Macrenaris Co., Tarpon Springs, Fla.	Sheathed, 1" pine; flush deck, with house over ma- chinery.

## 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	.....	do.	do.	Navy yard, Boston, 1916.	Do.
YTT3	TORPEDO TESTING BARGE NO. 3.	134 7½	49 4½	.....	do.	14th 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>				
YW5	144 0	23 0	171,000	Steel	1st district	Elizabethport, N.J., 1898.	Well type; steam pumps.
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.	5th district	Navy yard, New York, 1904.	Well type.
YW12	120 0	23 6	100,000	do.	7th district	Navy yard, Norfolk, 1904.	
YW13	92 0	17 0	50,000	do.	Guantanamo	Navy yard, Pensacola, 1904.	Flush deck; house.
YW14	80 0	30 0	1120	do.	do.	Pusey & Jones, Wilmington, Del., 1905.	Self-propelled; flush deck.
YW15	91 0	17 0	53,000	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	1100	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	1100	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	1100	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.

Tons.

## 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>Tons.</i>				
YW25	120 0	23 6	100,000	Steel....	Guantanamo....	Navy yard, Mare Island, 1915.	Self-propelled.
YW26	45 6	11 8	118	Wood...	Guam.....	Guam, 1917 <sup>2</sup> .....	Copper sheathed.
YW28	66 8	20 8	25,000	...do....	8th district.....	Naval station, New Orleans, 1918.	Flush deck; house.
YW30*	295 4	35 0	1560	Steel....	11th district.....	Converted at New York, 1920.	Ex Rintintin; self-propelled.
YW32	12 5	30 6	160,000	...do....	St. Thomas, V. I.	Converted at St. Thomas, 1919.	Converted water lighter No. 1.
YW34	40 0	20 0	20,000	Wood...	4th district.....	Cape May, 1919.....	Fire barge.
YW45	115 0	30 0	1200	...do....	3d district.....	Converted at New York, 1919.	Converted coal barge No. 593.
YW47	110 0	30 0	250	...do....	11th district.....	Converted at Mare Island, 1920.	Converted coal barge No. 186; sheathed; with flashboards.

<sup>1</sup> Tons.<sup>2</sup> Material fabricated at Cavite.<sup>3</sup> Assigned Pacific Fleet.

## 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.

## FLOATING DERRICKS (YD).

Official No.	Length.		Boom capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	Ft. in.	Ft. in.					
YD13	71 0	40 9	20	Wood...	1st district.....	Navy yard, Boston, 1913.	Fitted with steel "A" frame, stiff leg, and boom.
YD14	45 0	19 0	5	do.....	do.....	Heresheff Manufacturing Co., Bristol, R. I., 1904.	Has pontoon hull.
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	30 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.
YD33	140 0	85 0	150	Steel....	12th district.....	Navy yard, Mare Island, 1918.	
YD34	68 0	30 0	10	Wood...	Tutuila, Samoa.	Naval station, Tutuila, Samoa, 1918.	Copper sheathed.
YD35	108 0	42 0	25	do.....	1st district.....	Navy yard, Boston, 1918.	Do.
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	Wood...	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 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>				
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.....	Pearl Harbor, 1919..	Copper sheathed.
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	Steel....	12th district....	Navy yard, Mare Island, 1920.	Being converted from YC311.
YD58 <sup>1</sup>	120 0	60 0	100	Wood....	3rd 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: sheathed.

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

## 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	5th district	Navy yard, Charleston, 1916.	Self-propelled; converted from floating derrick No. 28.
YSD2	76 0	40 0	5	do	8th district	Navy yard, New Orleans, 1921.	Self-propelled, twin screws, two 90-H. P. engines; catamaran hull.
<sup>1</sup> YSD4	87 3	40 0	5	do	11th district	Navy yard, Mare Island, 1920.	Self-propelled, stern wheel.

<sup>1</sup> Building.

Note—YSD 5, authorization canceled.

## 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>				
YM4	50 6	22 9		Wood	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'.

## FERRYBOATS AND LAUNCHES (YFB).

Official No.	Name.	Length.		Breadth.	Material and type.	Allocation.	Where and when built or purchased.	Remarks.
		Ft. in.	Ft. in.					
YFB2	ADMIRAL GLASS...	85	0	19	6	Wood ..	12th dist. Navy yard, Mare Island, 1916.	Sheathed.
YFB1	ASP .....	72	0	12	0	Wooden m. b.	8th dist. New Orleans, 1902.	Ex Nahma.
YFB3	BERCEAU .....	99	6	12	6	Steel....	Indian-head. Herreshoff Mfg. Co., Bristol, R. I.	Ex torpedo boat Talbot.
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.
YFB280	INCA .....	100	0	28	0	...do....	5th dist. Herreshoff Mfg. Co., Bristol, R. I. 1911.	
YFB132	LAUNCH No. 132..	64	6	16	0	Wood...	1st dist.. Navy yard, Portsmouth, 1902.	Sheathed.
YFB1048	LAUNCH No. 1048.	77	1½	19	6	Comp...	...do.... Navy yard, Portsmouth, 1919.	
YFB1059	LAUNCH No. 1059.	60	0	10	0	Wood...	3d dist.. New York, 1911...	Commandant's barge.
YFB7	LESLIE .....	75	0	18	0	Wooden fire tug.	12th dist. Navy yard, Mare Island, 1902.	Coppersheathed; fireboat.
YFB1163	NARRAGANSETT...	117	0	43	0	Wooden str.	1st dist.. M. H. Saunders & Sons, Saundertown, R. I., 1905.	
YFB8	NAVY YARD.....	80	0	17	0½	Comp...	5th dist. Navy yard, Norfolk, 1901.	Sheathed.
YFB663	OTTER .....	77	0	20	0	Comp. str.	6th dist.. Navy yard, Portsmouth, 1906.	Ex Kite.
YFB2047	PORPOISE.....	185	2	35	9	Steel str.	Wash. Yd. Bath Iron Works, Bath, Me., 1911.	Ex Moosehead.
YFB2079	SHADY SIDE.....	85	0	20	0	Wooden str.	Naval Acad. Croton-on-Hudson, N. Y., 1913.	
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.
YFB683	WORKING LAUNCH No. 683, CAMIA.	65	0	12	5	...do....	...do....	Do.
YFB684	WORKING LAUNCH No. 684, DAPDAP.	65	0	13	0	...do....	...do....	Do.
YFB685	WORKING LAUNCH No. 685, RIVERA.	65	0	12	5	...do....	...do....	Do.
YFB687	WORKING LAUNCH No. 687, MAGDALENA.	65	0	12	5	Comp...	16th dist. Naval Station, Cavite, 1908.	Coppered.

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

## CAR FLOATS (YCF).

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>				
YCF 1	100 7 $\frac{3}{4}$	30 1 $\frac{3}{4}$	<sup>1</sup> 100	Steel....	Washington.....	Navy yard, Norfolk, 1902.	Was ammunition lighter No. 6; sheathed.
YCF 2	100 7 $\frac{3}{4}$	30 1 $\frac{3}{4}$	<sup>1</sup> 100	...do.....	...do.....	Navy yard, Norfolk, 1904.	Was ammunition lighter No. 9.
YCF 3	100 7 $\frac{3}{4}$	30 1 $\frac{3}{4}$	<sup>1</sup> 100	...do.....	...do.....	Navy yard, Norfolk, 1907.	Was ammunition lighter No. 12.
YCF 4	128 0 $\frac{1}{2}$	31 6 $\frac{3}{4}$	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.....	

<sup>1</sup> Estimated.

NOTE.—YCF 10 and 11 transferred to War Department; YCF 12, authorization canceled.

## AMMUNITION LIGHTERS (YE).

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 <sup>1</sup>	90 0	24 0	<sup>2</sup> 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.
YE 11	122 0	30 0	600	...do.....	3d district.....	Navy yard, New York, 1905.	Mast and steam hoisting gear.
YE 15	90 0	28 0	250	Wood...	13th district.....	Navy yard, Puget Sound, 1910.	Sheathed; house; flush deck.
YE 16	90 0	28 0	250	...do.....	...do.....	...do.....	Do.
YE 17	80 0	21 0	<sup>3</sup> 125	...do.....	1st district.....	Navy yard, Boston, 1910.	Sheathed; flush deck.
YE 18	86 2	29 2	300	...do.....	3d district.....	Navy yard, New York, 1901.	
YE 19	86 2	29 2		...do.....	...do.....	...do.....	Steam hoisting gear in small house.
YE 23	107 0	31 9	300	...do.....	1st district.....	Navy yard, Boston, 1911.	Flush deck and house.
YE 26	110 0	30 0		...do.....	4th district.....	Coal barge No. 135 converted, Philadelphia, 1917.	Sheathed; flush deck and house.
YE 27	86 2	29 2		...do.....	12th district.....	Coal barge No. 70 converted, Mare Island, 1917.	Sheathed; well deck and house.

<sup>1</sup> Hold fitted to carry water.<sup>2</sup> Estimated.<sup>3</sup> Deck load.

## AMMUNITION LIGHTERS, (YE).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft.in.</i>	<i>Ft.in.</i>					
YE28	108 0	31 0	700	Wood...	Alexandria, Va..	Wechawken, N. J., 1918.	Ex Weehawken (Id. No. 882); self-propelled.
YE29	107 10	31 0	620	...do....	3d district.....	Waterfront Contracting & Lighterage Co., New York, 1918.	Ex Lawrence M. Sullivan (Id. No. 1833); self-propelled.
YE30	111 8	32 0	300	...do.....	...do.....	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.
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....	...do.....	Being converted at Pearl Harbor.	To be converted from coal barge YC 469.

<sup>1</sup> Displacement.

## ASH LIGHTERS (YA).

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	38 0	15 9	15	...do....	...do.....	Navy yard, Norfolk, 1908	Do.
YA25	40 0	20 0	30	...do....	Guantanamo....	Naval station, Guantanamo, 1909.	Do.
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	50 0	15 0	63	...do....	...do.....	...do.....	Do.
YA35	50 0	15 0	150	...do....	13th district....	Navy yard, Puget Sound, 1907.	Do.
YA36	50 0	15 0	150	...do....	...do.....	...do.....	Do.

<sup>1</sup> 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>					
YA38	50 0	15 0	63	Wood...	12th district.....	Navy yard, Mare Island, 1910.	Flush deck.	
YA40 <sup>1</sup>	36 0	15 0	20	...do....	4th district.....	Navy yard, Philadelphia, 1912.	Do.	
YA41	36 0	15 0	20	...do....	.....do.....	.....do.....	Do.	
YA42	50 0	15 0	63	...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.....	Dc.	
YA60	86 2	29 2	250	...do....	11th district.....	Navy yard, Mare Island, 1902.	Ex-YC71; sheathed; flush deck.	

<sup>1</sup> Fitted for use of divers.

## FREIGHT LIGHTERS (YF).

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.
YF9	40 5	20 3	30	...do....	4th district.....	Navy yard, Philadelphia, 1902.	Flush deck; deck-house.
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.
YF24	60 0	20 0	60	...do....	.....do.....	Naval station, Cavite, 1908.	Do.
YF32	36 6	15 6	20	...do....	Annapolis.....	Navy yard, Norfolk, 1911	Galvanized sheet-steel sheathing; flush deck.

## FREIGHT LIGHTERS (YF).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft.in.</i>	<i>Ft.in.</i>					
YF34	50 0	20 0	40	Wood...	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.
YF41	110 0	30 0	250	...do....	1st district.....	Norfolk, 1906.....	Sheathed; covered.
YF42	45 0	20 0	30	...do....	Guam.....	Guam, 1914.....	Copper sheathed; flush deck.
YF43	45 0	20 0	30	...do....	...do.....	Guam, 1914.....	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.
YF49	115 0	25 0	250	Composite.	1st district.....	Navy yard, Portsmouth, 1916.	Covered; self-propelled.
YF50	36 0	12 0	12	Wood...	13th district....	Navy yard, Puget Sound, 1915.	Flush deck.
YF51 <sup>1</sup>	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....	11th district....	Converted ash lighter No. 44, Norfolk, 1916.	Self-propelled; covered; sheathed.
YF56	112 0	30 0	250	...do....	5th district.....	Converted ash lighter No. 43, Norfolk, 1916.	Self-propelled; covered.
YF63	110 0	30 0	250	...do....	1st district.....	Union Ship & Dock Co., Port Jefferson, N. Y.	Do.
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.
YF71	60 0	20 0	100	...do....	4th district.....	Converted coal barge No. 327, Norfolk.	
YF73	85 0	35 0	300	...do....	Indianhead, Md.	Carpenter-Watkins Co., Brunswick, Ga.	Id. No. 2390; covered and sheathed; flush deck and house.

<sup>1</sup> Temporarily assigned to Alaska.

## 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>					
YF77	110 0	30 0	250	Wood	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.	
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	Annapolis	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.	
YF88	110 0	30 0	250	do	do	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.	
YF91	110 0	30 0	250	do	5th district	Converted coal barge No. 329; Norfolk.	Covered.	
YF92	100 0	32 0		do	3d district	Harry Cossey, Tottenville, 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. 81; covered.	
YF98	110 0	30 0	250	do	1st district	Ira Bushey & Sons Co., 1918.	Flush deck and house.	
YF101	110 0	30 0	250	do	Washington	do	Covered.	
YF107	110 0	30 0	250	do	3d district	do	Housed over.	
YF111	80 0	30 0		do	7th district	Converted at Key West from coal barge No. 412, 1918.	Has house; 7" wood sheathing.	
YF112	113 3	31 11	1,200	do	3d district	P. le Chire, Sorrel, Que., 1916; converted 1919, New York; purchased.	Ex McMath; Id. No. 3303.	
YF113	113 3	31 11	1,200	do	5th district	do	Ex Pee Jee; Id. No. 3287.	

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

<sup>2</sup> 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.
	Ft. in.	Ft. in.	Tons.						
YF118	95	0	28	8	148	Wood	5th district	Purchased from C. R. Stewart, Newburgh, N. Y., 1918; built by Woehawken (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.
YF140	54	6	20	0	82	do	Guam	Guam, 1914.	Flush deck.
YF141	54	6	20	0	82	do	do	do	Do.
YF149	86	3	22	9	50	do	do	Mare Island	Do.
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-mine lighter No. 1; flush deck.
YF155	107	0	24	0	250	do	4th district	Built Am. Car & Foundry Co., 1830; purchased from Geo. W. Bush & Sons, Philadelphia, 1917.	Ex Barge Seven; flush deck; cargo holds and deck house.
YF156	80	0	27	0		do	5th district	Purchased from J. G. White Eng. Co., 1919.	Ex Indian Head; flush deck and house.
YF157	84	0	23	0		do	Indianhead	do	Ex Monarch; flush deck and house.
YF158	84	0	23	0		do	do	do	Ex Fearless; flush deck and house.
YF159	50	0	20	0	50	do	Annapolis	Norfolk, 1911.	Ex sand srow No. 3; sheathed.
YF161	110	0	30	0	250	do	3d district		Ex Catherine Johnson, self-propelled (S. P. 390); covered.
YF162	110	0	30	0	250	do	16th district		Ex coal barge 179; covered, housed.
YF163	74	6	27	8	125	Steel	St Thomas, V. I.	Taken over with Virginia 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.

## 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>Ft. in.</i>	<i>Tons.</i>				
YF166	56 5	14 16		35	Steel....	St. Thomas, V.I.	Taken over with Virgin Islands.	Converted cargo lighter No. 4.
YF167	56 5	14 10		55	do.....	do.....	do.....	Converted cargo lighter No. 6.
YF172	30 10			15	Wood....	Annapolis.....	Converted.....	Ex sand scow No. 4; sheathed; flush deck.
YF174	56 0	20 0		100	do.....	Indianhead.....	Purchased from J. G. White Eng. Corp.	Ex sand scow No. 2; sheathed; 1' boards.
YF175	30 0	12 0		100	do.....	do.....	do.....	Ex sand scow No. 3; sheathed; 1' boards.
YF176	141 6	29 0		650	do.....	6th district.....	A. C. Brown, Tottenville, N. Y.	Ex Apache; ex Aspinet; sheathed.
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	35 4	18 0			do.....	do.....	do.....	Converted from YS73.
YF184	35 4	18 0			do.....	do.....	do.....	Converted from YS75.

<sup>1</sup> Temporarily assigned to Marine Corps, Haiti.

## 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; copper sheathed.
YG7	62 0	20 8		63	do.....	11th district.....	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.
YG11	45 0	20 0		30	do.....	14 district.....	Acquired from Marine Corps.	Ex YF154; copper sheathed; flush deck; sway-backed scow.

<sup>1</sup> Cubic feet.

## FLOATING PILE DRIVERS (YPD).

Official No.	Length.		Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</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.
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.
YPD15	65 0	30 0	100	...do....	6th district.....	Navy yard, Norfolk, 1908.	Ex YC150 and YPD18; sheathed.
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.
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, 1908; converted at Newport, R. I., 1913.	Converted from coal barge No. 227; 2,780-lb. hammer.

<sup>1</sup> Pounds.

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

## HEATING SCOWS (YHT).

Official No.	Name.	Length.		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.		Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>			
YT2	IWANA.....	92 6	20 11½	1st dist....	City Point Iron Works, Boston, Mass.; authorized Mar. 2, 1889.	
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	SAMOSSET.....	92 6	21 0	4th dist...	Navy yard, Norfolk; authorized Mar. 2, 1895.	
YT6	PENACOOK.....	92 6	21 1	1st dist....	Navy yard, New York; authorized Mar. 3, 1897.	
YT7	PAWTUCKET.....	92 6	21 1	13th dist..	Navy yard, Mare Island; authorized Mar. 3, 1897.	
YT8	PENTUCKET.....	92 6	21 1	3d dist....	Navy yard, Boston; authorized July 1, 1902.	
YT9	SOTOYOMO.....	92 6	21 1	13th dist..	Navy yard, Mare Island; authorized July 1, 1902.	
YT10	TRITON.....	96 9	20 9	Indian-head.	J. H. Dialogue & Sons, Camden, N. J.; built, 1888.	
YT12	CAYUGA.....	101 0	21 0	3d dist....	Maryland Steel Co., Baltimore, Md.; purchased, 1898.	Ex Powhatan; ex Penwood.
YT13	HERCULES <sup>1</sup> .....	101 6	20 6	5th dist...	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	
YT14	LIVELY.....	107 0	22 6	12th dist..	Union Iron Works, San Francisco; purchased, 1898.	Ex Active.
YT15	MASSASOIT.....	89 5	19 0	5th dist...	Neafie & Levy, Philadelphia; purchased, 1898.	Ex A. W. Booth.
YT16	MODOC <sup>1</sup> .....	96 9	20 10	4th dist...	J. H. Dialogue & Sons, Camden, N. J.; purchased, 1898.	Ex Enterprise.

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

## DISTRICT TUGS (YT).

Official No.	Name and S. P. number.	Length.		Breadth.	Allocation.	Where and when built or purchased.	Remarks.
		<i>Ft. in.</i>	<i>Ft. in.</i>				
YT17	MOHAWK.....	103	10 24	0	5th dist...	T. S. Marvel & Co., Newburgh, N. Y.; purchased, 1898.	Ex T. P. Fowler.
YT18	NOTTOWAY <sup>1</sup> .....	81	5 18	10 1/2	1st dist....	Newport News S. B. & D. D. Co.; purchased, 1898.	Ex Accomac; ex El Toro.
YT22	ROCKET.....	93	0 28	0	5th dist...	Pusey & Jones Co., Wilmington, Del.; 1899.	
YT23	SEBAGO.....	99	0 21	0	6th dist...	J. H. Dialogue & Sons, Camden, N. J.; 1893.	
YT24	TECUMSEH.....	100	9 21	9	Navy yard,	J. H. Dialogue & Sons, Washington.	Ex Edward Luckenbach.
*YT25	VIGILANT.....	116	0 21	0	12th dist..	Wm. Cramp & Sons, Philadelphia; purchased, 1898.	
YT26	WICOMICO <sup>1</sup> .....	100	9 21	0	5th dist...	Neafie & Levy, Philadelphia; purchased, 1898.	Ex Choctaw; ex C. G. Coyle.
*YT27	WOMPATUCK.....	130	0 25	0	16th dist..	Harlan & Hollingsworth, Wilmington, Del.; purchased, 1898.	Ex Atlas.
YT28	ADVANCE <sup>2</sup> ... (3057)	107	6 22	8	5th dist...	M. M. Davis, Solomon's Island, Md.; 1912.	
YT29	BAARNETT.... (1149)	111	0 21	7	Guantanamo.	J. H. Dialogue & Sons, Camden, N. J.; 1911.	
YT31	SACO..... (2725)	80	0 24	9	7th dist...	A. C. Brown & Co., Totterville, N. Y.	Ex Alexander Brown; sheathed.
YT32	CATAWBA.... (2200)	92	0 22	0	5th dist...	Baltimore D. D. & S. B. Co., 1917.	Ex Howard Greene.
YT33	MENDOTA.... (773)	140	0 26	0	Washington Yard.	Chas. H. Hillman, Philadelphia, 1898.	Ex Concord.
*YT34	DREADNAUGHT..... (1951)	135	0 28	0	12th dist..	Union Iron Works, San Francisco, 1917.	Oil burning.
YT35	NAUSETT <sup>2</sup> .... (2671)	88	0 22	6	4th dist...	Chas. Rhodes & Sons, Baltimore, Md.	Ex Carl R. Graf.
YT36	SHENANDOAH (1161)	96	0 24	6	Washington Yard.	Johnston Bros., Ferrysburg, Mich., 1909.	Ex Francis B. Hackett.
*YT39	NAVIGATOR... (2225)	134	4 26	0	12th dist..	J. H. Dialogue & Sons, Camden, N. J., 1898.	
*YT42	PENOBSCOT... (982)	121	6 24	6	Washington Yard.	Risdon Iron Works, San Francisco, 1904.	Ex Luckenbach No. 5.
YT45	WOOLEY, JAMES <sup>2</sup> ...	80	9 21	0	1st dist....	East Boston, Mass., 1897..	
YT49	HARBOR TUG No. 49.	88	0 20	0	14th dist..	Naval Station, New Orleans, 1919.	Sheathed.
YT50	HARBOR TUG No. 50.	88	0 20	0	...do.....	...do.....	Do.
YT54	HARBOR TUG No. 54.	88	0 20	0	3d dist....	Clayton S. B. Co., Clayton, N. Y., 1919.	
YT55	HARBOR TUG No. 55.	88	0 20	0	...do.....	...do.....	

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

## DISTRICT TUGS (YT).

Official No.	Name.	Length.		Allocation.	Where and when built or purchased.	Remarks.
		Fl. in.	Breadth.			
YT56	HARBOR TUG No. 56.	88 0	20 0	3d dist....	Eastern Shipyard Co., Greenport, Long Island.	
YT61	HARBOR TUG No. 61.	88 0	20 0	3d dist....	Greenport B. & C. Co., Greenport, Long Island.	
YT67	HARBOR TUG No. 67.	88 0	20 0	3d dist....	Robert Jacob, City Island, N. Y.	
YT68	HARBOR TUG No. 68.	88 0	20 0	Washington. <sup>1</sup>	.....do.....	
YT69	HARBOR TUG No. 69.	88 0	20 0	.....do <sup>2</sup> .....	.....do..... 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 Construction Co., Stamford, Conn.	
YT72	HARBOR TUG No. 72.	88 0	20 0	3d dist....	.....do.....	
YT73	HARBOR TUG No. 73.	88 0	20 0	1st dist....	.....do.....	1½" oak ice sheathing.
YT77	HARBOR TUG No. 77.	88 0	20 0	Indian-head. <sup>4</sup>	N. Y. Yacht, Launch & Engine Co., Morris Heights, N. Y.	
YT81	HARBOR TUG No. 81.	88 0	20 0	3d dist....	.....do.....	
YT86	MOTOR TUG No. 86.	65 0	16 2	11th dist..	Navy yard, Mare Island...	Coppersheathed.
YT87	MOTOR TUG No. 87.	65 0	16 2	12th dist..	.....do.....	Do.
YT88	MOTOR TUG No. 88.	65 0	16 2	11th dist..	.....do.....	Do.
YT89	MOTOR TUG No. 89.	65 0	16 2	12th dist..	.....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.....	Do.
YT94	MOTOR TUG No. 94.	65 0	16 2	12th dist..	.....do.....	
YT95	MOTOR TUG No. 95.	65 0	16 2	.....do.....	.....do.....	Do.
YT96	MOTOR TUG No. 96.	65 0	16 2	.....do.....	.....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.....	Do.
YT104	BANAAG <sup>3</sup> .....	96 0	16 0	16th dist..	Whompoa Dock Co., Hongkong, China, 1898.	Do.
YT106	CHRISTINE <sup>3</sup> .....	86 6	13 0	.....do.....	.....do.....	
YT107	IONA <sup>2</sup> .....	56 6	10 3	.....do.....	Captured with Cavite, 1898	Do.
YT108	MERCEDES <sup>4</sup> .....	53 6	9 2	.....do.....	.....do.....	
YT111	DELAWARE (S. P. 467).	140 0	22 6	14th dist. <sup>5</sup>	Pocomoke City, Md., 1913.	Redwood sheathing.

<sup>1</sup> Loaned to Washington, D. C.<sup>2</sup> Loaned to U. S. Marine Corps, Quantico, Va.<sup>3</sup> Composite.<sup>4</sup> Wood.<sup>5</sup> Temporarily with Submarine Division No. 14.<sup>6</sup> Loaned to Washington, D. C. Police Dept.

NOTE.—Harbor and motor tugs 46 to 101 built of wood. YT48 to YT50, with Wickes boilers; YT71 to YT74, with Marine leg. boilers; YT53 to YT55, YT81, YT65 to YT70, with Mod. Heine boilers; YT77 to YT81 with Seabury boilers. Harbor tugs YT46 to YT50, YT53 to YT56, YT71 to YT76, built with one single noncondensing engine each, cylinder diameter 18 inches, stroke 22 inches. Harbor tugs YT57 to YT70, YT77 to YT81, built with one single noncondensing engine each, cylinder diameter 18 inches, stroke 24 inches. Motor tugs 83 to 101 have one union 4-cycle, 4-cylinder engine, cylinder diameter 12 inches, stroke 15 inches.

## FLOATING WORKSHOPS (YB).

Official No.	Length.		Breadth.	Capacity.	Material.	Allocation.	Where and when built or purchased.	Remarks.
	<i>Ft. in.</i>	<i>Ft. in.</i>		<i>Tons.</i>				
YR2	113 7	37 7	.....		Steel....	5th district..	Navy yard, New York, 1905.	10-ton steam floating revolving derrick. Ex Alpha; wood covered.
YR5	110 0	30 0	.....		Wood...	12th district	Converted from coal barge No. 164, Mare Island, 1915.	Sheathed; flush deck; house.
YR7	50 0	24 0	.....		...do....	5th district..	Navy yard, Norfolk.....	With house; wood covered.
YR10 <sup>1</sup>	101 5	32 6	.....		...do....	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	.....		...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, yellow pine 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; galvanized iron sheathing.

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

## DISTRICT PATROL VESSELS (YP).

Official No.	Name.	Type.	Length.		Breadth.	Material.	Allocation.	Built by—
			<i>Ft. in.</i>	<i>Ft. in.</i>				
YP3234	BROWNING, ELLEN <sup>1</sup> .	Motor boat..	23 0	4 11	Wood...	12th dist..	Fellows Yacht & Launch Co., 1916.	
YP185	CLARINDA.....	.....do.....	92 6	17 2	...do....	6th dist...	Matthews Boat Co., Port Clinton, Ohio.	
YP214	EDITHIA <sup>2</sup> .....	.....do.....	96 0	14 0	...do....	3d dist....	Gas Engine & Power Co., Morris Heights, N. Y., 1914.	
YP2230	HELENITA <sup>3</sup> .....	.....do.....	45 0	11 8	...do....	5th dist...		
YP181	HELORI.....	.....do.....	92 4	15 8	...do....	13th dist..	Johnson Bros. & Blanchard, Seattle, Wash.	

<sup>1</sup> Turned into store at Mare Island July 15, 1920.<sup>2</sup> Transferred as a loan to the State of New Jersey for use of the State Board of Commerce and Navigation.<sup>3</sup> 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>			
*YP2840	HERRESHOFF No. 323	St. yacht....	112 9	15 2	Steel....	Alexandria	Herreshoff Mfg. Co., Bristol, R. I., 1918.
YP179	PRIVATEER.....	Motor boat..	106 3	13 0	Wood...	3d dist....	Gas Engine & Power, Morris Heights, N. Y.
YP3	SANDA <sup>1</sup> .....	do.....	36 2			3d dist....	W. E. Haff, N. Y., 1917.
YP93	ZUMBROTA.....	do.....	69 0	14 6	Wood...	7th dist....	Matthews Boat Bldg. Co., Port Clinton, Ohio, 1914.

<sup>1</sup> 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.

## UNCLASSIFIED.

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

Name and No.	Type.	Length.	Material.	Where and when built or purchased.	Status July 1, 1920.
ADVANCE - BASE LIGHTER No. 1. <sup>1</sup>	Lighter.....	<i>Ft. in.</i> 24 0	Wood.	Olongapo Station, 1911	16th district.
ADVANCE - BASE LIGHTER No. 2. <sup>1</sup>	do.....	24 0	do.	do.....	Do.
ADVANCE - BASE LIGHTER No. 3. <sup>1</sup>	do.....	24 0	do.	do.....	Do.
ADVANCE - BASE LIGHTER No. 4. <sup>1</sup>	do.....	24 0	do.	do.....	Do.
ARDEK.....(2589)	Motor boat..	36 3	do.	Chas. L. Seabury, Morris Heights, N. Y.	Loaned to Culver Military Academy.
ARGO.....	Yawl.....	57 0	do.	Essex, Mass., 1832.....	Naval Academy.
BOXER.....	Training brig	108 0	do.	Navy yard, Portsmouth, 1904-5.	Loaned to Interior Department.
*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.
Grampus.....(1708)	Freight and passenger steamer.	126 0	do.	Neafe & Levy, Philadelphia, 1907.	Navy yard, Washington. Ex Boothbay.
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.

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



## UNCLASSIFIED.

Name and No.	Type.	Length.	Material.	Where and when built or purchased.	Status July 1, 1920.
HYLAN, JOHN F. (1250)	Tug.....	<i>Ft. in.</i> 134 7	Steel..	J. H. Dialogue & Sons, Camden, N. J., 1913.	Loaned to police department New York City, ex-Nahant. <sup>1</sup>
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.
TRAFFIC.....	Freight steamer.	106 0	...do...	D. McCarty, South Brooklyn, N. Y., 1831..	3d district.
TRANSFER.....	...do.....	110 0	Steel..	Navy yard, New York, 1904.	Do.

<sup>1</sup> Nahant, formerly Luckenbach No. 4.

## ALLOCATION OF DISTRICT CRAFT.

## First Naval District.

Coal barges: YC-49, 50, 52, 90, 91, 92, 93, 94, 95, 100, 101, 102, 104, 105, 160, 161, 168, 230, 249, 250, 288, 289, 299, 345, 346, 347, 348, 433, 504, 505, 507, 508, 509, 510, 511, 522, 523, 524, 525, 526, 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, 22.

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

Ferryboats and launches: Narragansett, Cyane, Faithful, Launch No. 132, Launch No. 1048, Wave.

Ammunition lighters: YE-17, 23.

Ash lighters: YA-13, 14.

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

Garbage lighter: YG-5.

Pile driver: YPD-20.

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

Floating workshop: YR-15.

Unclassified: C. T. B. No. 6 (*ex Morris*).

## Third Naval District.

Coal barges: YC-258, 287, 527, 568, 577, 595, 599, 600, 601.

Fuel-oil barge: YO-5.

Seaplane Barges: 50, 59.

Stevedoring barges: 39, 42, 47, 48.

Water barge: YW-45.

Floating derricks: YD-3, 21, 29, 37, 39, 44, 48, 49, 54, 58.

Ferryboats and launches: Launch No. 1059.

Ammunition lighters: YE-11, 18, 19, 29, 30, 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; harbor tugs, YT-54, 55, 56, 61, 67, 72, 81.

Floating workshops: YR-12, 13.

District patrol vessels: Privateer, Sanda, Edithia.

Unclassified: Traffic, Transfer, John F. Hylan.

## Fourth Naval District.

Coal barges: YC-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.

Floating derricks: YD-5, 30, 45.

Ammunition lighters: YE-26, 34.

Ash lighters: YA-40, 41.

Freight lighters: YF-9, 71, 155.

Pile driver: YPD-10.

District tugs: Modoc, Nausett, Samoset, Albert Brown.

Floating workshop: YR-10.

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

Ambulance boats: YH-2, 3.  
Coal barges: YC-261, 262, 264, 265, 266, 267, 270, 271, 272, 273, 276, 286, 303, 310, 313,  
317, 318, 319, 354, 434, 459, 486, 488, 501, 502.  
Fueling barges: YCD-3, 5.  
Fuel-oil barges: YO-7, 31.  
Stevedoring barge: YS-12.  
Water barge: YW-11.  
Floating derricks: YD-7, 8, 26, 43.  
Seaplane wrecking derrick: YSD-1.  
Freight lighters: YF-53, 56, 67, 91, 113, 118, 121, 156.  
Ferryboats and launches: Inca, Navy Yard.  
Freight lighters: YF-53, 56, 67, 91, 113, 118, 121, 156.  
Pile driver: YPD-14.  
District tugs: Advance, Hercules, Massasoit, Mohawk, Catawba, Rocket, Wicomico.  
Floating workshops: YR-2, 7, 17.  
District patrol vessel: Helenita.  
Unclassified: Boxer.

**Sixth Naval District.**

Coal barges: YC-169, 213, 335, 340, 341, 349, 441, 442, 458, 535.  
Fueling barge: YCD-7.  
Fuel-oil barge: YO-38.  
Floating derrick: YD-1.  
Dredge: YM-9.  
Ferry boats and launches: Otter.  
Ammunition lighter: YE-31.  
Ash lighter: YA-29.  
Freight lighters: YF-84, 176.  
Floating pile driver: YPD-15.  
District tugs: Sebago.  
Floating workshops: YR-14, 16.  
District patrol vessel: Clarinda.

**Seventh Naval District.**

Coal barges: YC-87, 151, 209, 232, 410, 413, 494, 497.  
Seaplane barge 49.  
Stevedoring barge: YS-67.  
Water barge: YW-12.  
Floating derricks: YD-17, 55.  
Freight lighter: YF-111.  
Floating pile driver: YPD-19.  
District tug: Saco.  
District patrol vessel: Zumbrota.

**Eighth Naval District.**

Coal barges: YC-320, 325, 408, 480, 481.  
Water barge: YW-28.  
Seaplane wrecking derrick: YSD-2.  
Ferry boats and launches: Asp.

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

Unclassified: Ahdeek, Estelle.

**Eleventh Naval District.**

Coal barges: YC-130, 220, 231, 235, 244, 263, 268, 277, 279, 281, 297, 308, 309, 312, 314, 316, 360, 362, 365, 366, 367, 368, 379, 387, 388, 392, 393, 466.  
Fueling barges: YCD-1, 2.  
Fuel-oil barges: YO-6, 9, 23, 24, 30.  
Seaplane barges: YV-24.  
Water barges: YW-30, 47.  
Seaplane wrecking derrick: YSD-4.  
Ash lighters: YA-42, 46, 60.  
Freight lighter: YF-54.  
Garbage lighter: YG-7.  
Motor tugs: YT-86, 88.

**Twelfth Naval District.**

Ambulance boat, YH-1.  
Coal barges: YC-72, 131, 132, 152, 154, 166, 187, 188, 236, 239, 241, 243, 245, 246, 269, 275, 282, 283, 284, 285, 291, 293, 307, 377, 378, 380, 381, 382, 383, 384, 385, 386, 460, 461, 462, 463, 465.  
Fueling barges: YCD-4, 6.  
Fuel-oil barges: YO-8, 32.  
Seaplane barge: YV-21.  
Water barge: YW-16.  
Floating derricks: YD-27, 33, 57.  
Ferry boats and launches: Admiral Glass, Castro, Dart, Leslie.  
Ammunition lighters: YE-1, 2, 27, 35.  
Ash lighters: YA-31, 32, 38.  
Floating pile driver: YPD-4.  
Mud scows: YMD-8, 9.  
District tugs: Unadilla, Lively, Vigilant, Dreadnaught, Navigator, motor tugs, YT-87, 89, 94, 95, 96, 99.  
Floating workshop: YR-5.  
District patrol vessels: Ellen Browning.

**Thirteenth Naval District.**

Coal barges: YC-156, 157, 158, 159, 170, 171, 172, 173, 190, 191, 192, 193, 278, 295, 304, 305, 306, 315, 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, 87, 88, 89.  
Garbage lighter: YG-6.  
Floating pile driver: YPD-2.  
District tugs: Pawtucket, Sotoyomo; motor tug YT-98.  
District patrol vessel: Helori.

**ALLOCATION OF DISTRICT CRAFT.****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.

Seaplane barge, 23.

Torpedo testing barge: YTT-3.

Water barges: YW-10, 15.

Floating derricks: YD-25, 53.

Ammunition lighters: YE-36, 37.

Ash lighters: YA-48, 49.

Freight lighter: YF-153.

Garbage lighter: YG-11.

Floating pile driver: YPD-16.

District tug: Delaware; harbor tugs: 49, 50; motor tugs YT-90, 93.

Unclassified: Hermes.

**Fifteenth naval district.**

Fuel-oil barge: YO-11.

Unclassified: Favorite, Herreshoff No. 308.

**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-19, 47, 56.

Dredge: YM-4.

Ferryboats and launches: 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, Christine, Iona, Mercedes; motor tug, YT-92.

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

**Alexandria, Va.**

Coal barges: 464, 487.

Torpedo testing barge: YTT-4.

Ammunition lighter: YE-28.

Patrol vessel: Herreshoff No. 323.

**Annapolis.**

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, 32, 85, 159, 172.

Unclassified: Argo, Robert Center.

**Guam.**

Water barge: YW-26.

Dredge: YM-5.

Freight lighters: YF-42, 43, 140, 141, 141, 150, 151, 152.

## ALLOCATION OF DISTRICT CRAFT.

## 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, 491, 492, 495, 496, 499, 536.  
 Fuel-oil barge: YO-2.  
 Seaplane barge: YV-48.  
 Water barges: YW-13, 14, 18, 20, 25.  
 Ash lighters: YA-25, 26, 27, 28.  
 Freight lighters: YF-14, 15, 182, 183, 184.  
 District tug: Barnett (1149).  
 Floating pile driver: YPD-13.

## Haiti.

Coal barge: YC-200.

## Indianhead.

Dredges: YM-7, 8.  
 Ferryboats and launches: Berceau.  
 Freight lighters: YF-64, 65, 66, 73, 157, 158, 174, 175.  
 District tugs: Harbor tugs, YT-77, Triton.

## San Domingo.

Coal barge: YC-300, 489.  
 Potomac.

## Atlantic Fleet.

Seaplane barge: YV-57.

## St. Thomas.

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

## Tutuila, Samoa.

Floating derriek 34.

## Washington, D. C.

Coal barges: YC-302, 457, 490.  
 Fuel-oil barge: YO-37.  
 Ferryboats and launches: Porpoise.  
 Freight lighter: YF-101.  
 Car floats: YCF-1, 2, 3, 4, 6, 7, 8, 9.  
 District tugs: Tecumseh, Mendota, Shenandoah, Penobscot, Harbor tugs, 68, 69.  
 Unclassified: Grampus.

## Building.

Cavite:  
 Coal barges: YC-537, 538, 539, 540.  
 Freight lighters: YF-177, 178, 179, 180, 181.  
 Charleston:  
 Fuel-oil barge: YO-40.

## STRICKEN AND SALE LIST OF DISTRICT CRAFT.

This list covers district craft disposed of or ordered disposed of either by sale or otherwise since July 1, 1921.

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 district craft list.

Name and official No.	Allocation.	Status July 1, 1922.
Coal barge.....(YC 51)	First district.....	On sale.
Do.....(YC 59)	Guantanamo.....	Destroyed.
Do.....(YC 73)	Twelfth district.....	Sold June 1, 1922.
Do.....(YC 83)	Fourth district.....	Sold Nov. 20, 1921.
Do.....(YC 97)	First district.....	On sale.
Do.....(YC 99)	do.....	Do.
Do.....(YC 103)	Fifth district.....	Sold May 8, 1922.
Do.....(YC 118)	do.....	Do.
Do.....(YC 120)	do.....	Sold—delivered Apr. 12, 1922.
Do.....(YC 124)	do.....	Sold May 8, 1922.
Do.....(YC 125)	do.....	Sold Jan. 18, 1922.
Do.....(YC 127)	First district.....	Sold—delivered Dec. 8, 1921.
Do.....(YC 128)	Third district.....	On sale.
Do.....(YC 129)	Twelfth district.....	Surveyed and condemned Apr., 1921. On sale.
Do.....(YC 137)	Guantanamo.....	Lost at sea, November, 1921.
Do.....(YC 140)	Eleventh district.....	Sold Mar. 25, 1922.
Do.....(YC 141)	do.....	Do.
Do.....(YC 153)	Twelfth district.....	Sold June 1, 1922.
Do.....(YC 242)	do.....	On sale.
Do.....(YC 338)	Sixth district.....	Do.
Do.....(YC 350)	Fifth district.....	Sold Dec. 22, 1921.
Do.....(YC 355)	do.....	Do.
Do.....(YC 356)	Washington.....	On sale. (Sold July 18, 1922.)
Do.....(YC 357)	do.....	Do.
Do.....(YC 431)	Fifth district.....	On sale.
Do.....(YC 432)	do.....	On sale. (Sold Aug. 3, 1922.)
Do.....(YC 456)	Sixth district.....	On sale.
Do.....(YC 493)	Guantanamo.....	Wrecked en route.
Do.....(YC 503)	Fifth district.....	Sold Dec. 16, 1921.
Fuel oil barge.....(YO 19)	do.....	On sale. (Sold Aug. 15, 1922.)
Passenger barge No. 1.....(YV 20)	do.....	Sold May 8, 1922.
Seaplane barge.....(YS 40)	Seventh district.....	Surveyed, recommended scrapped.
Stevedoring barge.....(YS 40)	Third district.....	On sale.
Do.....(YS 46)	do.....	Do.
Do.....(YS 50)	do.....	Do.
Do.....(YS 52)	Sixth district.....	Do.
Do.....(YS 53)	do.....	Do.
Do.....(YS 54)	do.....	Do.
Do.....(YS 69)	Eighth district.....	On sale. (Sold Aug. 9, 1922.)
Do.....(YS 70)	do.....	Do.
Do.....(YS 71)	do.....	Do.
Do.....(YS 76)	do.....	Do.
Do.....(YS 78)	do.....	Do.
Water barge.....(YW 9)	Sixth district.....	On sale.
Do.....(YW 33)	Fifth district.....	Sold May 8, 1922.
Dredge.....(YM 22)	Twelfth district.....	Sold June 1, 1922.
Do.....(YM 10)	Sixth district.....	Transferred to District Engineer, U. S. Army, Savannah, Ga., Feb. 24, 1922.
CALLAO.....(YFB 11)	Sixteenth district.....	On sale.
HUSTLE.....(YFB 6)	First district.....	Sold June 7, 1921.
MARY M.....(YFB 3274)	Indianhead.....	Sold May 1, 1922.
PATCHOGUE.....(YFB 1227)	Fourth district.....	Sold June 16, 1922.
Ammunition lighter.....(YE 20)	Third district.....	On sale.
Do.....(YE 25)	Fifth district.....	Sold May 8, 1922.
Do.....(YE 30)	Third district.....	On sale.
Ash lighter.....(YA 23)	Twelfth district.....	Surveyed for sale, 1921.
Do.....(YA 39)	do.....	Sold March 7, 1921.
Floating derrick.....(YD 16)	Sixteenth district.....	Condemned by survey.
Do.....(YD 31)	Fifth district.....	On sale. (Sold Aug. 3, 1922.)
Do.....(36)	do.....	On sale.
Freight lighter.....(YF 8)	do.....	Sold Dec. 22, 1921.
Do.....(YF 29)	Twelfth district.....	On sale. (Sold July 13, 1922.)
Do.....(YF 30)	do.....	On sale.
Do.....(YF 31)	Annapolis.....	Do.
Do.....(YF 48)	Fifth district.....	Sold Dec. 22, 1921.
Do.....(YF 55)	do.....	Sold Nov., 1921.
Do.....(YF 58)	do.....	Sold May 8, 1922.
Do.....(YF 59)	do.....	Sold Apr. 13, 1922.
Do.....(YF 60)	do.....	On sale.
Do.....(YF 61)	do.....	Sold May 8, 1922.
Do.....(YF 68)	do.....	Sold Dec. 22, 1921.
Do.....(YF 69)	do.....	Sold May 8, 1922.
Do.....(YF 70)	do.....	Sold Feb. 6, 1922.
Do.....(YF 74)	do.....	Sold May 8, 1922.
Do.....(YF 75)	do.....	Sold Mar. 6, 1922.
Do.....(YF 76)	do.....	Sold May 8, 1922.
Do.....(YF 83)	do.....	Do.

## STRICKEN AND SALE LIST OF DISTRICT CRAFT.

Name and official No.	Allocation.	Status July 1, 1922.
Freight lighter..... (YF 90)	Fifth district.....	Sold Apr. 12, 1922.
Do..... (YF 99)	do.....	Sold June 6, 1922.
Do..... (YF 100)	do.....	Sold Mar. 6, 1922.
Do..... (YF 102)	do.....	Do.
Do..... (YF 103)	do.....	Sold May 8, 1922.
Do..... (YF 104)	do.....	Do.
Do..... (YF 105)	do.....	Sold Dec. 22, 1921.
Do..... (YF 106)	do.....	Sold May 8, 1922.
Do..... (YF 109)	do.....	Do.
Do..... (YF 114)	do.....	Sold June 7, 1922.
Do..... (YF 116)	do.....	Sold May 8, 1922.
Do..... (YF 123)	do.....	On sale.
Do..... (YF 131)	Sixth district.....	Sunk July, 1921.
Do..... (YF 133)	Fifth district.....	On sale. (Sold Aug. 3, 1922.)
Do..... (YF 135)	do.....	On sale.
Do..... (YF 137)	do.....	Do.
Do..... (YF 138)	do.....	Sold May 8, 1922.
Do..... (YF 139)	do.....	Sold Apr. 6, 1922.
Do..... (YF 144)	Guam.....	Surveyed and condemned, 1922.
Do..... (YF 145)	do.....	Do.
Do..... (YF 147)	do.....	Surveyed and destroyed Feb. 5, 1922.
Do..... (YF 147)	do.....	Surveyed and condemned, 1922.
Do..... (YF 168)	Indian Head.....	Surveyed, recommended scrapped.
Do..... (YF 168)	St. Thomas V. I.....	Surveyed, scrapped Jan. 20, 1922.
Do..... (YF 170)	Indian Head.....	Surveyed, scrapped Feb. 1, 1922.
Do..... (YF 173)	do.....	Do.
Floating pile driver..... (YFD 18)	Sixth district.....	Hull on sale.
ADIRONDACK..... (YT 44)	Eighth district.....	Sold June 6, 1922.
BARCELO..... (YT 105)	Sixteenth district.....	On sale.
BOUKEE No. 2..... (YT 30)	Fifth district.....	On sale. (Sold July 25, 1922.)
ALBERT BROWN..... (3151)	Fourth district.....	On sale.
BESSI - H. DANTZLER..... (YT 41)	Fifth district.....	Sold Feb. 25, 1922.
FORTUNE..... (YT 40)	Samoa.....	Sold May 22, 1922.
NONPAREIL..... (YT 20)	Fifth district.....	Sold Aug. 5, 1921.
PASSAIC..... (YT 20)	Third district.....	Sold Mar. 22, 1922.
PAWNEE..... (YT 21)	do.....	On sale. (Sold July 25, 1922.)
FLORIDA..... (YT 109)	do.....	Sold June 16, 1922.
PIERCE, GEO. F..... (YT 22)	Fifth district.....	Sold May 2, 1922.
POCOMOKE..... (YT 43)	do.....	On sale. (Sold July 25, 1922.)
UNCAS..... (YT 110)	do.....	On sale.
WAHNETA..... (YT 46)	Sixth district.....	Do.
Harbor tug..... (YT 47)	Fifth district.....	Sold June 6, 1922.
Do..... (YT 48)	Eighth district.....	Sunk Oct. 31, 1921.
Do..... (YT 53)	Third district.....	On sale. (Sold July 25, 1922.)
Do..... (YT 57)	Fourth district.....	On sale.
Do..... (YT 63)	Third district.....	Do.
Do..... (YT 74)	do.....	Do.
Do..... (YT 75)	Fifth district.....	Sold June 6, 1922.
Do..... (YT 78)	do.....	On sale.
Do..... (YT 78)	Sixth district.....	Do.
Do..... (YT 79)	Fifth district.....	On sale. (Sold July 25, 1922.)
Do..... (YT 80)	Fourth district.....	On sale.
Do..... (YT 82)	Fifth district.....	Do.
Do..... (YT 83)	Third district.....	On sale. (Sold July 25, 1922.)
Do..... (YT 84)	Fifth district.....	On sale. (Sold July 27, 1922.)
Floating workshop..... (YT 6)	do.....	Sold Apr. 19, 1922.
BE & SCHIOTT..... (YP 2871)	First district.....	Resold May 12, 1922.
EAGLET..... (ex-YP 909)	do.....	Sold Dec. 20, 1921.
GALATEA..... (YP 714)	Fifteenth district.....	Sold Apr. 19, 1922.
HERRESHOFF No. 306..... (YP 1841)	Thirteenth district.....	Sunk at sea Oct. 7, 1921.
HERRESHOFF No. 321..... (YP 2235)	Fifth district.....	Sold Sept. 28, 1921.
LEGONIA II..... (YP 399)	Sixth district.....	Sold June 6, 1922.
MARIJA..... (YP 413)	Twelfth district.....	Sold Apr. 19, 1922.
VERGANA..... (YP 579)	Fifth district.....	Sold May 20, 1922.
CONSTANCE II..... (YP 633)	First district.....	Stricken from District Craft Sept. 5, 1922.
CLIO.....	do.....	Sold 1 Mar. 24, 1922.
GREEN DRAGON.....	Fourth district.....	Sold June 6, 1922.
SAMOSSET (2000).....	Third district.....	Sold June 16, 1922.
Sylvia.....	Fifth district.....	Sold Oct. 20, 1921.



## STRICKEN AND SALE LIST.

This list covers vessels of the Navy which were disposed of during the year ending June 30, 1922, or which were ordered disposed of as indicated during that period.  
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.

Name and official number.	Type.	Status July 1, 1922.
ALERT..... Ex-AS4	Submarine tender.....	On sale. (Sold July 25, 1922.)
ALAMEDA..... Ex-AO10	Oiler.....	On sale. (Sold Aug. 9, 1922.)
BARCELO..... Ex-YT105	District tug.....	On sale.
BOUKER No. 2 (SP1275)..... Ex-YT30	do.....	On sale. (Sold July 25, 1922.)
BROWN, ALBERT (SP1050).....	Tug.....	On sale.
BRUTUS..... Ex-AC15	Collier.....	On sale. (Sold July 29, 1922.)
CELTIC..... Ex-AF2	Storeship.....	On sale.
COMMERCE (SP2763)..... Ex-YF123	Freight lighter.....	Do.
CULGOA..... Ex-AF3	Storeship.....	On sale. (Re-sold July 25, 1922.)
D-2 (EX-GRAYLING)..... Ex-SS18	Submarine, 2d line.....	On sale.
D-3 (EX-SALMON)..... Ex-SS19	do.....	On sale. (Sold July 31, 1922.)
DELONG..... Ex-DD129	Destroyer, 1st line.....	On sale.
DIXIE..... Ex-AD1	Destroyer tender.....	Do.
F-2 (EX-BARRACUDA)..... Ex-SS21	Submarine, 2d line.....	On sale. (Sold Aug. 17, 1922.)
F-3 (EX-PICKEREL)..... Ex-SS22	do.....	Do.
GEORGIA..... Ex-BB15	Battleship, 2d line.....	(Stricken July 12, 1922; on sale.)
GLACIER..... Ex-AF4	Storeship.....	On sale. (Sold Aug. 17, 1922.)
GRAHAM..... Ex-DD192	Destroyer, 1st line.....	Stricken May 4, 1922; on sale.
GULFPORT..... Ex-AK5	Cargo ship.....	On sale. (Sold July 25, 1922.)
HARBOR TUG 46..... Ex-YT46	Tug.....	On sale.
HARBOR TUG No. 53..... Ex-YT53	do.....	On sale. (Sold July 25, 1922.)
HARBOR TUG No. 57..... Ex-YT57	do.....	Do.
HARBOR TUG No. 63..... Ex-YT63	do.....	Do.
HARBOR TUG No. 74..... Ex-YT74	do.....	Do.
HARBOR TUG No. 78..... Ex-YT78	do.....	On sale.
HARBOR TUG No. 79..... Ex-YT79	do.....	Do.
HARBOR TUG No. 80..... Ex-YT80	do.....	On sale. (Sold July 22, 1922.)
HARBOR TUG No. 82..... Ex-YT82	do.....	On sale.
HARBOR TUG No. 83..... Ex-YT83	do.....	Do.
HARBOR TUG No. 84..... Ex-YT84	do.....	On sale. (Sold July 25, 1922.)
HERRESHOFF No. 306..... Ex-YP1841	Yacht.....	Do.
HOUSTON..... Ex-AK1	Cargo ship.....	On sale.
KENTUCKY..... Ex-BB6	Battleship, 2d line.....	Do.
L-1..... Ex-SS40	Submarine, 2d line.....	On sale. (Sold July 31, 1922.)
L-4..... Ex-SS43	do.....	Do.
L-10..... Ex-SS50	do.....	Do.
M-1..... Ex-SS47	do.....	On sale.
MAY (SP164).....	Yacht.....	Abandoned hulk; ordered sold Feb. 6, 1922.
N-4..... Ex-SS56	Submarine, 2d line.....	On sale.
N-5..... Ex-SS57	do.....	Do.
N-6..... Ex-SS58	do.....	On sale. (Sold July 31, 1922.)
NANSHAN..... Ex-AG3	Auxiliary, miscellaneous.....	On sale. (Sold July 29, 1922.)
NEBRASKA..... Ex-BB14	Battleship, 2d line.....	(Stricken July 12, 1922; on sale.)
NERO..... Ex-AC17	Collier.....	On sale. (Re-sold July 29, 1922.)
NEW JERSEY..... Ex-BB16	Battleship, 2d line.....	(Stricken July 12, 1922; on sale.)
PANTHER..... Ex-AD6	Destroyer tender.....	On sale.
PAWNEE..... Ex-YT21	Tug.....	On sale. (Sold July 25, 1922.)
QUINCY..... Ex-AK10	Cargo ship.....	Do.
RHODE ISLAND..... Ex-BB17	Battleship, 2d line.....	(Stricken July 12, 1922; on sale.)
SATURN..... Ex-AG4	Auxiliary, miscellaneous.....	On sale.
S. C. 96..... Ex-PC96	Submarine chaser.....	Do.
S. C. 156..... Ex-PC153	do.....	Do.
S. C. 165..... Ex-PC165	do.....	Do.
S. C. 180..... Ex-PC180	do.....	Do.
S. C. 186..... Ex-PC186	do.....	Do.
S. C. 204..... Ex-PC204	do.....	On sale. (Sold July 27, 1922.)
S. C. 232..... Ex-PC232	do.....	On sale.
S. C. 252..... Ex-PC252	do.....	On sale. (Sold July 25, 1922.)
S. C. 253..... Ex-PC253	do.....	On sale.
S. C. 263..... Ex-PC263	do.....	Do.
S. C. 270..... Ex-PC270	do.....	Do.
S. C. 273..... Ex-PC273	do.....	Do.
S. C. 277..... Ex-PC277	do.....	Do.
S. C. 278..... Ex-PC278	do.....	Do.
S. C. 298..... Ex-PC298	do.....	Do.
S. C. 299..... Ex-PC299	do.....	Do.
S. C. 303..... Ex-PC303	do.....	Do.
S. C. 308..... Ex-PC308	do.....	Do.
S. C. 329..... Ex-PC329	do.....	Do.
S. C. 332..... Ex-PC332	do.....	Do.
S. C. 338..... Ex-PC338	do.....	Do.
S. C. 353..... Ex-PC353	do.....	Do.
S. C. 424..... Ex-PC424	do.....	On sale. (Sold July 25, 1922.)
TALLAHASSEE (EX-FLORIDA)..... (9)	Monitor.....	Do.
TOPEKA..... Ex-PG35	Gunboat.....	On sale.
VIRGINIA..... Ex-BB13	Battleship, 2d line.....	(Stricken July 12, 1922; on sale.)
UNCAS..... Ex-YT110	District tug.....	On sale. (Sold July 25, 1922.)

## STRICKEN AND SALE LIST.

Name and official number.	Type.	Status July 1, 1922.
A-1 (EX-PLUNGER).....	Submarine.....	Sold Jan. 26, 1922, with ex-Puritan.
A-2 (EX-ADDER)..... (3)	do.....	Stricken Jan. 16, 1922; target.
A-3 (EX-GRAMPUS)..... Ex-SS4	do.....	Do.
A-4 (EX-MOCCASIN)..... (5)	do.....	Do.
A-5 (EX-PIKE)..... Ex-SS6	do.....	Do.
A-6 (EX-PORPOISE)..... (7)	do.....	Do.
A-7 (EX-SHARK)..... (8)	do.....	Do.
ADIRONDACK (SP1390)..... Ex-YT44	District tug.....	Sold June 6, 1922.
ALABAMA..... Ex-BB8	Battleship, 2d line.....	Transferred to War Department Ser. t. 15, 1921.
ASTORIA..... Ex-AK8	Cargo ship.....	Sold Dec. 20, 1921.
ATLANTIC..... Ex-YFB3268	Wooden steamer.....	Sold Sept. 14, 1921.
AUK..... Ex-AM38	Mine sweeper.....	Transferred to Coast and Geologic Survey Apr. 7, 1922.
B-1 (EX-VIPER)..... Ex-SS10	Submarine, 2d line.....	Stricken Jan. 16, 1922; target.
B-2 (EX-CUTTLEFISH)..... (11)	Submarine.....	Do.
B-3 (EX-TARANTULA)..... Ex-SS12	do.....	Do.
BAY OCEAN (SP2640).....	Motor boat.....	Sold Aug. 5, 1921.
BIE & SCHIOTT..... Ex-YP2871	do.....	Sold Apr. 19, 1922.
BOO HOO..... Ex-YF170	Freight lighter.....	Surveyed and scrapped Feb. 1, 1922.
BROOKLYN..... Ex-CA3	Cruiser, 2d line.....	Sold Dec. 20, 1921.
CASTINE..... (6)	Gunboat.....	Sold Aug. 5, 1921.
CINCINNATI..... (7)	Cruiser.....	Do.
CLO (SP22,9).....	Steamer.....	Sold May 20, 1922.
COLUMBIA, OLD..... Ex-CA16	Cruiser, 2d line.....	Sold Jan. 26, 1922.
COLUMBIA (EX-GREAT NORTHERN)..... Ex-AG9	Auxiliary, miscellaneous.....	Delivered to Shipping Board Mar. 4, 1922.
CONESTOGA (SP1128)..... Ex-AT51	Tug.....	Stricken July 30, 1922; lost at sea.
CONWELL F. G. (3215).....	do.....	Sold Sept. 30, 1921.
CORONA (SP13).....	Steam yacht.....	Sold Oct. 1, 1921.
CURACAO (SP2269)..... Ex-YO336	Fuel oil barge.....	Sold Aug. 5, 1921.
D-1 (EX-NARWHAL)..... Ex-SS17	Submarine, 2d line.....	Sold June 6, 1922.
DANTZLER, BESSIE H. (SP3158).....	Tug.....	Returned from Army Nov. 14, 1921; sold Feb. 21, 1922.
DARAGA (SP43)..... Ex-YP43	Motor boat.....	Sold July 12, 1921.
DOLPHIN..... Ex-PG24	Gunboat.....	Sold Feb. 25, 1922.
E-1 (EX-SKIPJACK)..... Ex-SS24	Submarine, 2d line.....	Sold Apr. 19, 1922.
E-2 (EX-STURGEON)..... Ex-SS25	do.....	Do.
EAGLE 25..... Ex-PE25	Patrol vessel.....	Sold Dec. 20, 1921.
EAGLET..... Ex-Y P909	Motor boat.....	Sold May 12, 1922.
FASHION (SP755)..... Ex-YF116	Freight lighter.....	Sold May 8, 1922.
FEARLESS (SP724).....	Tug.....	Sold Sept. 30, 1921.
FORTUNE..... Ex-YT11	District tug.....	Sold May 22, 1922.
G-1 (EX-SEAL)..... Ex-SS20	Submarine, 2d line.....	Stricken Aug. 29, 1921.
G-3 (EX-TURBOT)..... Ex-SS31	do.....	Sold Apr. 19, 1921.
GALATEA..... Ex-YPT14	Yacht.....	Sold Feb. 14, 1922.
GRANITE STATE (EX-NEW HAMPSHIRE).....	Old sailing frigate.....	Sold Aug. 19, 1921.
GREEN DRAGON (SP742).....	Motor boat.....	Sold Feb. 25, 1922.
GUARD (EX-FLOYD HURST)..... Ex-Y P2384	do.....	Sold Aug. 5, 1921.
HARBOR TUG No. 47..... Ex-YT47	Tug.....	Sold June 6, 1922.
HARBOR TUG No. 48..... Ex-YT48	do.....	Stricken Oct. 31, 1921; sunk at sea.
HARBOR TUG No. 76..... Ex-YT76	do.....	Sold June 6, 1922.
HERRESHOFF No. 321 (SP2235)..... Ex-Y P2235	Yacht.....	Sunk Oct. 7, 1921.
HERRESHOFF No. 322 (SP2373).....	do.....	Sold July 18, 1921.
HUSTLE..... Ex-YFB6	Ferry launch.....	Sold June 7, 1921.
INTREPID.....	Old training vessel.....	Sold Dec. 20, 1921.
LAWRENCE, JOHN L. (SP838)..... Ex-YT38	Tug.....	Sold Oct. 3, 1921.
LEBANON..... Ex-AG2	Auxiliary, miscellaneous.....	Sold July 2, 1922.
LEGIONA II..... Ex-Y P399	Yacht.....	Sold Sept. 30, 1921.
LEONIDAS..... Ex-AD7	Destroyer tender.....	Sold June 6, 1922.
LONG BEACH..... Ex-AK9	Cargo ship.....	Sold May 24, 1922.
MARHANA..... Ex-AG8	Auxiliary, miscellaneous.....	Transferred to Shipping Board Dec. 2, 1921.
MAINE..... Ex-BB10	Battleship, 2d line.....	Sold Jan. 25, 1922.
MARBLEHEAD..... Ex-PG27	Gunboat.....	Sold Aug. 5, 1921.
MARGARET (SP27).....	Steam yacht.....	Sold Sept. 30, 1921.
MARIA..... Ex-Y P413	Motor boat.....	Sold June 6, 1922.
MARY M..... Ex-YFB32.4	Launch.....	Sold May 1, 1922.
MEMPHIS (EX-TENNESSEE)..... (10)	Wrecked cruiser.....	Resold Jan. 17, 1922.
MIANTONOMOH..... (5)	Monitor (target C).....	Sold Jan. 25, 1922.
MINNEAPOLIS..... Ex-CA17	Cruiser, 2d line.....	Sold Aug. 5, 1921.
MISSOURI..... Ex-BB11	Battleship, 2d line.....	Sold Jan. 25, 1922.
MOHICAN.....	Old corvette.....	Sold Feb. 25, 1922.
MONTREY..... Ex-BM6	Monitor, 2d line.....	Sold Feb. 25, 1922.
N-7..... Ex-SS59	Submarine, 2d line.....	Sold June 5, 1922.
NASHVILLE..... Ex-PG7	Gunboat.....	Sold Oct. 28, 1921.
NONPAREIL (SP370)..... Ex-YT40	Tug.....	Sold Aug. 5, 1921.
NYACK..... Ex-YT19	do.....	Sold July 18, 1921.

## STRICKEN AND SALE LIST.

Name and official number.	Type.	Status July 1, 1922.
ORIOLE (EX-DALE).....	Old sailing ship.....	Returned from Treasury Department September, 1921; sold Dec. 20, 1921.
OSBORNE, CHASE S. (SP1121).....	Tug.....	Sold Aug. 5, 1921.
OSPREY..... Ex-AM29	Mine sweeper.....	Transferred to Coast and Geodetic Survey Apr. 15, 1922.
OZARK..... Ex-BM7	Monitor, 2d line.....	Sold Jan. 25, 1922.
PATROL No. 10 (SP85).....	Motor boat.....	Sold Aug. 5, 1921.
PATCHOGUE..... Ex-YFB1227	Ferry boat.....	Sold June 16, 1922.
PASSAIC..... Ex-YT20	District tug.....	Sold Mar. 22, 1922.
PAWNEE (SP699).....	Motor boat.....	Sold July 12, 1921.
PEORIA..... Ex-YT109	District tug.....	Sold June 16, 1922.
PIERCE, GEO. F. (SP648).....	Steamer.....	Sold June 6, 1922.
POCOMOKE (SP265)..... Ex-YT43	District tug.....	Sold May 2, 1922.
PORTER (SP3304)..... Ex-YF114	Freight lighter.....	Sold June 7, 1922.
PURITAN.....	Monitor (target B).....	Sold Jan. 26, 1922.
RAINIER.....	Auxiliary schooner.....	Sold Aug. 5, 1921.
RALEIGH..... (8)	Cruiser.....	Do.
REPESE (EX-RELIEF).....	Hospital ship.....	Sold Jan. 9, 1922.
S-5..... Ex-SS110	Submarine, 1st line.....	Sunk Sept. 1, 1920; stricken Aug. 29, 1921.
SAMOSSET (SP2000).....	Steamer.....	Sold June 16, 1922.
SEA ROVER..... Ex-AT57	Fleet tug.....	Sold Feb. 25, 1922.
SHADOW III (SP102).....	Motor boat.....	Sold Aug. 5, 1921.
SMITH..... (17)	Old destroyer.....	Sold Dec. 20, 1921.
STANDISH.....	Tug.....	Sold Aug. 5, 1921.
S. C. 1..... Ex-PC1	Submarine chaser.....	Sold July 20, 1921.
S. C. 23..... Ex-PC26	do.....	Do.
S. C. 62..... Ex-PC62	do.....	Sold Mar. 6, 1922.
S. C. 72..... Ex-PC72	do.....	Sold Nov. 4, 1921.
S. C. 93..... Ex-PC93	do.....	Sold Dec. 20, 1921.
S. C. 105..... Ex-PC105	do.....	Sold July 20, 1921.
S. C. 106..... Ex-PC106	do.....	Sold Nov. 12, 1921.
S. C. 119..... Ex-PC119	do.....	Sold Dec. 20, 1921.
S. C. 120..... Ex-PC120	do.....	Sold July 20, 1921.
S. C. 133..... Ex-PC133	do.....	Do.
S. C. 134..... Ex-PC134	do.....	Do.
S. C. 145..... Ex-PC145	do.....	Sold July 7, 1921.
S. C. 147..... Ex-PC147	do.....	Sold Feb. 25, 1922.
S. C. 177..... Ex-PC177	do.....	Sold Nov. 12, 1921.
S. C. 191..... Ex-PC190	do.....	Do.
S. C. 195..... Ex-PC195	do.....	Do.
S. C. 201..... Ex-PC201	do.....	Sold June 5, 1922.
S. C. 218..... Ex-PC218	do.....	Sold July 20, 1921.
S. C. 226..... Ex-PC226	do.....	Do.
S. C. 228..... Ex-PC228	do.....	Do.
S. C. 257..... Ex-PC257	do.....	Sold Feb. 25, 1922.
S. C. 264..... Ex-PC264	do.....	Sold Dec. 20, 1921.
S. C. 283..... Ex-PC283	do.....	Sold Mar. 13, 1922.
S. C. 286..... Ex-PC286	do.....	Sold Mar. 18, 1922.
S. C. 288..... Ex-PC288	do.....	Do.
S. C. 293..... Ex-PC293	do.....	Sold Feb. 6, 1922.
S. C. 294..... Ex-PC294	do.....	Sold Mar. 13, 1922.
S. C. 295..... Ex-PC295	do.....	Sold Apr. 8, 1922.
S. C. 301..... Ex-PC301	do.....	Do.
S. C. 304..... Ex-PC304	do.....	Do.
S. C. 315..... Ex-PC305	do.....	Do.
S. C. 310..... Ex-PC310	do.....	Sold Feb. 4, 1922.
S. C. 322..... Ex-PC322	do.....	Sold Feb. 25, 1922.
S. C. 355..... Ex-PC355	do.....	Sold Mar. 13, 1922.
S. C. 408..... Ex-PC408	do.....	Sold June 5, 1922.
S. C. 426..... Ex-PC426	do.....	Do.
S. C. 427..... Ex-PC427	do.....	Sold Aug. 17, 1921.
S. C. 430..... Ex-PC430	do.....	Sold Dec. 20, 1921.
S. C. 439..... Ex-PC439	do.....	Sold Feb. 25, 1922.
S. C. 441..... Ex-PC441	do.....	Sold June 5, 1922.
SUPPLY.....	Supply ship.....	Sold Sept. 30, 1921.
SURPRISE (SP3740).....	Freight lighter No. 160.....	Sold Dec. 20, 1921.
SYLVIA.....	Steam yacht.....	Sold Oct. 20, 1921.
TONOPAH (EX-NEVADA)..... (8)	Monitor.....	Sold Jan. 23, 1922.
VEGA (SP734).....	Yacht.....	Sold Dec. 20, 1921.
VERGANA..... Ex-YP519	do.....	Sold Apr. 19, 1922.
VESUVIUS.....	Old dynamite cruiser.....	Do.
VICKSBURG..... Ex-PG11	Old gunboat.....	Transferred to U. S. Coast Guard May 2, 1921.
WASP.....	Yacht.....	Sold Oct. 20, 1921.
WISCONSIN..... Ex-BB9	Battleship, 2d line.....	Sold Jan. 26, 1922.
YANKTON.....	Yacht.....	Sold Oct. 20, 1921.
YORKTOWN.....	Gunboat.....	Sold Sept. 30, 1921.
YUMA (EX-ASLER J. HUDSON) (SP3104).....	Tug.....	Sold Aug. 5, 1921.

## HISTORICAL DATA.

### LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

The following list covers vessels of various types constructed under appropriations made by Congress in the acts of March 3, 1883, and subsequent thereto, and also vessels acquired by purchase, transfer, and otherwise which have been assigned numbers under the standard nomenclature approved by the Secretary of the Navy July 17, 1920. The list is arranged in accordance with the standard nomenclature.

Where the name of a vessel has been changed *after* having been acquired by the Navy, the original name, borne as a naval vessel, is given in italics in the column under "Name." Brief historical data, together with the latest classification and status, is given in the last column.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Battleships.</i>				
	<i>Texas</i> (ex)..... SAN MARCOS.	1886	Navy yard, Norfolk.	Armored vessel....	Name changed to SAN MARCOS Feb. 16, 1911; used as target; stricken Oct. 11, 1911.
	MAINE.....	1886	Navy yard, New York.	Armored cruiser No. 1.	Reclassified as a battleship when commissioned; sunk by explosion in Havana Harbor, Feb. 15, 1898.
BB1	<i>Indiana</i> (ex)..... C. B. S. No. 1.	1890	Wm. Cramp & Sons, Philadelphia, Pa.	Coast battleship No. 1.	Name changed to C. B. S. No. 1 Mar. 29, 1919; used as target; sunk 1920.
BB2	<i>Massachusetts</i> (ex)..... C. B. S. No. 2.	1890	.....do.....	Coast battleship No. 2.	Name changed to C. B. S. No. 2 Mar. 29, 1919; stricken Nov. 22, 1920; used as target by War Department.
BB3	OREGON.....	1890	Union Iron Works, San Francisco, Calif.	Coast battleship No. 3.	Retained as naval relic; unclassified, ex-BB3.
BB4	<i>Iowa</i> (ex)..... C. B. S. No. 4.	1892	Wm. Cramp & Sons.	Coast battleship No. 4.	Name changed to C. B. S. No. 4 Mar. 29, 1919; unclassified, ex-BB4.
BB5	<i>Kearsarge</i> (ex)..... KEARSARGE, CRANE SHIP NO. 1.	1895- 1920	Newport News S. B. Co.	Coast battleship No. 5.	Name changed to KEARSARGE, crane ship No. 1 Aug. 5, 1920 unclassified; under conversion.
BB6	KENTUCKY.....	1895	.....do.....	Coast battleship No. 6.	Battleship, 2d line, BB6.
BB7	ILLINOIS.....	1896	.....do.....	Coast battleship No. 7.	Battleship, 2d line; transferred to unclassified, ex-BB7; loaned to New York State Naval Militia Oct. 25, 1921.
BB8	ALABAMA.....	1896	Wm. Cramp & Sons.	Coast battleship No. 8.	Transferred to War Department Sept. 15, 1921, for use as target.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Battleships—Con.</i>				
BB9	WISCONSIN.....	1896	Union Iron Works..	Coast battleship No. 9.	Sold Jan. 26, 1922.
BB10	MAINE.....	1898	Wm. Cramp & Sons.	Coast battleship No. 10.	Do.
BB11	MISSOURI.....	1898	Newport News Ship-building Co.	Coast battleship No. 11.	Do.
BB12	OHIO.....	1898	Union Iron Works..	Coast battleship No. 12.	Battleship, 2d line, BB12. On sale.
BB13	VIRGINIA.....	1899	Newport News S. B. Co.	Coast battleship No. 13.	Battleship, 2d line, BB13; stricken July 12, 1922; on sale.
BB14	NEBRASKA.....	1899	Moran Bros., Seattle, Wash.	Coast battleship No. 14.	Battleship, 2d line, BB14; stricken July 12, 1922; on sale.
BB15	GEORGIA.....	1899	Bath Iron Works, Bath, Me.	Coast battleship No. 15.	Battleship, 2d line, BB15; stricken July 12, 1922; on sale.
BB16	NEW JERSEY.....	1900	Fore River S. & E. Co., Quincy, Mass.	Coast battleship No. 16.	Battleship, 2d line, BB16; stricken July 12, 1922; on sale.
BB17	RHODE ISLAND.....	1900	.....do.....	Coast battleship No. 17.	Battleship, 2d line, BB17; stricken July 12, 1922; on sale.
BB18	CONNECTICUT.....	1902	Navy yard, New York.	First-class battleship No. 18.	Battleship, 2d line, BB18.
BB19	LOUISIANA.....	1902	Newport News S. B. Co.	First-class battleship No. 19.	Battleship, 2d line, BB19.
BB20	VERMONT.....	1903	Fore River S. & E. Co.	First-class battleship No. 20.	Battleship, 2d line, BB20.
BB21	KANSAS.....	1903	New York S. B. Co..	First-class battleship No. 21.	Battleship, 2d line, BB21.
BB22	MINNESOTA.....	1903	Newport News S. B. Co.	First-class battleship No. 22.	Battleship, 2d line, BB22.
	MISSISSIPPI.....	1903	Wm. Cramp & Sons.	Coast battleship No. 23.	Stricken July 21, 1914; sold to Greece July 30, 1914.
	IDAHO.....	1903	.....do.....	Coast battleship No. 24.	Do.
BB25	NEW HAMPSHIRE..	1904	New York S. B. Co..	First-class battleship No. 25.	Battleship, 2d line, BB25.
BB26	SOUTH CAROLINA..	1905	Wm. Cramp & Sons.	First-class battleship No. 26.	Battleship, 2d line, BB26.
BB27	MICHIGAN.....	1905	.....do.....	First-class battleship No. 27.	Battleship, 2d line, BB27.
BB28	DELAWARE.....	1906	Newport News S. B. Co.	First-class battleship No. 28.	Battleship, 1st line, BB28.
BB29	NORTH DAKOTA...	1907	Fore River S. B. Co.	First-class battleship No. 29.	Battleship, 1st line, BB29.
BB30	FLORIDA.....	1908	Navy yard, New York.	First-class battleship No. 30.	Battleship, 1st line, BB30.
BB31	UTAH.....	1908	New York S. B. Co.	First-class battleship No. 31.	Battleship, 1st line, BB31.
BB32	WYOMING.....	1909	Wm. Cramp & Sons.	First-class battleship No. 32.	Battleship, 1st line, BB32.
BB33	ARKANSAS.....	1909	New York S. B. Co..	First-class battleship No. 33.	Battleship, 1st line, BB33.
BB34	NEW YORK.....	1910	Navy yard, New York.	First-class battleship No. 34.	Battleship, 1st line, BB34.
BB35	TEXAS.....	1910	Newport News S. B. Co.	First-class battleship No. 35.	Battleship, 1st line, BB35.
BB36	NEVADA.....	1911	Fore River S. B. Co..	First-class battleship No. 36.	Battleship, 1st line, BB36.
BB37	OKLAHOMA.....	1911	New York S. B. Co..	First-class battleship No. 37.	Battleship, 1st line, BB37.
BB38	PENNSYLVANIA....	1912	Newport News S. B. Co.	First-class battleship No. 38.	Battleship, 1st line, BB38.
BB39	ARIZONA.....	1913	Navy yard, New York.	First-class battleship No. 39.	Battleship, 1st line, BB39.
BB40	California (ex). NEW MEXICO.	1914	Navy yard, New York.	First-class battleship No. 40.	Name changed Mar. 22, 1916. Battleship, 1st line, BB40.
BB41	MISSISSIPPI.....	1914	Newport News S. B. Co.	First-class battleship No. 41.	Battleship, 1st line, BB41.
BB42	IDAHO.....	1914	New York S. B. Co..	First-class battleship No. 42.	Battleship, 1st line, BB42.
BB43	TENNESSEE.....	1915	Navy yard, New York.	First-class battleship No. 43.	Battleship, 1st line, BB43.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Battleships—Con.</i>					
BB44	CALIFORNIA.....	1915	Navy yard, Mare Island.	First-class battleship No. 44.	Battleship, 1st line, BB44.
BB45	COLORADO.....	1916	New York S. B. Co..	First-class battleship No. 45.	Battleship, 1st line, BB45 (building).
BB46	MARYLAND.....	1916	Newport News S. B. Co.	First-class battleship No. 46.	Battleship, 1st line, BB46.
BB47	WASHINGTON.....	1916	New York S. B. Co..	First-class battleship No. 47.	Battleship, 1st line, BB47 (building).
BB48	WEST VIRGINIA....	1916	Newport News S. B. Co.	First-class battleship No. 48.	Battleship, 1st line, BB48 (building).
BB49	SOUTH DAKOTA....	1916-17	Navy yard, New York.	First-class battleship No. 49.	Battleship, 1st line, BB49 (building).
BB50	INDIANA.....	1916-17	Navy yard, New York.	First-class battleship No. 50.	Battleship, 1st line, BB50 (building).
BB51	MONTANA.....	1916-17	Navy yard, Mare Island.	First-class battleship No. 51.	Battleship, 1st line, BB51 (building).
BB52	NORTH CAROLINA..	1916-18	Navy yard, Norfolk, Va.	First-class battleship No. 52.	Battleship, 1st line, BB52 (building).
BB53	IOWA.....	1916-18	Newport News S. B. Co.	First-class battleship No. 53.	Battleship, 1st line, BB53 (building).
BB54	MASSACHUSETTS...	1916-18	Bethlehem S. B. Co., Quincy, Mass.	First-class battleship No. 54.	Battleship, 1st line, BB54 (building).
<i>Monitors.</i>					
	PURITAN.....	1883-87	John Roach & Sons, Chester, Pa., and navy yard, New York.	Monitor No. 1.....	Stricken Feb. 27, 1913; used as target B; sold Jan. 26, 1922.
	AMPHITRITE.....	1883-87	Harlan & Hollingworth, Wilmington, Del., and navy yard, Norfolk.	Monitor No. 2.....	Originally the <i>Tonawanda</i> ; stricken July 21, 1919; sold Jan. 3, 1920.
BM3	MONADNOCK.....	1883-87	Continental Iron Works, Vallejo, Calif., and navy yard, Mare Island.	Monitor No. 3.....	Unclassified (ex-BM3).
	TERROR.....	1883-87	Wm. Cramp & Sons and navy yard, York.	Monitor No. 4.....	Originally <i>Agamenticus</i> ; stricken Dec. 15, 1915, used as target D; sold Mar. 10, 1921.
	MIANTONOMOH....	1883-87	John Roach & Sons and navy yard, New York.	Monitor No. 5.....	Stricken Dec. 15, 1915; used as target C; sold Jan. 26, 1922.
BM6	MONTEREY.....	1887	Union Iron Works...	Monitor No. 6.....	Sold Feb. 25, 1922.
BM7	Arkansas (ex) OZARK.	1898	Newport News S. B. Co.	Monitor No. 7.....	Name changed to OZARK Mar. 2, 1909; sold Jan. 26, 1922.
BM8	Nevada (ex) TONOPAH.	1898	Bath Iron Works...	Monitor No. 8.....	Name changed to TONOPAH Mar. 2, 1909; sold Jan. 26, 1922.
BM9	Florida (ex) TALLAHASSEE.	1898	Lewis Nixon, Elizabethport, N. J.	Monitor No. 9.....	Name changed to TALLAHASSEE June 20, 1908; unclassified (ex-BM9); on sale.
BM10	Wyoming (ex) CHEYENNE.	1898	Union Iron Works...	Monitor No. 10....	Name changed to CHEYENNE Jan. 1, 1909; unclassified (ex-BM10).
<i>Battle cruisers.</i>					
CC1	Constitution (ex) LEXINGTON.	1916	Bethlehem S. B. Corp., Quincy.	Battle cruiser No. 1.	Name changed to LEXINGTON Dec. 10, 1917; conversion to aircraft carrier authorized July 1, 1922 (building).
CC2	CONSTELLATION....	1916	Newport News S. B. Co.	Battle cruiser No. 2.	Battle cruiser CC2 (building).
CC3	SARATOGA.....	1916	New York S. B. Co..	Battle cruiser No. 3.	Conversion to aircraft carrier authorized July 1, 1922 (building).
CC4	Lexington (ex) RANGER.	1916	Newport News S. B. Co.	Battle cruiser No. 4.	Name changed to RANGER Dec. 10, 1917; battle cruiser CC4 (building).
CC5	Ranger (ex) CONSTITUTION.	1916-17	Navy yard, Philadelphia.	Battle cruiser No. 5.	Name changed to CONSTITUTION Dec. 10, 1917; battle cruiser CC5 (building).

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CC6	<i>Battle cruisers—Con.</i>					
	UNITED STATES...	1916-18	Navy Yard, Philadelphia.	Battlecruiser No. 6.	Battle cruiser CC6 (building).	
	<i>Cruisers.</i>					
	ATLANTA.....	1883	John Roach & Sons.	Cruiser.....	Stricken Apr. 24, 1912; sold 1912.	
	BOSTON.....	1883	.....do.....	.....do.....	Unclassified.	
	NEWARK.....	1885	Wm. Cramp & Sons.	Cruiser No. 1.....	Stricken June 26, 1913; transferred to Public Health Service.	
	CHARLESTON.....	1885	Union Iron Works..	Cruiser No. 2.....	Lost Nov. 2, 1899.	
	BALTIMORE.....	1886	Wm. Cramp & Sons.	Cruiser No. 3.....	Classification changed to mine layer, 2d line, CM1.	
	MAINE.....	1886	Navy yard, New York.	Armored cruiser No. 1.	Classification changed to battleship at commissioning; destroyed by explosion in Havana Harbor Feb. 15, 1898.	
	PHILADELPHIA.....	1887	Wm. Cramp & Sons.	Cruiser No. 4.....	Unclassified.	
	SAN FRANCISCO.....	1887	Union Iron Works..	Cruiser No. 5.....	Classification changed to mine layer, 2d line, CM2.	
	CINCINNATI.....	1888	Navy yard, New York.	Cruiser No. 7.....	Sold Aug. 5, 1921.	
	RALEIGH.....	1888	Navy yard, Norfolk.	Cruiser No. 8.....	Do.	
	Montgomery (ex)...	1888	Columbian Iron Works, Baltimore, Md.	Cruiser No. 9.....	Name changed to ANNISTON Mar. 14, 1918; stricken Aug. 25, 1919; sold Nov. 14, 1919.	
	ANNISTON.....					
	DETROIT.....	1888	.....do.....	Cruiser No. 10.....	Stricken July 12, 1910; sold 1911.	
	MARBLEHEAD.....	1888	City Point Iron Works, Boston, Mass.	Cruiser No. 11.....	Classification changed to gunboat, PG27; sold Aug. 5, 1921.	
	CA2	New York (ex) Saratoga (ex) ROCHESTER.	1888	Wm. Cramp & Sons.	Armored cruiser No. 2.	Name changed to SARATOGA Feb. 16, 1911; to ROCHESTER Dec. 1, 1917; cruiser, 2d line, CA2.
		Columbia (ex) OLD COLUMBIA.	1890	.....do.....	Cruiser No. 12.....	Classification changed to cruiser, 2d line, CA16; name changed Nov. 17, 1921; sold Jan. 26, 1922.
	MINNEAPOLIS.....	1891	.....do.....	Cruiser No. 13.....	Classification changed to cruiser, 2d line, CA17; sold Aug. 5, 1921.	
CA3	BROOKLYN.....	1892	.....do.....	Armored cruiser No. 3.	Classification changed to cruiser, 2d line, CA3; sold Dec. 20, 1921.	
	DENVER.....	1899	Neafe & Levy, Philadelphia, Pa.	Cruiser No. 14.....	Classification changed to gunboat, PG28; then to light cruiser, CL16.	
	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Classification changed to gunboat, PG29; then to light cruiser, CL17.	
	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Classification changed to gunboat, PG30; then to light cruiser, CL18.	
	GALVESTON.....	1899	Wm. R. Trigg, Richmond, Va.	Cruiser No. 17.....	Classification changed to gunboat, PG31; then to light cruiser, CL19.	
	TACOMA.....	1899	Union Iron Works..	Cruiser No. 18.....	Classification changed to gunboat, PG32; then to light cruiser, CL20.	
	CLEVELAND.....	1899	Bath Iron Works...	Cruiser No. 19.....	Classification changed to gunboat, PG33; then to light cruiser, CL21.	
CA4	Pennsylvania (ex) PITTSBURGH.	1899	Wm. Cramp & Sons.	Armored cruiser No. 4.	Name changed to PITTSBURGH Aug. 27, 1912; cruiser, 2d line, CA4.	
CA5	West Virginia (ex) HUNTINGTON.	1899	Newport News S. B. Co.	Armored cruiser No. 5.	Name changed to HUNTINGTON No. 11, 1916; cruiser, 2d line, CA5.	

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<i>Cruisers—Contd.</i>					
	<i>California (ex)</i> SAN DIEGO.	1899	Union Iron Works.	Armored cruiser No. 6.	Name changed to SAN DIEGO Sept. 1, 1914; sunk July 19, 1918; stricken Aug. 26, 1918.
CA7	<i>Colorado (ex)</i> PUEBLO.	1900	Wm. Cramp & Sons.	Armored cruiser No. 7.	Name changed to PUEBLO No. 9, 1916; cruiser, 2d line, CA7.
CA8	<i>Maryland (ex)</i> FREDERICK.	1900	Newport News S. B. Co.	Armored cruiser No. 8.	Name changed to FREDERICK No. 9, 1916; cruiser, 2d line, CA8.
CA9	<i>South Dakota (ex)</i> HURON.	1900	Union Iron Works.	Armored cruiser No. 9.	Name changed to HURON June 7, 1920; cruiser, 2d line, CA9.
	<i>Tennessee (ex)</i> MEMPHIS.	1902	Wm. Cramp & Sons.	Armored cruiser No. 10.	Name changed to MEMPHIS May 25, 1916; stranded Aug. 29, 1916; stricken Dec. 17, 1917; sold Jan. 17, 1922.
CA11	<i>Washington (ex)</i> SEATTLE.	1902	New York S. B. Co.	Armored cruiser No. 11.	Name changed to SEATTLE No. 9, 1916; cruiser, 2d line, CA11.
CA12	<i>North Carolina (ex)</i> CHARLOTTE.	1904	Newport News S. B. Co.	Armored cruiser No. 12.	Name changed to CHARLOTTE June 7, 1920; cruiser, 2d line, CA12.
CA13	<i>Montana (ex)</i> MISSOULA.	1904	do.	Armored cruiser No. 13.	Name changed to MISSOULA June 7, 1920; cruiser, 2d line, CA13.
CA14	CHICAGO.	1883	John Roach & Sons.	Cruiser.	Classification changed to cruiser, 2d line, CA14; then to light cruiser, CL14; then to unclassified (ex-CL14).
CA15	OLYMPIA.	1888	Union Iron Works.	Cruiser No. 6.	Classification changed to cruiser, 2d line, CA15; then to light cruiser, CL15.
CA16	<i>Columbia (ex)</i> OLD COLUMBIA.	1890	Wm. Cramp & Sons.	Cruiser No. 12.	Classification changed to cruiser, 2d line, CA16; name changed Nov. 17, 1921; sold Jan. 26, 1922.
CA17	MINNEAPOLIS.	1891	do.	Cruiser No. 13.	Classification changed to cruiser, 2d line, CA17; sold Aug. 5, 1921.
CA18	ST. LOUIS.	1900	Neafie & Levy.	Cruiser No. 20.	Classification changed to cruiser, 2d line, CA18.
	MILWAUKEE.	1900	Union Iron Works.	Cruiser No. 21.	Stranded Jan. 13, 1917; stricken June 23, 1919; so d August, 1919.
CA19	CHARLESTON.	1900	Newport News S. B. Co.	Cruiser No. 22.	Classification changed to cruiser, 2d line, CA19.
<i>Light Cruisers.</i>					
CL1	CHESTER.	1904	Bath Iron Works.	Scout cruiser No. 1.	Light cruiser, 2d line, CL1.
CL2	BIRMINGHAM.	1904	Fore River S. B. Co.	Scout cruiser No. 2.	Light cruiser, 2d line, CL2.
CL3	SALEM.	1904	do.	Scout cruiser No. 3.	Light cruiser, 2d line, CL3.
CL4	OMAHA.	1916	Todd D. D. & Constr. Co.	Scout cruiser No. 4.	Light cruiser, 1st line CL4 (building).
CL5	MILWAUKEE.	1916	do.	Scout cruiser No. 5.	Light cruiser, 1st line, CL5 (building).
CL6	CINCINNATI.	1916	do.	Scout cruiser No. 6.	Light cruiser, 1st line, CL6 (building).
CL7	RALEIGH.	1916	Bethlehem S. B. Corp., Quincy.	Scout cruiser No. 7.	Light cruiser, 1st line, CL7 (building).
CL8	DETROIT.	1916-17	do.	Scout cruiser No. 8.	Light cruiser, 1st line, CL8 (building).
CL9	RICHMOND.	1916-17	Wm. Cramp & Sons.	Scout cruiser No. 9.	Light cruiser, 1st line, CL9 (building).
CL10	CONCORD.	1916-17	do.	Scout cruiser No. 10.	Light cruiser, 1st line, CL10 (building).
CL11	TRENTON.	1916-18	do.	Scout cruiser No. 11.	Light cruiser, 1st line, CL11 (building).
CL12	MARBLEHEAD.	1916-18	do.	Scout cruiser No. 12.	Light cruiser, 1st line, CL12 (building).
CL13	MEMPHIS.	1916-18	do.	Scout cruiser No. 13.	Light cruiser, 1st line, CL13 (building).



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	<i>Light Cruisers— Contd.</i>				
CL14	CHICAGO.....	1883	John Roach and Sons	Cruiser.....	Classification changed to cruiser, 2d line, CA14; then to CL14; then to unclassified.
CL15	OLYMPIA.....	1888	Union Iron Works	Cruiser No. 6.....	Classification changed to cruiser, 2d line, CA15; then to light cruiser, 2d line, CL15.
CL16	DENVER.....	1899	Neafe & Levy, Philadelphia, Pa.	Cruiser No. 14.....	Classification changed to gunboat, PG28; then to light cruiser, 2d line, CL16.
CL17	DES MOINES.....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Classification changed to gunboat, PG29; then to light cruiser, 2d line, CL17.
CL18	CHATTANOOGA.....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Classification changed to gunboat, PG30; then to light cruiser, 2d line, CL18.
CL19	GALVESTON.....	1899	Wm. R. Trigg Co., Richmond, Va.	Cruiser No. 17.....	Classification changed to gunboat, PG31; then to light cruiser, 2d line, CL19.
CL20	TACOMA.....	1899	Union Iron Works	Cruiser No. 18.....	Classification changed to gunboat, PG32; then to light cruiser, 2d line, CL20.
CL21	CLEVELAND.....	1899	Bath Iron Works	Cruiser No. 19.....	Classification changed to gunboat, PG33; then to light cruiser, 2d line, CL21.
CL22	NEW ORLEANS.....	1896	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1888; originally named <i>AMAZONAS</i> ; classification changed to gunboat, PG34; then to light cruiser, 2d line, CL22.
CL23	ALBANY.....	1899	do.....	do.....	Purchased from Brazilian Government Mar. 16, 1888; originally named <i>Almirante Abra</i> ; classification changed to gunboat PG36; then to light cruiser, 2d line, CL23.
	<i>Aircraft carriers.</i>				
CV1	<i>Jupiter (ex) LANGLEY.</i>	1908-11 1919	Navy Yard, Mare Island; converted at navy yard, Norfolk.	Fleet collier No. 3.	Conversion to aircraft carrier authorized July 11, 1919; name changed from <i>Jupiter</i> Apr. 21, 1920; aircraft carrier, 2d line, CV1.
	<i>Mine layers, 2d line.</i>				
CM1	BALTIMORE.....	1886	Wm. Cramp & Sons	Cruiser No. 3.....	Mine layer, 2d line, CM1.
CM2	SAN FRANCISCO.....	1887	Union Iron Works	Cruiser No. 5.....	Mine layer, 2d line, CM2.
CM3	ARROSTOOK.....	1917	Wm. Cramp & Sons	Mine Planter (Id. No. 1256)	Purchased 1917; formerly named Bunker Hill, and owned by Eastern S. S. lines; CM3.
CM4	SHAWMUT.....	1917	do.....	Mine Planter (Id. No. 1255).	Purchased 1917; formerly named Massachusetts, and owned by Eastern S. S. lines; CM4.
	<i>Wood torpedo boat.</i>				
	STILETTO.....	1887	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat.....	Purchased as authorized by act of Mar. 3, 1887; stricken Jan. 27, 1911; sold July 18, 1911.

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<i>Torpedo boats.</i>					
.....	CUSHING.....	1886	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 1.	Stricken Apr. 6, 1912; used as target.
.....	ERICSSON.....	1890	Iowa Iron Works, Dubuque, Iowa.	Torpedo boat No. 2.	Do.
.....	Foote (ex). C. T. B. No. 1.	1894	Columbian Iron Works, Baltimore, Md.	Torpedo boat No. 3.	Changed to Coast Torpedo Boat No. 1, Aug. 1, 1918; stricken Oct. 28, 1919; sold July 19, 1920.
.....	Rodgers (ex). C. T. B. No. 2.	1894	.....do.....	Torpedo boat No. 4.	Changed to Coast Torpedo Boat No. 2, Aug. 1, 1918; stricken Oct. 28, 1919; sold July 19, 1920.
.....	WINSLOW.....	1894	.....do.....	Torpedo boat No. 5.	Stricken July 12, 1910; sold Jan., 1911.
.....	PORTER.....	1895	Herreshoff Manufacturing Co., Bristol, R. I.	Torpedo boat No. 6.	Stricken Nov. 7, 1912; sold Nov. 7, 1912.
.....	Dupont (ex). C. T. B. No. 3.	1895	.....do.....	Torpedo boat No. 7.	Changed to Coast Torpedo Boat No. 3, Aug. 1, 1918; stricken Nov. 28, 1919; sold July 19, 1920.
.....	ROWAN.....	1895	Moran Bros., Seattle, Wash.	Torpedo boat No. 8.	Stricken Oct. 29, 1912; used as target; sold June 3, 1918.
.....	Dahlgren (ex). C. T. B. No. 4.	1896	Bath Iron Works.....	Torpedo boat No. 9.	Changed to Coast Torpedo Boat No. 4, Aug. 1, 1918; stricken Oct. 28, 1918; sold July 19, 1920.
.....	CRAVEN.....	1896	.....do.....	Torpedo boat No. 10.	Stricken Nov. 15, 1913; used as target.
.....	Farragut (ex). C. T. B. No. 5.	1896	Union Iron Works, San Francisco, Calif.	Torpedo boat No. 11.	Changed to Coast Torpedo Boat No. 5, Aug. 1, 1918; stricken May, 1919; sold Sept. 9, 1919.
.....	DAVIS.....	1896	Wolf & Zwicker, Portland, Oreg.	Torpedo boat No. 12.	Stricken Nov. 12, 1913; sold Apr. 21, 1920.
.....	FOX.....	1896	.....do.....	Torpedo boat No. 13.	Stricken Aug. 31, 1916; sold Aug. 31, 1916.
.....	Morris (ex). C. T. B. No. 6.	1896	Herreshoff Manufacturing Co.	Torpedo boat No. 14.	Changed to Coast Torpedo Boat No. 6, Aug. 1, 1918; then to District Craft, unclassified.
.....	Talbot (ex). BERCEAU.	1896	.....do.....	Torpedo boat No. 15.	Name changed to BERCEAU Apr. 11, 1918; classification changed to District Craft YFB3.
.....	Gwin (ex). CYANE.	1896	.....do.....	Torpedo boat No. 16.	Name changed to CYANE Apr. 11, 1918; classification changed to District Craft YFB4.
.....	MACKENZIE.....	1896	The Charles Hillman Co., Philadelphia, Pa.	Torpedo boat No. 17.	Stricken Mar. 10, 1916.
.....	MCKEE.....	1896	Columbian Iron Works.	Torpedo boat No. 18.	Stricken Apr. 6, 1912; used as target.
.....	STRINGHAM.....	1897	Harlan & Hollingsworth.	Torpedo boat No. 19.	Stricken Nov. 26, 1915; used as target.
.....	Goldsborough (ex). C. T. B. No. 7.	1897	Wolf & Zwicker, Portland, Oreg.	Torpedo boat No. 20.	Changed to Coast Torpedo Boat No. 7, Aug. 1, 1918; stricken May, 1919; sold Sept. 8, 1919.
.....	Bailey (ex). C. T. B. No. 8.	1897	Gas Engine & Power Co., Morris Heights, N. Y.	Torpedo boat No. 21.	Changed to Coast Torpedo Boat No. 8, Aug., 1918; stricken Oct. 28, 1918; sold Mar. 10, 1920.

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	<i>Torpedo boats—Con.</i>				
.....	<i>Somers</i> (ex)..... C. T. B. No. 9.	1898	Schichau Works, Elbing, Germany.	Torpedo boat No. 22.	Purchased during war with Spain, 1898; changed to Coast Tor- pedo Boat No. 9, Aug. 1, 1918; stricken Oct. 7, 1919; sold July 19, 1920.
.....	<i>Manley</i> (ex)..... LEVANT.	1898	Yarrow & Co.....	Torpedo boat No. 23.	Purchased during war with Spain, 1898; name changed to LE- VANT Apr. 11, 1918; stricken Apr. 2, 1914; sold Apr. 21, 1920.
.....	<i>Bagley</i> (ex)..... C. T. B. No. 10.	1898	Bath Iron Works...	Torpedo boat No. 24.	Changed to Coast Tor- pedo Boat No. 10, Aug. 1, 1918; stricken Mar. 31, 1919; sold Mar., 1919.
.....	<i>Barney</i> (ex)..... C. T. B. No. 11.	1898	.....do.....	Torpedo boat No. 25.	Changed to Coast Tor- pedo Boat No. 11, Aug. 1, 1918; stricken Oct. 28, 1919; sold July 19, 1921.
.....	<i>Biddle</i> (ex)..... C. T. B. No. 12.	1898	.....do.....	Torpedo boat No. 26.	Changed to Coast Tor- pedo Boat No. 12, Aug. 1, 1918; stricken Oct. 28, 1918; sold July 19, 1921.
.....	<i>Blakely</i> (ex)..... C. T. B. No. 13.	1898	Lawley & Sons, South Boston, Mass.	Torpedo boat No. 27.	Changed to Coast Tor- pedo Boat No. 13, Aug. 1, 1918; stricken May, 1919; sold Mar. 10, 1920.
.....	<i>DeLong</i> (ex)..... C. T. B. No. 14.	1898	.....do.....	Torpedo boat No. 28.	Changed to Coast Tor- pedo Boat No. 14, Aug. 1, 1918; stricken Oct. 7, 1919; sold July 19, 1921.
.....	NICHOLSON.....	1898	Lewis Nixon, Eliza- bethport, N. J.	Torpedo boat No. 27.	Stricken Mar. 3, 1909; used as target.
.....	O'BRIEN.....	1898	.....do.....	Torpedo boat No. 31.	Do.
.....	<i>Shubrick</i> (ex)..... C. T. B. No. 15.	1898	Wm. R. Trigg Co., Richmond, Va.	Torpedo boat No. 31.	Changed to Coast Tor- pedo Boat No. 15, Aug. 1, 1918; stricken Oct. 28, 1919; sold Mar. 10, 1920.
.....	STOCKTON.....	1898	.....do.....	Torpedo boat No. 32.	Stricken Nov. 15, 1913; used as target.
.....	<i>Thornton</i> (ex)..... C. T. B. No. 16.	1898	.....do.....	Torpedo boat No. 33.	Changed to Coast Tor- pedo Boat No. 16, Aug. 1, 1918; stricken May 12, 1919; sold Aug. 28, 1920.
.....	<i>Tingey</i> (ex)..... C. T. B. No. 17.	1898	Columbian Iron Works.	Torpedo boat No. 31.	Changed to Coast Tor- pedo Boat No. 17, Aug. 1, 1918; stricken Oct. 28, 1919; sold Mar. 10, 1920.
.....	WILKES.....	1898	Gas Engine & Power Co.	Torpedo boat No. 35.	Stricken Nov. 15, 1913; used as target.
	<i>Destroyers.</i>				
.....	BAINBRIDGE.....	1898	Neafie & Levy.....	Destroyer No. 1.....	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
.....	BARRY.....	1898	.....do.....	Destroyer No. 2.....	Do.
.....	CHAUNCEY.....	1898	.....do.....	Destroyer No. 3.....	Sunk Nov. 19, 1917; stricken Dec. 17, 1917.
.....	DALE.....	1898	Wm. R. Trigg Co.....	Destroyer No. 4.....	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
.....	DECATUR.....	1898	.....do.....	Destroyer No. 5.....	Do.
.....	HOPKINS.....	1898	Harlan & Hollings- worth.	Destroyer No. 6.....	Stricken Oct. 2, 1919; sold Sept. 7, 1920.
.....	HULL.....	1898	.....do.....	Destroyer No. 7.....	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
.....	LAWRENCE.....	1898	Fore River Engine Co.	Destroyer No. 8.....	Do.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers--(Contd.)</i>				
	MACDONOUGH.....	1898	Fore River Engine Co.	Destroyer No. 9...	Stricken Nov. 7, 1919; sold Mar. 10, 1920.
	PAUL JONES.....	1898	Union Iron Works..	Destroyer No. 10..	Stricken Sept. 15, 1919; sold Jan. 3, 1920.
	PERRY.....	1898	do.....	Destroyer No. 11..	Do.
	PREBLE.....	1898	do.....	Destroyer No. 12..	Do.
	STEWART.....	1898	Gas Engine & Power Co.	Destroyer No. 13..	Do.
	TRUXTUN.....	1898	Maryland Steel Co..	Destroyer No. 14..	Do.
	WHIPPLE.....	1898	do.....	Destroyer No. 15..	Do.
	WORDEN.....	1898	do.....	Destroyer No. 16..	Do.
	SMITH.....	1907	Wm. Cramp & Sons.	Destroyer No. 17..	Unclassified; sold Dec. 20, 1921.
	LAMSON.....	1907	do.....	Destroyer No. 18..	Stricken Sept. 15, 1919; sold Nov. 21, 1919.
	PRESTON.....	1907	New York S. B. Co..	Destroyer No. 19..	Do.
	FLUSSER.....	1907	Bath Iron Works....	Destroyer No. 20..	Do.
	REID.....	1907	do.....	Destroyer No. 21..	Do.
DD22	PAULDING.....	1908	do.....	Destroyer No. 22..	Destroyer, 2d line, DD22.
DD23	DRAYTON.....	1908	do.....	Destroyer No. 23..	Destroyer, 2d line, DD23.
DD24	ROE.....	1908	Newport News S. B. Co.	Destroyer No. 24..	Destroyer, 2d line, DD24.
DD25	TERRY.....	1908	do.....	Destroyer No. 25..	Destroyer, 2d line, DD25.
DD26	PERKINS.....	1908	Fore River S. B. Co.	Destroyer No. 26..	Destroyer, 2d line, DD26.
DD27	STERETT.....	1908	do.....	Destroyer No. 27..	Destroyer, 2d line, DD27.
DD28	MCCALL.....	1908	New York S. B. Co..	Destroyer No. 28..	Destroyer, 2d line, DD28.
DD29	BURROWS.....	1908	do.....	Destroyer No. 29..	Destroyer, 2d line, DD29.
DD30	WARRINGTON.....	1908	Wm. Cramp & Sons.	Destroyer No. 30..	Destroyer, 2d line, DD30.
DD31	MAYRANT.....	1908	do.....	Destroyer No. 31..	Destroyer, 2d line, DD31.
DD32	MONAGHAN.....	1909	Newport News S. B. Co.	Destroyer No. 32..	Destroyer, 2d line, DD32.
DD33	TRIPPE.....	1909	Bath Iron Works....	Destroyer No. 33..	Destroyer, 2d line, DD33.
DD34	WALKE.....	1909	Fore River S. B. Co.	Destroyer No. 34..	Destroyer, 2d line, DD34.
DD35	AMMEN.....	1909	New York S. B. Co..	Destroyer No. 35..	Destroyer, 2d line, DD35.
DD36	PATTERSON.....	1909	Wm. Cramp & Sons.	Destroyer No. 36..	Destroyer, 2d line, DD36.
DD37	FANNING.....	1910	Newport News S. B. Co.	Destroyer No. 37..	Destroyer, 2d line, DD37.
DD38	JARVIS.....	1910	New York S. B. Co.	Destroyer No. 38..	Destroyer, 2d line, DD38.
DD39	HENLEY.....	1910	Fore River S. B. Co.	Destroyer No. 39..	Destroyer, 2d line, DD39.
DD40	BEALE.....	1910	Wm. Cramp & Sons..	Destroyer No. 40..	Destroyer, 2d line, DD40.
DD41	JOUETT.....	1910	Bath Iron Works..	Destroyer No. 41..	Destroyer, 2d line, DD41.
DD42	JENKINS.....	1910	do.....	Destroyer No. 42..	Destroyer, 2d line, DD42.
DD43	CASSIN.....	1911	do.....	Destroyer No. 43..	Destroyer, 1st line, DD43.
DD44	CUMMINGS.....	1911	do.....	Destroyer No. 44..	Destroyer, 1st line, DD44.
DD45	DOWNES.....	1911	New York S. B. Co..	Destroyer No. 45..	Destroyer, 1st line, DD45.
DD46	DUNCAN.....	1911	Fore River S. B. Co.	Destroyer No. 46..	Destroyer, 1st line, DD46.
DD47	AYLWIN.....	1911	Wm. Cramp & Sons.	Destroyer No. 47..	Destroyer, 1st line, DD47.
DD48	PARKER.....	1911	do.....	Destroyer No. 48..	Destroyer, 1st line, DD48.
DD49	BENHAM.....	1911	do.....	Destroyer No. 49..	Destroyer, 1st line, DD49.
DD50	BALCH.....	1911	do.....	Destroyer No. 50..	Destroyer, 1st line, DD50.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers—Contd.</i>				
DD51	O'BRIEN.....	1912	Wm. Cramp & Sons.	Destroyer No. 51..	Destroyer, 1st line, DD51.
DD52	NICHOLSON.....	1912	.....do.....	Destroyer No. 52..	Destroyer, 1st line, DD52.
DD53	WINSLOW.....	1912	.....do.....	Destroyer No. 53..	Destroyer, 1st line, DD53.
DD54	MCDUGAL.....	1912	Bath Iron Works...	Destroyer No. 54..	Destroyer, 1st line, DD54.
DD55	CUSHING.....	1912	Fore River S. B. Co.	Destroyer No. 55..	Destroyer, 1st line, DD55.
DD56	ERICSSON.....	1912	New York S. B. Co..	Destroyer No. 56..	Destroyer, 1st line, DD56.
DD57	TUCKER.....	1913	Fore River S. B. Co.	Destroyer No. 57..	Destroyer, 1st line, DD57.
DD58	CONYNGHAM.....	1913	Wm. Cramp & Sons.	Destroyer No. 58..	Destroyer, 1st line, DD58.
DD59	PORTER.....	1913	.....do.....	Destroyer No. 59..	Destroyer, 1st line, DD59.
DD60	WADSWORTH.....	1913	Bath Iron Works...	Destroyer No. 60..	Destroyer, 1st line, DD60.
DD61	JACOB JONES.....	1913	New York S. B. Co..	Destroyer No. 61..	Sunk Dec. 6, 1917; stricken Dec. 17, 1917.
DD82	WAINWRIGHT.....	1913	.....do.....	Destroyer No. 62..	Destroyer, 1st line, DD82.
DD63	SAMPSON.....	1914	Fore River S. B. Co.	Destroyer No. 63..	Destroyer, 1st line, DD63.
DD64	ROWAN.....	1914	.....do.....	Destroyer No. 64..	Destroyer, 1st line, DD64.
DD65	DAVIS.....	1914	Bath Iron Works....	Destroyer No. 65..	Destroyer, 1st line, DD65.
DD66	ALLEN.....	1914	.....do.....	Destroyer No. 66..	Destroyer, 1st line, DD66.
DD67	WILKES.....	1914	Wm. Cramp & Sons.	Destroyer No. 67..	Destroyer, 1st line, DD67.
DD68	SHAW.....	1914	Navy Yard, Mare Island.	Destroyer No. 68..	Destroyer, 1st line, DD68.
DD69	CALDWELL.....	1915	.....do.....	Destroyer No. 69..	Destroyer, 1st line, DD69.
DD70	CRAVEN.....	1915	Navy yard, Norfolk.	Destroyer No. 70..	Destroyer, 1st line, DD70.
DD71	GWIN.....	1915	Seattle Construction & D. D. Co.	Destroyer No. 71..	Destroyer, 1st line, DD71.
DD72	CONNER.....	1915	Wm. Cramp & Sons.	Destroyer No. 72..	Destroyer, 1st line, DD72.
DD73	STOCKTON.....	1915	.....do.....	Destroyer No. 73..	Destroyer, 1st line, DD73.
DD74	MANLEY.....	1915	Bath Iron Works...	Destroyer No. 74..	Destroyer, 1st line, DD74.
DD75	WICKES.....	1916	Bath Iron Works...	Destroyer No. 75..	Destroyer, 1st line, DD75.
DD76	PHILIP.....	1916	.....do.....	Destroyer No. 76..	Destroyer, 1st line, DD76.
DD77	WOOLSEY.....	1916	.....do.....	Destroyer No. 77..	Destroyer, 1st line, DD77; sunk Feb. 25, 1921.
DD78	EVANS.....	1916	.....do.....	Destroyer No. 78..	Destroyer, 1st line, DD78.
DD79	LITTLE.....	1916	Fore River S. B. Co..	Destroyer No. 79..	Destroyer, 1st line, DD79.
DD80	KIMBERLY.....	1916	.....do.....	Destroyer No. 80..	Destroyer, 1st line, DD80.
DD81	SIGOURNEY.....	1916	.....do.....	Destroyer No. 81..	Destroyer, 1st line, DD81.
DD82	GREGORY.....	1916	.....do.....	Destroyer No. 82..	Destroyer, 1st line, DD82.
DD83	STRINGHAM.....	1916	.....do.....	Destroyer No. 83..	Destroyer, 1st line, DD83.
DD84	DYER.....	1916	.....do.....	Destroyer No. 84..	Destroyer, 1st line, DD84.
DD85	COLHOUN.....	1916	.....do.....	Destroyer No. 85..	Destroyer, 1st line, DD85.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers—Contd.</i>				
DD86	STEVENS.....	1916	Fore River S. B. Co.	Destroyer No. 86..	Destroyer, 1st line, DD86.
DD87	MCKEE.....	1916	Union Iron Works..	Destroyer No. 87..	Destroyer, 1st line, DD87.
DD88	ROBINSON.....	1916	.....do.....	Destroyer No. 88..	Destroyer, 1st line, DD88.
DD89	RINGGOLD.....	1916	.....do.....	Destroyer No. 89..	Destroyer, 1st line, DD89.
DD90	MCKEAN.....	1916	.....do.....	Destroyer No. 90..	Destroyer, 1st line, DD90.
DD91	HARDING.....	1916	.....do.....	Destroyer No. 91..	Destroyer, 1st line, DD91.
DD92	GRIDLEY.....	1916	.....do.....	Destroyer No. 92..	Destroyer, 1st line, DD92.
DD93	FAIRFAX.....	1916	Navy yard, Mare Island.	Destroyer No. 93..	Destroyer, 1st line, DD93.
DD94	TAYLOR.....	1916	.....do.....	Destroyer No. 94..	Destroyer, 1st line, DD94.
DD95	BELL.....	1916-17	Fore River S. B. Co..	Destroyer No. 95..	Destroyer, 1st line, DD95.
DD96	STRIBLING.....	1916-17	.....do.....	Destroyer No. 96..	Light mine layer, DM1.
DD97	MURRAY.....	1916-17	.....do.....	Destroyer No. 97..	Light mine layer, DM2.
DD98	ISRAEL.....	1916-17	.....do.....	Destroyer No. 98..	Light mine layer, DM3.
DD99	Schley (ex). LUCE.	1916-17	.....do.....	Destroyer No. 99..	Name changed to LUCE, Sept. 24, 1917; light mine layer, DM4.
DD100	MAURY.....	1916-17	.....do.....	Destroyer No. 100.	Light mine layer, DM5.
DD101	LANSDALE.....	1916-17	.....do.....	Destroyer No. 101.	Light mine layer, DM6.
DD102	MAHAN.....	1916-17	.....do.....	Destroyer No. 102.	Light mine layer, DM7.
DD103	SCHLEY.....	1916-17	Union Iron Works..	Destroyer No. 103.	Destroyer, 1st line, DD103.
DD104	CHAMPLIN.....	1916-17	.....do.....	Destroyer No. 104.	Destroyer, 1st line, DD104.
DD105	MUGFORD.....	1916-17	.....do.....	Destroyer No. 105.	Destroyer, 1st line, DD105.
DD106	CHEW.....	1916-17	.....do.....	Destroyer No. 106.	Destroyer, 1st line, DD106.
DD107	HAZELWOOD.....	1916-17	.....do.....	Destroyer No. 107.	Destroyer, 1st line, DD107.
DD108	WILLIAMS.....	1916-17	.....do.....	Destroyer No. 108.	Destroyer, 1st line, DD108.
DD109	CRANE.....	1916-17	.....do.....	Destroyer No. 109.	Destroyer, 1st line, DD109.
DD110	HART.....	1917	.....do.....	Destroyer No. 110.	Light mine layer, DM8.
DD111	INGRAHAM.....	1917	.....do.....	Destroyer No. 111.	Light mine layer, DM9.
DD112	LUDLOW.....	1917	.....do.....	Destroyer No. 112.	Light mine layer, DM10.
DD113	RATHBURNE.....	1917	Wm. Cramp & Sons.	Destroyer No. 113.	Destroyer, 1st line, DD113.
DD114	TALBOT.....	1917	.....do.....	Destroyer No. 114.	Destroyer, 1st line, DD114.
DD115	WATERS.....	1917	.....do.....	Destroyer No. 115.	Destroyer, 1st line, DD115.
DD116	DENT.....	1917	.....do.....	Destroyer No. 116.	Destroyer, 1st line, DD116.
DD117	DORSEY.....	1917	.....do.....	Destroyer No. 117.	Destroyer, 1st line, DD117.
DD118	LEA.....	1917	.....do.....	Destroyer No. 118.	Destroyer, 1st line, DD118.
DD119	LAMBERTON.....	1917	Newport News S. B. Co.	Destroyer No. 119.	Destroyer, 1st line, DD119.
DD120	RADFORD.....	1917	.....do.....	Destroyer No. 120.	Destroyer, 1st line, DD120.
DD121	MONTGOMERY.....	1917	.....do.....	Destroyer No. 121.	Destroyer, 1st line, DD121.
DD122	BREESE.....	1917	.....do.....	Destroyer No. 122.	Destroyer, 1st line, DD122.
DD123	GAMBLE.....	1917	.....do.....	Destroyer No. 123.	Destroyer, 1st line, DD123.
DD124	RAMSAY.....	1917	.....do.....	Destroyer No. 124.	Destroyer, 1st line, DD124.
DD125	TATNALL.....	1917	New York S. B. Co.	Destroyer No. 125.	Destroyer, 1st line, DD125.
DD126	BADGER.....	1917	.....do.....	Destroyer No. 126.	Destroyer, 1st line, DD126.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Destroyers—Contd.</i>					
DD127	TWIGGS.....	1917	New York S. B. Co.	Destroyer No. 127.	Destroyer, 1st line, DD127.
DD128	BABBITT.....	1917	do.....	Destroyer No. 128.	Destroyer, 1st line, DD128.
DD129	DE LONG.....	1917	do.....	Destroyer No. 129.	Destroyer, 1st line, DD129.
DD130	JACOB JONES.....	1917	do.....	Destroyer No. 130.	Destroyer, 1st line, DD130.
DD131	BUCHANAN.....	1917	Bath Iron Works.....	Destroyer No. 131.	Destroyer, 1st line, DD131.
DD132	AARON WARD.....	1917	do.....	Destroyer No. 132.	Destroyer, 1st line, DD132.
DD133	HALE.....	1917	do.....	Destroyer No. 133.	Destroyer, 1st line, DD133.
DD134	CROWNINSHIELD.....	1917	do.....	Destroyer No. 134.	Destroyer, 1st line, DD134.
DD135	TILLMAN.....	1917	Navy yard, Charleston.	Destroyer No. 135.	Destroyer, 1st line, DD135.
DD136	BOGGS.....	1917	Navy yard, Mare Island.	Destroyer No. 136.	Destroyer, 1st line, DD136.
DD137	KILTY.....	1917	do.....	Destroyer No. 137.	Destroyer, 1st line, DD137.
DD138	KENNISON.....	1917	do.....	Destroyer No. 138.	Destroyer, 1st line, DD138.
DD139	<i>Cowell (ex) WARD.</i>	1917	do.....	Destroyer No. 139.	Nan e changed to WARD May 20, 1918; destroyer, 1st line, DD139.
DD140	CLAXTON.....	1917	do.....	Destroyer No. 140.	Destroyer, 1st line, DD140.
DD141	HAMILTON.....	1917	do.....	Destroyer No. 141.	Destroyer, 1st line, DD141.
DD142	TARBELL.....	1917	Wm. Cramp & Sons.	Destroyer No. 142.	Destroyer, 1st line, DD142.
DD143	YARNALL.....	1917	do.....	Destroyer No. 143.	Destroyer, 1st line, DD143.
DD144	UPSHUR.....	1917	do.....	Destroyer No. 144.	Destroyer, 1st line, DD144.
DD145	GREER.....	1917	do.....	Destroyer No. 145.	Destroyer, 1st line, DD145.
DD146	ELLIOT.....	1917	do.....	Destroyer No. 146.	Destroyer, 1st line, DD146.
DD147	ROPER.....	1917	do.....	Destroyer No. 147.	Destroyer, 1st line, DD147.
DD148	BRECKINRIDGE.....	1917	do.....	Destroyer No. 148.	Destroyer, 1st line, DD148.
DD149	BARNEY.....	1917	do.....	Destroyer No. 149.	Destroyer, 1st line, DD149.
DD150	BLAKELEY.....	1917	do.....	Destroyer No. 150.	Destroyer, 1st line, DD150.
DD151	BIDDLE.....	1917	do.....	Destroyer No. 151.	Destroyer, 1st line, DD151.
DD152	DU PONT.....	1917	do.....	Destroyer No. 152.	Destroyer, 1st line, DD152.
DD153	BERNADOU.....	1917	do.....	Destroyer No. 153.	Destroyer, 1st line, DD153.
DD154	ELLIS.....	1917	do.....	Destroyer No. 154.	Destroyer, 1st line, DD154.
DD155	COLE.....	1917	do.....	Destroyer No. 155.	Destroyer, 1st line, DD155.
DD156	J. FRED TALBOTT.....	1917	do.....	Destroyer No. 156.	Destroyer, 1st line, DD156.
DD157	DICKERSON.....	1917	New York S. B. Co.	Destroyer No. 157.	Destroyer, 1st line, DD157.
DD158	LEARY.....	1917	do.....	Destroyer No. 158.	Destroyer, 1st line, DD158.
DD159	SCHENCK.....	1917	do.....	Destroyer No. 159.	Destroyer, 1st line, DD159.
DD160	HERBERT.....	1917	do.....	Destroyer No. 160.	Destroyer, 1st line, DD160.
DD161	PALMER.....	1917	Fore River S. B. Co.	Destroyer No. 161.	Destroyer, 1st line, DD161.
DD162	THATCHER.....	1917	do.....	Destroyer No. 162.	Destroyer, 1st line, DD162.
DD163	WALKER.....	1917	do.....	Destroyer No. 163.	Destroyer, 1st line, DD163.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers—Contd.</i>				
DD164	CROSBY.....	1917	Fore River S. B. Co.	Destroyer No. 164.	Destroyer, 1st line, DD164.
DD165	MEREDITH.....	1917	do.	Destroyer No. 165.	Destroyer, 1st line, DD165.
DD166	BUSH.....	1917	do.	Destroyer No. 166.	Destroyer, 1st line, DD166.
DD167	COWELL.....	1917	do.	Destroyer No. 167.	Destroyer, 1st line, DD167.
DD168	MADDOX.....	1917	do.	Destroyer No. 168.	Destroyer, 1st line, DD168.
DD169	FOOTE.....	1917	do.	Destroyer No. 169.	Destroyer, 1st line, DD169.
DD170	Rodgers (ex) KALK.	1917	do.	Destroyer No. 170.	Name changed to Kalk Dec. 23, 1918; destroyer, 1st line, DD170.
DD171	BURNS.....	1917	Union Iron Works.	Destroyer No. 171.	Light mine layer, DM11.
DD172	ANTHONY.....	1917	do.	Destroyer No. 172.	Light mine layer, DM12.
DD173	SPROSTON.....	1917	do.	Destroyer No. 173.	Light mine layer, DM13.
DD174	RIZAL.....	1917	do.	Destroyer No. 174.	Light mine layer, DM14.
DD175	MACKENZIE.....	1917	do.	Destroyer No. 175.	Destroyer, 1st line, DD175.
DD176	RENSHAW.....	1917	do.	Destroyer No. 176.	Destroyer, 1st line, DD176.
DD177	O'BANNON.....	1917	do.	Destroyer No. 177.	Destroyer, 1st line, DD177.
DD178	HOGAN.....	1917	do.	Destroyer No. 178.	Destroyer, 1st line, DD178.
DD179	HOWARD.....	1917	do.	Destroyer No. 179.	Destroyer, 1st line, DD179.
DD180	STANSBURY.....	1917	do.	Destroyer No. 180.	Destroyer, 1st line, DD180.
DD181	HOPEWELL.....	1917	Newport News S. B. Co.	Destroyer No. 181.	Destroyer, 1st line, DD181.
DD182	THOMAS.....	1917	do.	Destroyer No. 182.	Destroyer, 1st line, DD182.
DD183	HARADEN.....	1917	do.	Destroyer No. 183.	Destroyer, 1st line, DD183.
DD184	ABBOT.....	1917	do.	Destroyer No. 184.	Destroyer, 1st line, DD184.
DD185	BAGLEY.....	1917	do.	Destroyer No. 185.	Destroyer, 1st line, DD185.
DD186	CLEMSON.....	1917	do.	Destroyer No. 186.	Destroyer, 1st line, DD186.
DD187	DAHLGREN.....	1917	do.	Destroyer No. 187.	Destroyer, 1st line, DD187.
DD188	GOLDSBOROUGH.....	1917	do.	Destroyer No. 188.	Destroyer, 1st line, DD188.
DD189	SEMMES.....	1917	do.	Destroyer No. 189.	Destroyer, 1st line, DD189.
DD190	SATTERLEE.....	1917	do.	Destroyer No. 190.	Destroyer, 1st line, DD190.
DD191	MASON.....	1917	do.	Destroyer No. 191.	Destroyer, 1st line, DD191.
DD192	GRAHAM.....	1917	do.	Destroyer No. 192.	Destroyer, 1st line, DD192.
DD193	ABEL P. UPSHUR.....	1917	do.	Destroyer No. 193.	Destroyer, 1st line, DD193.
DD194	HUNT.....	1917	do.	Destroyer No. 194.	Destroyer, 1st line, DD194.
DD195	WELBORN C. WOOD.	1917	do.	Destroyer No. 195.	Destroyer, 1st line, DD195.
DD196	GEORGE E. BADGER.	1917	do.	Destroyer No. 196.	Destroyer, 1st line, DD196.
DD197	BRANCH.....	1917	do.	Destroyer No. 197.	Destroyer, 1st line, DD197.
DD198	HERNDON.....	1917	do.	Destroyer No. 198.	Destroyer, 1st line, DD198.



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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Destroyers—Contd.</i>					
DD199	DALLAS.....	1917	Newport News S. B. Co.	Destroyer No. 199	Destroyer, 1st line, DD199.
.....	Destroyer No. 200	1917	do	Destroyer No. 200	Contract canceled.
.....	Destroyer No. 201	1917	do	Destroyer No. 201	Do.
.....	Destroyer No. 202	1917	do	Destroyer No. 202	Do.
.....	Destroyer No. 203	1917	do	Destroyer No. 203	Do.
.....	Destroyer No. 204	1917	do	Destroyer No. 204	Do.
.....	Destroyer No. 205	1917	do	Destroyer No. 205	Do.
DD206	CHANDLER.....	1917	Wm. Cramp & Sons.	Destroyer No. 206	Destroyer, 1st line, DD206.
DD207	SOUTHARD.....	1917	do	Destroyer No. 207	Destroyer, 1st line, DD207.
DD208	HOVEY.....	1917	do	Destroyer No. 208	Destroyer, 1st line, DD208.
DD209	LONG.....	1917	do	Destroyer No. 209	Destroyer, 1st line, DD209.
DD210	BROOME.....	1917	do	Destroyer No. 210	Destroyer, 1st line, DD210.
DD211	ALDEN.....	1917	do	Destroyer No. 211	Destroyer, 1st line, DD211.
DD212	SMITH THOMPSON	1917	Wm. Cramp & Sons S. & E. B. Co.	Destroyer No. 212	Destroyer, 1st line, DD212.
DD213	BARKER.....	1917	do	Destroyer No. 213	Destroyer, 1st line, DD213.
DD214	TRACEY.....	1917	do	Destroyer No. 214	Destroyer, 1st line, DD214.
DD215	BORIE.....	1917	do	Destroyer No. 215	Destroyer, 1st line, DD215.
DD216	JOHN D. EDWARDS	1917	do	Destroyer No. 216	Destroyer, 1st line, DD216.
DD217	WHIPPLE.....	1917	do	Destroyer No. 217	Destroyer, 1st line, DD217.
DD218	PARROTT.....	1917	do	Destroyer No. 218	Destroyer, 1st line, DD218.
DD219	EDSALL.....	1917	do	Destroyer No. 219	Destroyer, 1st line, DD219.
DD220	MACLEISH.....	1917	do	Destroyer No. 220	Destroyer, 1st line, DD220.
DD221	SIMPSON.....	1917	do	Destroyer No. 221	Destroyer, 1st line, DD221.
DD222	BULMER.....	1917	do	Destroyer No. 222	Destroyer, 1st line, DD222.
DD223	MCCORMICK.....	1917	do	Destroyer No. 223	Destroyer, 1st line, DD223.
DD224	STEWART.....	1917	do	Destroyer No. 224	Destroyer, 1st line, DD224.
DD225	POPE.....	1917	do	Destroyer No. 225	Destroyer, 1st line, DD225.
DD226	PEARY.....	1917	do	Destroyer No. 226	Destroyer, 1st line, DD226.
DD227	PILLSBURY.....	1917	do	Destroyer No. 227	Destroyer, 1st line, DD227.
DD228	JOHN D. FORD.....	1917	do	Destroyer No. 228	Destroyer, 1st line, DD228.
DD229	TRUXTUN.....	1917	do	Destroyer No. 229	Destroyer, 1st line, DD229.
DD230	PAUL JONES.....	1917	do	Destroyer No. 230	Destroyer, 1st line, DD230.
DD231	HATFIELD.....	1917	New York Shipbuilding Co.	Destroyer No. 231	Destroyer, 1st line, DD231.
DD232	BROOKS.....	1917	do	Destroyer No. 232	Destroyer, 1st line, DD232.
DD233	GILMER.....	1917	do	Destroyer No. 233	Destroyer, 1st line, DD233.
DD234	FOX.....	1917	do	Destroyer No. 234	Destroyer, 1st line, DD234.
DD235	KANE.....	1917	do	Destroyer No. 235	Destroyer, 1st line, DD235.
DD236	HUMPHREYS.....	1917	do	Destroyer No. 236	Destroyer, 1st line, DD236.
DD237	McFARLAND.....	1917	do	Destroyer No. 237	Destroyer, 1st line, DD237.
DD238	JAMES K. PAULDING	1917	do	Destroyer No. 238	Destroyer, 1st line, DD238.
DD239	OVERTON.....	1917	do	Destroyer No. 239	Destroyer, 1st line, DD239.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers—Contd.</i>				
DD240	STURTEVANT.....	1917	New York Ship-building Co.	Destroyer No. 240.	Destroyer, 1st line, DD240.
DD241	CHILDS.....	1917	do.	Destroyer No. 241.	Destroyer, 1st line, DD241.
DD242	KING.....	1917	do.	Destroyer No. 242.	Destroyer, 1st line, DD242.
DD243	SANDS.....	1917	do.	Destroyer No. 243.	Destroyer, 1st line, DD243.
DD244	WILLIAMSON.....	1917	do.	Destroyer No. 244.	Destroyer, 1st line, DD244.
DD245	REUBEN JAMES...	1917	do.	Destroyer No. 245.	Destroyer, 1st line, DD245.
DD246	BAINBRIDGE.....	1917	do.	Destroyer No. 246.	Destroyer, 1st line, DD246.
DD247	GOFF.....	1917	do.	Destroyer No. 247.	Destroyer, 1st line, DD247.
DD248	BARRY.....	1917	do.	Destroyer No. 248.	Destroyer, 1st line, DD248.
DD249	HOPKINS.....	1917	do.	Destroyer No. 249.	Destroyer, 1st line, DD249.
DD250	LAWRENCE.....	1917	do.	Destroyer No. 250.	Destroyer, 1st line, DD250.
DD251	BELKNAP.....	1917	Bethlehem S. B. Corp., Quincy.	Destroyer No. 251.	Destroyer, 1st line, DD251.
DD252	MCCOOK.....	1917	do.	Destroyer No. 252.	Destroyer, 1st line, DD252.
DD253	MCCALLA.....	1917	do.	Destroyer No. 253.	Destroyer, 1st line, DD253.
DD254	<i>Kalk</i> (ex) RODGERS.	1917	do.	Destroyer No. 254.	Name changed to Rodgers Dec. 23, 1918; Destroyer, 1st line, DD254.
DD255	OSMOND INGRAM..	1917	do.	Destroyer No. 255.	Destroyer, 1st line, DD255.
DD256	BANCROFT.....	1917	Bethlehem S. B. Corp., Quincy.	Destroyer No. 256.	Destroyer, 1st line; DD256.
DD257	WELLES.....	1917	do.	Destroyer No. 257.	Destroyer, 1st line; DD257.
DD258	AULICK.....	1917	do.	Destroyer No. 258.	Destroyer, 1st line; DD258.
DD259	TURNER.....	1917	do.	Destroyer No. 259.	Destroyer, 1st line; DD259.
DD260	GILLIS.....	1917	do.	Destroyer No. 260.	Destroyer, 1st line; DD260.
DD261	DELPHY.....	1917	Bethlehem S. B. Corp., Squantum.	Destroyer No. 261.	Destroyer, 1st line; DD261.
DD262	MCDERMUT.....	1917	do.	Destroyer No. 262.	Destroyer, 1st line; DD262.
DD263	LAUB.....	1917	do.	Destroyer No. 263.	Destroyer, 1st line; DD263.
DD264	MCLANAHAN.....	1917	do.	Destroyer No. 264.	Destroyer, 1st line; DD264.
DD265	EDWARDS.....	1917	do.	Destroyer No. 265.	Destroyer, 1st line; DD265.
DD266	<i>Anthony</i> (ex) GREENE.	1917	do.	Destroyer No. 266.	Name changed to Greene Apr. 13, 1918; Destroyer, 1st line; DD266.
DD267	BALLARD.....	1917	do.	Destroyer No. 267.	Destroyer, 1st line; DD267.
DD268	SHUBRICK.....	1917	do.	Destroyer No. 268.	Destroyer, 1st line; DD268.
DD269	BAILEY.....	1917	do.	Destroyer No. 269.	Destroyer, 1st line; DD269.
DD270	THORNTON.....	1917	do.	Destroyer No. 270.	Destroyer, 1st line; DD270.
DD271	MORRIS.....	1917	do.	Destroyer No. 271.	Destroyer, 1st line; DD271.
DD272	TINGEY.....	1917	do.	Destroyer No. 272.	Destroyer, 1st line; DD272.
DD273	SWASEY.....	1917	do.	Destroyer No. 273.	Destroyer, 1st line; DD273.
DD274	MEADE.....	1917	do.	Destroyer No. 274.	Destroyer, 1st line; DD274.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers—Contd.</i>				
DD275	SINCLAIR.....	1917	Bethlehem S. B. Corp., Squantum.	Destroyer No. 275.	Destroyer, 1st line; DD275.
DD276	McCAWLEY.....	1917	do.	Destroyer No. 276.	Destroyer, 1st line; DD276.
DD277	MOODY.....	1917	do.	Destroyer No. 277.	Destroyer, 1st line; DD277.
DD278	HENSHAW.....	1917	do.	Destroyer No. 278.	Destroyer, 1st line; DD278.
DD279	MEYER.....	1917	do.	Destroyer No. 279.	Destroyer, 1st line; DD279.
DD280	DOYEN.....	1917	do.	Destroyer No. 280.	Destroyer, 1st line; DD280.
DD281	SHARKEY.....	1917	do.	Destroyer No. 281.	Destroyer, 1st line; DD281.
DD282	TOUCEY.....	1917	do.	Destroyer No. 282.	Destroyer, 1st line; DD282.
DD283	BRECK.....	1917	do.	Destroyer No. 283.	Destroyer, 1st line; DD283.
DD284	ISHERWOOD.....	1917	do.	Destroyer No. 284.	Destroyer, 1st line; DD284.
DD285	CASE.....	1917	do.	Destroyer No. 285.	Destroyer, 1st line; DD285.
DD286	LARDNER.....	1917	do.	Destroyer No. 286.	Destroyer, 1st line; DD286.
DD287	PUTNAM.....	1917	do.	Destroyer No. 287.	Destroyer, 1st line; DD287.
DD288	WORDEN.....	1917	do.	Destroyer No. 288.	Destroyer, 1st line; DD288.
DD289	FLUSSER.....	1917	do.	Destroyer No. 289.	Destroyer, 1st line; DD289.
DD290	DALE.....	1917	do.	Destroyer No. 290.	Destroyer, 1st line; DD290.
DD291	CONVERSE.....	1917	do.	Destroyer No. 291.	Destroyer, 1st line; DD291.
DD292	REID.....	1917	do.	Destroyer No. 292.	Destroyer, 1st line; DD292.
DD293	BILLINGSLEY.....	1917	do.	Destroyer No. 293.	Destroyer, 1st line; DD293.
DD294	CHARLES AUSBURN.....	1917	do.	Destroyer No. 294.	Destroyer, 1st line; DD294.
DD295	OSBORNE.....	1917	do.	Destroyer No. 295.	Destroyer, 1st line; DD295.
DD296	CHAUNCEY.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 296.	Destroyer, 1st line; DD296.
DD297	FULLER.....	1917	do.	Destroyer No. 297.	Destroyer, 1st line; DD297.
DD298	PERCIVAL.....	1917	do.	Destroyer No. 298.	Destroyer, 1st line; DD298.
DD299	<i>Swasey (ex).</i> JOHN FRANCIS BURNES.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 299.	Name changed to John Francis Burnes Oct. 18, 1918. Destroyer, 1st line, DD299.
DD300	FARRAGUT.....	1917	do.	Destroyer No. 300.	Destroyer, 1st line; DD300.
DD301	SOMERS.....	1917	do.	Destroyer No. 301.	Destroyer, 1st line; DD301.
DD302	STODDERT.....	1917	do.	Destroyer No. 302.	Destroyer, 1st line; DD302.
DD303	RENO.....	1917	do.	Destroyer No. 303.	Destroyer, 1st line; DD303.
DD304	FARQUHAR.....	1917	do.	Destroyer No. 304.	Destroyer, 1st line; DD304.
DD305	THOMPSON.....	1917	do.	Destroyer No. 305.	Destroyer, 1st line; DD305.
DD306	KENNEDY.....	1917	do.	Destroyer No. 306.	Destroyer, 1st line; DD306.
DD307	<i>Hamilton (ex).</i> PAUL HAMILTON.....	1917	do.	Destroyer No. 307.	Name changed to Paul Hamilton Apr. 1, 1917. Destroyer, 1st line, DD307.
DD308	WILLIAM JONES.....	1917	do.	Destroyer No. 308.	Destroyer, 1st line; DD308.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyers—Contd.</i>				
DD309	WOODBURY.....	1917	Bethlehem S. B. Corp., San Francisco, Calif.	Destroyer No. 309.	Destroyer, 1st line, DD309.
DD310	S. P. LEE.....	1917	do.....	Destroyer No. 310.	Destroyer, 1st line, DD310.
DD311	NICHOLAS.....	1917	do.....	Destroyer No. 311.	Destroyer, 1st line, DD311.
DD312	YOUNG.....	1917	do.....	Destroyer No. 312.	Destroyer, 1st line, DD312.
DD313	ZELIN.....	1917	do.....	Destroyer No. 313.	Destroyer, 1st line, DD313.
DD314	YARBOROUGH.....	1917	do.....	Destroyer No. 314.	Destroyer, 1st line, DD314.
DD315	LAVALLETTE.....	1917	do.....	Destroyer No. 315.	Destroyer, 1st line, DD315.
DD316	SLOAT.....	1917	do.....	Destroyer No. 316.	Destroyer, 1st line, DD316.
DD317	WOOD.....	1917	do.....	Destroyer No. 317.	Destroyer, 1st line, DD317.
DD318	SHIRK.....	1917	do.....	Destroyer No. 318.	Destroyer, 1st line, DD318.
DD319	KIDDER.....	1917	do.....	Destroyer No. 319.	Destroyer, 1st line, DD319.
DD320	SELFRIDGE.....	1917	do.....	Destroyer No. 320.	Destroyer, 1st line, DD320.
DD321	MARCUS.....	1917	do.....	Destroyer No. 321.	Destroyer, 1st line, DD321.
DD322	MERVINE.....	1917	do.....	Destroyer No. 322.	Destroyer, 1st line, DD322.
DD323	CHASE.....	1917	do.....	Destroyer No. 323.	Destroyer, 1st line, DD323.
DD324	ROBERT SMITH.....	1917	do.....	Destroyer No. 324.	Destroyer, 1st line, DD324.
DD325	MULLANY.....	1917	do.....	Destroyer No. 325.	Destroyer, 1st line, DD325.
DD326	COGLAN.....	1917	do.....	Destroyer No. 326.	Destroyer, 1st line, DD326.
DD327	PRESTON.....	1917	do.....	Destroyer No. 327.	Destroyer, 1st line, DD327.
DD328	LAMSON.....	1917	do.....	Destroyer No. 328.	Destroyer, 1st line, DD328.
DD329	BRUCE.....	1917	do.....	Destroyer No. 329.	Destroyer, 1st line, DD329.
DD330	HULL.....	1917	do.....	Destroyer No. 330.	Destroyer, 1st line, DD330.
DD331	MACDONOUGH.....	1917	do.....	Destroyer No. 331.	Destroyer, 1st line, DD331.
DD332	FARENHOLT.....	1917	do.....	Destroyer No. 332.	Destroyer, 1st line, DD332.
DD333	SUMNER.....	1917	do.....	Destroyer No. 333.	Destroyer, 1st line, DD333.
DD334	CORRY.....	1917	do.....	Destroyer No. 334.	Destroyer, 1st line, DD334.
DD335	MELVIN.....	1917	do.....	Destroyer No. 335.	Destroyer, 1st line, DD335.
DD336	LITCHFIELD.....	1917	Navy yard, Mare Island, Calif.	Destroyer No. 336.	Destroyer, 1st line, DD336.
DD337	ZANE.....	1917	do.....	Destroyer No. 337.	Destroyer, 1st line, DD337.
DD338	WASMUTH.....	1917	do.....	Destroyer No. 338.	Destroyer, 1st line, DD338.
DD339	TREVER.....	1917	do.....	Destroyer No. 339.	Destroyer, 1st line, DD339.
DD340	PERRY.....	1917	do.....	Destroyer No. 340.	Destroyer, 1st line, DD340.
DD341	DECATUR.....	1917	do.....	Destroyer No. 341.	Destroyer, 1st line, DD341.
DD342	HULBERT.....	1917	Navy yard, Norfolk.	Destroyer No. 342.	Destroyer, 1st line, DD342.
DD343	NOA.....	1917	do.....	Destroyer No. 343.	Destroyer, 1st line, DD343.
DD344	WILLIAM B. PRESTON.....	1917	do.....	Destroyer No. 344.	Destroyer, 1st line, DD344.
DD345	PREBLE.....	1916-18	Bath Iron Works.....	Destroyer No. 345.	Destroyer, 1st line, DD345.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Destroyers—Contd.</i>					
DD346	SICARD.....	1916-18	Bath Iron Works....	Destroyer No. 346.	Destroyer, 1st line, DD346.
DD347	FRUITT.....	1916-18	..do.....	Destroyer No. 347.	Destroyer, 1st line, DD347.
	No. 348 to 359.....	1916-18	Not yet under construction.	.....	.....
<i>Light Mine Layers.</i>					
DM1	STRIBLING.....	1917	Fore River S. B. Co.	Destroyer No. 96.	Light mine layer, DM1.
DM2	MURRAY.....	1917	..do.....	Destroyer No. 97.	Light mine layer, DM2.
DM3	ISRAEL.....	1917	..do.....	Destroyer No. 98.	Light mine layer, DM3.
DM4	LUCE.....	1917	..do.....	Destroyer No. 99.	Light mine layer, DM4.
DM5	MAURY.....	1917	..do.....	Destroyer No. 100.	Light mine layer, DM5.
DM6	LANSDALE.....	1917	..do.....	Destroyer No. 101.	Light mine layer, DM6.
DM7	MAHAN.....	1917	..do.....	Destroyer No. 102.	Light mine layer, DM7.
DM8	HART.....	1917	Union Iron Works.	Destroyer No. 110.	Light mine layer, DM8.
DM9	INGRAHAM.....	1917	..do.....	Destroyer No. 111.	Light mine layer, DM9.
DM10	LUDLOW.....	1917	..do.....	Destroyer No. 112.	Light mine layer, DM10.
DM11	BURNS.....	1917	..do.....	Destroyer No. 171.	Light mine layer, DM11.
DM12	ANTHONY.....	1917	..do.....	Destroyer No. 172.	Light mine layer, DM12.
DM13	SPERSON.....	1917	..do.....	Destroyer No. 173.	Light mine layer, DM13.
DM14	RIZAL.....	1917	..do.....	Destroyer No. 174.	Light mine layer, DM14.
<i>Submarines.</i>					
	Holland.....	1896-99	Crescent Shipyard, Elizabethport, N. J. (For J. P. Holland, T. B. Co.)	Submarine No. 1.	Stricken Nov. 21, 1910; sold Nov., 1910.
	Plunger (ex) A-1.....	1896-99	..do.....	Submarine No. 2.	Name changed to A-1, Nov. 17, 1911; target E; stricken Feb. 24, 1913; sold with <i>ex-Puritan</i> Jan. 26, 1922.
	Adder (ex) A-2.....	1896-99	..do.....	Submarine No. 3.	Name changed to A-2, Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS4	Grampus (ex) A-3.....	1896-99	Union Iron Works. (For J. P. Holland, T. B. Co.)	Submarine No. 4.	Name changed to A-3, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Moccasin (ex) A-4.....	1896-99	Crescent Shipyard. (For J. P. Holland, T. B. Co.)	Submarine No. 5.	Name changed to A-4, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Pike (ex) A-5.....	1896-99	Union Iron Works. (For J. P. Holland, T. B. Co.)	Submarine No. 6.	Name changed to A-5, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Porpoise (ex) A-6.....	1896-99	Crescent Shipyard. (For J. P. Holland, T. B. Co.)	Submarine No. 7.	Name changed to A-6, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Shark (ex) A-7.....	1896-99	..do.....	Submarine No. 8.	Name changed to A-7, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Octopus (ex) C-1.....	1896-99	Fore River S. B. Co. (For Electric Boat Co.)	Submarine No. 9.	Name changed to C-1, Nov. 17, 1911; sold Apr. 1, 1920.
SS10	Viper (ex) B-1.....	1904	..do.....	Submarine No. 10.	Name changed to B-1, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Cuttlefish (ex) B-2.....	1904	..do.....	Submarine No. 11.	Name changed to B-2, Nov. 17, 1911; stricken Jan. 16, 1922; target.
SS12	Tarantula (ex) B-3.....	1904	..do.....	Submarine No. 12.	Name changed to B-3, Nov. 17, 1911; stricken Jan. 16, 1922; target.
	Stingray (ex) C-2.....	1906	..do.....	Submarine No. 13.	Name changed to C-2, Nov. 17, 1911; sold Apr. 12, 1920.
	Tarpon (ex) C-3.....	1906	..do.....	Submarine No. 14.	Name changed to C-3, Nov. 17, 1911; sold Apr. 12, 1920.
	Bonita (ex) C-4.....	1906	..do.....	Submarine No. 15.	Name changed to C-4, Nov. 17, 1911; sold Apr. 12, 1920.
	Snapper (ex) C-5.....	1906	..do.....	Submarine No. 16.	Name changed to C-5, Nov. 17, 1911; sold Apr. 12, 1920.
SS17	Narwhal (ex) D-1.....	1906	..do.....	Submarine No. 17.	Name changed to D-1, Nov. 17, 1911; sold June 5, 1922.

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	<i>Submarines—Con.</i>				
SS18	<i>Grayling</i> (ex)..... D-2.	1906	Fore River S. B. Co. (For Electric Boat Co.)	Submarine No. 18.	Name changed to D-2 Nov. 17, 1911; on sale.
SS19	<i>Salmon</i> (ex)..... D-3.	1906	do.	Submarine No. 19.	Name changed to D-3 Nov. 17, 1911; on sale.
SS20	<i>Seal</i> (ex)..... G-1.	1906-7	Lake Torpedo Boat Co.	Submarine No. 19½	Name changed to G-1 Nov. 17, 1911; stricken Aug. 29, 1921.
	<i>Carp</i> (ex)..... F-1.	1908	Union Iron Works. (For Electric Boat Co.)	Submarine No. 20.	Name changed to F-1 Nov. 17, 1911; sunk Dec. 17, 1917.
SS21	<i>Barracuda</i> (ex)..... F-2.	1908	do.	Submarine No. 21.	Name changed to F-2 Nov. 17, 1911; on sale.
SS22	<i>Pickrel</i> (ex)..... F-3.	1908	The Moran Co. (For Electric Boat Co.)	Submarine No. 22.	Name changed to F-3 Nov. 17, 1911; on sale.
	<i>Skate</i> (ex)..... F-4.	1908	do.	Submarine No. 23.	Name changed to F-4 Nov. 17, 1911; sunk Mar. 25, 1915.
SS24	<i>Skipjack</i> (ex)..... E-1.	1908	Fore River S. B. Co. (For Electric Boat Co.)	Submarine No. 24.	Name changed to E-1 Nov. 17, 1911; sold Apr. 19, 1922.
SS25	<i>Sturgeon</i> (ex)..... E-2.	1908	do.	Submarine No. 25.	Name changed to E-2 Nov. 17, 1911; sold Apr. 19, 1922.
	<i>Thrasher</i> (ex)..... G-4.	1908	Wm. Cramp & Sons (for American Laurenti Co.).	Submarine No. 26.	Name changed to G-4 Nov. 17, 1911; sold Apr. 16, 1920.
	<i>Tuna</i> (ex)..... G-2.	1908	Lake Torpedo Boat Co.	Submarine No. 27.	Name changed to G-2 Nov. 17, 1911; sunk July 30, 1919; stricken Sept. 11, 1919.
	<i>Seawolf</i> (ex)..... H-1.	1909	Union Iron Works (for Electric Boat Co.).	Submarine No. 28.	Name changed to H-1 Nov. 17, 1911; stranded Mar. 12, 1920; sold June, 1920.
SS29	<i>Nautilus</i> (ex)..... H-2.	1909	do.	Submarine No. 29.	Name changed to H-2 Nov. 17, 1911; SS29.
SS30	<i>Garfish</i> (ex)..... H-3.	1909	The Moran Co. (for Electric Boat Co.)	Submarine No. 30.	Name changed to H-3 Nov. 17, 1911; SS30.
SS31	<i>Turbot</i> (ex)..... G-3.	1909	Lake Torpedo Boat Co.	Submarine No. 31.	Name changed to G-3 Nov. 17, 1911; sold Apr. 19, 1922.
SS32	<i>Haddock</i> (ex)..... K-1.	1909	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 32.	Name changed to K-1 Nov. 17, 1911; SS32.
SS33	<i>Cachalot</i> (ex)..... K-2.	1909	do.	Submarine No. 33.	Name changed to K-2 Nov. 17, 1911; SS33.
SS34	<i>Orea</i> (ex)..... K-3.	1909	Union Iron Works (for Electric Boat Co.).	Submarine No. 34.	Name changed to K-3 Nov. 17, 1911; SS34.
SS35	<i>Walrus</i> (ex)..... K-4.	1909	The Moran Co. (for Electric Boat Co.).	Submarine No. 35.	Name changed to K-4 Nov. 17, 1911; SS35.
SS36	K-5.....	1911	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 36.	SS36.
SS37	K-6.....	1911	do.	Submarine No. 37.	SS37.
SS38	K-7.....	1911	Union Iron Works (for Electric Boat Co.).	Submarine No. 38.	SS38.
SS39	K-8.....	1911	do.	Submarine No. 39.	SS39.
SS40	L-1.....	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 40.	SS40.
SS41	L-2.....	1912	do.	Submarine No. 41.	SS41.
SS42	L-3.....	1912	do.	Submarine No. 42.	SS42.
SS43	L-4.....	1912	do.	Submarine No. 43.	SS43.
SS44	L-5.....	1912	Lake Torpedo Boat Co.	Submarine No. 44.	SS44.
SS45	L-6.....	1912	Craig S. B. Co. (for Lake Torpedo Boat Co.).	Submarine No. 45.	SS45.
SS46	L-7.....	1912	do.	Submarine No. 46.	SS46.
SS47	M-1.....	1912	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 47.	SS47.
SS48	L-8.....	1913	Navy yard, Portsmouth.	Submarine No. 48.	SS48.

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	<i>Submarines— Con.</i>				
SS49	L-9.....	1913	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 49.	SS49.
SS50	L-10.....	1913	do.....	Submarine No. 50.	SS50.
SS51	L-11.....	1913	do.....	Submarine No. 51.	SS51.
	Schley (ex).....	1914	do.....	Submarine No. 52.	Name changed to AA-1
	AA-1 (ex).....				Aug. 23, 1917, then to
	T-1.....				T-1 Sept. 22, 1920; fleet submarine, SF 1.
SS53	N-1.....	1914	Seattle Con. & D. D. Co. (for electric Boat Co.).	Submarine No. 53.	SS53.
SS54	N-2.....	1914	do.....	Submarine No. 54.	SS54.
SS55	N-3.....	1914	do.....	Submarine No. 55.	SS55.
SS56	N-4.....	1914	Lake Torpedo Boat Co.	Submarine No. 56.	SS56.
SS57	N-5.....	1914	do.....	Submarine No. 57.	SS57.
SS58	N-6.....	1914	do.....	Submarine No. 58.	SS58.
SS59	N-7.....	1914	do.....	Submarine No. 59.	SS59.
	AA-2 (ex).....	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 60.	Name changed to T-2
	T-2.....				Sept. 22, 1920; fleet submarine, SF 2.
	AA-3 (ex).....	1915	do.....	Submarine No. 61.	Name changed to T-3
	T-3.....				Sept. 22, 1920; fleet submarine, SF 3.
SS62	O-1.....	1915	Navy yard, Portsmouth.	Submarine No. 62.	SS62.
SS63	O-2.....	1915	Navy yard, Puget Sound.	Submarine No. 63.	SS63.
SS64	O-3.....	1915	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 64.	SS64.
SS65	O-4.....	1915	do.....	Submarine No. 65.	SS65.
SS66	O-5.....	1915	do.....	Submarine No. 66.	SS66.
SS67	O-6.....	1915	do.....	Submarine No. 67.	SS67.
SS68	O-7.....	1915	do.....	Submarine No. 68.	SS68.
SS69	O-8.....	1915	do.....	Submarine No. 69.	SS69.
SS70	O-9.....	1915	do.....	Submarine No. 70.	SS70.
SS71	O-10.....	1915	do.....	Submarine No. 71.	SS71.
SS72	O-11.....	1915	Lake Torpedo Boat Co.	Submarine No. 72.	SS72.
SS73	O-12.....	1915	do.....	Submarine No. 73.	SS73.
SS74	O-13.....	1915	do.....	Submarine No. 74.	SS74.
SS75	O-14.....	1915	California S. B. Co. (lake type; completed at Mare Island).	Submarine No. 75.	SS75.
SS76	O-15.....	1915	do.....	Submarine No. 76.	SS76.
SS77	O-16.....	1915	do.....	Submarine No. 77.	SS77.
SS78	R-1.....	1916	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 78.	SS78.
SS79	R-2.....	1916	do.....	Submarine No. 79.	SS79.
SS80	R-3.....	1916	do.....	Submarine No. 80.	SS80.
SS81	R-4.....	1916	do.....	Submarine No. 81.	SS81.
SS82	R-5.....	1916	do.....	Submarine No. 82.	SS82.
SS83	R-6.....	1916	do.....	Submarine No. 83.	SS83.
SS84	R-7.....	1916	do.....	Submarine No. 84.	SS84.
SS85	R-8.....	1916	do.....	Submarine No. 85.	SS85.
SS86	R-9.....	1916	do.....	Submarine No. 86.	SS86.
SS87	R-10.....	1916	do.....	Submarine No. 87.	SS87.
SS88	R-11.....	1916	do.....	Submarine No. 88.	SS88.
SS89	R-12.....	1916	do.....	Submarine No. 89.	SS89.
SS90	R-13.....	1916	do.....	Submarine No. 90.	SS90.
SS91	R-14.....	1916	do.....	Submarine No. 91.	SS91.
SS92	R-15.....	1916	Union Iron Works (for Electric Boat Co.).	Submarine No. 92.	SS92.
SS93	R-16.....	1916	do.....	Submarine No. 93.	SS93.
SS94	R-17.....	1916	do.....	Submarine No. 94.	SS94.
SS95	R-18.....	1916	do.....	Submarine No. 95.	SS95.
SS96	R-19.....	1916	do.....	Submarine No. 96.	SS96.
SS97	R-20.....	1916	do.....	Submarine No. 97.	SS97.
SS98	R-21.....	1916	Lake Torpedo Boat Co.	Submarine No. 98.	SS98.
SS99	R-22.....	1916	do.....	Submarine No. 99.	SS99.
SS100	R-23.....	1916	do.....	Submarine No. 100.	SS100.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Submarines—Con.</i>					
SS101	R-24.....	1916	Lake Torpedo Boat Co.	Submarine No. 101.	SS101.
SS102	R-25.....	1916	do.....	Submarine No. 102.	SS102.
SS103	R-26.....	1916	do.....	Submarine No. 103.	SS103.
SS104	R-27.....	1916	do.....	Submarine No. 104.	SS104.
SS105	S-1.....	1916	Fore River S. B. Co. (for Electric Boat Co.)	Submarine No. 105.	SS105.
SS106	S-2.....	1916	Lake Torpedo Boat Co.	Submarine No. 106.	SS106.
SS107	S-3.....	1916	Navy Yard, Portsmouth.	Submarine No. 107.	SS107.
	<i>Submarine No. 108 (Neff propulsion).</i>	1916	Not built.	Submarine No. 108.	To have been equipped with Neff system of propulsion. Special conditions required were never met by the designer.
SS109	S-4.....	1916-17	Navy Yard, Portsmouth.	Submarine No. 109.	SS109.
SS110	S-5.....	1916-17	do.....	Submarine No. 110.	Sunk Sept. 1, 1920; stricken Aug. 29, 1921
SS111	S-6.....	1916-17	do.....	Submarine No. 111.	SS111.
SS112	S-7.....	1916-17	do.....	Submarine No. 112.	SS112.
SS113	S-8.....	1916-17	do.....	Submarine No. 113.	SS113.
SS114	S-9.....	1916-17	do.....	Submarine No. 114.	SS114.
SS115	S-10.....	1916-17	do.....	Submarine No. 115.	SS115 (building).
SS116	S-11.....	1916-17	do.....	Submarine No. 116.	SS116 (building).
SS117	S-12.....	1916-17	do.....	Submarine No. 117.	SS117 (building).
SS118	S-13.....	1916-17	do.....	Submarine No. 118.	SS118 (building).
SS119	S-14.....	1916-17	Lake Torpedo Boat Co.	Submarine No. 119.	SS119.
SS120	S-15.....	1916-17	do.....	Submarine No. 120.	SS120.
SS121	S-16.....	1916-17	do.....	Submarine No. 121.	SS121.
SS122	S-17.....	1916-17	do.....	Submarine No. 122.	SS122.
SS123	S-18.....	1916-17	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.)	Submarine No. 123.	SS123 (building).
SS124	S-19.....	1916-17	do.....	Submarine No. 124.	SS124 (building).
SS125	S-20.....	1916-17	do.....	Submarine No. 125.	SS125 (building).
SS126	S-21.....	1916-17	do.....	Submarine No. 126.	SS126 (building).
SS127	S-22.....	1917	do.....	Submarine No. 127.	SS127 (building).
SS128	S-23.....	1917	do.....	Submarine No. 128.	SS128 (building).
SS129	S-24.....	1917	do.....	Submarine No. 129.	SS129 (building).
SS130	S-25.....	1917	do.....	Submarine No. 130.	SS130 (building).
SS131	S-26.....	1917	do.....	Submarine No. 131.	SS131 (building).
SS132	S-27.....	1917	do.....	Submarine No. 132.	SS132 (building).
SS133	S-28.....	1917	do.....	Submarine No. 133.	SS133 (building).
SS134	S-29.....	1917	do.....	Submarine No. 134.	SS134 (building).
SS135	S-30.....	1917	Bethlehem S. B. Corp., San Francisco, Calif. (for Electric Boat Co.)	Submarine No. 135.	SS135 (building).
SS136	S-31.....	1917	do.....	Submarine No. 136.	SS136 (building).
SS137	S-32.....	1917	do.....	Submarine No. 137.	SS137 (building).
SS138	S-33.....	1917	do.....	Submarine No. 138.	SS138 (building).
SS139	S-34.....	1917	do.....	Submarine No. 139.	SS139 (building).
SS140	S-35.....	1917	do.....	Submarine No. 140.	SS140 (building).
SS141	S-36.....	1917	do.....	Submarine No. 141.	SS141 (building).
SS142	S-37.....	1917	do.....	Submarine No. 142.	SS142 (building).
SS143	S-38.....	1917	do.....	Submarine No. 143.	SS143 (building).
SS144	S-39.....	1917	do.....	Submarine No. 144.	SS144 (building).
SS145	S-40.....	1917	do.....	Submarine No. 145.	SS145 (building).
SS146	S-41.....	1917	do.....	Submarine No. 146.	SS146 (building).
SS147	H-4.....	1917	Purchased in knock-down condition from Electric Boat Co., and assembled at navy yard, Puget Sound, Wash.	Submarine No. 147.	SS147.
SS148	H-5.....	1917	do.....	Submarine No. 148.	SS148.
SS149	H-6.....	1917	do.....	Submarine No. 149.	SS149.
SS150	H-7.....	1917	do.....	Submarine No. 150.	SS150.
SS151	H-8.....	1917	do.....	Submarine No. 151.	SS151.
SS152	H-9.....	1917	do.....	Submarine No. 152.	SS152.



## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Submarines—Con.</i>					
SS153	S-42.....	1916-18	Bethlehem S. B. Corp., Quincy (for Electric Boat Co.).	Submarine No. 153.	SS153 (building).
SS154	S-43.....	1916-18	.....do.....	Submarine No. 154.	SS154 (building).
SS155	S-44.....	1916-18	.....do.....	Submarine No. 155.	SS155 (building).
SS156	S-45.....	1916-18	.....do.....	Submarine No. 156.	SS156 (building).
SS157	S-46.....	1916-18	.....do.....	Submarine No. 157.	SS157 (building).
SS158	S-47.....	1916-18	.....do.....	Submarine No. 158.	SS158 (building).
SS159	S-48.....	1916-18	Lake Torpedo Boat Co.	Submarine No. 159.	SS159 (building).
SS160	S-49.....	1916-18	.....do.....	Submarine No. 160.	SS160.
SS161	S-50.....	1916-18	.....do.....	Submarine No. 161.	SS161.
SS162	S-51.....	1916-18	.....do.....	Submarine No. 162.	SS162.
<i>Fleet submarines.</i>					
SF1	Schley (ex). AA-1 (ex). T-1.....	1914	Fore River S. B. Co. (for Electric Boat Co.).	Submarine No. 52..	Name changed to AA-1 Aug. 23, 1917, then to T-1 Sept. 22, 1920; SF1.
SF2	AA-2 (ex).....	1915	.....do.....	Submarine No. 60..	Name changed to T-2 Sept. 22, 1920; SF2.
SF3	AA-3 (ex).....	1915	.....do.....	Submarine No. 61..	Name changed to T-3 Sept. 22, 1920; SF3.
SF4	V-1.....	1916-18	Navy yard, Portsmouth.	Submarine No. 163.	SF4 (building).
SF5	V-2.....	1916-18	.....do.....	Submarine No. 164.	SF5 (building).
SF6	V-3.....	1916-18	.....do.....	Submarine No. 165.	SF6 (building).
SF7	V-4.....	1916-18	Not yet under construction or contract.	Submarine No. 166.	SF7.
SF8	V-5.....	1916-18	.....do.....	Submarine No. 167.	SF8.
SF9	V-6.....	1916-18	.....do.....	Submarine No. 168.	SF9.
SF10	V-7.....	1916-18	.....do.....	Submarine No. 169.	SF10.
SF11	V-8.....	1916-18	.....do.....	Submarine No. 170.	SF11.
SF12	V-9.....	1916-18	.....do.....	Submarine No. 171.	SF12.
<i>Dispatch boat.</i>					
.....	DOLPHIN.....	1883	John Roach & Sons, Chester, Pa.	Dispatch boat.....	Classification changed to gunboat; PG24.
<i>Dynamite cruiser.</i>					
.....	VESUVIUS.....	1886	William Cramp & Sons.	Dynamite cruiser..	Unclassified.
<i>Practice vessel (Naval Academy).</i>					
.....	BANCROFT.....	1888	Moore & Sons, Elizabethport, N. J.	Practice vessel....	Stricken June 30, 1906; transferred to Coast Guard June 30, 1906 (renamed ITASCA).
<i>Ram.</i>					
.....	KATAHDIN.....	1889	Bath Iron Works...	Ram.....	Stricken July 9, 1908; used as target.
<i>Training vessel (Naval Academy).</i>					
.....	Chesapeake (ex.)... SEVERN.	1897	.....do.....	Training vessel....	Name changed to SEVERN June 15, 1906; stricken Oct. 12, 1916; sold Dec. 7, 1916.
<i>Steel training ships (sail).</i>					
.....	CUMBERLAND.....	1903	Navy yard, Boston.	Training vessel ...	Unclassified.
.....	INTREPID.....	1903	Navy yard, Mare Island.	.....do.....	Unclassified; sold Dec. 20, 1921.
<i>Wooden brig.</i>					
.....	BOXER.....	1903	Navy yard, Portsmouth.	Training brig.....	District craft, loaned to Interior Department May 7, 1920; unclassified.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Eagles.</i>					
PE1-15	EAGLES 1 TO 15....	1918	Ford Motor Co., Detroit, Mich.	Patrol vessels, EAGLES 1 to 15.	PE1 to PE15.
.....	EAGLES 16, 21, 22, and 30.	1918	.....do.....	Patrol vessels, EAGLES 16, 21, 22, and 30.	Transferred to U. S. Coast Guard Dec. 19, 1919.
PE17-19	EAGLES 17, 18, 19..	1918	.....do.....	Patrol vessels, EAGLES 17, 18, 19.	PE17 to PE19.
.....	EAGLE 20.....	1918	.....do.....	Patrol vessel, EAGLE 20.	Transferred to U. S. Coast Guard, Nov. 26, 1919. Sold Dec. 20, 1921.
PE25	EAGLE 25.....	1918	.....do.....	Patrol vessel, EAGLE 25.	PE26 to PE29.
PE26-29	EAGLES 26 TO 29...	1918	.....do.....	Patrol vessels, EAGLES 26 to 29.	PE31 to PE60.
PE31-60	EAGLES 31 TO 60...	1918	.....do.....	Patrol vessels, EAGLES 31 to 60.	Contract canceled Nov. 30, 1918.
.....	EAGLES 61 TO 112..	1918	.....do.....	Patrol vessels, EAGLES 61 to 112.	
<i>Submarine chasers.</i>					
PC	341 vessels built for U. S. Navy.	1917-19	See statement herein under "Submarine chasers."	Patrol vessels, submarine chasers.	
.....	100 vessels built for French Navy.				
.....	7 vessels not completed.				
<i>Gunboats.</i>					
.....	YORKTOWN.....	1885	Wm. Cramp & Sons, Philadelphia, Pa.	Gunboat No. 1....	Sold Sept. 30, 1921.
.....	PETREL.....	1885	Columbian Iron Works, Baltimore, Md.	Gunboat No. 2....	Sold Nov. 1, 1920.
.....	CONCORD.....	1887	N. F. Palmer, jr., & Co., Chester, Pa.	Gunboat No. 3....	Transferred to Treasury Dept. Arr. 22, 1915; stricken Dec. 31, 1915.
.....	BENNINGTON.....	1887	.....do.....	Gunboat No. 4....	Stricken Sept. 10, 1910; sold 1910.
.....	MACHIAS.....	1889	Bath Iron Works, Bath, Me.	Gunboat No. 5....	Sold Oct. 29, 1920.
.....	CASTINE.....	1889	.....do.....	Gunboat No. 6....	Sold Aug. 5, 1921.
PG7	NASHVILLE.....	1893	Newport News S. B. Co., Newport News, Va.	Gunboat No. 7....	Sold Oct. 20, 1921.
.....	WILMINGTON.....	1893	.....do.....	Gunboat No. 8....	Unclassified (Ex-PG8).
PG8	HELENA.....	1893	.....do.....	Gunboat No. 9....	PG9.
PG10	ANNAPOLIS.....	1895	Lewis Nixon, Elizabethport, N. J.	Gunboat No. 10....	Unclassified (Ex-PG10).
PG11	VICKSBURG.....	1895	Bath Iron Works, Bath, Me.	Gunboat No. 11....	Unclassified (Ex-PG11); transferred to Coast Guard, May 2, 1921.
PG12	NEWPORT.....	1895	.....do.....	Gunboat No. 12....	Unclassified (Ex-PG12).
PG13	PRINCETON.....	1895	J. H. Dialogue & Son, Camden, N. J.	Gunboat No. 13....	Sold Nov. 13, 1919.
PG14	WHEELING.....	1895	Union Iron Works, San Francisco, Calif.	Gunboat No. 14....	Unclassified (ex-PG14).
.....	MARIETTA.....	1895	.....do.....	Gunboat No. 15....	Sold March 25, 1920.
PG16	PALOS.....	1898	Navy yard, Mare Island, Calif.	Gunboat No. 16....	PG16.
.....	DUBUQUE.....	1902	Gas Engine & Power Co., Morris Heights, N. Y.	Gunboat No. 17....	Classification changed to auxiliary miscellaneous AG6; then to unclassified (ex-AG6).
.....	PADUCAH.....	1902	.....do.....	Gunboat No. 18....	Classification changed to auxiliary miscellaneous AG7; then to unclassified (ex-AG7).
PG19	SACRAMENTO.....	1911	Wm. Cramp & Sons, Philadelphia, Pa.	Gunboat No. 19....	PG19.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired: Latest classification or status.
	<i>Gunboats—Contd.</i>				
PG20	MONOCACY .....	1911	Navy yard, Mare Island.	Gunboat No. 20...	PG20.
PG21	ASHEVILLE .....	1916	Navy yard, Charleston.	Gunboat No. 21...	PG21.
PG22	TULSA .....	1916	do.	Gunboat No. 22...	PG22 (building).
PG23	Ranger (ex). Rockport (ex). NANTUCKET.	1873	Harlan & Hollingsworth (built 1876).	Gunboat No. 23...	Originally named RANGER; changed to ROCKPORT Oct. 30, 1917; then to NANTUCKET Feb. 20, 1918; unclassified (ex-PG24) Sold Feb. 25, 1922.
PG24	DOLPHIN .....	1883	John Roach & Sons, Chester, Pa.	Gunboat No. 24...	
PG27	MARBLEHEAD .....	1888	City Point Works, Boston.	Cruiser No. 11.....	Classification changed to gunboat PG27; sold Aug. 5, 1921.
PG28	DENVER .....	1899	Neafie & Levy, Philadelphia, Pa.	Cruiser No. 14.....	Classification changed to gunboat PG28; then to light cruiser CL16.
PG29	DES MOINES .....	1899	Fore River S. & E. Co.	Cruiser No. 15.....	Classification changed to gunboat PG29; then to light cruiser CL17.
PG30	CHATTANOOGA .....	1899	Crescent Shipyard, Elizabethport, N. J.	Cruiser No. 16.....	Classification changed to gunboat PG31; then to light cruiser CL18.
PG31	GALVESTON .....	1899	Wm. R. Trigg, Richmond, Va. (completed at Navy yard, Norfolk).	Cruiser No. 17.....	Classification changed to gunboat PG31; then to light cruiser CL19.
PG32	TACOMA .....	1899	Union Iron Works...	Cruiser No. 18.....	Classification changed to gunboat PG32; then to light cruiser CL20.
PG33	CLEVELAND .....	1899	Bath Iron Works....	Cruiser No. 19.....	Classification changed to gunboat PG33; then to light cruiser CL21.
PG34	NEW ORLEANS .....	1898	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1898; formerly named <i>Amazonas</i> ; classification changed to gunboat PG34; then to light cruiser, 2d line, CL22.
PG35	TOPEKA .....	1898	G. Howalt, Kiel, Germany.	Gunboat.....	Purchased from Thames Iron Works, London, Apr. 2, 1898; formerly named <i>Diogenes</i> ; unclassified (ex-PG35).
PG36	ALBANY .....	1898	Armstrong Mitchell & Co., Newcastle, England.	Cruiser.....	Purchased from Brazilian Government Mar. 16, 1898; formerly named <i>Almirante Abra</i> ; classification changed to gunboat PG36; then to light cruiser, 2d line, CL23.
PG37	Callao (ex).....	1898	Manila Slip Co., Cavite, P. I.	Gunboat.....	Captured during war with Spain; district craft YFB11.
PG38	ELCANO .....	1899	Carraca, Spain.....	do.....	Transferred from Army Nov. 9, 1899; gunboat PG38.
PG39	PAMPANGA .....	1899	Manila Slip Co., Cavite, P. I.	do.....	Transferred from Army Nov. 9, 1899; gunboat PG39.
PG40	QUIROS .....	1900	Hongkong & Whampoa Dock Co.	do.....	Transferred from Army Feb. 21, 1900; gunboat PG40.
PG41	SAMAR .....	1899	Manila Slip Co., Cavite, P. I.	do.....	Transferred from Army Nov. 9, 1899; sold Jan. 11, 1921.
PG42	VILLALOBOS .....	1900	Hongkong & Whampoa Dock Co.	do.....	Transferred from Army Feb. 21, 1900; gunboat PG42.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Converted yachts.</i>					
PY1	MAYFLOWER.....	1898	J. & G. Thompson, Clyde Bank, Scotland.	Converted yacht	Purchased Mar. 19, 1898, from the Ogden Goellet estate; converted yacht PY1.
PY2	HAWK.....	1898	Fleming & Ferguson, Paisley, Scotland.	do	Formerly named <i>Hermione</i> ; purchased Apr. 2, 1898, from the Henry L. Pierce estate; unclassified (ex-PY2).
PY3	SCORPION.....	1898	John N. Robins, South Brooklyn, N. Y.	do	Purchased from M. C. D. Borden, Apr. 7, 1898; formerly named <i>Sovereign</i> ; on sale May 14, 1921; stricken from Navy list July 1, 1921; removed from stricken list and reclassified as converted yacht PY3 Apr. 24, 1922; on sale.
PY4	VIXEN.....	1898	Lewis Nixon, Elizabethport, N. J.	do	Purchased Apr. 9, 1898, from T. A. B. Widener; formerly named <i>Josephine</i> ; converted yacht PY4.
PY5	SYLPH.....	1898	John Roach, Chester, Pa.	do	Purchased June, 1898, from John Roach & Co.; converted yacht PY5.
PY6	NOKOMIS.....	1917	Pusey & Jones, Wilmington, Del.	do	Purchased June 1, 1917, from H. E. Dodge, Detroit, Mich.; formerly named <i>Nokomis II</i> ; converted yacht PY6.
PY7	ARAMIS.....	1917	Robert Jacob, City Island, N. Y.	Converted yacht (Id. No. 418).	Purchased July 3, 1917, from A. H. Marks, New York; converted yacht PY7.
PY8	DESPATCH.....	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Converted yacht (Id. No. 68).	Purchased from J. D. Archibold estate, New York, Aug. 6, 1917; formerly named <i>Vixen</i> ; converted yacht PY8.
PY9	NIAGARA.....	1917	James Shewan & Sons, Brooklyn, N. Y.	Converted yacht (Id. No. 136).	Purchased Aug. 10, 1917, from Howard Gould, New York; converted yacht PY9.
PY10	ISABEL.....	1917	Bath Iron Works, Bath, Me.	Destroyer (Id. No. 521).	Purchased 1917 before completion from J. W. Willys, Toledo, Ohio; converted yacht PY10.
<i>Destroyer tenders.</i>					
AD1	DIXIE.....	1898	Newport News S. B. & D. D. Co., Newport News, Va.	Auxiliary cruiser..	Purchased from Southern Pacific Co., 1898; formerly <i>El Rio</i> ; conversion to destroyer tender authorized Sept. 30, 1911; destroyer tender AD1.
AD2	MELVILLE.....	1912	New York S. B. Co., Camden, N. J.	Destroyer tender No. 2.	Destroyer tender AD2.
AD3	DOBBIN.....	1916-17	Navy Yard, Philadelphia, Pa.	Destroyer tender No. 3.	Destroyer tender AD3 (building).
AD4	WHITNEY.....	1916-18	Navy Yard, Boston, Mass.	Destroyer tender No. 4.	Destroyer tender AD4 (building).
AD5	PRAIRIE.....	1898	Wm. Camp & Sons, Philadelphia, Pa.	Auxiliary cruiser..	Purchased Apr. 6, 1898, from the Southern Pacific Co.; formerly named <i>El Sol</i> ; conversion to destroyer tender authorized Aug. 9, 1917; destroyer tender AD4; on sale.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Destroyer tenders—Continued.</i>				
AD6	PANTHER.....	1898	Wm. Cramp & Sons, Philadelphia, Pa.	Auxiliary cruiser.	Purchased Apr. 19, 1898, from Red D Steamship Co.; formerly named <i>Venezuela</i> ; destroyer tender AD6; on sale.
AD7	LEONIDAS.....	1898	S. P. Austin & Sons, Ltd., Sunderland, England.	Collier.....	Purchased Apr. 16, 1898, from Francis Stanley Holland, London, England; formerly named <i>Elizabeth Holland</i> ; destroyer tender AD7; sold June 5, 1922.
AD8	BUFFALO.....	1898	Newport News S. B. & D. D. Co.	Auxiliary cruiser..	Purchased July 11, 1898, from the Brazilian Government; formerly named <i>Nitheroy</i> ; destroyer tender AD8.
AD9	BLACK HAWK.....	1917	Wm. Cramp & Sons, Philadelphia, Pa.	Repair ship (Id. No. 2140).	Purchased Dec. 3, 1917, from W. R. Grace & Co., New York; formerly named <i>Santa Catalina</i> ; destroyer tender AD9.
AD10	BRIDGEPORT.....	1917	Bremer Vulcan, Vegesack, Germany.	Repair ship (Id. No. 3009).	Formerly named <i>Breslau</i> and owned by North German Lloyd S. S. Co.; taken over 1917 during war with Germany; destroyer tender AD10.
AD11	ALTAIR.....	1921	Skinner & Eddy, Seattle, Wash.	Destroyer tender AD11.	Taken over from Shipping Board, Dec. 5, 1921; formerly named <i>Edisto</i> ; destroyer tender AD11.
AD12	DENEbola.....	1921	..do.....	Destroyer tender AD12.	Taken over from Shipping Board, November, 1921; formerly named <i>Edgewood</i> ; destroyer tender AD12.
AD13	RIGEL.....	1921	..do.....	Destroyer tender AD13.	Taken over from Shipping Board, Nov. 16, 1921; formerly named <i>Edgecombe</i> ; destroyer tender AD13.
	<i>Submarine tenders.</i>				
AS1	<i>Niagara</i> (ex) FULTON.....	1911	New London S. & E. Co., Groton, Conn.	Submarinetender No. 1.	Name changed to FULTON Feb. 10, 1913; submarine tender AS1.
AS2	BUSHNELL.....	1912	Seattle Con. & D. D. Co., Seattle, Wash.	Submarinetender No. 2.	Submarine tender AS2.
AS3	HOLLAND.....	1916-17	Navy Yard, Puget Sound.	Submarinetender No. 3.	Submarine tender AS3 (building).
AS4	ALERT.....	1873	John Roach, Chester, Pa.	Gunboat.....	Submarine tender AS4.
AS5	BEAVER.....	1918	Newport News, S. B. & D. D. Co., Newport News, Va.	Submarine tender (Id. No. 2302).	Purchased July 1, 1918, from San Francisco & Portland S. S. Co.; submarine tender AS5.
AS6	CAMDEN.....	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarinetender (Id. No. 3143).	Originally named <i>Kiel</i> and owned by German Austalman S. S. Co.; taken over 1917 during war with Germany; submarine tender AS6.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Submarine tenders—</i> (contd.)					
AS7	RAINBOW.....	1898	James Laing, Sunderland, England.	Distilling ship....	Purchased June 29, 1898; from Thos as Ronaldson; originally named <i>Norseking</i> , submarine tender AS7.
AS8	SAVANNAH.....	1917	Flensburger S. B. Co., Flensburg, Germany.	Submarine tender. (Id No. 3015).	Formerly named <i>Sazonia</i> and owned by the Hamburg - American S. S. Co.; taken over 1917 during war with Germany; submarine tender AS8.
AS9	CANOPUS.....	1921	New York S. B. Co., Camden, N. J.	Submarine tender, AS9.	Taken over from Shipping Board Nov. 22, 1921; formerly named <i>Santa Leonora</i> ; submarine tender AS9.
<i>Aircraft tenders.</i>					
AZ1	WRIGHT.....	1919	American International S. B. Corp., Hog Island, P. I.; converted by Tietjen & Lang D. D. Co, Hoboken, N. J.	Aircraft tender, AZ1.	Originally under contract for the United States Shipping Board; assigned to Navy for conversion to aircraft tender; aircraft tender AZ1.
<i>Repair ships.</i>					
AR1	MEDUSA.....	1916-18	Navy Yard, Puget Sound.	Repair ship AR1..	Repair ship AR1 (building).
AR2	BRIDGEPORT.....	1917	Bremer Vulcan, Vegesack, Germany.	Destroyer tender (Id No. 3009).	Formerly named <i>Breslau</i> , and owned by North German Lloyd S. S. Co.; taken over 1917 during war with Germany; destroyer tender AD10.
AR3	<i>Ontario</i> (ex) PROMETHEUS.	1904	Navy Yard, Mare Island.	Fleet collier No. 2..	Originally named <i>Ontario</i> ; name changed to PROMETHEUS Oct. 1905; conversion to repair ship authorized Apr. 27, 1904; repair ship AR3.
AR4	<i>Erie</i> (ex) VESTAL.	1904	Navy Yard, New York.	Fleet collier No. 1..	Originally named <i>Erie</i> ; name changed to VESTAL Oct., 1905; conversion to repair ship authorized Apr. 27, 1904; repair ship AR4.
<i>Storeships.</i>					
AF1	BRIDGE.....	1913	Navy Yard, Boston.	Supply ship No. 1.	Classification changed to storeship May 2, 1916, when name was assigned: storeship AF1.
AF2	CELTIC.....	1898	Workman Clark & Co., Belfast, Ireland.	Supply ship .....	Purchased May 14, 1898, from Federal Line, London; formerly named <i>Celtic King</i> ; storeship AF2.
AF3	CULGOA.....	1898	J. L. Thompson & Son, Sunderland, England.	Refrigerator ship..	Purchased June 4, 1898, from G. F. Walford; storeship SF3; sold July 25, 1922.
AF4	GLACIER.....	1898	.....do.....	.....do.....	Purchased July 1898; from the Federal Line 1898; formerly named <i>Port Chalmers</i> ; storeship AG4; on sale.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Storeships—Contd.</i>					
AF5	POMPEY.....	1898	S. P. Austin & Sons, Sunderland, England.	Collier.....	Purchased Apr. 19, 1898, from James and Charles Harrison, London; storeship AF5; to be transferred to War Department.
AF6	RAPPAHANNOCK...	1917	Bremer Vulcan, Vegesach, Germany.	Animal transport (Id No. 1854.)	Formerly named <i>Pomy mern</i> and owned by the North German Lloyd S. S. Co.; taken over 1917 during war with Germany; store ship AF6.
AF7	ARCTIC.....	1921	Moore S. B. Co., Oakland, Calif.	Storeship AF7....	Taken over from Shipping Board Nov. 4, 1921; formerly named <i>Yamhill</i> ; storeship AF7.
AF8	BOREAS.....	1921	Moore S. B. Co., Oakland, Calif.	Storeship AF8....	Taken over from Shipping Board Dec. 6, 1921; formerly named <i>Yaquina</i> ; storeship, AF8.
AF9	YUKON.....	1921	.....do.....	Storeship AF9....	Taken over from Shipping Board Nov. 14, 1921; formerly named <i>Mehanno</i> ; storeship, AF9.
<i>Colliers.</i>					
.....	<i>Erie</i> (ex) VESTAL.....	1904	Navy yard, New York.	Fleet collier No. 1.	Name changed to VESTAL October, 1905; conversion to repair ship authorized Apr. 27, 1904; repair ship, AR4.
.....	<i>Ontario</i> (ex) PROMETHEUS.....	1904	Navy yard, Mare Island.	Fleet collier No. 2.	Name changed to PROMETHEUS October, 1905; conversion to repair ship authorized Apr. 27, 1904; repair ship, AR3.
.....	<i>Jupiter</i> (ex) LANGLEY.....	1908-11	.....do.....	Fleet collier No. 3.	Conversion to aircraft carrier authorized; name changed to LANGLEY Apr. 21, 1920; aircraft carrier, CV1.
.....	CYCLOPS.....	1908	Wm. Cramp & Sons, Philadelphia, Pa.	Fleet collier No. 4.	Missing since Mar. 3, 1918.
AC5	VULCAN.....	1908	Maryland Steel Co., Sparrows Point, Md.	Collier No. 5.....	Collier, AC5.
AC6	MARS.....	1908	.....do.....	Collier No. 6.....	Collier, AC6.
.....	HECTOR.....	1908	.....do.....	Collier No. 7.....	Lost July 14, 1916.
AC8	NEPTUNE.....	1909	.....do.....	Fleet collier No. 8.	Collier, AC8.
AC9	PROTEUS.....	1910	Newport News S. B. Co., Newport News, Va.	Fleet collier No. 9.	Collier, AC9.
AC10	NEREUS.....	1910	.....do.....	Fleet collier No. 10.	Collier, AC10.
AC11	ORION.....	1911	Maryland Steel Co., Sparrows Point, Md.	Fleet collier No. 11.	Collier, AC11.
AC12	JASON.....	1911	.....do.....	Fleet collier No. 12.	Collier, AC12.
AC13	ABARENDA.....	1898	Edwards S. B. Co., Newcastle, England.	Collier.....	Purchased May 5, 1898; collier, AC13.
AC14	<i>Scindia</i> (ex) AJAX.....	1898	D. & W. Henderson & Co., Glasgow, Scotland.	.....do.....	Purchased May 12, 1898; name changed to AJAX Jan. 1, 1901; AJAX, collier, AC14.
AC15	BRUTUS.....	1898	J. Redhead & Sons, South Shields, England.	.....do.....	Purchased June 3, 1898; formerly named <i>Peter Jebsen</i> ; collier, AC15.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Colliers—Contd.</i>					
AC16	CAESAR.....	1898	Ropner & Sons, Stockton-on-Tees, England.	Collier.....	Purchased Apr. 21, 1896; formerly named <i>Kingstor</i> ; collier, AC16.
AC17	NERO.....	1898	J. L. Thompson & Sons, Sunderland, England.	.....do.....	Purchased June 30, 1896; formerly named <i>Whitgift</i> ; collier AC17; on sale.
<i>Oilers.</i>					
AO1	KANAWHA.....	1912	Navy yard, Mare Island.	Fuel ship No. 13..	Oiler, AO1.
AO2	MAUMEE.....	1912	.....do.....	Fuel ship No. 14..	Oiler, AO2.
AO3	CUYAMA.....	1915	.....do.....	Fuel ship No. 15..	Oiler, AO3.
AO4	BRAZOS.....	1916	Navy yard, Boston.	Fuel ship No. 16..	Oiler, AO4.
AO5	NECHES.....	1916-18	.....do.....	Fuel ship No. 17..	Oiler, AO5.
AO6	PECOS.....	1916-18	.....do.....	Fuel ship No. 18..	Oiler, AO6.
AO7	ARETHUSA.....	1898	Craig Taylor & Co., Stockton, England.	Tanker.....	Purchased Aug. 12, 1896; formerly named <i>Lucilene</i> ; oiler, AO7.
AO8	SARA THOMPSON..	1918	Wm. Armstrong & Co., Newcastle, England.	Tanker (Id No. 3148).	Purchased Aug. 8, 1918; formerly named <i>Guthrie</i> ; oiler, AO8.
AO9	PATOKA.....	1919	Newport News S. B. & D. D. Co., Newport News, Va.	Oiler AO9.....	Loaned to the Navy by the Shipping Board; delivered Sept. 3, 1918; oiler, AO9.
AO10	ALAMEDA.....	1919	Wm. Cramp & Sons, Philadelphia, Pa.	Oiler AO10.....	Loaned to the Navy by the Shipping Board; delivered Oct. 17, 1919; oiler, AO10; on sale.
AO11	SAPELO.....	1920	Newport S. B. & D. D. Co., Newport News, Va.	Oiler AO11.....	Loaned to the Navy by the Shipping Board; delivered Jan. 30, 1920; oiler, AO11.
AO12	RAMAPO.....	1919	Newport News S. B. & D. D. Co., Newport News, Va.	Oiler AO12.....	Loaned to Navy by U. S. Shipping Board; delivered Oct. 22, 1919; oiler, AO12.
AO13	TRINITY.....	1920	.....do.....	Oiler, AO13.....	Loaned to Navy by U. S. Shipping Board; delivered Sept. 4, 1920; oiler, AO13.
AO14	ROBERT L. BARNES	1918	McDougall Duluth Co., Duluth, Minn.	Cargo ship, AK11 (Id. No. 3088).	Taken over from builders by Shipping Board June 29, 1918, and transferred to Navy classification changed to oiler, AO14.
AO15	KAWEAH.....	1921	Wm. Cramp & Sons, Philadelphia, Pa.	Oiler, AO15.....	Taken over from Shipping Board Dec. 2, 1921; oiler, AO15.
AO16	LARAMIE.....	1921	.....do.....	Oiler, AO16.....	Taken over from Shipping Board Dec. 2, 1921; oiler, AO16.
AO17	MATTOLE.....	1922	.....do.....	Oiler, AO17.....	Taken over from Shipping Board Mar. 6, 1922; oiler, AO17.
AO18	RAPIDAN.....	1922	Newport News S. B. & D. D. Co., Newport News, Va.	Oiler, AO18.....	Taken over from Shipping Board Jan. 1, 1922; oiler, AO18.
AO19	SALINAS.....	1921	.....do.....	Oiler, AO19.....	Taken over from Shipping Board Dec. 19, 1921; oiler, AO19.
AO20	SEPULGA.....	1921	.....do.....	Oiler, AO20.....	Taken over from Shipping Board Dec. 7, 1921; oiler, AO20.
AO21	TIPPECANOE.....	1922	.....do.....	Oiler, AO21.....	Taken over from Shipping Board Mar. 6, 1922; oiler, AO21.
<i>Ammunition ships.</i>					
AE1	PYRO.....	1916	Navy Yard, Puget Sound.	Ammunition ship, AE1.	Ammunition ship, AE1.
AE2	NITRO.....	1916-18	.....do.....	Ammunition ship, AE2.	Ammunition ship, AE2.



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	<i>Cargo ships.</i>				
AK1	HOUSTON.....	1917	Bremer Vulcan, Germany.	Collier.....	Formerly named <i>Liebenfels</i> and owned by the Hansa S. S. Line; taken over 1917 during the war with Germany; cargo ship AK1.
AK2	KITTERY.....	1917	G. Seebach Aktien Ges., Germany.	Cargo ship.....	Formerly named <i>Präsident</i> and owned by the Hamburg-American S. S. Line; taken over 1917 during the war with Germany; cargo ship AK2.
AK3	NEWPORT NEWS..	1917	Flensburg S. B. Co., Germany.	Collier.....	Formerly named <i>Odenwald</i> and owned by the Hamburg-American S. S. Line; taken over during the war with Germany, 1917; cargo ship AK3.
AK4	BATH.....	1917	Stettiner Oderwerker, Stettin, Germany.	.....do.....	Formerly named <i>Andromeda</i> , and owned by Argo S. S. Corp.; taken over 1917, during the war with Germany; cargo ship AK4.
AK5	GULFPORT.....	1917	Rickmers Aktien Ges., Germany.	Collier (Id. No. 2989).	Formerly named <i>Locksun (ex-Andraee Rickmers)</i> and owned by North German Lloyd S. S. Co; taken over 1917 during war with Germany; cargo ship AK5; on sale.
AK6	BEAUFORT.....	1917	H. Koch, Aktien Ges., Germany.	Collier (Id. No. 3008).	Formerly named <i>Rudolf Blumberg (ex-Rheingraf)</i> and owned by Leonhardt and Blumberg; taken over 1917 during war with Germany; cargo ship AK6.
AK7	PENSACOLA.....	1917	Aktien Ges., Neptune, Germany.	Collier (Id. No. 2078).	Formerly named <i>Nicarica</i> and owned by Hamburg-American Line; taken over 1917, during war with Germany; cargo ship AK7; classification changed to auxiliary miscellaneous AG13.
AK8	ASTORIA.....	1917	J. Blumer & Co., Sunderland, England.	Collier (Id. No. 2005).	Formerly named <i>Friedrich Leonhardt</i> and owned by Leonhardt & Blumberg; taken over 1917 during war with Germany; cargo ship AK8; sold Dec. 20, 1921.
AK9	LONG BEACH.....	1917	Wm. Pickersgill & Sons, Sunderland, England.	Collier (Id. No. 2136).	Formerly named <i>Hohenfelde</i> and owned by Fuhrman, Nissle and Gunther; taken over 1917 during war with Germany; cargo ship AK9; sold May 24, 1922.
AK10	QUINCY.....	1917	Wm. Doxford & Sons, Sunderland, England.	Collier.....	Formerly named <i>Vogesen</i> and owned by H. Vogemann; taken over 1917 during war with Germany; cargo ship AK10; on sale.
AK11	ROBERT L. BARNES	1918	McDougall Duluth Co., Duluth, Minn.	Fuel ship (Id. No. 3088).	Taken over by Shipping Board from builders and transferred to Navy 1918; cargo ship, AK11; classification changed to oiler, AO14.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
<i>Cargo ships—Contd.</i>					
AK12	<i>Arcturus</i> (ex)..... GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK12.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Gold Star</i> ; renamed GOLD STAR Feb. 6, 1922; classifications changed to auxiliary miscellaneous, AG12.
AK13	CAPELLA.....	1921	American Inter. S.B. Corp., Hog Island, Pa.	Cargo ship AK13.	Taken over from Shipping Board Nov. 20, 1921; formerly named <i>Comerant</i> ; cargo ship AK13.
AK14	REGULUS.....	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship AK14.	Taken over from Shipping Board Nov. 7, 1921; formerly named <i>Glenora</i> ; cargo ship AK14.
AK15	SIRIUS.....	1921	American Inter. S.B. Corp., Hog Island, Pa.	Cargo ship AK15.	Taken over from Shipping Board Dec. 10, 1921; formerly named <i>Saluda</i> ; cargo ship AK15.
AK16	SPICA.....	1921	.....do.....	Cargo ship AK16.	Taken over from Shipping Board Nov. 16, 1921; formerly named <i>Shannock</i> ; cargo ship AK16.
AK17	VEGA.....	1921	.....do.....	Cargo ship AK17.	Taken over from Shipping Board Dec. 2, 1921; formerly named <i>Lebanon</i> ; cargo ship AK17.
<i>Transports.</i>					
AP1	HENDERSON.....	1913	Navy yard, Philadelphia, Pa.	Transport No. 1.	Transport AP1.
AP2	HEYWOOD.....	1916-18	Contract not yet placed.	Transport No. 2.	Transport AP2; construction in abeyance.
AP3	HANCOCK.....	1902	J. Elder & Co., Glasgow, Scotland.	Transport.....	Transferred from War Department Nov. 8, 1902; formerly named <i>Arizona</i> ; unclassified, ex-AP3.
AP4	ARGONNE.....	1921	American Inter. S.B. Corp., Hog Island, Pa.	Transport AP4.	Taken over Nov. 3, 1921, as a loan from the War Department; transport AP4.
AP5	CHAUMONT.....	1921	.....do.....	Transport AP5.	Taken over Nov. 3, 1921, as a loan from the War Department; transport AP5.
<i>Hospital ships.</i>					
AH1	RELIEF.....	1916	Navy yard, Philadelphia, Pa.	Hospital ship No. 1.	Hospital ship AH1.
AH2	SOLACE.....	1898	Newport News S. B. & D. D. Co.	Hospital ship.....	Purchased Apr. 7, 1898; formerly named <i>S. S. Creole</i> and owned by Cromwell S. S. Line; hospital ship AH2.
AH3	COMFORT.....	1917	Wm. Cramp & Sons, Philadelphia, Pa.	.....do.....	Purchased July 19, 1917; formerly named <i>Havana</i> and owned by New York & Cuba Mail S. S. Co.; hospital ship AH3.
AH4	MERCY.....	1917	.....do.....	.....do.....	Purchased Sept. 27, 1917; formerly named <i>Saratoga</i> and owned by New York & Cuba Mail S. S. Co.; hospital ship AH4.

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<i>Steam tugs.</i>					
	TRITON.....	1889	J. H. Dialogue & Sons, Camden, N. J.	Tug.....	Purchased 1889; district tug YT10.
	WAHNETA.....	1889	City Point Iron Works, Boston, Mass.	Tug. No. 1.....	District tug, YT1; on sale.
	IWANA.....	1889	do.....	Tug No. 2.....	District tug, YT2.
	NARKEETA.....	1889	do.....	Tug No. 3.....	District tug, YT3.
	UNADILLA.....	1894	Navy yard, Mare Island.	Tug No. 4.....	District tug, YT4.
	SAMOSSET.....	1895	Navy yard, Norfolk	Tug No. 5.....	District tug, YT5.
	PENACOOK.....	1897	Navy yard, New York.	Tug No. 6.....	District tug, YT6.
	PAWTUCKET.....	1897	Navy yard, Mare Island.	Tug No. 7.....	District tug, YT7.
<i>Steel tugs.</i>					
	PENTUCKET.....	1902	Navy yard, Boston.	Tug No. 8.....	District tug, YT8.
	SOTOYOMO.....	1902	Navy yard, Mare Island.	Tug No. 9.....	District tug, YT9.
<i>Fleet tugs.</i>					
AT10	PATAPSCO.....	1904	Navy yard, Portsmouth, N. H.	Tug No. 10.....	Fleet tug, AT10.
AT11	PATUNENT.....	1904	Navy yard, Norfolk, Va.	Tug No. 11.....	Fleet tug, AT11.
AT12	SONOMA.....	1911	New York S. B. Co., Camden, N. J.	Tug No. 12.....	Fleet tug, AT12.
AT13	ONTARIO.....	1911	do.....	Tug No. 13.....	Fleet tug, AT13.
AT14	ARAPAHO.....	1913	Seattle Con. D. D. Co., Seattle, Wash.	Tug No. 14.....	Built under contract from current appropriations; fleet tug, AT14.
AT15	MOHAVE.....	1913	Seattle Con. & D. D. Co., Seattle, Wash.	Tug No. 14.....	Built under contract from current appropriations; fleet tug, AT15.
AT16	TILLAMOOK.....	1913	do.....	Tug. No. 15.....	Built under contract from current appropriations; fleet tug, AT16.
AT17	WANDO.....	1914	Navy yard, Charleston.	Tug. No. 17.....	Built under contract from current appropriations; fleet tug, AT17.
AT18	<i>Pocahontas</i> (ex)..... CHEMUNG.	1914	Navy yard, Norfolk..	Tug No. 18.....	Built under contract from current appropriations; formerly named <i>Pocahontas</i> ; name changed Sept. 1, 1917; fleet tug, AT18.
AT19	<i>Huron</i> (ex)..... ALLEGHENY.	1917	American S. B. Co., Buffalo, N. Y.	Tug No. 19.....	Formerly named <i>Huron</i> ; name changed Sept. 1, 1917; fleet tug, AT19.
AT20	<i>Comanche</i> (ex)..... SAGAMORE.	1917	do.....	Tug No. 20.....	Formerly named <i>Comanche</i> ; name changed Oct. 30, 1917; fleet tug, AT20.
AT21	<i>Ammonoosuc</i> (ex)..... BAGADUCE.	1917	Ferguson Steel & Iron Co., Buffalo, N. Y.	Tug No. 21.....	Formerly named <i>Ammonoosuc</i> ; name changed Feb. 24, 1919; fleet tug, AT21.
AT22	<i>Chimo</i> (ex)..... TADOUSAC.	1917	do.....	Tug No. 22.....	Formerly named <i>Chimo</i> ; name changed Feb. 24, 1919; fleet tug, AT22.
AT23	KALMIA.....	1917	do.....	Tug No. 23.....	Fleet tug, AT23.
AT24	KEWAYDIN.....	1917	do.....	Tug No. 24.....	Fleet tug, AT24.
AT25	UMFQUA.....	1917	do.....	Tug No. 25.....	Fleet tug, AT25.
AT26	WANDANK.....	1917	do.....	Tug No. 26.....	Fleet tug, AT26.
AT27	<i>Josco</i> (ex)..... TATNUCK.	1917	Navy yard, Puget Sound.	Tug No. 27.....	Formerly named <i>Josco</i> ; name changed Feb. 24, 1919; fleet tug, AT27.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Fleet tugs—Contd.</i>				
AT28	<i>Katahdin</i> (ex)..... SUNNADIN.	1917	Navy Yard, Puget Sound.	Tug No. 28.....	Formerly named <i>Katahdin</i> ; name changed Feb. 24, 1919; fleet tug, AT28.
AT29	<i>Kickapoo</i> (ex)..... MAHOPAC.	1917	.....do.....	Tug No. 29.....	Formerly named <i>Kickapoo</i> ; name changed Feb. 24, 1919; fleet tug, AT29.
AT30	<i>Watauga</i> (ex)..... SCIOTA.	1917	.....do.....	Tug No. 30.....	Formerly named <i>Watauga</i> ; name changed Feb. 24, 1919; fleet tug, AT30.
AT31	<i>Oconee</i> (ex)..... KOKA.	1917	.....do.....	Tug No. 31.....	Formerly named <i>Oconee</i> ; name changed Feb. 24, 1919; fleet tug, AT31.
AT32	<i>Yucca</i> (ex)..... NAPA.	1917	.....do.....	Tug No. 32.....	Formerly named <i>Yucca</i> ; name changed Feb. 24, 1919; fleet tug, AT32.
AT33	<i>Nipsic</i> (ex)..... PINOLA.	1917	.....do.....	Tug No. 33.....	Formerly named <i>Nipsic</i> ; name changed Feb. 24, 1919; fleet tug, AT33.
AT34	ALGORMA.....	1917	Staten Island S. B. Corp., Port Richmond, N. Y.	Tug No. 34.....	Fleet tug, AT34.
AT35	CARRABASSET.....	1917	.....do.....	Tug No. 35.....	Fleet tug, AT35.
AT36	CONTOCOOK.....	1917	.....do.....	Tug No. 36.....	Fleet tug, AT36.
AT37	IUKA.....	1917	.....do.....	Tug No. 37.....	Fleet tug, AT37.
AT38	KEOSANQUA.....	1917	.....do.....	Tug No. 38.....	Fleet tug, AT38.
AT39	<i>Kineo</i> (ex)..... MONTCALM.	1917	.....do.....	Tug No. 39.....	Formerly named <i>Kineo</i> ; name changed Feb. 24, 1919; fleet tug, AT39.
.....	TUGS NOS. 40 TO 45.	1917	.....do.....	TUGS NOS. 40 TO 45.	Contracts canceled.
AT46	IROUOIS.....	1898	Union Iron Works Co., San Francisco, Calif.	Tug.....	Purchased Apr. 18, 1898; formerly named <i>Fearless</i> and owned by J. D. Spreckles & Bros. & Co.; fleet tug, AT46.
AT47	OSCEOLA.....	1898	Charles Hillman, Philadelphia, Pa.	.....do.....	Purchased March 31, 1898; formerly named <i>Winthrop</i> and owned by Staples Coal Co.; fleet tug, AT47.
AT48	PEORIA.....	1898	Neafie & Levy Co., Philadelphia, Pa.	.....do.....	Purchased May 23, 1898; formerly named <i>Philadelphia</i> , and owned by Philadelphia Pilots Association; classification changed to District craft, YT109; sold June 16, 1922.
AT49	PISCATAQUA.....	1898	F. W. Wheeler & Co., West Bay City, Mich.	.....do.....	Purchased May 11, 1898; formerly named <i>W. H. Brown</i> and owned by W. H. Brown; fleet tug, AT49.
AT50	POTOMAC.....	1898	.....do.....	.....do.....	Purchased Apr. 14, 1898; formerly named <i>Wil-mot</i> ; and owned by Ocean Towing & Wrecking Co; fleet tug AT50.
AT51	UNCAS.....	1898	J. H. Dialogue & Co., Camden, N. J.	.....do.....	Purchased Apr. 2, 1898; formerly named <i>Walter A. Luckenbach</i> and owned by E. F. Luckenbach & Co.; classification changed to district tug, YT110; on sale.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Late: t classification or status.
	<i>Fleet tugs—Contd.</i>				
AT52	NAVAJO.....	1907	Neafie & Levy, Philadelphia, Pa.	Tug.....	Purchased Nov. 21, 1907; formerly named <i>General Hubbard</i> and owned by Hammond Lumber Co.; fleet tug, AT52.
AT53	DELAWARE.....	1917	E. J. Tull, Pocomoke City, Md.	Tug (Id. No. 467)...	Purchased Aug. 9, 1917; formerly owned by Delaware Fish-Oil Co.; classification changed to district tug, YT11.
AT54	CONESTOGA.....	1917	Maryland Steel Co., Sparrows Point, Md.	Tug (Id. No. 1128)...	Purchased Sept. 14, 1917; formerly owned by Philadelphia & Reading Trans. Line; lost at sea; stricken June 30, 1921.
AT55	GENESEE.....	1917	.....do.....	Tug (Id. No. 1116)...	Purchased July 27, 1917; formerly named <i>Monocacy</i> ; and owned by Philadelphia & Reading Trans. Line; fleet tug, AT55.
AT56	LYKENS.....	1917	Neafie & Levy Co., Philadelphia, Pa.	Tug (Id. No. 876)...	Purchased —, 1917; formerly owned by Philadelphia & Reading Trans. Co.; fleet tug AT56.
AT57	SEA ROVER.....	1917	Fulton Iron Works, San Francisco, Calif.	Tug (Id. No. 1014)...	Purchased Dec. 11, 1917; formerly owned by Shipowners & Merchants' Tug Boat Co.; fleet tug AT57.
AT58	UNDAUNTED.....	1917	Union Iron Works, San Francisco, Calif.	Tug (Id. No. 1950)...	Purchased 1917; formerly owned by Rolph Navigation & Coal Co.; fleet tug, AT58.
AT59	CHALLENGE.....	1918	J. H. Dialogue & Sons, Camden, N. J.	Tug (Id. No. 1015)...	Purchased June 24, 1918; formerly named <i>Dejance</i> ; and owned by Shipowners & Merchants' Tug Boat Co.; fleet tug AT59.
AT60	BAY SPRING.....	1921	Providence Engineering Works, Providence, R. I.	Fleet tug, AT60...	Taken over from Shipping Board, Sept. 28, 1921; fleet tug AT60.
	<i>Mine sweepers.</i>				
AM1	LAPWING.....	1917	Todd Shipyard Corp., New York.	Mine sweeper No. 1.	Mine sweeper, AM1
AM2	OWL.....	1917	.....do.....	Mine sweeper No. 2.	Mine sweeper, AM2.
AM3	ROBIN.....	1917	.....do.....	Mine sweeper No. 3.	Mine sweeper, AM3.
AM4	SWALLOW.....	1917	.....do.....	Mine sweeper No. 4.	Mine sweeper, AM4.
AM5	TANAGER.....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 5.	Mine sweeper, AM5.
AM6	CARDINAL.....	1917	.....do.....	Mine sweeper No. 6.	Mine sweeper, AM6.
AM7	ORIOLE.....	1917	.....do.....	Mine sweeper No. 7.	Mine sweeper, AM7.
AM8	CURLEW.....	1917	.....do.....	Mine sweeper No. 8.	Mine sweeper, AM8.
AM9	FINCH.....	1917	Standard S. B. Corp., New York.	Mine sweeper No. 9.	Mine sweeper, AM9.
AM10	HERON.....	1917	.....do.....	Mine sweeper No. 10.	Mine sweeper, AM10.
	CONDOR.....	1917	Pennsylvania S. B. Co., Philadelphia, Pa. (contract transferred to Gas Engine & Power Co., Morris Heights, N. Y.).	Mine sweeper No. 11	Contract canceled.
	PLOVER.....	1917	.....do.....	Mine sweeper No. 12.	Do.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Mine sweepers—</i> Continued.				
AM13	TURKEY.....	1917	Chester S. B. Co., Chester, Pa.	Mine sweeper No. 13.	Mine sweeper AM13.
AM14	WOODCOCK.....	1917	do.....	Mine sweeper No. 14.	Mine sweeper, AM14.
AM15	QUAIL.....	1917	Chester, S. B. Co., Chester, Pa.	Mine sweeper No. 15.	Mine sweeper AM15.
AM16	PARTRIDGE.....	1917	do.....	Mine sweeper No. 16.	Mine sweeper AM16.
AM17	EIDER.....	1917	Pusey & Jones Co., Wilmington, Del.	Mine sweeper No. 17.	Mine sweeper AM17.
AM18	THRUSH.....	1917	do.....	Mine sweeper No. 18.	Mine sweeper AM18.
AM19	AVOCET.....	1917	Baltimore D. D. & S. B. Co., Balti- more, Md.	Mine sweeper No. 19.	Mine sweeper AM19.
AM20	BOBOLINK.....	1917	do.....	Mine sweeper No. 20.	Mine sweeper AM20.
AM21	LARK.....	1917	do.....	Mine sweeper No. 21.	Mine sweeper Am21.
AM22	WIDGEON.....	1917	Sun Shipbuilding Co., Chester, Pa.	Mine sweeper No. 22.	Mine sweeper AM22.
AM23	TEAL.....	1917	do.....	Mine sweeper No. 23.	Mine sweeper AM23.
AM24	BRANT.....	1917	do.....	Mine sweeper No. 24.	Mine sweeper AM24.
AM25	KINGFISHER.....	1917	Navy yard, Puget Sound.	Mine sweeper No. 25.	Mine sweeper AM25.
AM26	RAIL.....	1917	do.....	Mine sweeper No. 26.	Mine sweeper AM26.
AM27	PELICAN.....	1917	Gas Engine & Power Co., Morris Heights, N. Y.	Mine sweeper No. 27.	Mine sweeper AM27.
AM28	FALCON.....	1917	do.....	Mine sweeper No. 28.	Mine sweeper AM28.
AM29	OSPREY.....	1917	do.....	Mine sweeper No. 29.	Transferred to the Coast and Geodetic Survey Apr. 15, 1922.
AM30	SEA GULL.....	1917	do.....	Mine sweeper No. 30.	Mine sweeper AM30.
AM31	TERN.....	1917	do.....	Mine sweeper No. 31.	Mine sweeper AM31.
AM32	FLAMINGO.....	1917	New Jersey D. D. & Trans. Co., Eliza- bethport, N. J.	Mine sweeper No. 32.	Mine sweeper AM32; to be transferred to Coast and Geodetic Survey.
AM33	PENGUIN.....	1917	do.....	Mine sweeper No. 33.	Mine sweeper AM33.
AM34	SWAN.....	1917	Alabama D. D. & S. B. Co., Mobile, Ala.	Mine sweeper No. 34.	Mine sweeper AM34.
AM35	WHIPPOORWILL.....	1917	do.....	Mine sweeper No. 35.	Mine sweeper AM35.
AM36	BITTERN.....	1917	do.....	Mine sweeper No. 36.	Mine sweeper AM36.
AM37	SANDERLING.....	1917	Todd Shipyard Cor- poration, New York.	Mine sweeper No. 37.	Mine sweeper AM37.
AM38	AUK.....	1917	do.....	Mine sweeper No. 38.	Transferred to Coast and Geodetic Survey Apr. 15, 1922.
AM39	CHEWINK.....	1917	do.....	Mine sweeper No. 39.	Mine sweeper AM39.
AM40	CORMORANT.....	1917	do.....	Mine sweeper No. 40.	Mine sweeper AM40.
AM41	GANNET.....	1917	do.....	Mine sweeper No. 41.	Mine sweeper AM41.
	GOSHAWK.....	1917	do.....	Mine sweeper No. 42.	Contract canceled.
AM43	GREBE.....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 43.	Mine sweeper AM43.
AM44	MALLARD.....	1917	do.....	Mine sweeper No. 44.	Mine sweeper AM44.
AM45	ORTOLAN.....	1917	do.....	Mine sweeper No. 45.	Mine sweeper AM45.

## LIST OF VESSELS BUILT AND ACQUIRED FOR U. S. NAVY.

Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Mine sweepers—Continued.</i>				
AM46	PEACOCK .....	1917	Staten Island S. B. Co., New York.	Mine sweeper No. 46.	Mine sweeper AM46; loaned to Shipping Board.
AM47	PIGEON.....	1917	Baltimore D. D. & S. B. Co., Baltimore, Md.	Mine sweeper No. 47.	Mine sweeper AM47
AM48	REDWING .....	1917	do.....	Mine sweeper No. 48.	Mine sweeper AM48; to be transferred to U. S. Coast Guard.
	RAVEN.....	1917	do.....	Mine sweeper No. 49.	Contract canceled.
	SHRIKE.....	1917	do.....	Mine sweeper No. 50.	Do.
AM51	SANDPIPER.....	1917	Navy yard, Philadelphia, Pa.	Mine sweeper No. 51.	Mine sweeper AM51.
AM52	VIREO.....	1917	do.....	Mine sweeper No. 52.	Mine sweeper AM52
AM53	WARBLER.....	1917	do.....	Mine sweeper No. 53.	Mine sweeper AM53; loaned to Shipping Board.
AM54	WILLET.....	1917	do.....	Mine sweeper No. 54.	Mine sweeper AM54; loaned to Shipping Board.
	<i>Auxiliaries, miscellaneous.</i>				
AG1	HANNIBAL.....	1898	J. Blumer, Sunderland, England.	Collier.....	Purchased Apr. 16, 1898; formerly named <i>Joseph Holland</i> , and owned by F. S. Holland, London, England; auxiliary miscellaneous, AG1.
AG2	LEBANON.....	1898	Wm. Cramp & Sons, Philadelphia, Pa.	do.....	Purchased Apr. 6, 1898; formerly owned by Philadelphia & Reading Railroad Co.; auxiliary miscellaneous, AG2; sold June 2, 1922.
AG3	NANSHAN.....	1898	Grangemouth Dockyard Co., Grangemouth, England.	do.....	Purchased Apr. 6, 1898; formerly owned by Frank Smythe; auxiliary miscellaneous, AG3; on sale.
AG4	SATURN.....	1898	Harlin & Hollingsworth, Wilmington, Del.	do.....	Purchased Apr. 2, 1898; formerly owned by the Boston Tow Boat Co.; auxiliary miscellaneous, AG4; on sale.
AG5	GENERAL ALAVA .....	1900	A. McMillan & Sons (Dumbarton, Scotland).	Gunboat.....	Transferred from War Department Feb. 21, 1900; auxiliary miscellaneous, AG5.
AG6	DUBUQUE.....	1902	Gas Engine & Power Co., Morris Heights, N. Y.	Gunboat No. 17...	Classification changed from gunboat to auxiliary miscellaneous, AG6; then to unclassified, ex-AG6.
AG7	PADUCAH.....	1902	do.....	Gunboat No. 18...	Classification changed from gunboat to auxiliary miscellaneous, AG7; then to unclassified ex-AG7.
AG8	MAHANNA.....	1920	McEackern & Co., Astoria, Oregon.	Auxiliary miscellaneous, AG8.	Transferred from Shipping Board Sept. 20, 1920; auxiliary miscellaneous, AG8; returned to Shipping Board Dec. 2, 1921.
AG9	<i>Great Northern</i> (ex.) COLUMBIA	1921	Wm. Cramp & Sons, Philadelphia, Pa.	Auxiliary miscellaneous, AG9.	Taken over from War Department Aug. 3, 1921; name changed to COLUMBIA Nov. 17, 1921; transferred to Shipping Board, March 4, 1922.

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Identification number.	Name.	Date authorized or acquired.	Builder.	Original classification.	How acquired. Latest classification or status.
	<i>Auxiliaries, miscellaneous—Contd.</i>				
AG10	ANTARES.....	1921	American Inter. S. B. Corp., Hog Island, Pa.	Auxiliary miscellaneous AG10.	Taken over from Shipping Board Nov. 14, 1921; formerly named <i>Nedmac</i> ; auxiliary miscellaneous, AG10.
AG11	PROCYON.....	1921	do.....	Auxiliary miscellaneous AG11.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Shaume</i> ; Auxiliary miscellaneous, AG11.
AG12	<i>Arcturus</i> (ex)..... GOLD STAR.	1921	Bethlehem S. B. Corp., Wilmington, Del.	Cargo ship, AK12.	Taken over from Shipping Board Nov. 8, 1921; formerly named <i>Gold Star</i> ; renamed GOLD STAR Feb. 6, 1922; classification changed to auxiliary miscellaneous, AG12.
AG13	PENSACOLA.....	1917	Aktien Ges., Neptune, Germany.	Collier..... (Id. No. 2078)	Formerly named <i>Nicarica</i> and owned by Hamburg American Line; taken over 1917 during war with Germany; classification changed to cargo ship AK7; then to auxiliary miscellaneous AG13.

NOTE.—Vessels "authorized" as of 1916, 1916-17, and 1916-1918 comprise the three-year program provides for in the act of August 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 March and October 6, 1917, supplemented by the act of July 1, 1918. Orders for small craft included 112 "Eagle" patrol vessels, and the following, which are not listed above: 448 submarine chasers, 40 steam harbor tugs, and 16 motor tugs. These vessels were identified by serial numbers only, and a record of same appears under appropriate sections in this volume and in the three editions immediately preceding.





# 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. 138.
- Torpedo Boat No. 21—BAILEY. See Destroyer No. 269.
- Torpedo Boat No. 22—SOMERS. See Destroyer No. 301.
- Torpedo Boat No. 23—MANLY. See Destroyer No. 74.
- Torpedo Boat No. 24—BAGLEY. See Destroyer No. 185.
- Torpedo Boat No. 25—BARNEY. See Destroyer No. 149.
- Torpedo Boat No. 26—BIDDLE. See Destroyer No. 151.
- Torpedo Boat No. 27—BLAKELEY. See Destroyer No. 150.
- Torpedo Boat No. 28—DELONG. See Destroyer No. 129.
- Torpedo Boat No. 29—NICHOLSON. See Destroyer No. 52.
- Torpedo Boat No. 30—O'BRIEN. See Destroyer No. 51.
- Torpedo Boat No. 31—SHUBRICK. See Destroyer No. 268.
- Torpedo Boat No. 32—STOCKTON. See Destroyer No. 73.
- Torpedo Boat No. 33—THORNTON. See Destroyer No. 270.
- Torpedo Boat No. 34—TINGEY. See Destroyer No. 272.
- Torpedo Boat No. 35—WILKES. See Destroyer No. 67.

### DESTROYERS.

- Destroyer No. 1—BAINBRIDGE. See Destroyer No. 245.
- Destroyer No. 2—BARRY. See Destroyer No. 248.
- Destroyer No. 3—CHAUNCEY. See Destroyer No. 290.
- 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 Fort Royal, S. C., in 1861; was with Dupont at Fort Sumter; commanded the *Harford* at the Battle of Mobile Bay on August 5, 1864; was Farragut's fleet captain and chief of staff, at which time he rendered gallant service.
- Destroyer No. 24—ROE—named in memory of Rear Admiral Francis A. Roe, U. S. Navy. He was born in Elmira, N. Y., October 4, 1823. He graduated from the Naval Academy in 1848. In the *Porpoise*, in 1854, he engaged 13 heavily armored Chinese junks, destroyed 6 and scattered the fleet. In the *Pensacola*, 1862, he led the starboard column of Farragut's fleet at the passage of Forts Fisher and St. Philip and was commended for gallantry. In the *Sassacus*, May 5, 1864, in Albermarle Sound, engaged the Confederate ram *Abermarle* and gunboat *Bombshell*. He was commended by the Navy Department for gallant and meritorious conduct. He received thanks of the Cabinet for a special mission to Mexico in 1867. He took Santa Anna prisoner from an American ship and sent him out of Mexico. He received the surrender of Vera Cruz and established a provisional government.
- Destroyer No. 25—TERRY—named in memory of Commander Edward Terry, U. S. Navy. He was born in Connecticut; was appointed acting midshipman in 1833; 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, Fort 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; Fort Hudson and Whitehall's River, July, 1862; capture of the *Mary Sotley* 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 *Bozer*. 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 *Bozer* 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 *Peachcock* in the fight with H. M. S. *Spierrier*, on April 29, 1814; the *Enterprise* 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 *Scraper*, 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 1, 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 Peble'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 1810. Appointed midshipman in 1836. In the Civil War he performed conspicuous blockading service as executive officer of the *Beauregard*, and in command of the *Seneca*. He commanded the *Seneca* at the Battle of Fort Royal, November 7, 1861. He commanded the *Pataasco* in the attack on Fort McAlister and Fort Sumter, 1863. He commanded the *Mohican* in bombardment of Fort Fisher, 1864 and 1865.
- Destroyer No. 36—PATTERSON—named in memory of Commodore Daniel Todd Patterson, U. S. Navy. He entered the Navy in 1800; was captured on U. S. frigate *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 2333rd regiment 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 *Eagle*, flagship of Capt. Macdonough, in the Battle of Lake Champlain, he led the American line. He received the thanks of Congress and a gold medal.

Destroyer No. 40—**BEALE**—named in memory of Lieut. Edward Fitzgerald Beale, U. S. Navy, afterwards Gen. Beale, U. S. Army, whose father and grandfather served in the United States Navy and were awarded medals of honor by Congress. He was graduated from the Naval Academy in 1842. During the war with Mexico he distinguished himself by carrying dispatches through the enemy's lines, and was presented with a sword by his fellow officers for his gallant services. He was commended for conspicuous bravery by Commodore Stockton. After this war he resigned to become Superintendent of Indian Affairs. He was given rank of major general and detailed to terminate the Indian war in California. He became minister to Austria under President Grant.

Destroyer No. 41—**JOUETT**—named in memory of Rear Admiral James E. Jouett, U. S. Navy, who was born in Kentucky in 1828. He was appointed a midshipman in 1841. Served in Mexican War. In 1861 Lieut. Jouett, with marines from the *Santee*, boarded and destroyed the Confederate steamer *Royal Yacht* in Galveston Bay, where he had a hand-to-hand conflict with the commander of the vessel. He received severe wounds from a pike in the right arm, side, and lungs. For gallant conduct he received the thanks of the Navy Department. In 1864 he commanded the *Melacomet* 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 1862 commanded the *Onetida*, blockading off Mobile. He was next appointed fleet captain and chief of staff of Farragut's fleet and was present at the passage of Fort Hudson and fight with Grand Gulf batteries, Warrenton and Grand Gulf, in March, 1863. On the *Monomahela* 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 force before the surrender of Fort 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, 1847; showed conspicuous gallantry at passage of Fort 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 *Bertha*.

Destroyer No. 47—**AWLWIN**—named in memory of Lieut. John Cushing Awlwin, 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 of 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 forecaste division in action between the *Constitution* and the *Java*, December 29, 1812, and was commended for bravery and coolness in action. He was severely wounded and died from effects of the wound January 28, 1813.

Destroyer No. 48—**PARKER**—named in memory of Rear Admiral Foxhall Alexander Parker, U. S. Navy, who was born in New York in 1821; appointed midshipman in 1837. In the Civil War he cooperated with the Army of the Potomac; protected Alexandria, Va., after the Battle of Bull Run; was in active service off Charleston, S. C.; commanded naval battery at the bombardment of Fort Sumter; commanded the Potomac Flotilla. He was commissioned as captain for good service in Civil War. In 1872 he drew up a code of signals for steam tactics. He was the author of *Fleet Tactics Under Steam*, The Naval Howitzer Afloat, and other valuable works. He was one of the founders of the U. S. Naval Institute.

Destroyer No. 49—**BENHAM**—named in memory of Rear Admiral Andrew Elliot Kennedy Benham, U. S. Navy. He was born on Staten Island, N. Y., April 10, 1832; appointed midshipman in 1847; served on the brig *Dolphin* in the East India Squadron, 1847-1850; was wounded during the capture of a piratical Chinese junk near Macao, China; was in the Brazil squadron and Paraguay expeditions 1858-59; was in the South Atlantic Blockading Squadron in 1861-62; took part in the battle of 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 *Panama* 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 *Margaret*, 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 mustets. 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 *Deme* 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 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 Tobacco 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—MCDONALD—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 Frelafeld, 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. *Franklin*, *Boston*, *Beine*, 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 Scammell 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 *Pavnee*; 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 Du Pont'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 Fluff 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 set 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 *Onondaga*, 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 *Jowa* 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 *Wintthrop*, 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 *Harford* at battle of Mobile Bay, and warmly commended for gallant and efficient service; 1866 to 1889 cruised in European, Atlantic, Pacific, and East India stations; commanded land forces in attack on Korean ports, June 10-11, 1871.

Destroyer No. 81—**SIGOURNEY**—named in memory of Midshipman James Butler Sigourney; born in Boston. Appointed midshipman January 16, 1809; served on *Wasp* under Capt. T. Robinson and Capt. James Lawrence; was sailing master of *Nautilus* and was captured in her shortly after commencement of War of 1812; after his exchange was placed in command of the *Asp*, a schooner fitted out for defense of Chesapeake Bay; July 14, 1813, was attacked by three British barges, but succeeded in driving them off; on a second attack the *Asp* was boarded and Sigourney was killed at his post on deck.

Destroyer No. 82—**GREGORY**—named in memory of Rear Admiral Francis Hoyt Gregory; born in Norwalk, Conn., October 9, 1789; died in Brooklyn, N. Y., October 4, 1866. Appointed midshipman January 16, 1808; commissioned rear admiral July 16, 1862; attached to bomb brig *Vesuvius* in 1810, and while in charge of one of the boats of that vessel captured a British slaver off Belize; 1811, in command of gunboat *No. 162*; in her, between August 7 and September 7, 1811, he captured five piratical vessels and put to flight a British privateer in the West Indies; served with distinction under Commodore Chauncey in the squadron on Lake Ontario.

Destroyer No. 83 and torpedo boat No. 19—**STRINGHAM**—named in memory of Rear Admiral Silas Horton Stringham, who was born in Middletown, Conn., November 7, 1798; died in Brooklyn, N. Y., February 7, 1876. Appointed midshipman November 15, 1831; commissioned rear admiral July 16, 1862; War of 1812; on U. S. S. *President* in engagements with H. B. M. S. *Little Belt* and *Belvidere*; war with Barbary States, attached to the *Spark*, and took part in operations against Algiers and capture of Algerian vessels; captured pirate schooner *Moscow* in the West Indies while attached to *Hornet*; commanded *Ohio* in Mexican War, and took part in attack on Vera Cruz; Civil War, in command of Atlantic squadron.

Destroyer No. 84—**DYER**—named in memory of Capt. N. Mayo Dyer; born in Massachusetts February 19, 1839; died Melrose, Mass., January 28, 1910. Entered volunteer Navy as master's mate; promoted to acting ensign and acting master for gallant service; served in U. S. S. *Metacombet* at battle of Mobile Bay; entered Regular Navy as lieutenant commander December 18, 1868; captain, commanding the *Baltimore* at battle of Manila Bay.

Destroyer No. 85—**COLHOUN**—named in memory of Rear Admiral Edmund R. Colhoun; born Chambersburg, Pa., May 6, 1821; died Washington, D. C., February 17, 1897. Appointed midshipman April 1, 1839; rear admiral, December 3, 1882; Mexican War, under Commodores Conner and Perry at Alvarado and Tabasco; Civil War, North Atlantic Blockading Squadron; took part in engagements at Roanoke Island, Blackwater River, 1862; commanded monitor *Watchman*, 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, B. C., February, 1795; died Washington, D. C., January 22, 1841. Appointed midshipman January 16,

1809; at beginning of War of 1812 he volunteered for service on the Great Lakes, and was assigned to the Niagara frontier, where he rendered splendid service at the attack on Black Rock; commander of the *Trippe* in the battle of Lake Erie; 1823-24 commanded vessels in the West Indies in the suppression of piracy.

Destroyer No. 87 and torpedo boat No. 18—MCKEE—named in memory of Lieut. Hugh W. McKee; born in Lexington, Ky.; died on board the *Colorado*, Korea, June 11, 1871. Appointed midshipman September 25, 1861; commissioned lieutenant March 21, 1870; was mortally wounded while leading the attack on the Korean forts on Kango-Hoa Island, June 11, 1871.

Destroyer No. 88—ROBINSON—named in memory of Capt. Isaiah Robinson; commissioned captain by Continental Congress October 10, 1776; in command of the *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 *Confederacy*; 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. Pell; born in North Carolina about 1808; drowned at Osaka River, Japan, January 11, 1868; buried at Hiojo, Japan. Appointed midshipman from North Carolina August 4, 1823; rear admiral July 25, 1866; commanded a division in the West Gulf Blockading Squadron at the surrender of New Orleans and Forts Jackson and St. Philip, April, 1862 (Civil War). He was drowned by the capsizing of his barge while crossing the bar at the entrance to Osaka River, January 11, 1868; his body was recovered and buried with full military honors at Hiojo, Japan.

Destroyer No. 96—STRIBLING—named in memory of Rear Admiral Cornelius 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; 1848 commanding ship of the line *Ohio* during Mexican War; superintendent Naval Academy 1851-1853; special examining board 1861; Lighthouse Board 1862; commanded Philadelphia Navy Yard 1863-64; commanding East Gulf Blockading Squadron 1865 (Civil War); Lighthouse Board 1866-1872.

Destroyer No. 97—MURRAY—named in memory of Capt. Alexander Murray and Rear Admiral Alexander Murray. Capt. Alexander Murray was born in Chestertown, Md., July 12, 1755; commanded *Constellation* 1800-1802 in operations against the Barbary Powers; 1805 commanded the *John Adams*. Last duty was in command of the Philadelphia Navy Yard.

Rear Admiral Alexander Murray was born in Pittsburgh, Pa., January 2, 1816; died in Washington, D. C., November 10, 1884; buried at Pittsburgh, Pa. Served with distinction in the Mexican War; prominently engaged in the North Atlantic Blockading Squadron 1861-1863; included in thanks of Congress for gallantry at Roanoke Island, 1862; special service to Russia 1866-67; member of Lighthouse Board 1873-1876.

Destroyer No. 98—ISRAEL—named in memory of Midshipman Joseph Israel. Appointed midshipman January 15, 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 28, 1917; buried in St. Mary's Churchyard, Portsmouth, R. I. Appointed midshipman October 19, 1841; commissioned rear admiral October 5, 1885. During the Civil War he took part in the engagements at Hatteras Inlet and Port Royal Ferry 1861; in command of the monitor *Nantucket* he engaged the batteries in Charleston Harbor in 1863; 1864 in command of the *Camandainia*, North Atlantic Blockading Squadron; 1865 in command of the *Pontiac*, he cooperated with the Army in the Savannah River; 1865-1868 commandant of midshipmen at the Naval Academy; 1868-1869 cruising in the Pacific and Mediterranean Squadrons; 1878-1881 in command of the United States naval training ship *Minnesota*; 1881-1884 in command of the training squadron; 1884-1885 president of the Naval War College; and from 1886-1889 he was in command of the naval forces of the North Atlantic Squadron. He was the founder of the Naval War College at Newport, R. I., and was on special duty in connection with it from 1901 to 1910.

Destroyer No. 100—MAURY—named in memory of Commander Matthew F. Maury; born in Spotsylvania County, Va., January 14, 1806; died in Lexington, Va., February 1, 1873. Appointed midshipman February 1, 1825; commander September 14, 1855. Cruised on the *Brandywine* in European waters 1825-1826, and on the *Vincennes* 1826. He was promoted to passed midshipman June 4, 1831. Cruised in the Pacific 1831-1831. Promoted to lieutenant June 10, 1836. He was appointed superintendent of the department of charts and instruments in 1842, and upon the organization of the Naval Observatory in 1844



he was appointed its superintendent and held that position until his resignation, April, 1861. He published some of the best known scientific works, and his "Wind and Current Charts," "Sailing Directions," and "Physical Geography of the Sea" are the standard works on those subjects for nearly all nations.

Destroyer No. 101—**LANSDALE**—named in memory of Lieut. Philip Van Horne Lansdale; born in Washington, D. C., February 15, 1858; killed at Apia, Samoan Islands, April 1, 1899; buried in Cypress Lawn Cemetery, San Francisco, Calif. Appointed cadet midshipman June 6, 1873; lieutenant May 15, 1893. Served on the Asiatic, Mediterranean, North Atlantic, and Pacific stations, and held important positions on shore from 1879 to 1898, and on June 29, 1898, was ordered to the *Phialdelphia*, 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 Kororan 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; 1884-1889; during the Spanish War, with the *Brooklyn* as flagship, commanded the flying squadron until June 21, 1898, and from that date the second squadron of the North Atlantic Fleet, which took a prominent part in the destruction of Cervera's fleet, on July 3, 1898; commanded the South Atlantic fleet 1899-1901, completing his active service.

Destroyer No. 104—**CHAMPLIN**—named in memory of Capt. Stephen Champlin; born in Kingston, R. I., November 17, 1789; died in Buffalo, N. Y., February 20, 1870. Appointed sailing master May 22, 1812; captain April 4, 1867. In command of the *Scorpion* he fired the first shot on the American side of the battle of Lake Erie, and in capturing the *Little Belt* fired the last shot of the battle. He was placed in command of the captured vessels *Queen Charlotte* and *Detroit*. In the spring of 1814 he commanded the *Tigress*, and, with Capt. Turner on the *Scorpion*, blockaded Mackinac. These vessels cruised on Lake Huron for several months and cut off the supplies of the British garrison. Surprised by a superior force sent out from Mackinac on the night of September 3, 1814, he was dangerously wounded and taken prisoner and held at Mackinac for 58 days, all the time suffering intensely. He was finally paroled and sent to Erie and later to his home in Conn.icut.

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 1723; died at Philadelphia, Pa., March 1, 1800. Appointed by the Pennsylvania Committee of Safety to superintend the building of fire rafts for the protection of Philadelphia; 1777, placed by the Continental Congress in command of the Continental vessels in the Delaware River, in conjunction with the vessels already under his command. He forced the British fleet below the American defenses in that river to retire, and drove H. B. M. S. *Augusta* and *Merlin* ashore, where they were burned. Congress voted him a handsome sword in recognition of his services in the Delaware River.

Destroyer No. 108—**WILLIAMS**—named in memory of Capt. John Foster Williams; born in Boston, Mass., October 12, 1743; died there June 24, 1814. Appointed a captain in the Massachusetts State Navy, commanding the *Hazard* in 1779 he captured the *Active*; 1780, commanding the *Protector*, he fought the letter of marque *Admiral Duff*, which blew up after a spirited engagement of an hour and a half.

Destroyer No. 109—**CRANE**—named in memory of Capt. William M. Crane; born in Elizabethtown, N. J., February 1, 1776; died at Washington, D. C., March 18, 1846; buried in Congressional Cemetery. Appointed midshipman May 23, 1799; captain November 22, 1814. As a lieutenant on the *Congress*, he participated in the operations and attacks on Tripoli, 1804, and was included in the thanks of Congress for his gallantry, and awarded a sword. July 16, 1812, commanding the *Nautilus*, he was captured by H. B. M. S. *Southampton* off New York. In 1827 he commanded the Mediterranean squadron and acted as one of the commissioners in the negotiations with the Ottoman Empire. 1842-1846, he was the first chief of the Bureau of Ordnance and Hydrography of the Navy Department.

Destroyer No. 110—**HART**—named in memory of Capt. Ezekiel B. Hart and Lieut. Commander John E. Hart. Captain Ezekiel B. Hart entered the Navy as a midshipman April 30, 1814, and was killed in the action of Commodore Chauncey's squadron on Lake Ontario, August 26, 1814.

Lieut. Commander John E. Hart was appointed a midshipman February 23, 1841; lieutenant commander July 16, 1862; distinguished himself in the engagements of the West Gulf blockading squadron, and died of fever contracted on duty in the Mississippi River while in command of the *Albatross*, June 11, 1863.

Destroyer No. 111—**INGRAHAM**—named in memory of Capt. Duncan N. Ingraham; born in Charlestown, S. C., December 6, 1802; died there October 16, 1891. Appointed midshipman June, 1812; commissioned captain September 14, 1855. While in command of the sloop of war *St. Louis* in the Mediterranean in July, 1853, he interfered at Smyrna with the detention by the Austrian consul of Martin Koszta, a Hungarian, who had declared in New York his intention of becoming an American citizen, and who had been seized and confined on board the Austrian ship *Hussar*. For his conduct in the matter, he was voted thanks and a medal by Congress. Chief of the Bureau of Ordnance and Hydrography of the Navy Department from 1856 to 1860.

Destroyer No. 112—**LUDLOW**—named in memory of Lieut. Augustus C. Ludlow; born in Newburgh, N. Y., 1792. Appointed a midshipman April 2, 1804; lieutenant June 3, 1810; died of wounds received while directing the fighting in the engagement of the *Chesapeake* and the *Shannon*.

Destroyer No. 113—**RATHBURN**—named in memory of Capt. John P. Rathburne. Appointed captain in the Continental Navy; January 27, 1778, commanding the *Providence*, landed on the island of New Providence, West Indies, took possession of Fort Nassau, spiked the guns, removed a quantity of ammunition and small arms, beat off the British sloop of war *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. Filas Talbot; born in Dighton, Mass., 1751; died in New York City June 30, 1813. Commissioned captain by the State of Rhode Island, in 1776 assigned to duty in charge of the boats in the Hudson River, and for gallantry in an attempt to destroy vessels of the British fleet in New York Harbor was promoted by the Continental Congress to major October 10, 1776, and received its thanks. September 17, 1779, he was appointed a captain in the Continental Navy and ordered to command an armed naval force for the protection of the coast of Long Island Sound. Later he was twice made prisoner.

Destroyer No. 115—**WATERS**—named in memory of Capt. Daniel Waters. Appointed January, 1776, to command the schooner *Lee*, and while in command of that vessel captured several valuable transports. In 1778, commanding the privateer *Thorn* he engaged the British ship *Governor Tryon* and the *Sir William Erskine*, and after an engagement of two hours captured both, and a few days later captured the *Spartan*. He was appointed by Congress a captain of the Navy March 15, 1777, upon the recommendation of Gen. Washington, by whom he had been employed, and who wrote of him in terms of high approbation.

Destroyer No. 116—**DENT**—named in memory of Capt. John H. Dent; born in Maryland in 1782; died in St. Bartholomews parish, Maryland, July 31, 1823. Appointed midshipman March 16, 1798 captain December 29, 1811. Served on board the *Constellation* when she captured the French frigate *Insurgente* February 1, 1799; commanded the schooners *Navillus* and *Scourge* in Preble's squadron during the Tripolitan War, and took part in the attacks on the city of Tripoli in 1801.

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, 1814; died at Washington, D. C., June 9, 1912. Appointed a midshipman September 21, 1831; 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 Fincaisle, Botetourt County, Va., March 1, 1808; died at Washington, D. C., January 8, 1890; buried in Oak Hill Cemetery. Appointed midshipman March 1, 1825; commissioned rear admiral July 25, 1866. During the Mexican War he commanded the party from the U. S. S. *Warren* that cut out and captured the Mexican man-of-war *Malek Adhel* at Mazatlan, and took part in the operations at Mazatlan and other places in Lower California, 1846-47. Commanded the U. S. S. *Cumberland* at the time she was sunk by the C. S. S. *Merrimac* in Hampton Roads, but was ashore and unable to get on board before the attack, March 8, 1862. Commanded the *New Ironsides* in attacks on Fort Fisher December 24-25, 1864, and January 13-15, 1865, and was highly praised for the high order of ability displayed on that occasion. He was included in the thanks of Congress to Admiral Porter, his officers, and men for their gallant conduct on those occasions. Commanded the European Squadron 1869-70.

Destroyer No. 121—**MONTGOMERY**—named in memory of Rear Admiral John Berrien Montgomery; born in Allentown, N. J., November 17, 1794; died at Carlisle, Pa., March 25, 1873. Appointed midshipman June 4, 1812; commissioned rear admiral July 25, 1866. Participated in the attack on Little York, Canada, April 28, 1813, and Fort George May 28, 1813. Volunteered for service with Commodore O. H. Perry and one of the midshipmen of the *Niagara* in the battle of Lake Erie, September 10, 1813. He received the thanks of Congress and a sword for gallantry on that occasion. Took part in the blockade and attack upon Mackinaw, August, 1814. Served with Commodore Stephen Decatur in operations against Algiers, 1815. Commanded the sloop-of-war *Portsmouth* 1845-1847 on the Pacific, and took prominent part in operations against the Mexicans on that side of the coast. Captured many vessels and aided the Army in taking possession of prominent Mexican towns. In 1857 sent to Aspinwall in command of the *Roanoke* to bring home 250 survivors of Walker's filibustering expedition.

Destroyer No. 122—**BREESE**—named in memory of Capt. Kidder Randolph Brees; born in Philadelphia, Pa., April 14, 1831; died September 13, 1881. Appointed midshipman November 6, 1846; commissioned captain August 9, 1874. Commanded the second division in the operations before Vicksburg in the summer of 1862. Commanded the flagship *Black Hawk*, Mississippi Squadron, at Arkansas Post, 1862, and at the siege of Vicksburg, 1863; in charge of mortars a short time during the siege. Commanded the naval forces at feigned attacks on Haines Bluff in cooperation with Gen. Sherman, 1863; Red River Expedition, 1864; fleet captain of North Atlantic Squadron in both attacks on Fort Fisher; commanded the naval forces in assault on Fort Fisher, and was present at subsequent operations on Cape Fear River. Repeatedly received the thanks of Admiral Porter for his efficiency and zeal in the discharge of his important and responsible duties.

Destroyer No. 123—**GAMBLE**—named in memory of Bvt. Lieut. Col. John M. Gamble, United States Marine Corps, and Lieut. Peter Gamble, United States Navy. Bvt. Lieut. Col. John M. Gamble was appointed a second lieutenant in the Marine Corps January 16, 1809, was promoted first lieutenant March 5, 1811, captain June 18, 1814, and major July 1, 1834. He was promoted major, by brevet, April 19, 1816, and lieutenant colonel, by brevet, March 3, 1827. He died September 11, 1836. He served during the War of 1812, and while in command of the marine guard of the *Essex* he was temporarily placed in command of three prize vessels, the *Seringapatam*, *Sir Andrew Hammond*, and the *Greenwich*, also a fort at Noosheevah 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 Milliken 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 on the Black and Ouachita Rivers, March, 1864; engagement at Trinity, La., March, 1864; engagement at Harrisonburg, La., Ouachita Rivers, 1864; Red River Expedition, March, April, May, 1864; expedition up the Black and Ouachita Rivers, April, 1864; several engagements with guerrillas at Fort De Russ, 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. 175—TATTNALL—named in memory of Capt. Josiah Tattnall; born at Bonaventura, near Savannah, Ga., June 14, 1795; died at Savannah, Ga., June 14, 1871; buried in Bonaventura Cemetery. Appointed a midshipman January 1, 1817; commissioned a captain February 5, 1850. August 1, 1812, ordered to the *Constellation*; served in the seamen's battery on Crane 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; 1812-1814 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. 176—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 1, 1885, cruised on the coast of Africa in the *Saratoga*, 1843-44, and took part in the destruction of the Barbary villages. He was on the steam frigate *Mississippi*, Gulf Squadron, Mexican War, and at first attack on Alvarado; subsequently attached to the *Brazil*, Pacific Squadron, until 1856. While attached to the *John Adams*, 1856, he commanded a party sent to attack and destroy the village of Vutia, Fiji Islands, and was engaged with these islanders on other occasions. 1858-1860 he was on the *Macedonian*, Mediterranean Squadron. Civil War: 1861-62 commanded the *Anacostia* and other vessels of the Potomac Flotilla in attacks off Cockpit Point battery and other points on the Potomac River, for which he was mentioned in dispatches from the commanding officer of the flotilla; took part also in the siege of Yorktown and defenses of Gloucester Point, Va., 1862-63; ordnance officer in charge of arming gunboats of the western rivers; 1863-64, attached to the South Atlantic Blockading Squadron, commanded the ironclad *Patapeco* 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, 1823, 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 encirclement between that vessel and the British ships *Mjestic*, *Endymion*, *Pomona*, and *Tenedos*, in January, 1815, and in Commodore Decatur's official report of the battle, he stated that "Lieut. Twiggs displayed great zeal, his men were well supplied, and their fire was incomparable." He served with the marines, cooperating with the Army in the arduous campaigns against the Indians in Georgia and Florida in 1836 and 1837. During the war with Mexico Maj. Twiggs was attached to the battalion of marines dispatched from New York in June, 1847, to join the Army under Gen. Scott. The battalion disembarked at Vera Cruz and joined the main Army at Pueblo August 6, 1847. On the 13th of September the Volunteer division, under command of Maj. Levi Twiggs of the marines, accompanied by a Pioneer party of 70 men, under Capt. J. G. Reynolds, also of the marines, bearing ladders, crow's, and pickaxes, were placed at the head of the column of attack upon the fortress of Chapultepec. These storming parties were supported by the battalion of marines under command of Lieut. Col. Watson. The brave and lamented Maj. Twiggs was killed while leading the assault. Immediately after the capture of the fortress the whole column, under Gen. Quitman, moved directly on the City of Mexico by the Tacubaya Causeway, leading through the Garita Belen into the city. Soiled with dust and smoke and begrimed with blood, the field officers on foot with the men, they moved on to the charge with banners furled, and no music but the roar of cannon and the rattling roll of small arms. The Garita was taken in a charge at full run in 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, 1801; promoted to lieutenant June 5, 1810; served on the *Nautilus* from February 19, 1812, to November 29, 1812; on the *Adams* from November 30, 1812, to April 6, 1813; killed in action between the British ships of war *Endymion* and *Pomona* and the *President* January 15, 1815.

Destroyer No. 129 and Torpedo Boat No. 28—DE LONG—named in memory of Lieut. Commander George W. De Long, United States Navy; born in New York City August 22, 1844; died in Siberia October 30, 1881. Appointed midshipman October 1, 1861; selected to command the Arctic exploration fitted out by James Gordon Bennett; sailed from San Francisco on the *Jeanette* on July 8, 1879, for the discovery of the North Pole. The *Jeanette* became embedded in an ice pack, from which she never escaped, and on March 23, 1882, a rescuing party discovered the bodies of De Long and his party and brought them back to the United States. A court of inquiry held in Washington, in its finding says: "Special commendation is due Lieut. Commander De Long for the high qualities displayed by him in the conduct of the expedition."

Destroyer No. 130 and Destroyer No. 61—JACOB JONES—named in memory of Capt. Jacob Jones, United States Navy; born near Smyrna, Del., March, 1768; died at Philadelphia, Pa., August 3, 1850; buried in Brandywine Cemetery, Wilmington, Del. Appointed a midshipman April 10, 1799; commissioned cap-

tain 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 Bainbridge. 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 Arsenal 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 3, 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 *Hartford* and *Monongahela* on the Pacific station. In 1889-1892, attached at Paris, Berlin, and St. Petersburg; 1893-94 he served on the *New York* in the West Indies and Brazil; and in 1894-1896 on the *San Francisco* in the Mediterranean. During the Spanish-American War he commanded the *Wasp*, and as a result of his gallantry he was recommended for and received promotion for "eminent and conspicuous conduct in battle." Retired 1913.

Destroyer No. 133—**HALE**—named in memory of the Hon. Eugene Hale, Member of the United States Senate, 1881-1911, who was born in Turner, Me., June 6, 1836; died in Washington, D. C., October 28, 1918. He studied law at Portland, Me., and was admitted to the bar in 1857. Began practice at Ellsworth, Me. For nine successive years he was attorney for Hancock County. In 1867, 1868, and 1880 he was member of the State (Maine) Legislature, and was elected to Congress from that State in 1869, and served until 1879; elected to the United States Senate March 4, 1881, and served in that body until March, 1911 (longer service than any other Member then in Congress). He declined the position of Postmaster General offered him by President Grant and also declined the portfolio of Secretary of the Navy offered him by President Hayes. He was greatly interested in naval affairs and served for a number of years on the Naval Committee; for some time as its chairman.

Destroyer No. 134—**CROWNINSHIELD**—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 29, 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 *Juniata*, and special duty New York 1864-1866; 1867-1868 commanded the *De Soto* of the North Atlantic Squadron.

Destroyer No. 137—**KILTY**—named in memory of Rear Admiral Augustus H. Kilty; born in Maryland, died at Baltimore, Md., November 10, 1879. Appointed midshipman July 4, 1821; commissioned rear admiral July 13, 1870; served on the Pacific, Asiatic, Mediterranean, and African Stations; took part in operations of the squadron under Commodore George Reid against Quallah Battoo, February, 1852, 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 steambot *Thomas Preston* 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 of 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 *Cheapeake* 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 Fort 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 1862-1864 and actively employed until retired in 1865.

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; 1863-1866 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 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; commended 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; 1887-1889 commanding European station; held important shore stations until retired February 28, 1895.

Destroyer No. 146—ELLIOT—named in memory of Lieut. Commander Richard McCall Elliot, U. S. Navy, who was killed on board the *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 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, 1818. At an early age he went to sea in the merchant service, and at the commencement of the Revolutionary War served as a volunteer on the *Hornet*; was transferred to the *Wasp*, where he saw his first sea fight, and for gallantry on that occasion was promoted to lieutenant; awarded a medal by Congress. Owing to disagreement as to precedence, he declined a commission in the United States Navy in 1794; served in the French Navy 1797-1800. At the outbreak of the war of 1812 he again entered the United States Navy and had command of a fleet of gunboats built for the defense of Chesapeake Bay.

Destroyer No. 150, and Torpedo Boat No. 27—**BLAKELEY**—named in memory of Capt. Johnston Blakeley, U. S. Navy; born in October, 1781, in County Down, Ireland; lost at sea in 1814. Appointed midshipman February 5, 1800; served during the war of 1812, and captured many vessels, among them the *Reindeer*, for which action he received the thanks of Congress and a gold medal. The *Wasp*, the ship which he commanded, was lost at sea in 1814.

Destroyer No. 151, and Torpedo Boat No. 26—**BIDDLE**—named in memory of Capt. Nicholas Biddle, U. S. Navy; born in Philadelphia in 1750. In command of the *Andrea Doria* in 1775. He captured so many prizes that he had but five of his original crew when he returned to the Delaware River. In an engagement with the *Yarmouth* in March, 1778, his ship, the *Randolph*, blew up and Capt. Biddle and 3.0 men perished.

Destroyer No. 152, and Torpedo Boat No. 7—**DU PONT**—named in memory of Rear Admiral Samuel Francis Du Pont; born at Bergen Point, N. J., September 27, 1803; died in Philadelphia June 23, 1865. Appointed midshipman December 19, 1815; rear admiral July 16, 1862; commanded U. S. S. *Cyane* 1846-1848, and rendered conspicuously gallant service at San Diego, Mazatlan, San Jose, and other ports, and was included in the thanks of Congress to officers for service in the War with Mexico.

Destroyer No. 153—**BERNADOU**—named in memory of the late Commander John Baptiste Bernadou, U. S. Navy, who was born in Philadelphia, Pa., November 14, 1858; died at the naval hospital at New York October 2, 1908. Appointed a cadet midshipman 1876 and graduated from the Naval Academy in 1880; commissioned a commander December 11, 1906; 1884-85 he was attached to the Asiatic Station and rendered most efficient service during the first uprising in Seoul, Korea, taking charge of the Japanese refugees and bringing them safely to the coast. For this service he received the thanks of the Japanese Government. He was promoted 10 numbers for his gallantry in action off Cardenas, Cuba, in 1898; in command of the torpedo boat *Winslow*, he ran in under the guns of Cardenas in one of the first engagements of the Spanish-American War. During this engagement the *Winslow's* steering gear was damaged by the enemy's fire. The boat became unmanageable and five of her crew, including Ensign Worth Bagley, were killed. Bernadou, then lieutenant, was himself severely wounded. The torpedo boat was under the raking fire of the Spanish guns for an hour, and was finally rescued by the revenue cutter *Hudson*. Bernadou was an expert ordnance officer, especially in regard to explosives, and the discovery of the principles of smokeless powder is credited to him. He was also an accomplished linguist. His last sea duty was as executive officer of the *Kearsarge* and his last shore duty naval attaché at Rome and Vienna.

Destroyer No. 154—**ELLIS**—named in memory of Chief Yeoman George Henry Ellis, U. S. Navy, who was killed in the Battle of Santiago July 3, while serving on board the flagship of Commodore Schley, the U. S. S. *Brooklyn*. He was born in Peoria, Ill., October 26, 1875, and enlisted in the Navy as an apprentice seaman February 26, 1892. He served on the *Minnesota*, *Richmond*, *Monongahela*, *Chicago*, *Vermont*, *Dolphin*, *Columbia*, and *Brooklyn*. During the battle he was stationed to give the ranges shown by the stadimeter to the captain, who communicated them from time to time to the different divisions. Ellis went toward the side a second time to verify the range. He had advanced only a few feet when he was struck in the face by a large shell and killed. He was buried with honors at Camp McCalla, Guantanamo, and his remains were laid to rest in Evergreen Cemetery, Brooklyn, N. Y., November 28, 1918.

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 1790, studied law, was admitted to the bar in 1793, and practiced with success in Philadelphia. In 1805-1808 he was quartermaster general of Pennsylvania, and in 1808-1810 recorder of the city court of Philadelphia. He returned to New Jersey, became judge of the supreme court and chancellor, and was elected a member of the legislature, 1811-1813. In 1815 he was elected governor of New Jersey, and at the close of his term was sent to the United States Senate. He was repeatedly reelected, serving from December 1, 1817, till March 2, 1833. President Jackson appointed him Secretary of the Navy June 30, 1834, in which post he was continued by President Van Buren, serving till June 30, 1838, when he was succeeded by James K. Paulding. He subsequently served for a few months on the bench of the United States district court for the district of New Jersey, and was a delegate to the State constitutional convention in 1844. In 1846-1848 he was president of the American Institute.

Destroyer No. 158—**LEARY**—named in memory of Lieut. Clarence F. Leary, U. S. N. R. F.; born in Fowey, England, January 11, 1894; died on the *Charlton Hall* July 20, 1918. Commissioned a lieutenant in the Naval Reserve June 12, 1918, and ordered to the U. S. S. *Charlton Hall* as executive officer. On July 20, when that vessel caught fire, he entered the hold in an effort to save the vessel and crew and died as a result of smoke inhalation.

Destroyer No. 159—**SCHENCK**—named in memory of Rear Admiral James Findley Schenck, U. S. Navy; born in Franklin, Warren County, Ohio, June 11, 1807. Commissioned a midshipman March 1, 1825; rear admiral September 21, 1868. He was highly commended for service during the Mexican War, under Commodore Stockton, at Santa Barbara, San Pedro, Los Angeles, Guaymas, and Mazatlan. In 1846, with his own hands, he hoisted at Santa Barbara the first American flag in California. He took command on

the *Saginaw* July, 1859, and saw service in Cochin China, silencing the forts at Quim-hon Bay, June, 1861. At the outbreak of the rebellion, being still in command of the *Saginaw*, which had been pronounced too unseaworthy to proceed home, Commander Schenck called all the officers to take the oath of allegiance to the United States, anticipating some disturbance in case there should be any officers not wishing to remain in the United States Navy. The first lieutenant refused to take the oath of allegiance and was sent home under arrest. He then proceeded to Washington without waiting for orders and reported to the Navy Department for duty in order to obtain active service. He was at once given command of the *St. Lawrence*, May 3, 1862, joining the West Gulf Blockading Squadron. He took a prominent part in the two attacks on Fort Fisher, and was mentioned for gallantry in action in the report of Rear Admiral Porter, then commanding the North Atlantic Blockading Squadron. He died at Dayton, Ohio, December 21, 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 1, 1883, 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 Mushié, island of Sumatra, and commanded the *Pfirt* in the blockade of the Mexican ports during the War with Mexico; 1861 commanded the U. S. S. *Iroquois* 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 20, 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; 1861-65 commanded the U. S. S. *Colorado* and a division of the North Atlantic Blockading Squadron in the attacks on Fort Fisher, December 21-25, 1864, and January 13-15, 1865. After the fall of Fort Fisher he was appointed to command the West Gulf Squadron and immediately began active operations in cooperation with the Army against Mobile, which surrendered with the forts and batteries on the 12th of April, 1865. On May 10, 1865, the rebel naval forces in the waters of Alabama surrendered to Admiral Thatcher; the only remaining fortified points on the Gulf coast, Sabine Pass and Galveston, capitulated on the 25th of May and 2d of June, 1865. Admiral Thatcher was relieved of the command of the West Gulf Squadron and ordered north in the early part of 1866. His last duty was that of port admiral, Portsmouth, N. H., 1869-70. He was placed on the retired list May 25, 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*, *Wmona*, *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, 1836; 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 Tobacco; 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 *Neocomet* and in the attack on Mobile he planned and directed the construction of torpedo nets, and spread them from shore to shore of the Blakely River, which caught all the floating torpedoes sent down to destroy the vessel; also planned torpedo dragnets, superintended the removal of 140 torpedoes,

and successfully cleared the track so as to allow the squadron to pass up safely to the city of Mobile. He retired on his own application October, 1833.

Destroyer No. 165—MEREDITH—named in memory of Sergt. Jonathan Meredith, U. S. Marine Corps. Enlisted in the Marine Corps June 6, 1803; promoted to rank of sergeant August 1, 1803. On August 3, 1804, during an engagement in the harbor before Tripoli, he saved the life of Lieut. John Trippe, of the *Vixen*. In close combat with a Tripolitan ship, Lieut. Trippe and nine men boarded a vessel, and before the rest of the crew could follow the wash of the ship separated the two boats and Trippe and his men found themselves face to face with five times their number of the enemy. Instant offense was their only safety. Without a moment's hesitation the Americans dashed at their antagonists and a conflict of the fiercest description ensued. Trippe singled out the Tripolitan commander and engaged him in a hand-to-hand fight. The Mohammedan was a gigantic man and accustomed to this method of fighting. In the battle that ensued he wounded Trippe no less than 11 times, finally breaking his sword and beating him to his knees. While in that position and before he could be cut down by the man the gallant American, who was a small, slender man, seized a hand pike from the deck and by a desperate upward thrust impaled his huge antagonist, just as Sergt. Meredith, by a vicious bayonet thrust, pinned to the mast another corsair, who was about to finish him. Three days after this Sergt. Meredith was blown up in a gunboat.

Destroyer No. 166—BUSH—named in memory of First Lieut. William S. Bush, U. S. Marine Corps. Appointed a second lieutenant in the United States Marine Corps, July 3, 1809; promoted to first lieutenant March 4, 1811. He served during the War of 1812, and lost his life August 19, 1812, while aboard the *Constitution* during its engagement with the British frigate *Guerriere*. The vessels, after an engagement lasting for some time, were brought together, and Lieut. Bush fell mortally wounded while attempting to board the British vessel. Capt. Hull, who commanded the *Constitution*, said of him in his report to the Secretary of the Navy: "In him our country has lost a valuable and brave officer."

Destroyer 167—COWELL—named in memory of Master John G. Cowell, who was appointed a master in the U. S. Navy January 21, 1809, and died of wounds, April 18, 1814, received near Valparaiso in the action between the U. S. frigate *Essex* and His British Majesty's frigate *Phoebe* and the sloop-of-war *Cherub* April 18, 1814. The conduct of this brave and heroic officer, who lost a leg during the action, excited the admiration of every man on the ship. After being wounded he would not consent to be taken below until loss of blood rendered him insensible. He was at the time of the action an acting lieutenant.

Destroyer No. 168—MADDOX—named in memory of Capt. William A. T. Maddox, U. S. Marine Corps; born in Maryland, and appointed from that State a second lieutenant in the Marine Corps October 14, 1837. The previous year he had served in the war with the Creeks and Seminole Indians as first lieutenant, commanding a company of volunteers under Gen. Jessup: 1845-1847, while serving on the sloop *Cyane*, Pacific Squadron, he landed at Monterey July 7, 1846, when the American flag was hoisted, thereby assisting in taking possession of the country, and hoisted the American flag at San Diego July 29, 1846; August 15, 1846, was appointed by Commodore Stockton to take command of two companies of mounted riflemen to proceed against Gen. Alvarado; on this march of 500 miles, near the mission of San Luis Obispo, after a sharp skirmish, made prisoners of a number of men and 15 officers; on September 18, 1846, was appointed, for services rendered, military commandant of the middle district of California, headquarters at Monterey; in the spring of 1847 he landed with a party of men to intercept a Mexican force expected near Rio Colorado, arriving May 15 at Monterey; attached to the frigate *Columbus* June 4, 1847, to March 2, 1848; at headquarters, Washington, 1848-1850; brevetted captain, to take rank from January 3, 1847, for gallant and meritorious conduct at the battle of Santa Clara on that date and in suppressing an insurrection at Monterey during the time he was commandant of the middle district of California; commanded the second company of marine battalion who fired on the mob in June, 1857, at Washington, thereby assisting in the capturing the cannon used by the "Plug-Ugly" rioters and suppressing the riot; retired in 1880; died at Washington, D. C., January 1, 1889.

Destroyer No. 169 and torpedo boat No. 3—FOOTE—named in memory of Rear Admiral Andrew Hull Foote, U. S. Navy; born at New Haven, Conn., September 12, 1806; died in New York June 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 "soldiery conduct of Pvt. 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 Pvt. Anthony, who was coming into the cabin to fulfill, on that dangerous occasion, the precise duties of his position by notifying me of the explosion. He ran against me in the darkness, apologized hastily, and reported to me that the ship had been blown up and was sinking. The splendid feature in the case of this service performed by Pvt. 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 fanning 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* some time 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 Deirne. 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 Ferme 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 8, 1863, of wounds received in action at Charleston, S. C. Served on the ironclad *New Ironsides*, South Atlantic Blockading Squadron, and took part in operations against defenses of Charleston Harbor; dangerously wounded by rifle shot from the *David* that attacked the *New Ironsides*, and attempted to blow her up in Charleston Harbor on the night of October 5, 1863; promoted October 6, 1863, for his conspicuously brave conduct while in charge of the deck when the *Ironsides* was attacked; department was asked to confirm this appointment by the captain of the *Ironsides*, which was done October 16, 1863, after his death.

Destroyer No. 180—STANSBURY—named in memory of Lieut. John Stansbury; born in Baltimore, Md.; killed in action September 11, 1814. Midshipman with *Decatur* in the capture of the *Macedonian* by the *United States* October 25, 1812; lieutenant on the *Ticonderoga* at the battle of Lake Champlain, during which battle he was killed.

Destroyer No. 181—HOPEWELL—named in memory of Midshipman Pollard Hopewell. Appointed a midshipman June 4, 1812; served on the *Chesapeake* from August 21, 1812, until killed in action between that vessel and the British frigate *Shannon*, June 1, 1813.

Destroyer No. 182—THOMAS—named in memory of Lieut. C. C. Thomas, U. S. Navy, who was born at Grass Valley, Calif., 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 Maconochie, 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—CLEMSON—named in memory of Passed Midshipman Henry A. Clemson, 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 Clemson 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 conveying a fleet of merchant vessels, one of the convoy, an English vessel named *Comet*, was attacked and carried off by Greek pirates. After a fierce fight, in which 90 of the pirates were killed, the *Comet* was rescued, and he received the thanks of the British Government. He was appointed flag officer at the outbreak of the Civil War, and September, 1861, planned and took part in the joint Army and Navy expedition to the sounds of North Carolina, and participated in the capture of Roanoke Island February 5, 1862.

Destroyer No. 189—**SEMME**—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. USHUR**—named in memory of the former Secretary of the Navy Abel P. Ushur; 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, 1882-1888; 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 Talferro. 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 re-ruited 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 1865. 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. A appointed warrant machinist, December 31, 1903; ensign, July 30, 1914; lieutenant, October 15, 1917; attached to U. S. S. *Shaw*, cruising in British waters; killed when the *Shaw* was rammed in collision with the British troopship *Agulania*.

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, 1757-60, he won distinction while in command of the *Gamrock*; captured while on her 23 prizes. June 18, 1772, he commanded the party of volunteers who captured and burned the British revenue schooner *Ga-ppe*, 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 *Rice*. 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 21, 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. A 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, Tobasco, 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*, East 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*, East Gulf Blockading Squadron; 1865 fleet captain West Gulf Blockading Squadron and engaged in operations against Mobile from March 27 to April 12, 1865, when the city capitulated; 1867-68 commanded the *Mohican*, North Pacific Squadron. He was sent on a special mission to Europe, and was later in charge of the Torpedo Station, Newport, R. I., and commandant at the Naval Station, New London. He was considered an authority on naval ordnance and wrote several books on the subject. He was president of the Naval Academy Graduates Association from its organization until his death.

Destroyer No. 222—BULMER—named in memory of Capt. Roscoe C. Bulmer, U. S. Navy; born in Virginia City, Nev., November 4, 1874; died August 5, 1919, at Kirkwall, Scotland, from injuries received in an automobile accident. Appointed naval cadet September 26, 1890; ensign July 1, 1896; lieutenant (junior grade) July 1, 1899; lieutenant February 9, 1902; lieutenant commander January 3, 1908; commander July 1, 1913; captain (T) July 1, 1918; in command of the U. S. S. *Black 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 *Picou* 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; 1840-1852 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 Con-

gress, 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, 1919. 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 rolline lock gates for the canal. His first Arctic expedition was in 1896; 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 F. 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—**JOHN D. 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 chief 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: 1841-1894 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 Corcoridor 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 Saurus, 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 tow 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 1863 he was sent on a special mission to Russia on board the monitor *Miantonomoh*, which was the first vessel of this class to cross the Atlantic.

Destroyer No. 235—**KANE**—named in memory of Surg. Elisha Kent Kane, U. S. Navy, born in Philadelphia, Pa., February 20, 1820; died in Habana, Cuba, February 16, 1857; buried in Philadelphia. Appointed assistant surgeon September 14, 1843; served in the East India Squadron, African and Home Squadrons; saw active service with the marines in the Mexican War and was wounded. On May 22, 1850, on the *Advance*, he went on Arctic expedition in search of Sir John Franklin and companions. In 1853 he sailed on the second Grinnell expedition to the Arctic regions; attained the highest latitude up to that period and made valuable discoveries; was highly honored by many scientific associations. The United States presented him with Arctic medals and the English Government gave him the Queen's medal.

Destroyer No. 236—**HUMPHREYS**—named in memory of Naval Constructor Joshua Humphreys; born in Haverford, Pa., June 17, 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 Verzy; awarded croix de guerre with silver star and palm for brilliantly leading his men on a machine-gun nest; awarded distinguished-service cross for extraordinary heroism in action near Mount Blanc, October 2-10, 1918, where his gallantry was an inspiration to his men; awarded oak-leaf cluster for displaying remarkable courage at St. George, November 1, 1918, where he was fatally wounded when guiding a tank forward against an enemy machine-gun position. He was an officer of distinguished ability, great tenacity, and fearless courage.

Destroyer No. 240—**STURTEVANT**—named in memory of Ensign Albert D. Sturtevant, U. S. Naval Reserve Force; born in Washington, D. C., May 2, 1894. Commissioned ensign in the United States Naval Reserve Force, March 26, 1917; naval aviator, May 1, 1917; detailed to duty in London, England, November 26, 1917; shot down by an enemy airplane February 20, 1918.

Destroyer No. 241—**CHILDS**—named in memory of Lieut. Earle W. F. Childs, U. S. Navy; born in Philadelphia, Pa., August 1, 1893. Appointed midshipman July 10, 1911; ensign September 6, 1915; lieutenant (junior grade) July 1, 1917; lieutenant October 15, 1917. While attached to the U. S. S. *AL-2* he was selected from her officers for instructional patrol on board the H. M. S. *H-5*, which vessel was sunk in collision with the S. S. *Rutherford* 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, 1894; 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; 1880-1846 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; 1853 commanded the *Dacotah*, North Atlantic blockading squadron, and participated in the engagement with Fort Caswell; in command of the *Fort Fisher* 1864-65 and took part in attacks on Fort Fisher December 24-25 and January 12-15, 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. 1865-1878 he was attached to the *Hartford*, 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 Navy 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; 1915-18, inspection duty, Bureau of Ordnance; 1918-17, ordnance duty, Olongapo, P. I.; 1918, April 4, ordered to duty in connection with the fitting out of the *Oriaba*, 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 Truxtun on the *Constitution*, 1779-1800, and took part in engagements with *L'Insurgente* and *La Vengeance*; saw active service in the operations against Tripoli, 1803-1805; volunteered and was one of the party that boarded the *Philadelphia* in the harbor of Tripoli and assisted in her destruction after capture; was wounded in the fierce fight; took part in the engagement of August 3, 1804, between the Tripolitan boats and the gunboats of the United States; saved the life of Capt. Decatur when, in a hand-to-hand fight, he was knocked down by a Tripolitan; and the scimiter 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 *Meccodinn*; 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 - BALNBRIDGE**—named in honor of Commodore William Balnbridge, 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. *Jana* December 26, 1812; severely wounded in this engagement; awarded gold medal by Congress for gallantry, and received thanks of Congress; held position of navy commissioner, 1824-1827.

**Destroyer No. 247 - GOFF**—named in memory of the late ex-Senator Nathan Goff; born in Clarksburg, W. Va., October 9, 1843; died in Clarksburg, W. Va., April 23, 1920. Educated at the Northwestern Virginia Academy, Georgetown College, and the University of New York. In 1861 he enlisted in the National Army in the 3d Regiment of Virginia Volunteer Infantry; served as lieutenant and then adjutant of this regiment, and 1863 was promoted to major of the 4th Virginia Cavalry. In 1865 he was admitted to the bar and elected to the West Virginia Legislature. In 1868 he was appointed district attorney, which office he resigned in 1880 to accept the Secretaryship of the Navy under President Hayes to fill out the unexpired term of Richard W. Thompson, who had vacated it. In March, 1881, he was reappointed district attorney of West Virginia, which office he again resigned July 1, 1882. He was elected to Congress in 1884 and re-elected in 1886.

**Destroyer No. 248 and Destroyer No. 2 - BARRY**—named in memory of Commodore John Barry, U. S. Navy; born in Ireland in 1747. Died September 13, 1803, at his country place "Strawberry Hill," near Philadelphia, Pa. He received one of the first commissions in the Navy. In 1776, in command of the *Lexington*, he captured the British schooner *Edward*, the first Navy prize. In 1781, while returning from conveying to France our minister, Laurens, in the *Alliance*, he captured the *Atlanta* and *Trepasse*, 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*, loaded with all sorts of military stores.

**Destroyer No. 250 and Destroyer No. 8 - LAWRENCE**—named in memory of Capt. James Lawrence, U. S. Navy; born in New Jersey in 1787, appointed midshipman in 1798. In 1803, on the *Enterprise*, he distinguished himself in an attack on boats in Tripoli Harbor led by Admiral Porter. In 1804, while on the *Intrepid*, he engaged in the destruction of the *Philadelphia* in the harbor of Tripoli. While in command of the *Hornet* he captured the British ship *Peacock*, in 1813. For this service he was promoted to captain and awarded a medal and given the command of the frigate *Chesapeake*. He died on board the *Chesapeake* after her memorable fight with the *Shannon*, June 1, 1813. His dying words were: "Don't give up the ship."

**Destroyer No. 251 - BELKNAP**—named in memory of Rear Admiral George Eugene Belknap; born in Newport, N. H., January 22, 1832; died at Key West, Fla., April 7, 1908; 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 slaves; 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 Wilmington blockade; 1863 executive officer of the ironclad *Canonicus* in active operations in the James River, attacks on Howlett's, and other batteries; December 24-25, 1864, and January 13-15, 1865, executive officer of the *Canonicus* at attacks on and surrender of Fort Fisher, and mentioned in reports for gallant service; was at the surrender of Charleston, S. C., February, 1865; cruised, 1866-1878, as executive, and in command of vessels of war on the West India and Asiatic Stations. His last duty was as lighthouse inspector, Ohio River, 1880-1882. Included in the thanks of Congress to Capt. L. M. Goldsborough, his officers, and men, for victory at Roanoke Island, February 7, 8, 10, 1861; and thanks to Admiral Porter, officers, and men for victory at Fort Fisher, December 24, 25, and January 13, 15, 1865.

**Destroyer No. 253 - MCCALLA**—named in memory of Rear Admiral Bowman H. McCalla; born in Camden, N. J., June 19, 1844. Appointed midshipman November 30, 1861; rear admiral, October 11, 1903; retired list, June 19, 1906; saw much sea duty from 1866 to 1881; assistant to Chief of Bureau of Navigation from January 12, 1882, until November 2, 1884, and from May 7, 1885, to September 27, 1887; in command of the U. S. S. *Enterprise* from October 3, 1887, to May 15, 1890; in command of the U. S. S. *Marblehead* from September 11, 1897, to September 16, 1898 (advanced six numbers from Aug. 10, 1898, under provisions of sec. 1506, Rev. Stat., for eminent and conspicuous conduct in battle; restored to original place on the Navy list); commanded the U. S. S. *Newark* from September 1, 1899, to July 5, 1901, and while in command was advanced three numbers for eminent and conspicuous conduct in battle, engaged in the relief column under Vice Admiral Seymour, with meritorious mention for service in Cuban waters during the War with Spain. On May 6, 1910, he died at Santa Barbara, Calif., and was buried at Arlington Cemetery.

Destroyer No. 254 and Torpedo Boat No. 4—**RODGERS**—named in memory of Commodore John Rodgers, United States Navy; born in Harford County, Md., July 11, 1771; died in Philadelphia August 1, 1838; entered Navy as a lieutenant March 9, 1798; during the War of 1812 commanded the *President* and captured 23 vessels.

Destroyer No. 255—**OSMOND INGRAM**—named in memory of Osmond Kelley Ingram, gunner's mate, first class; born in Pratt City, Ala., August 4, 1887; killed when the destroyer *Cassin* was torpedoed in European waters October 16, 1917. Ingram, who saw a torpedo coming from a German submarine toward the stern of the *Cassin*, and realized that, if the torpedo struck that part of the vessel where certain high explosives were placed, the vessel would be blown up, instead of saving himself, deliberately went aft to throw these charges overboard before the torpedo struck, and while doing this was blown overboard and his body was not recovered. He sacrificed his life to save his ship and the lives of the officers and men on board.

Destroyer No. 256—**BANCROFT**—named in memory of the Hon. George Bancroft, Secretary of the Navy, 1845-46; born at Worcester, Mass., October 3, 1806. 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—**ATULICK**—named in memory of Commodore John H. Atulick, 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 *Bozer* September 4, 1813, and brought the *Bozer* 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 1853-54 was on the Japan expedition under Commodore Perry; commanded the U. S. S. *Monticello* and the U. S. S. *Seydlitz* during the Civil War and took part in many attacks; held positions of importance ashore.

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 brilliant record during the Civil War. Served in the Pacific Squadron 1866. He received thanks of the British subjects for services rendered at the time of the tidal wave at Arica. Subsequently he served on various stations ashore and afloat until retired in 1893.

Destroyer No. 261—**DELPHY**—named in memory of Midshipman Richard Delphy. Appointed a midshipman May 18, 1809; served with ability on the *United States* in the engagement with the *Macedonian* (October 25, 1812); killed in the fight between the U. S. S. *Argus* and H. B. M. S. *Pelican*, August 14, 1813.

Destroyer No. 262—**MCDERMUT**—named in memory of Lieut. Commander David A. McDermut, born in New York. Appointed a midshipman November 8, 1841; passed midshipman August 10, 1847; master March 1, 1855; lieutenant September 14, 1855; lieutenant commander July 16, 1862. During the Civil War he served on the receiving ship at New York from January 18, 1861, until May 31, 1861, when he was detached; served on the U. S. S. *Potomac* until June 5, 1861; on the *Marion* until December 1, 1862; in command of the *Cuyoga* from December 2, 1862, until killed, April 18, 1863, in boat expedition in Sabine Pass, by the Confederates.

Destroyer No. 263—**LAUB**—named in memory of Midshipman Henry Laub; born in York, Pa. Appointed a midshipman October 1, 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. 264—**MCLANAHAN**—named in memory of Passed Midshipman Tenent McLanahan; born in Louisiana. Appointed a midshipman December 12, 1839; passed midshipman July 2, 1845; served on the sloop of war *Preble* in the Mediterranean Squadron; *Delaware*, *Brandywine*, and *Macedonian* in the Brazil, African, and East Indian Squadrons from 1840 to 1845; 1846-1848 attached to the Pacific Squadron; served on the *Cyane*, *Shark*, and *Portsmouth* in operations against Mexico; was attached to the *Cyane* and was of the party that was besieged with the gallant Lieut. Heywood; 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 *Harford* in the East Indies; served as executive officer of the *Minor* during her fight with the Confederate steamship *Merrimack* March 9, 1862; took command after



ber commander, Worden, was wounded; was executive officer of the *Monitor* in the engagements in the James River, Va., April-May, 1862, and when she foundered in a gale. Particularly commended by Commander Bankhead for his good conduct during the gale, and called to the attention of the admiral commanding the squadron and to the Secretary of the Navy.

Destroyer No. 267—BALLARD—named in memory of Midshipman Edward J. Ballard. Appointed a midshipman February 21, 1809; lieutenant June 2, 1813; ordered to the *Cheapeake* with Capt. James Lawrence; killed in the early part of the engagement between that ship and H. B. M. S. *Shannon*, June 1, 1813; commission as lieutenant was issued before news of the battle had been received by the Navy Department.

Destroyer No. 268 and torpedo boat No. 31—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, 1808; 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 Theodoras 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 21, 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 *Wimona* 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 *Scio*, 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 Stone 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 *Delphine* 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 1878; 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 *Constitution* 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, 1867; served with the Army in Mexico and was brevetted first lieutenant September 13, 1847, for gallantry in action during the capture of the City of Mexico; in 1862 was sent to reoccupy the Norfolk Navy Yard with a force of 200 men, and hoisted the national flag in behalf of the Navy; in July, 1863, was brevetted major for bravery in an attack on Fort Sumter; in 1876 became colonel in command of the Marine Corps, with headquarters at Washington.

Destroyer No. 277—MOODY—named in memory of the Hon. William Henry Moody, Secretary of the Navy 1902-1904; born in Newbury 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—HENSBAW—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 note as a political writer and was elected to the State senate in 1826 and to the House of Representatives in 1839, after holding the post of collector of customs at Boston since 1830. He was very active in promoting the earlier railroad enterprises in Massachusetts. On July 24, 1843, he was appointed Secretary of the Navy.

Destroyer No. 279—MEYER—named in memory of former Secretary of the Navy George von Lengerke Meyer; born in Boston, June 24, 1858; died there March 8, 1918. He was graduated from Harvard University in 1879; served as member of the Massachusetts House of Representatives 1892-1897, being speaker during the last three years; in 1900-1905 was ambassador to Italy, and from 1906-1907 was ambassador to Russia; 1907 Postmaster General; 1909 Secretary of the Navy.

Destroyer No. 280—DOYEN—named in memory of Brig. Gen. Charles A. Doyen, U. S. Marine Corps; born in New Hampshire, September 3, 1859. Awarded the distinguished-service medal posthumously for distinguished services rendered; commander of the 5th Regiment of Marines from the time of its organization in the United States throughout its period of training in France until the arrival there of the 6th Regiment of Marines, when he commanded the 4th Brigade, which consisted of the 5th and 6th Regiments and the 6th Machine Gun Battalion. By his ability and personal effort he brought this brigade to a very high state of efficiency, which enabled it to successfully resist the German Army and be victorious in Chateau-Thierry sector and Belleau Woods. The strong efforts on his part undermined his health and necessitated his being invalided to the United States before having the opportunity to command the brigade in action, but his work was shown by the excellent service rendered by the brigade during the entire campaign. He died October 6, 1918.

Destroyer No. 281—SHARKEY—named in memory of Lieut. (junior grade) (T) William J. Sharkey, U. S. Navy; born in Auburn, N. Y., March 20, 1885. Appointed ensign (T) March 15, 1918; detailed to the U. S. S. *O-5*; appointed lieutenant (junior grade) (T) September 21, 1918; killed by an explosion on the U. S. S. *O-5* October 5, 1918. He was promoted from the ranks, and at the time of the explosion was assisting his commanding officer in averting the danger of an explosion, the imminence of which had been discovered.

Destroyer No. 282—TOUCEY—named in memory of former Secretary of the Navy Isaac Toucey; born in Newton, Fairfield County, Conn., November 5, 1796; died in Hartford, Conn., July 30, 1869. Studied law and was admitted to the bar in 1818 at Hartford, where he afterwards practiced; appointed Attorney General of the United States, serving from June 21, 1848, to March 3, 1849; was also for part of this time Acting Secretary of State. He was a member of the State senate in 1850 and of the State house of representatives in 1852; was elected United States Senator from Connecticut on May 14, 1852, serving until 1857; became Secretary of the Navy on March 6, 1857, and served until March 3, 1861.

Destroyer No. 283—BRECK—named in memory of Acting Volunteer Lieut. Commander Joseph B. Breck, U. S. Navy; born in Maine in 1830; died in San Francisco, Calif., July 26, 1865. Appointed acting ensign February 27, 1863; promoted acting master August 8, 1863; acting lieutenant November 16, 1863; acting volunteer lieutenant commander November 25, 1864; ordered to the U. S. S. *Nippon* for duty in the North Atlantic Blockading Squadron and took part in the capture of six of the largest blockade runners off the New Inlet and Masonboro Inlet, N. C. He was considered an officer of pluck and resource and won a brilliant name for himself by his successes on the Wilmington blockade, although his health was much impaired by his devotion to duty. He died in 1865, a short time after his arrival in California, where he had been taken for his recovery.

Destroyer No. 284—ISHERWOOD—named in memory of Rear Admiral Benjamin Franklin Isherwood, U. S. Navy; born October 6, 1822, New York; died in New York City June 19, 1915. He was appointed a first assistant engineer in the Navy, May 23, 1844; served during the Mexican War on the U. S. S. *Princeton*, and afterward as senior engineer of the *Spyfire*; 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 Fallada 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 midshipman, May 10, 1820; rear admiral July 25, 1866; served, 1821-1824, Pacific Squadron; 1825-1826 Mediterranean Squadron; joined this squadron after escorting Gen. Lafayette in the *Brandywine* back to France after his last visit to the United States; cruised in the various squadrons and held important positions on shore until 1860; Civil War—September, 1861, ordered to command the frigate *Susquehanna*; took prominent part in the battle of Port Royal and capture of Forts Walker and Beauregard; commended for gallantry in action by Rear Admiral DuPont and his name sent to Congress for a vote of thanks by President Lincoln; May, 1862, assumed command of the East Gulf Blockading Squadron, with rank of acting rear admiral; May, 1863, to October, 1864, commanded the West India Squadron. After his retirement, on special duty in connection with various boards until 1869, when assigned to position as governor of the Naval Asylum, Philadelphia; held this until 1871.

Destroyer No. 287—PUTNAM—named in memory of Master Charles Flint Putnam, U. S. Navy; born in Illinois; died in the Arctic region January 1, 1883. Appointed cadet midshipman June 24, 1869; graduated midshipman May 31, 1873; master March 12, 1880; served, 1874-75, U. S. S. *Kearsarge*, Asiatic Squadron; 1876, stationed at San Francisco, Calif.; 1877-78 U. S. S. schoolship *Jamesstown*; 1879-80 U. S. S. *Hastler*, 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 *Corwin*.

Destroyer No. 288 and Destroyer No. 16—WORDEN—named in memory of Rear Admiral John Lorimer Worden, U. S. Navy; born March 12, 1818, Westchester County, N. Y.; died October 18, 1897, Washington,

D. C. Appointed midshipman in the Navy January 10, 1834; promoted to lieutenant November 30, 1846, and served in Pacific, Mediterranean, and Home Squadrons; at the outbreak of the Civil War ordered to Washington, D. C., for special duty; January 16, 1862, ordered to command the U. S. S. *Monitor*, and on March 9, 1862, fought the battle with the Confederate ironclad *Merrimac* in Hampton Roads; promoted to the rank of rear admiral November 20, 1872, and received the thanks of Congress for his skill and gallantry.

Destroyer No. 289 and Destroyer No. 20—**FLUSSER**—named in memory of Lieut. Commander Charles W. Flusser, U. S. Navy; born Annapolis Md., September 27, 1832; died near Plymouth, N. C., April 19, 1864. Appointed midshipman July 19, 1847; lieutenant commander July 16, 1862; cruised on various stations; at the commencement of the Civil War was assigned to the command of the U. S. S. *Commodore Perry*, and took part in the attack on Roanoke Island, February 7, 1862, and other operations in North Carolina waters; served in the North Atlantic Blockading Squadron during 1862, 1863, and 1864. He commanded the U. S. S. *Miami*, operating in the sounds of North Carolina, and was killed in the battle with the Confederate States ironclad *Albatross*, Plymouth, N. C.

Destroyer No. 290 and Destroyer No. 4—**DALE**—named in memory of Capt. Richard Dale, U. S. Navy; born near Norfolk, Va., November 6, 1756; died in Philadelphia, Pa., February 26, 1826. Appointed midshipman 1776; captured on the U. S. S. *Lexington* 1777; imprisoned in Mill Prison, England; escaped to France; appointed master's mate under John Paul Jones, 1778; first lieutenant, *Bonhomme Richard*; engagement and capture of the *Serapis* September 23, 1779; 1781-1782 commanded *Queen of France*; made several captures; commissioned captain No. 4 on list June 4, 1794; commanded the Mediterranean Squadron in operations against Tripoli, 1801; resigned, December 17, 1802.

Destroyer No. 291—**CONVERSE**—named in memory of Rear Admiral George A. Converse, U. S. Navy; born in Norwich, Vt., May 13, 1844; died in Washington, D. C., March 29, 1909. Appointed midshipman November 29, 1861; commissioned rear admiral October 21, 1903. Rear Admiral Converse was one of the first officers connected with the introduction of electricity aboard men-of-war. He was probably the pioneer in the experimentation and introduction of smokeless powder in the Navy; was instrumental in obtaining the first torpedo boat, called *Lightning*, built for the United States Navy in 1876 by the Herreshoffs; was Chief of Bureau 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 Weeden 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 Bourches, 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 *Constitution*, War with France, 1798-1801; attacks on town and naval force of Tripolitans 1804; commanded the naval forces on Lake Ontario; rendered distinguished service in cooperating with Army defense of the Lakes, War of 1812; served as Navy commissioner 1820-1824 and 1833-1846; 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 1864, 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 *Eseex* in 1812, under the command of Capt. David Porter, and was with him in his memorable cruise in the Pacific. When but 12 years of age was given command of a prize and took her safely into Valparaiso. In January, 1862, he was given command of the West Gulf Blockading Squadron. On the flagship *Hartford* he opened up the Mississippi River by taking the forts below New Orleans and receiving the surrender of the city April 24-25, 1862. On August 5, 1864, he attacked and passed the defenses of Mobile Bay and received, after a gallant fight, the surrender of the Confederate fleet in those waters. He received the thanks of Congress. The grade of vice admiral was created for him by President Lincoln and that of Admiral by Congress.

Destroyer No. 301 and Torpedo Boat No. 22—SOMERS—named in memory of Lieut. Richard Somers, U. S. Navy; born at Somers Point, N. J., 1778; killed by an explosion on the *Intrepid* in the harbor of Tripoli, September 4, 1804. Appointed midshipman April 30, 1798. On September 4, 1804, he took the bomb vessel *Intrepid* into the harbor of Tripoli to destroy the enemy's fleet. The vessel had a quantity of powder on it and when fired upon it exploded, blowing it to atoms and killing all on board.

Destroyer No. 302—STODDERT—named in memory of the Hon. Benjamin Stoddert, Secretary of the Navy 1798-1801; born in Charles County, Md., 1751; died in Bladensburg, Md., December 18, 1813. In 1776, as captain of cavalry in the Continental Army, he was so severely wounded as to unfit him for active service. In May, 1798, he was appointed Secretary of the Navy, being the first to hold the post, and so remained till March 4, 1801. He was Acting Secretary of War after the resignation of James Henry until his successor, Samuel Dexter, took charge. When the Navy Department was created in 1798 the frigates *Constitution*, *Constellation*, and *United States* constituted the bulk of the American Navy. By the latter 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. *Chauncoy* on November 19, 1917. The *Chauncoy* was rammed by the British merchant ship *Rose*, of Glasgow, while convoying 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 Battle 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 Franconstown, 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 Liefield, 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 8, 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, 1807. In the Civil War he commanded the *Onida* and took part in the passage of Forts Jackson and St. Philip, April 24, 1862; July 16, 1862, ordered to command the North Atlantic Squadron. He held various prominent positions ashore. He was retired February 13, 1873.

Destroyer No. 311—NICHOLAS—named in memory of Maj. Samuel Nicholas, U. S. Marine Corps. Appointed by the marine committee in 1775. June 6, 1776, appointed major by the Continental Congress and placed at the head of the marines; served with Commodore Esek Hopkins in the fleet that attacked New Providence, West Indies, March 3, 1776. He landed in command of 500 marines and about 50 sailors at Fort Nassau and captured 83 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. Yarrow, 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 VALETTE—named in memory of Rear Admiral Elie A. F. LaValette, U. S. Navy; born in Alexandria, Va., May 3, 1790; died in Philadelphia, Pa., November 18, 1862; 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 30, 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 Sloatsburg, 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 1844-1848, 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, 1890. Appointed assistant surgeon May 16, 1829; medical director March 3, 1871; retired May 27, 1871; took active part in the Mexican War and received the commendation of Commodore Sloat for bringing him valuable information "at the risk of his life," which induced the commodore to take possession of California; was commended by the chairman of the Naval Committee of the Senate for services rendered on this occasion; Civil War, 1861-1865, served in the North Atlantic Blockading Squadron; held position of Chief of Bureau of Medicine and Surgery 1870-71.

Destroyer No. 318—SHIRK—named in memory of Commander James W. Shirk, U. S. Navy; born in Pennsylvania, July 16, 1832; died in Washington, D. C., February 10, 1873. Appointed midshipman March 28, 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 *Tuscumbea*, he was constantly under fire from May 19 to the time of surrender, July 4, 1863. He was appointed commander July 25, 1866; 1868-1872 cruised in the European Squadron on special duty for the Navy Department.

Destroyer No. 319—KIDDER—named in memory of First Lieut. Hugh P. Kidder, U. S. Marine Corps; born in Waukon, Iowa, December 13, 1897; awarded the *croix de guerre* with palm and star for courage and endurance displayed in carrying orders to advanced positions for a period of nine days under violent machine-gun and artillery fire; awarded distinguished-service cross for extraordinary heroism in action near Blanc Mont, France, October 2-3, 1918, when he led a small patrol into enemy trenches and captured two strong machine-gun positions; killed in action October 3, 1918, while attempting to better his position in the face of a heavy machine-gun and artillery fire.

Destroyer No. 320—SELFRIDGE—named in memory of Rear Admiral Thomas O. Selfridge, U. S. Navy; born in Boston, Mass., April 24, 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; Mexico 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 *Oncida*: 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—**COGHAN**—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, Subic 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 Nansemond 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* 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, Ore., 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 Blaker 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 Peary to go on the *Intrepid* for the recapture and destruction of the U. S. S. *Philadelphia* in the harbor of Tripoli, February 16, 1804; during the War of 1812 commanded the United States squadron on Lake Champlain; September 11, 1814, gained a brilliant victory over the British squadron; received the thanks of Congress and a gold medal; during 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, Fort 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 Vlercy 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—**CORRY**—named in memory of Lieutenant Commander William Merrill Corry, 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, Finistère; 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 *Alcedo* and lost his life when that vessel was sunk by a German submarine in the war zone. The *Alcedo* 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—**HULBERT**—named in memory of first Lieut. Henry L. Hulbert, U. S. Marine Corps; born January 12, 1867, in Kingston upon Hull, Yorkshire, England; killed in action near Mount Blanc, October 5, 1918. Served over 20 years in the Marine Corps; held congressional medal of honor for bravery and distinguished service in Samoa in 1898; awarded the distinguished-service cross for extraordinary heroism displayed at Chateau-Thierry June 6, 1918, where he constantly exposed himself to the enemy's fire without regard for personal danger.

Destroyer No. 343—**NOA**—named in memory of Midshipman Loveman Noa; born in Chattanooga, Tenn., October 5, 1878; killed by natives on the Island of Samar, P. I., October 26, 1901. Appointed cadet September 5, 1896; graduated in June, 1900; sent to Asiatic Station on board the *Mariveles*. On October 26, 1901, Midshipman Noa, with an armed crew of six men, put off in a small boat from the *Mariveles* 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, 1862. 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, 1790, he

was commissioned lieutenant in the United States Navy and ordered to the *Constitution*; commissioned captain May 15, 1799; ordered to the *Pickering* June 7, 1799. In command of the *Essex* he sailed for the East Indies to convoy to the United States a large fleet of merchantmen and had the honor of being the first naval officer to fly the American flag east of the Cape of Good Hope. Ordered to the *Constitution* in 1808 to command the squadron being fitted out to act against the Barbary powers. He established a treaty of peace with the Emperor of Morocco; had several engagements with the Tripolitan gunboats and forts and endeavored to secure a treaty for the establishment of a permanent peace upon honorable terms with the Bashaw.

Destroyer No. 346—SICARD—named in memory of Rear Admiral Montgomery Sicard, U. S. Navy; born in New York September 30, 1836; died in Westernville, near Rome, N. Y., September 14, 1900. Appointed midshipman October 1, 1857; rear admiral April 9, 1897; retired September 30, 1898; served in the Home and East India Squadrons, 1855-1861; Civil War, 1861-1865, in the West Gulf Blockading Squadron; commanded the *Oneida* 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—PRUITT—named in memory of Corp. John H. Pruitt, U. S. Marine Corps; born in Fadeville, Ark., October 4, 1896; killed in action October 4, 1918. Posthumously awarded Navy medal of honor for conspicuous gallantry and courage above and beyond the call of duty in action with the enemy at Blanc Mont Ridge, France, October 3, 1918. Single handed he attacked 2 machine guns, capturing them and killing 2 of the enemy. He later captured 40 prisoners in a dugout near by. This gallant soldier was killed soon afterwards by shell fire while he was sniping at the enemy.

## TRANSPORTS.

Transport No. 1—HENDERSON—named in memory of Brig. Gen. Archibald Henderson, U. S. Marine Corps; born in Colchester, Fairfax County, Va., 1783; died in Washington, D. C., January 6, 1859; buried in the Congressional Cemetery, Washington, D. C. Appointed second lieutenant, United States Marine Corps, June 4, 1806; colonel commandant July 1, 1834; brevet brigadier general January 27, 1837; commandant of the Marine Corps from October 17, 1820, to January 6, 1859; served in the War of 1812 on the *Constitution* in the engagement of that vessel with the *Java* December 29, 1812, and with the *Cyane* and *Levant* February 20, 1815. Received a silver medal and included in thanks of Congress to officers and men of the *Constitution* for their gallant service. Commanded the marines in the Florida War, 1836-37, and promoted for services in checking Indian hostilities.

Transport No. 2—HEYWOOD—named in memory of Maj. Gen. Charles Heywood, U. S. Marine Corps. He was born in Maine on October 3, 1839, and appointed second lieutenant April 5, 1858. At the outbreak of the Civil War he was attached to the U. S. S. *Cumberland* and was commissioned major by brevet for his gallant services during the fight between the *Cumberland* and the *Merrimac*. At the battle of Mobile Bay, August 5, 1864, he commanded the marine guard of the *Harford*, 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 Perry Expedition was carried to a successful termination and the treaty with Japan made. He died at Fayetteville, August 4, 1857.

Destroyer tender No. 4—WHITNEY—named in memory of the late Hon. William Collins Whitney, who was Secretary of the Navy from 1885 to 1889. He was born in Conway, Mass., July 5, 1841; was educated at Yale and Harvard and settled in New York City, where he was admitted to the bar. As corporation counsel of the city of New York in 1875-1882 he so completely reorganized and simplified the work of this office that thousands of dollars were saved annually. In 1885 he became Secretary of the Navy, and was a powerful advocate of naval expansion. He desired that the warships of the United States should be equal to the best in the world, and under his administration great progress was made in building the "new Navy." Two battleships—the *Maine* and the *Texas*—were authorized; also one armored cruiser, four gunboats, one practice vessel, one ram, one torpedo boat, and one dynamite gun cruiser. Mr. Whitney changed the Washington Navy Yard to the "Naval Gun Factory," confining its duties to the manufacture of ordnance. He died in New York, February 2, 1904.

## SUBMARINE TENDERS.

Submarine tender No. 1—FULTON—named in memory of Robert Fulton, American inventor; born in Little Britain, Lancaster County, Pa., 1765; died in New York City February 24, 1815. At the age of 13 he constructed paddle wheels, which he applied successfully to propel a fishing boat. Between the years 1797 and 1804 he invented submarine boats, one called the "torpedo," models of which were tried in France



and a board appointed by the Emperor Napoleon I to decide upon their merits. The invention was not approved either in France or England. Fulton returned to America and in 1807 proved that steam could be applied to boats for propulsion. His first steamboat, the *Clermont*, launched in the spring of 1807, made her first trip to Albany from New York (150 miles in 33 hours) in August of the same year. Fulton built the first war steamer, *Fulton the First* or *Demologos*.

Submarine tender No. 2—**BUSHNELL**—named in memory of David Bushnell, American inventor; born in Saybrook, Conn., in 1742; died in Warrenton, Ga., 1824. Called the "Father of the submarine"; graduated from Yale in 1775; made a study of submarine warfare; constructed a diving boat, calling it the *American Turtle*; made a number of unsuccessful attempts to blow up the enemy's ships of war, one the *Eagle*, in New York Harbor, in 1776; another the *Cerebus*, anchored off New London, in 1777.

Submarine tender No. 3—**HOLLAND**—named in memory of John Philip Holland, inventor; born at Lisconnor, 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, 1868 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; 1884 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. Theodorus 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 1906, 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, San Francisco, Calif.; keel laid September 30, 1902; launched July 21, 1904; commissioned January 27, 1908; 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; named 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 34 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 Florida 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 Truxton, U. S. Navy, at Baltimore, Md.; keel laid 1795; launched September 7, 1797; celebrated for her fine sailing qualities; flagship of Commodore Truxton'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 of Craney Island, Va., of boats of British squadron; in the engagement 90 British were killed or wounded and 43 taken prisoners; Civil War, 1862-1865, cruised 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 25, 1842; cruised on various stations 1843-1861 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 8,150 tons displacement authorized by act of Congress dated September 7, 1888; 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 Shipyards, 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, 1906, 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 Shipyards, 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 **CONSTITUTION** 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 Hodoqaya, 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. Feibiger, U. S. Navy, Commander Wm. K. Mayo, U. S. Navy, Capt. F. 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 B. 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 *Unicorn*, 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, 1889; 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, commander 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 on 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 1823, 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 purser, 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 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 snip 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; 1862-63, 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 Mexico (Fleet) . . . . .	BB40	Utah (Division) . . . . .	BB31
Connecticut . . . . .	BB18	New York (Division) . . . . .	BB34	Vermont . . . . .	BB20
Florida (Division) . . . . .	BB30	North Carolina (Division) . . . . .	BB52	West Virginia (Fleet) . . . . .	BB48
Indiana (Division) . . . . .	BB50	Ohio . . . . .	BB12	Wyoming (Division) . . . . .	BB32
Iowa (Squadron) . . . . .	BB53	Pennsylvania (Fleet) . . . . .	BB38		
Louisiana . . . . .	BB19				
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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## Yachts.

Isabel . . . . .	PY10
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## Auxiliaries.

Black Hawk, destroyer tender . . . . .	AD9	Camden, submarine tender . . . . .	AS6
Dixie, destroyer tender . . . . .	AD1	Fulton, submarine tender . . . . .	AS1
Dobbin, destroyer tender . . . . .	AD3	Holland, submarine tender . . . . .	AS3
Leonidas, destroyer tender . . . . .	AD7	Rainbow, submarine tender . . . . .	AS7
Melville, destroyer tender . . . . .	AD2	Savannah, submarine tender . . . . .	AS8
Panther, destroyer tender . . . . .	AD6	Vestal, repair ship . . . . .	AR4
Whitney, destroyer tender . . . . .	AD4	Wright, aircraft tender . . . . .	AZ1
Bridgeport, destroyer tender . . . . .	AD10	Antares (train), fleet auxiliary . . . . .	AG10
Beaver, submarine tender . . . . .	AS5	Procyon (train), fleet auxiliary . . . . .	AG11
Bushnell, submarine tender . . . . .	AS2		

**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	3,745
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	23,405
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
<b>Total.....</b>	<b>323</b>	<b>1,169,576</b>	<b>326</b>	<b>1,270,590</b>	<b>336</b>	<b>1,359,534</b>	<b>343</b>	<b>1,352,135</b>	<b>352</b>	<b>1,439,780</b>

**Under Construction.**

Battleships, first line.....	6	161,000	5	140,400	4	117,800	7	213,800	6	192,000
Destroyers.....	11	10,496	14	14,580	12	12,992	15	16,442	11	12,093
Submarines.....	17	8,268	22	11,555	20	10,673	22	11,839	35	20,311
Tenders to torpedo vessels.....	1	1,408	1	1,408	3	12,138	2	10,730	.....	.....
Transports.....	.....	.....	.....	.....	1	10,000	1	10,000	1	10,000
Supply ship.....	.....	.....	.....	.....	1	8,500	1	8,500	1	8,500
Gunboats.....	.....	.....	3	1,805	.....	.....	.....	.....	.....	.....
Fuel ships.....	5	95,624	4	67,000	2	29,000	2	29,000	2	29,000
Tugs.....	2	2,240	.....	.....	.....	.....	.....	.....	2	1,150
<b>Total.....</b>	<b>42</b>	<b>279,036</b>	<b>49</b>	<b>236,748</b>	<b>43</b>	<b>201,103</b>	<b>50</b>	<b>300,311</b>	<b>58</b>	<b>273,054</b>

\* Battleship and destroyer figures adjusted to conform with the 1916 classification.

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

Type.	Fit for service, including those under repair. <sup>1</sup>						Under construction.					
	July 1, 1917.		July 1, 1918.		July 1, 1919. <sup>2</sup>		July 1, 1917.		July 1, 1918.		July 1, 1919. <sup>3</sup>	
	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.	Number.	Displacement.
		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>		<i>Tons.</i>
Battleships, single caliber..	14	339,450	16	403,450	17	435,450	9	291,000	7	227,000	10	367,800
Battleships, mixed caliber.	23	308,146	23	308,146	23	308,146						
Battle cruisers.....							5	176,500	5	176,500	6	261,000
Armored cruisers.....	9	125,580	9	125,580	8	111,900						
Monitors.....	7	24,964	7	24,964	7	24,964						
Cruisers, first class.....	5	46,465	4	36,765	4	36,765						
Subtotal, armored...	58	844,605	59	898,905	59	917,225	14	467,500	12	403,500	16	628,800
Cruisers, second class.....	4	25,065	4	25,065	4	25,065	1	7,100	4	28,400	10	71,000
Cruisers, third class.....	15	47,820	15	47,820	15	47,820						
Destroyers.....	52	46,886	65	61,528	159	172,986	62	73,128	263	316,086	166	201,600
Coast torpedo vessels.....	16	6,695	15	6,275	15	6,275						
Torpedo boats.....	17	3,146	17	3,146	12	2,041						
Submarines.....	44	13,602	57	19,231	93	40,554	71	42,041	91	61,340	65	52,476
Gunboats.....	37	34,410	37	34,410	37	34,410	1	1,575	2	3,150	2	3,150
Patrol vessels.....					15	7,500			100	50,000	45	22,500
Submarine chasers.....			304	23,408	321	24,717	305	23,485	42	3,234		
Subtotal, unarmored fighting ships.....	185	177,624	514	220,883	671	361,368	440	147,329	502	462,210	288	350,726
Tenders.....	6	24,717	16	93,990	17	99,960						
Mine sweepers.....			4	3,800	40	38,000	3	2,850	50	47,500	9	8,550
Converted yachts.....	14	8,957	12	8,711	10	8,711						
Transports <sup>1</sup> .....	5	57,295	5	57,295	3	19,615						
Supply ships.....	5	33,900	5	33,900	6	43,500						
Hospital ships.....	1	5,700	7	37,497	6	36,297	1	9,800	1	9,800	1	9,800
Fuel ships.....	22	268,349	21	248,989	21	248,989	1	14,800	1	14,800	15	236,650
Special service.....	8	45,904	13	83,891	6	29,611	1	10,600	1	10,600	3	31,200
Tugs.....	49	20,758	50	22,572	57	24,922	2	2,000	65	33,600	18	18,000
Unserviceable for war purposes.....	20	45,116	15	43,356	14	41,101						
Subtotal, nonfighting ships.....	130	510,696	148	634,001	180	590,706	8	40,050	118	116,300	46	304,200
Total.....	373	1,532,925	721	1,753,789	910	1,869,299	462	654,879	632	982,010	350	1,283,726

<sup>1</sup> Does not include vessels in temporary war service.<sup>2</sup> Includes purchased vessels added to Navy List.<sup>3</sup> Exclusive of 2 battleships, 12 destroyers, 9 fleet submarines, 1 transport, 1 destroyer tender, and 1 submarine tender in three-year program for which no contracts placed to date.<sup>4</sup> Estimated.<sup>5</sup> Design modified, with increased displacement.

**SUMMARY OF VESSELS, 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	119,360	1	119,360	1	119,360	1	119,360
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	336,943
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	2	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

<sup>1</sup> Langley, under conversion; displacement subject to correction.

<sup>2</sup> 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 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.

## SUMMARY OF VESSELS IN THE UNITED STATES NAVY, JULY 1, 1922.

Type.	Fit for service, including those under repair.		Under con- struction.		Authorized but not yet placed.		Total.	
	Num- ber.	Displace- ment.	Num- ber.	Displace- ment.	Num- ber.	Displace- ment.	Num- ber.	Displace- ment.
<i>Battleships.</i>								
Battleships, 1st line.....	18	500,650	9	357,000			27	857,650
Battleships, 2d line.....	14	215,240					14	215,240
Subtotal.....	32	715,890	9	357,000			41	1,072,890
<i>Cruisers.</i>								
Battle cruisers, 1st line.....			6	261,000			6	261,000
Cruisers, 2d line.....	11	139,450					11	139,450
Light cruisers, 1st line.....			10	75,000			10	75,000
Light cruisers, 2d line.....	12	43,175					12	43,175
Aircraft carrier, 2d line.....	1	12,700					1	12,700
Mine layers, 2d line.....	4	16,096					4	16,096
Subtotal.....	28	211,421	16	336,000			44	547,421
<i>Destroyers.</i>								
Destroyers, 1st line.....	278	330,272	3	3,645	12	( <sup>1</sup> )	293	333,917
Destroyers, 2d line.....	21	15,582					21	15,582
Light mine layers.....	14	16,674					14	16,674
Subtotal.....	313	362,528	3	3,645	12	( <sup>1</sup> )	328	366,173
<i>Submarines.</i>								
Submarines, 1st line.....	59	37,120	34	29,575			93	66,695
Submarines, 2d line.....	27	10,645					27	10,645
Fleet submarines, 1st line.....	3	( <sup>1</sup> )	3	( <sup>1</sup> )	6	( <sup>1</sup> )	12	( <sup>1</sup> )
Subtotal.....	89	47,765	37	29,575	6	( <sup>1</sup> )	132	77,340
<i>Patrol vessels.</i>								
Eagles.....	54	27,000					54	27,000
Submarine chasers.....	43	3,311					43	3,311
Gunboats.....	9	6,355	1	1,575			10	7,930
Yachts.....	9	9,697					9	9,697
Subtotal.....	115	46,363	1	1,575			116	47,938
Total fighting ships.....	577	1,383,967	66	727,795	18	( <sup>1</sup> )	661	2,111,762
<i>Auxiliaries.</i>								
Destroyer tenders.....	8	87,320	2	21,200			10	108,520
Submarine tenders.....	7	44,443	1	10,000			8	54,443
Aircraft tenders.....	1	11,000					1	11,000
Repair ships.....	2	25,170	1	10,000			3	35,170
Store ships.....	6	66,385					6	66,385
Colliers.....	10	140,560					10	140,560
Oilers.....	20	283,026					20	283,026
Ammunition ships.....	2	21,200					2	21,200
Cargo ships.....	9	80,670					9	80,670
Transports.....	3	36,800			1	10,000	4	46,800
Hospital ships.....	4	35,917					4	35,917
Fleet tugs.....	40	34,211					40	34,211
Mine sweepers.....	47	44,650					47	44,650
Miscellaneous.....	6	48,386					6	48,386
Subtotal.....	165	959,738	4	41,200	1	10,000	170	1,010,938
Unclassified.....	32	101,634					32	101,634
Grand total.....	774	2,445,339	70	768,995	19	10,000	863	3,224,334

<sup>1</sup> Displacement of the following vessels not included: 12 destroyers; 12 fleet submarines; 1 tug, *BAY SPRING*; 3 unclassified, *STURGEON BAY*, *BRIARCLIFFE*, *COMMODORE*.

## VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, JULY 1, 1922.

Name and number.	Builder.	Per cent of completion July 1, 1922.	
		Total.	Ship.
<i>Battleships (BB).</i>			
BB45 COLORADO.....(45)	New York S. B. Corporation.....	92.7	92.3
BB47 WASHINGTON.....(47)	do.....	75.9	70.3
BB48 WEST VIRGINIA.....(48)	Newport News S. B. & D. D. Co.....	82.5	81.2
BB49 SOUTH DAKOTA.....(49)	New York Navy Yard.....	38.5	31.6
BB50 INDIANA.....(50)	do.....	34.7	27.2
BB51 MONTANA.....(51)	Mare Island Navy Yard.....	27.6	19
BB52 NORTH CAROLINA.....(52)	Norfolk Navy Yard.....	36.7	27.1
BB53 IOWA.....(53)	Newport News S. B. & D. D. Co.....	31.8	27.4
BB54 MASSACHUSETTS.....(54)	Bethlehem S. B. Corporation (Quincy)..	11	4.3
<i>Battle Cruisers (CC).</i>			
CC1 LEXINGTON.....(1)	Bethlehem S. B. Corporation (Quincy)..	33.8	24.2
CC2 CONSTELLATION.....(2)	Newport News S. B. & D. D. Co.....	22.7	19.5
CC3 SARATOGA.....(3)	New York S. B. Corporation.....	35.4	28
CC4 RANGER.....(4)	Newport News S. B. & D. D. Co.....	4	1.5
CC5 CONSTITUTION.....(5)	Philadelphia Navy Yard.....	13.4	8.4
CC6 UNITED STATES.....(6)	do.....	12.1	7.1
<i>Light cruisers (CL).</i>			
CL4 OMAHA.....(4)	Todd D. D. & Const. Corporation.....	99.2	94.8
CL5 MILWAUKEE.....(5)	do.....	95.8	92.9
CL6 CINCINNATI.....(6)	do.....	88.2	83.8
CL7 RALEIGH.....(7)	Bethlehem S. B. Cpn. (Fore River).....	69.2	54.3
CL8 DETROIT.....(8)	do.....	88.5	80
CL9 RICHMOND.....(9)	Wm. Cramp & Sons Co.....	93	87.4
CL10 CONCORD.....(10)	do.....	96.5	79.5
CL11 TRENTON.....(11)	do.....	59.5	47.5
CL12 MARBLEHEAD.....(12)	do.....	47.5	33.5
CL13 MEMPHIS.....(13)	do.....	40.5	26.5
<i>Auxiliaries.</i>			
AR1 Repair ship MEDUSA.....(1)	Puget Sound Navy Yard.....	83.4	74.2
AD3 Destroyer tender DOBBIN.....(3)	Philadelphia Navy Yard.....	72.5	72.3
AD4 Destroyer tender WHITNEY.....(4)	Boston Navy Yard.....	57.6	50.3
AS3 Submarine tender HOLLAND.....(3)	Puget Sound Navy Yard.....	21.5	5.5
<i>Patrol vessels.</i>			
PG22 Gunboat No. 22, TULSA.....	Charleston Navy Yard.....	75	64.9
<i>Destroyers (DD).</i>			
DD339 TREVER.....(339)	Mare Island Navy Yard.....	99.8	99.8
DD340 PERRY.....(340)	do.....	99.8	99.8
DD841 DECATUR.....(341)	do.....	99.5	99.5
<i>Submarines (SS).</i>			
SS115 S-10.....(115)	Portsmouth (N. H.) Navy Yard.....	96.6	96
SS116 S-11.....(116)	do.....	94.8	94.1
SS117 S-12.....(117)	do.....	93.9	92.5
SS118 S-13.....(118)	do.....	92.9	90.9
SS123 S-18.....(123)	Electric Boat Co. (Quincy).....	98.5	98.5
SS124 S-19.....(124)	do.....	98	98
SS125 S-20.....(125)	do.....	98.5	98.5
SS126 S-21.....(126)	do.....	97.5	97.5
SS127 S-22.....(127)	do.....	98.5	98.5
SS128 S-23.....(128)	do.....	98.5	98.5
SS129 S-24.....(129)	do.....	95.5	95.5
SS130 S-25.....(130)	do.....	96	96
SS131 S-26.....(131)	do.....	94	94
SS132 S-27.....(132)	do.....	92.5	92.5
SS133 S-28.....(133)	do.....	93	92.7
SS134 S-29.....(134)	do.....	92	91.5
SS135 S-30.....(135)	Electric Boat Co. (San Francisco).....	(1)	(1)
SS136 S-31.....(136)	do.....	(1)	(1)
SS137 S-32.....(137)	do.....	99.5	99.5
SS138 S-33.....(138)	do.....	(1)	(1)
SS139 S-34.....(139)	do.....	98.2	98

<sup>1</sup> Hull complete. Engineering work only.

VESSELS UNDER CONSTRUCTION, UNITED STATES NAVY, JULY 1, 1922—  
Continued.

Name and number.	Builder.	Per cent of completion July 1, 1922.	
		Total.	Ship.
<i>Submarines (SS)—Continued.</i>			
SS140 S-35.....(140)	Electric Boat Co. (San Francisco).....	95.7	95.1
SS141 S-36.....(141)	.....do.....	94.6	93.9
SS142 S-37.....(142)	.....do.....	93.5	92.6
SS143 S-38.....(143)	.....do.....	89.8	88
SS144 S-39.....(144)	.....do.....	87.1	84.7
SS145 S-40.....(145)	.....do.....	84.9	81.9
SS146 S-41.....(146)	.....do.....	87	84.5
SS153 S-42.....(153)	Electric Boat Co. (Quincy).....	87.5	77
SS154 S-43.....(154)	.....do.....	88.5	78.8
SS155 S-44.....(155)	.....do.....	86	75
SS156 S-45.....(156)	.....do.....	86.8	76
SS157 S-46.....(157)	.....do.....	85.3	73.9
SS158 S-47.....(158)	.....do.....	85.1	73.7
SS159 S-48.....(159)	Lake T. B. Co. (Bridgeport).....	98.3	98.3
<i>Fleet Submarines (SF):</i>			
SF4 V-1.....(163)	Portsmouth (N. H.) Navy Yard.....	25.7	24.5
SF5 V-2.....(164)	.....do.....	22.5	.....
SF6 V-3.....(165)	.....do.....	22.3	.....

NOTES.—The following vessels have been authorized but are not under construction for 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.

Construction is suspended on the following vessels pending ratification of the treaty limiting naval armament, which requires them to be scrapped: WASHINGTON, SOUTH DAKOTA, INDIANA, MONTANA, NORTH CAROLINA, IOWA, MASSACHUSETTS, CONSTELLATION, RANGER, CONSTITUTION, and UNITED STATES.

The LEXINGTON and SARATOGA are scheduled for conversion into aircraft carriers.



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Alden..... DD211	Destroyer, 1st line..	74	Barker..... DD213	Destroyer, 1st line..	74
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Alpha..... ex-YR2	Floating workshop.	314	Bath..... AK4	Cargo ship.....	232
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Ammonoosuc..... (ex) AT21	Fleet tug.....	358	Beaufort..... AK6	Cargo ship.....	232
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Anchor Hoy No. 2 (ex) Y D54	Floating derrick...	300	Belknap..... DD251	Destroyer, 1st line..	74
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Antares..... AD10	Auxiliary, miscellaneous.	266	Benham..... DD49	Ferryboat.....	302
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Arcturus (ex).... A G12	Auxiliary, miscellaneous.	357	Billingsley..... DD293	Destroyer, 1st line..	74
Arethusa..... A O7	Oiler.....	222	Birmingham..... CL2	Light cr., 2d line..	58
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Arizona..... BB39	Battleship, 1st line.	22	Blakeley..... DD150	Destroyer, 1st line..	74
Arkansas..... BB33	.....do.....	22	Bobolink..... A M20	Mine sweeper .....	254
Arkansas (ex) ex-BM7	Old monitor.....	329	Boggs..... DD136	Destroyer, 1st line..	80
Aroostook..... CM3	Mine layer, 2d line.	70	Boo-hoo (ex)... Y F170	Freight lighter.....	325
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Aspinet (ex)... Y F176	Freight lighter.....	309	Boston.....	Receiving ship, ex cruiser.	270
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Atlas (ex)..... Y T27	Tug.....	312	Branch..... DD197	Destroyer, 1st line..	80
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Bushnell..... AS2	Submarine tender...	200	Constitution, Old..	Old frigate.....	270
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(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.
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(8) Alabama.	(23) Teal.	(38) Keosanqua.	(68) Shaw.
(9) Wisconsin.	(24) Brant.	(39) Montcalm.	(69) Caldwell.
(10) Maine.	(25) Kingfisher.	(40) to (45) (canceled).	(70) Craven.
(11) Missouri.	(26) Rail.	<b>Destroyers:</b>	(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) Wickes.
(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.	<b>Tugs:</b>	(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) Champplin.
(45) Colorado.	(5) Samoset.	(34) Walke.	(105) Mugford.
(46) Maryland.	(6) Penacook.	(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.
<b>Mine sweepers:</b>	(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) Bagduce.	(50) Balch.	(121) Montgomery.
(7) Oriole.	(22) Tadousac.	(51) O'Brien.	(122) Brees.
(8) Curlew.	(23) Kalmia.	(52) Nicholson.	(123) Gamble.
(9) Finch.	(24) Kewaydin.	(53) Winslow.	(124) Ramsay.
(10) Heron.	(25) Umpqua.	(54) McDougal.	(125) Tattnell.
(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) Porfer.	(130) Jacob Jones.
		(60) Wadsworth.	(131) Buchanan.

Destroyers—Contd.

- (132) Aaron Ward.
- (133) Hale.
- (134) Crowninshield.
- (135) Tillman.
- (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 Talbot.
- (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) Renshaw.
- (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) Canceled.
- (203)
- (204)
- (205)
- (206) Chandler.
- (207) Southard.
- (208) Hovey.
- (209) Long.
- (210) Broome.
- (211) Alden.
- (212) Smith Thompson.
- (213) Barker.
- (214) Tracey.
- (215) Borie.

Destroyers—Contd.

- (216) John D. Edwards.
- (217) Whipple.
- (218) Farrott.
- (219) Edsall.
- (220) MacLeish.
- (221) Simpson.
- (222) Bulmer.
- (223) McCormick.
- (224) Stewart.
- (225) Pope.
- (226) Perry.
- (227) Pillsbury.
- (228) John D. Ford.
- (229) Truxtun.
- (230) Paul Jones.
- (231) Hatfield.
- (232) Brooks.
- (233) Gilmer.
- (234) Fox.
- (235) Kane.
- (236) Humphreys.
- (237) McFarland.
- (238) James K. Paulding.
- (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 Ausburne.
- (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) Kidder.
- (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. Preston.
- (345) Preble.
- (346) Sicard.
- (347) Pruitt.
- (348) .....
- (349) .....
- (350) .....
- (351) .....
- (352) .....
- (353) .....
- (354) .....
- (355) .....
- (356) .....
- (357) .....
- (358) .....
- (359) .....
- Destroyers (alphabetically):
- (184) Abbot.
- (211) Alden.
- (66) Allen.
- (72) Anthony.
- (258) Aulick.
- (294) Ausburn, Charles.
- (47) Aylwin.
- (128) Babbitt.
- (126) Badger.
- (196) Badger, George F.
- (185) Bagley.
- (269) Bailey.
- (246) Bainbridge.
- (1) Bainbridge (old).
- (50) Balch.
- (267) Ballard.
- (256) Bancroft.
- (213) Barker.
- (149) Barney.
- (248) Barry.
- (2) Barry (old).
- (251) Belknap.

Destroyers (alphabetically)—Continued.

- (95) Bell.
- (49) Benham.
- (153) Bernadou.
- (151) Biddle.
- (203) Billingsley.
- (150) Blakeley.
- (136) Boggs.
- (215) Borie.
- (197) Branch.
- (283) Breck.
- (148) Breckinridge.
- (122) Breese.
- (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) Farquhar.
- (300) Farragut.
- (289) Flusser.
- (169) Foote.
- (228) Ford, John D.
- (234) Fox.
- (297) Fuller.
- (123) Gamble.
- (260) Gillis.
- (233) Gilmer.
- (247) Goff.
- (188) Goldsborough.
- (192) Graham.

Destroyers (alphabetically)—Continued.	Destroyers (alphabetically)—Continued.	Destroyers (alphabetically)—Continued.	Destroyers (alphabetically)—Continued.
(286) Greene.	(158) Leary.	(340) Perry.	(240) Sturtevant.
(145) Greer.	(310) Lee, S. P.	(11) Perry (old).	(333) Sumner.
(82) Gregory.	(336) Litchfield.	(76) Phillip.	(273) Swasey.
(92) Gridley.	(79) Little.	(227) Pillsbury.	(114) Tabbot.
(71) Gwin.	(209) Long.	(225) Pope.	(156) Tabbot, J. Fred
(133) Hale.	(99) Luce.	(59) Porter.	(142) Tarbell.
(141) Hamilton.	(112) Ludlow.	(345) Preble.	(125) Tattall.
(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 Smith.
(107) Hazelwood.	(102) Mahan.	(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) Rizal.	(14) Truxtun (old).
(208) Hovey.	(223) McCormick.	(88) Robinson.	(57) Tucker.
(179) Howard.	(262) McDermut.	(254) 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.	(87) McKee.	(243) Sands.	(90) Wadsworth.
(194) Hunt.	(264) McLanahan.	(190) Satterlee.	(62) Wainwright.
(111) Ingraham.	(274) Meade.	(159) Schenck.	(163) Walker.
(255) Ingram, Osmond.	(335) Melvin.	(103) Schley.	(139) Ward.
(284) Isherwood.	(165) Meredith.	(320) Selfridge.	(132) Ward, Aaron.
(98) Israel.	(322) Mervine.	(189) Semmes.	(338) Wasmuth.
(245) James, Reuben.	(279) Meyer.	(281) Sharkey.	(115) Waters.
(130) Jones, Jacob.	(121) Montgomery.	(68) Shaw.	(257) Welles.
(230) Jones, Paul.	(277) Moody.	(318) Shirk.	(217) Whipple.
(10) Jones, Paul (old).	(271) Morris.	(268) Shubrick.	(15) Whipple (old).
(308) Jones, William.	(105) Mugford.	(346) Sicard.	(75) Wickes.
(170) Kalk.	(325) Mullany.	(81) Sigourney.	(67) Wilkes.
(235) Kane.	(97) Murray.	(221) Simpson.	(108) Williams.
(306) Kennedy.	(311) Nicholas.	(275) Sinclair.	(244) Williamson.
(138) Kennison.	(52) Nicholson.	(316) Sloat.	(53) Winslow.
(389) Kidder.	(343) Noa.	(324) Smith, Robert.	(317) Wood.
(137) Kilty.	(177) O'Bannon.	(301) Somers.	(195) Wood, Walborn C.
(30) Kimberly.	(51) O'Brien.	(207) Southard.	(309) Woodbury.
(242) King.	(295) Osborne.	(173) Sproston.	(77) Woolsey.
(119) Lamberton.	(239) Overton.	(180) Stansbury.	(288) Worden.
(328) Lamson.	(161) Palmer.	(86) Stevens.	(16) Worden (old).
(101) Lansdale.	(48) Parker.	(224) Stewart.	(314) Yarborough.
(286) Lardner.	(218) Parrott.	(13) Stewart (old).	(143) Yarnall.
(263) Laub.	(238) Paulding, James K.	(73) Stockton.	(312) Young.
(315) La Vallette.	(226) Peary.	(302) Stoddert.	(337) Zane.
(250) Lawrence.	(298) Percival.	(92) Striding.	(313) Zellin.
(8) Lawrence (old).		(83) Stringham.	
(118) Lea.			











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